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ISSUE NO. 306 OCTOBER 2026



FEATURES

- European Coal Trades
- Stockyard Equipment
- Self-Unloaders
- Bulk Loading Systems
- Biomass Operations
- Coal Handling Directory

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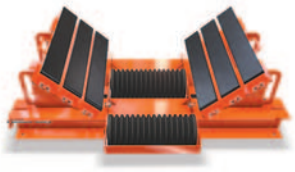
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ISSN 1466-3643
Insta: www.instagram.com/drycargointernational

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GRAIN AND SOYA TRADE FACING LIMITATIONS

Indications pointing to commodity imports gaining momentum have become more solid recently, although weaker performances in some parts of the spectrum are still evident. Growth in global seaborne dry bulk trade during 2026 as a whole now seems likely to be stronger than last year's minimal advance.

A trend which has provided support for dry bulk trade is the progress of global economic activity. This has proved more resilient than was expected to have resulted from the energy crisis unfolding over the past six months. World gross domestic product may grow by 2.9% in 2026, compared with 3.4% last year based on the OECD organization's latest (late September) forecast. Prospects for the period ahead are not clear, however and "remain heavily dependent on whether a durable resolution to the Middle East conflict is achieved" according to OECD analysts.

GRAIN & SOYA

Within the grain and soya trade segment about a third is comprised of soyabeans and meal. The outlook for this portion in the 2026/27 year is currently positive, at a slower rate of growth than seen in the previous twelve months. Potential for an upwards trend to continue is supported by expectations of further growth in China's imports, contributing over two-fifths of world soya movements.

After increasing by an estimated 5% in marketing year 2025/26, global soyabeans and meal trade growth may slacken to under 2% growth in the new 2026/27 year now starting. US Department of Agriculture calculations shown in table 1 suggest that the total could rise by 4mt (million tonnes), from 270.8mt to 274.7mt. Expansion in the past twelve months reflected extra imports into a wide range of countries, while in the period ahead Asia's imports may provide all of the additional volume.

COAL

Amid the global energy crisis unfolding this year, coal trade has strengthened. It now seems likely that the global seaborne total will be higher in 2026 than seen in the preceding twelve months. A cautious prediction by the International Energy Agency published last month suggested an almost flat figure, while other forecasters predict some growth.

The IEA's mid-year coal market update report forecast world seaborne coal trade at 1382mt in 2026, following a 1,378mt total in 2025. It suggested that steam coal trade could be 1% lower at 1,062mt, while coking coal trade rises by 5% to 320mt. Weaker steam coal trade is mainly attributed to an expected 5% reduction in China's volume, partly offset by a marginal increase among other countries as a group. An alternative calculation indicates a possibility that imports into many countries, especially in Asia, will see substantially higher volumes.

IRON ORE

Steelmaking raw materials consumption and imports are benefiting from signs of firmer trends in steel output in the main producing countries.

Nevertheless, most of this year's potential increase in seaborne iron ore trade probably will be a result of extra imports into China.

Statistics for crude steel production published by the World Steel Association emphasize some contrasting outcomes. In the first eight months of 2026, compared with last year's same period, China's production was 3% lower. In Japan and the European Union totals were flat, while South Korea's volume rose by 3%. Despite China's output reduction, iron ore imports rose by over 5%.

MINOR BULKS

The minor bulks segment continues to show clear signs of growth in a number of commodity trades. A large proportion is expected to be contributed by additional bauxite and alumina imports, with China featuring prominently among buyers.

BULK CARRIER FLEET

The Panamax (70-99,999 deadweight tonnes) size group, including Kamsarmaxes, comprising a quarter of the world bulk carrier fleet may grow by around 5% this year, as shown in table 2. This percentage represents a distinct acceleration of expansion.

TABLE 1: WORLD SOYABEANS AND SOYAMEAL IMPORTS (MILLION TONNES)

	2021/22	2022/23	2023/24*	2024/25*	2025/26*	2026/27*
European Union	31.0	29.1	30.0	35.3	34.3	34.1
China	90.4	104.5	112.0	108.1	113.2	115.1
Other Asia	38.2	36.7	38.0	40.6	43.2	45.2
Others	62.0	61.5	68.0	73.1	80.1	80.3
World total	**221.6**	**231.8**	**248.0**	**257.1**	**270.8**	**274.7**
% change from previous year	–4.2	+4.4	+7.1	+3.6	+5.3	+1.5

source: US Dept of Agriculture, 11 September 2026 *October/September marketing years* ** forecast*

TABLE 2: PANAMAX (70–99,999DWT) BULK CARRIER FLEET (MILLION DEADWEIGHT TONNES)

	2021	2022	2023	2024	2025	2026*
Newbuilding deliveries	8.6	9.8	10.8	9.9	11.1	15.0
Scrapping	0.7	0.7	2.3	1.6	1.6	1.0
Losses	0.0	0.0	0.0	0.2	0.0	0.0
Plus/minus adjustments	0.0	0.0	0.0	0.0	0.0	0.0
World fleet at end of year	**236.3**	**245.3**	**253.8**	**261.9**	**271.3**	**285.0**
% change from previous year-end	+3.5	+3.9	3.5	3.2	3.6	5.0

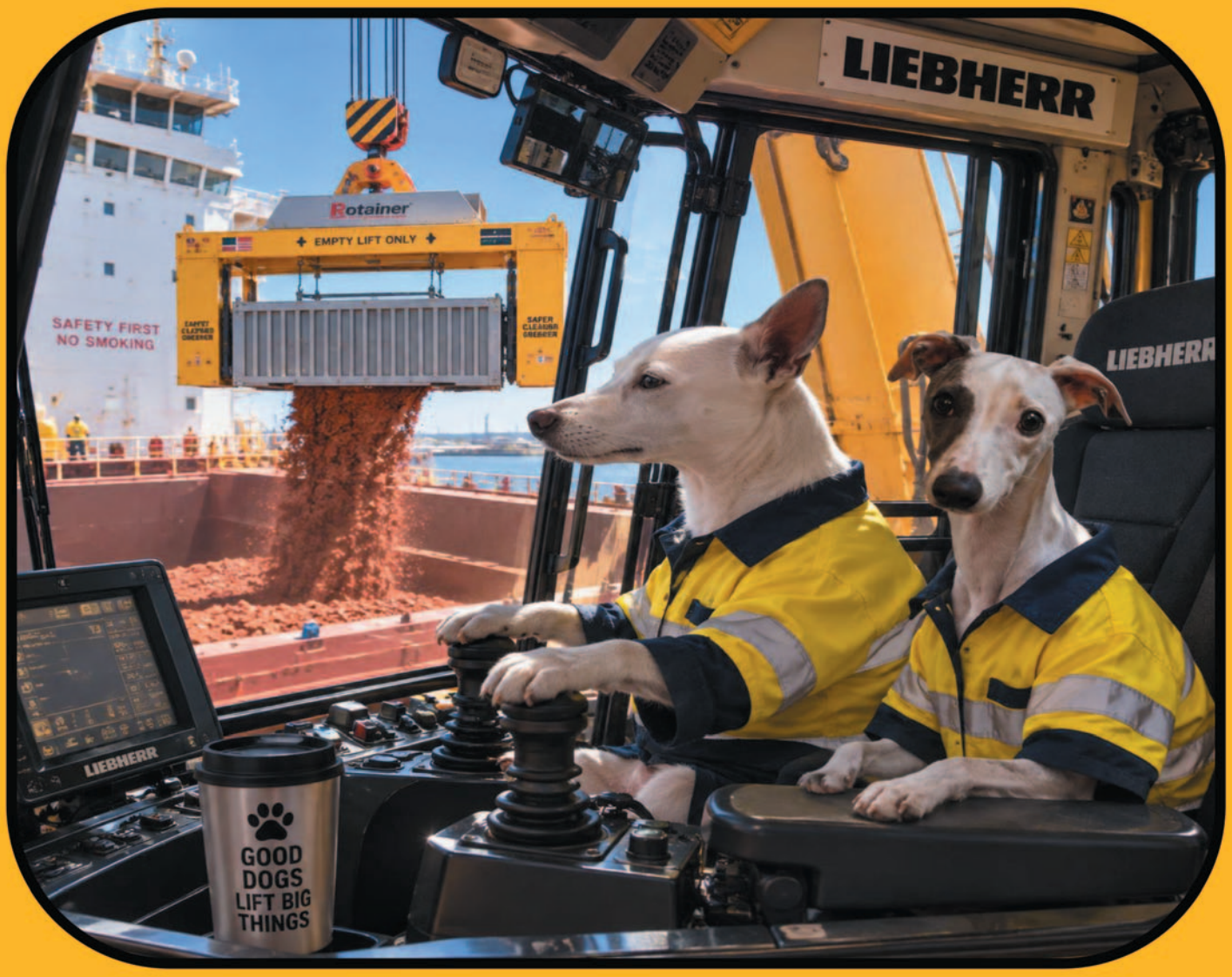
source: Clarksons (historical data) & BSA ** BSA September 2026 estimate*

by Richard Scott, Bulk Shipping Analysis, Tel: +44 (0)12 7722 5784; Fax: +44 (0)12 7722 5784; e-mail: bulkshipan@aol.com

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Europe's coal imports remain low



Photo: courtesy of RIKON.

Richard Scott, Bulk Shipping Analysis

Coal imports into Europe have remained fairly stable at a much lower volume over the past couple of years. Another year of relative stability in 2026 as a whole seems likely. After an upsurge four years ago reflecting the global energy crisis caused by the onset of war in Ukraine, coal purchases plummeted. Amid subsequent changes among energy sources, with greater emphasis on renewables, consumption and imports of coal have been affected by sustained downwards pressure which looks set to continue.

As a consequence, annual volumes into Europe have receded to a diminished role in the world coal market, while still amounting to a substantial amount of cargo for bulk carriers and ports to handle.

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EUROPE'S SEABORNE COAL IMPORTS (MILLION TONNES)

	2021	2022	2023	2024	2025	2026*
France	7.5	7.4	6.1	4.6	4.8	5.0
Germany	32.4	41.8	29.8	24.4	25.3	25.5
Italy	8.4	11.9	7.1	3.5	3.4	3.5
Netherlands	12.8	11.3	8.1	7.9	8.1	8.5
Spain#	3.4	7.7	4.4	2.1	1.6	1.5
Other EU+UK	25.3	43.9	32.1	20.6	18.0	18.0
Total EU+UK	**89.8**	**124.0**	**87.6**	**63.1**	**61.2**	**62.0**
% change		38.1	–29.4	–28.0	–3.0	1.3

** forecast #steam coal*

source: Clarksons Research &, Bulk Shipping Analysis, 05 October 2026

Long-haul cargoes to destinations around Europe are still numerous, carried by bulk carriers of varying capacities. Discharging these cargoes is a feature at many bulk commodity handling ports throughout the region, both in northern European countries and in the Mediterranean Sea area.

In 2025 imports into the European Union plus United Kingdom saw a third consecutive year of weakening although the reduction after the two previous periods was small. Steam coal, used mainly in power stations, previously by far the largest proportion received, formed just over half of the regional volume. Coking coal for steel industry use comprised the remainder. Last year's decrease was concentrated in the coking coal segment, where several European countries reduced purchases.

Among individual countries, Germany is by far the biggest among individual importers, forming about two-fifths of the regional volume, as shown in the table above. The Netherlands is the next largest with a one-eighth share, followed by France and Italy. A common theme explaining the diminishing annual consumption and imports volumes is the coal-fired power station closures that started many years ago.

Energy usage influences

Europe's coal demand and imports reflect broad macro-economic trends shaping energy usage more widely, although this influence often is not the most noticeable factor shaping volumes. The European economy's performance has remained sluggish. In the past few years a more prominent determinant has been geopolitical influences, and their effects on availability of alternative energy supplies. Regional and national government environmental and energy policy pressures also have remained at the forefront.

The most widely used broad indicator of progress in economic activity, gross domestic product (GDP) growth, grew slowly at 1.0% in the eurozone group of countries during 2024 followed by 1.3% in 2025. According to the latest assessment of the world economy published by the OECD organization in late September, 2026 may see a slight deterioration to a 1.0% growth rate and in 2027 another low 1.0% is forecast, emphasizing how activity is constrained by headwinds.

Business investment and consumer spending in European countries has been held back, resulting in slow progress in economic activity, affecting demand for energy. Subdued GDP growth forecasts by the OECD reflect prevailing uncertainties about spending patterns. Inflationary pressures have been mounting along with rising energy costs, leading to expectations of tightening monetary policy and higher interest rates.

Nevertheless, despite the cautious tone of the recent report, OECD economists



Photo: Rhenus Logistics.

observed that growth in the global economy has "remained resilient in many countries" this year. Earlier expectations of adverse consequences from the Middle East conflict had suggested the possibility of a much more severe outcome, if heavily disrupted energy supplies continued for a number of months. Yet this result has been largely avoided, although there is great uncertainty for the period immediately ahead.

Prospects for coal consumption trends depend partly on how activity in the main consuming sectors — power stations and steel mills — progresses. Output trends in these sectors are likely to remain subdued. Availability of alternative energy supplies remains another influence. Assuming that overall energy supplies in the region are adequate, coal usage and imports especially of steam coal grades may be further restricted in the years ahead.

Importers' changes

Imports of coal into the European Union plus United Kingdom (EU+UK) in 2025 were slightly below those of the previous twelve months. Somewhat higher volumes were seen in France, Germany and Netherlands, while other countries saw reductions. Based on available data for the trends so far this year, and indications of volumes in later months, there are tentative signs that in 2026 as a whole a stable regional total will result.

Looking at the detailed breakdown shown in the table, coal imported by sea into the EU+UK in 2025 totalled 61mt (million tonnes), a decrease of 2mt or 3% compared with the previous year's 63mt, according to Clarksons Research data and Bulk Shipping Analysis calculations. There was a general absence of large changes in volumes among individual countries. The regional decrease followed a 24mt (28%) further reduction in 2024.

Within the coking coal segment European imports decreased by 3mt or 9% to 34mt in 2024, before falling by 2mt (7%) to 29mt last year. In the now greatly diminished steam coal component a 22mt or 40% reduction to 32mt in 2024 was followed by an almost unchanged volume of just over 32mt in 2025. Coking coal is an essential ingredient used in steel produced by the blast furnace/pig iron process, and is hard to replace with another energy source. Steam coal, especially as used by power stations, can be substituted in the electricity generating sector by other fuels or replaced by renewable power generation.

At under 5% of the world total last year, EU+UK imports are far below the much larger proportion of global seaborne coal trade seen in earlier years. The earlier proportion of global trade is not likely to be regained, because of European environmental policies that permanently eliminate coal consumption and the capacity to use it.

Germany is still the largest European coal buyer, even though its annual volumes are well below quantities seen previously. Last year Germany's 25.3mt total — 0.9mt or 4% above the volume seen in the preceding twelve months — continued to comprise the biggest percentage share of the overall European volume, at 41%. Steam coal comprised three-fifths of the total.

Increases in 2025 were experienced by other importers, compared with the previous year. France and Netherlands purchased 2-4% larger amounts, but the volume increases to 4.8mt and 8.1mt were minor. By contrast Italy's imports were 3% lower at 3.4mt while Spain's steam coal imports were 24% down at 1.6mt. The category in the table labelled 'other EU+UK' coal imports saw a decline of 3mt or 13% last year to 18mt. UK imports included in that category were 25% lower, down to only just above a minimal 1mt.

A country adjacent to the European area, sometimes included in regional import totals, is Turkey where the trend remained positive. Turkey has a prominent role in the international coal market, receiving large annual volumes in recent years. The 2025 total reached almost 32mt, 2mt or 7% above the previous year's volume. The chief component is steam coal mainly for power



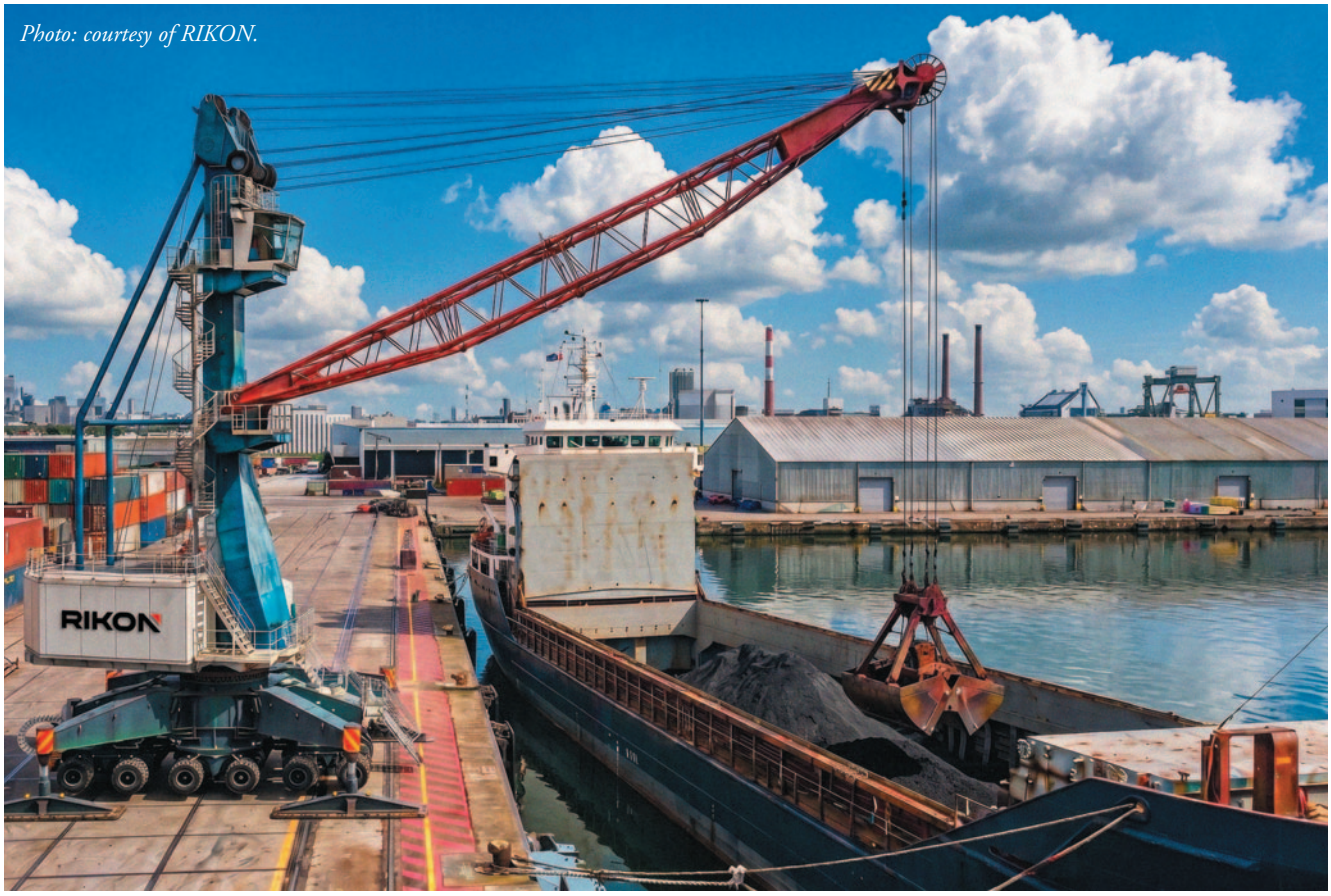


Photo: courtesy of RIKON.

station use, comprising over four-fifths.

Market shaping

An extensive programme of coal-fired power station closures has been one of the main trends directly affecting coal usage and imports adversely, in numerous European countries over recent years. Many plants were permanently shut down or idled, or experienced lower capacity utilization. According to Euracoal, the European Association for Coal and Lignite, this trend reflected high Emissions Trading System carbon prices, effectively rendering coal uncompetitive against other energy sources.

A sustained rapid shift towards alternative energy sources accompanied this trend. Expanding availability of renewable energy supplies in particular, especially wind-turbine generated electricity, became a prominent feature.

European coal consumption has been temporarily disrupted and modified by energy market upheavals during the past few years. The energy supply crisis and surge in coal imports four years ago, resulting from a drastic cut in gas supplies from Russia following that country's invasion of Ukraine, was followed by resumed negative influences. Weakening trends again affected coal consumption, but events in the Middle East in 2026 have intensified energy security aspects and so coal imports have been broadly maintained.

Variations in domestic coal production volumes within Europe, and effects on overall market supplies, are another feature although these now have only a limited impact on import demand because domestic output is relatively small. Closures of uneconomic mines have been prominent in recent years. Hard coal production is now mostly confined to Poland. Additionally, low grade lignite (brown coal) is mined, mostly in Germany and Poland.

Germany produced 84mt of lignite in 2025 while hard coal output remains nil, according to Euracoal figures. Poland's lignite production last year was 38mt, plus 43mt hard coal. There was also a minimal quantity of 0.1mt of UK hard coal output from remaining small mines. Among other EU importing countries domestic hard coal production was very small.

As a result of the diminished influence of changes in domestic coal output within Europe, variations in the coal consumption trend are the main influence affecting European countries' purchases on the international market. Users are the two principal industries still using coal — steel production and electricity generation — and also cement and other industrial processes.

Coking coal volumes used by steel mills, and import demand, has weakened in the past few years. In the European Union steel industry, just over half (54% in 2025) of steel is produced by the blast furnace/oxygen furnace method using coking coal. Crude steel production was greatly restrained by adverse changes in domestic demand for steel as well as in exports and imports of steel products.

Disruptive influences in recent years had a huge impact in the steam coal segment. During 2025 Europe's electricity generation from coal contributed 11% of all electricity generated, one percentage point lower than in the previous year, but well below the proportion recorded earlier, according to Energy Institute statistics. Meanwhile renewables generation from wind, solar, hydro and biofuels has risen.

Calculations emphasize the limitations on coal use in power stations and underline the direction of the trend. Electricity generation across Europe in 2025 was mainly based on renewable energy sources. Wind and solar power provided 33%. Hydro power generated a further 16%, while nuclear contributed 19%. The remainder was comprised mostly of gas (17%).

But renewables are characterized by short-term variations because of dependence upon often unpredictable weather, while hydro-power also can be affected by weather variations. Nevertheless, coal is no longer seen as a valuable back-up alternative source of power supplies, a role mainly now focused on natural gas and nuclear generation plants.

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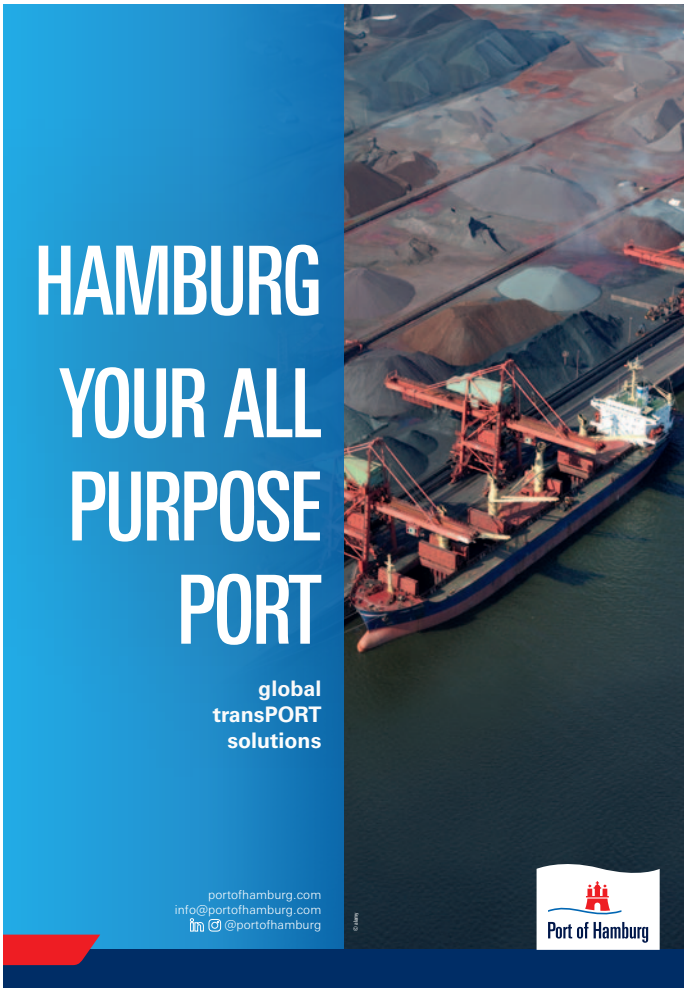
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Energy policy impacts

Within the European Union long-established environmental policy has prioritized cleaner energy resources and reduction of air pollution. The central aim contributing to cutting greenhouse gas emissions is decarbonizing energy-consuming activities. One major focus for the strategy was coal-fired power stations, especially large-scale plants, most of which have been phased-out. An accompanying intensive development of renewable energy — wind and solar power generation — has been a feature in recent years.

Policy measures agreed by EU member countries (such as the Emissions Trading Scheme, air pollution directives and renewable energy targets) have drastically curtailed coal usage. The objective is to ensure sustainability, mitigating climate change in particular. Other aspects such as energy security and industrial competitiveness have been given more attention. Unfavourable impacts on economic activity when uncertain or disrupted energy supplies and inflated prices emerged have been clearly seen in the past few years.

In a number of European countries varying dependence on coal continues to be part of the 'baseload' reliable generation capacity still needed, but its role has diminished greatly. Several EU member countries retain import-dependent coal-fired plants operating, amid an intention to reduce and eliminate coal's contribution in the power sector. This policy imperative probably will ensure a further decline in the steam coal market.

Ceasing power generation from coal by set dates during the period up to the end of the present decade was revealed in earlier plans. In France, Italy, Netherlands and the UK deadlines announced were within the 2022–2029 period. In Germany, having the largest coal-fired plant sector, a later

target date of 2038 was proposed for phasing out electricity generation from both hard coal and lignite.

The reduced cost of renewable power technology assists this process. Enhanced wind and solar power efficiency and lower costs have altered the economics of and perceptions for alternative energy supplies. The transition provides clear environmental benefits. But switching to other energy sources to replace all coal-fired capacity is a large-scale change that could be extended in some countries over a number of years.

Stability in European coal imports in the past few years after the substantial fall tends to point to the difficulty of eliminating the remaining coal usage and its replacement by alternative domestic energy supplies. In the steel industry much of the existing technology needs coal as a production input. In the power industry alternatives for the remaining baseload generation and other industrial processes in some countries are difficult or costly to replace with alternative fuels.

Prospects for imports

Potential for a reversal in the trend of European coal imports seems very limited. In the remaining consuming industries, future dismantling of capacity for using coal over the years ahead is likely to further restrict consumption. Some fluctuations in import volumes from year to year may be seen. But all indications point to a longer-term downwards trend as coal is squeezed by policy influences accompanied by the substitution effects of preference for alternative energy supplies.

An illustration of direct influences is provided by the International Energy Agency in its mid-year update published last month. Looking back to the early part of 2025 weak wind and hydropower output temporarily increased power-sector coal use in the first quarter. For the 2025 year as a whole EU coal consumption fell by 6%, continuing its extended downward trend, amid decreases in electricity generation and industry.

IEA analysts now expect the structural decline in Europe's coal demand to persist in 2026 as a whole, although perhaps at a slower rate than foreseen earlier. The expected decline in some countries this year, such as Germany and Poland has been reduced by higher gas prices resulting from the extended energy crisis reflecting the disruption of Middle East natural gas supplies. Nevertheless, expanding renewable capacity is emphasized, and also growing nuclear power availability in some markets. Together with policies to phase out coal and weakening industrial demand, coal consumption prospects are not positive.

A subdued outlook for European coal imports is implied. Recent signs indicate that the 2026 annual seaborne coal volume imported by the EU+UK area could see a minimal rise of about one percentage point compared with last year, as shown in the table, at around 62mt, based on Bulk Shipping Analysis calculations. Marginally higher steam coal imports into several countries could be sufficient to support the total. There have been no clear signs of more than a slight change in volume in any of the individual countries listed.

Forecasts for Europe's coal imports in 2027 and later are speculative, because of numerous uncertainties surrounding energy market trends and the participation of coal. The annual volume may be flat, higher, or lower within a narrow range of possible outcomes. Downwards pressure on coal consumption can be expected to persist, with negative effects on import purchases.

DCi



ClassNK releases 'Onboard Carbon Capture Systems Implementation Framework' handbook

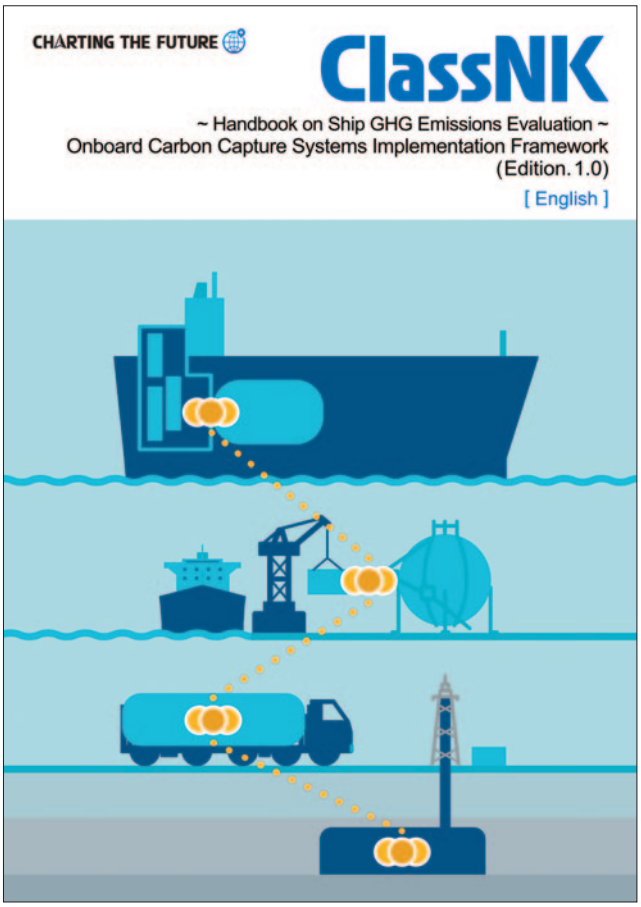
Bringing together technical, infrastructure, regulatory and emissions assessment considerations across the OCCS value chain

ClassNK has released a new handbook entitled *Onboard Carbon Capture Systems Implementation Framework* as part of its Handbook on Ship GHG Emissions Evaluation series.

The handbook provides practical guidance for shipowners, operators and other stakeholders considering the introduction of onboard carbon capture systems (OCCS). It is intended to help them understand the considerations involved across an entire OCCS project and to facilitate discussions among relevant parties and consideration of OCCS implementation.

The introduction of OCCS requires consideration not only of the value chain from onboard CO_2 capture through to storage and other forms of final treatment, but also of mechanisms for quantifying and verifying emissions reductions.

These include MRV*1and CoC*2 systems for managing captured CO_2 and its associated attribute information.



The handbook brings together these considerations from technical, infrastructure, regulatory and emissions-reduction assessment perspectives, and can be used to support discussions among relevant stakeholders and the consideration of specific OCCS projects.



Background

The maritime industry is pursuing various measures to reduce GHG emissions, including operational improvements, the introduction of energy-efficiency technologies and the transition to alternative fuels.

Among these options, onboard CO_2 capture, in which CO_2 is captured from ships' exhaust gas, processed and temporarily stored on board, has attracted attention as a means of supporting GHG emissions reduction, with demonstration projects and discussions on relevant regulatory frameworks progressing internationally.

However, translating the use of OCCS into actual emissions reductions requires more than the onboard system itself. Routes must be secured for the unloading, transportation, storage, sequestration or utilization of captured CO_2, together with mechanisms for quantifying and verifying emissions reductions.

As these considerations span technology, infrastructure, regulation and emissions-reduction assessment, a project-wide perspective is essential.

Through the development of its "Guidelines for Onboard CO_2 Capture and Storage Systems"*3, ClassNK has worked to establish safety and technical requirements for such systems, while accumulating knowledge through demonstration projects and experience through various GHG certification services.

Drawing on this knowledge and experience, the handbook has been prepared to help stakeholders considering the introduction of OCCS gain a project-wide understanding of the relevant considerations.

ClassNK will continue to support the maritime industry's decarbonization efforts through the provision of relevant information.

Redefining heavy logistics: how the Pinglu Canal transforms bulk shipping

The official opening of the Pinglu Canal on 16 September 2026, marks a pivotal shift in Asian logistics. Stretching 134.2km from the Xijin Reservoir near Hengzhou down to the Gulf of Tonkin, the newly completed Class I inland waterway provides the long-sought river-to-sea connection between interior China and global maritime routes.

While the canal offers benefits various sectors, its impact is most immediate and pronounced in bulk commodity shipping.

Direct cost and distance savings

Before the canal's opening, raw bulk commodities — such as coal, iron ore, cement, grain, and chemical fertilizers — moving out of landlocked southwestern provinces had to follow a circuitous path along the Pearl River eastward toward ports near Guangzhou and Hong Kong.

By routing traffic straight south into the Beibu Gulf, the Pinglu Canal delivers key operational savings:

- **Shorter travel distance:** cuts river-to-sea transit distances by up to 560km for southwest trade routes.
- **Lower freight costs:** logistics expenses for heavy freight drop by an estimated 18% to 30%.
- **Reduced transit time:** shaves multiple days off total voyage duration, lowering fuel consumption and charter costs.

Tailored tonnage and seamless intermodal capability

The Pinglu Canal is engineered specifically to accommodate 5,000-tonne vessels. This capacity offers distinct advantages for dry bulk and liquid bulk operations:

- **High vessel capacity:** 5,000dwt capacity allows bulk shippers to achieve high economies of scale without requiring deep-sea mega-vessels.
- **River-sea direct navigation:** specialized river-sea vessels can carry heavy cargo directly from inland river hubs out into coastal waters without transshipment delays.
- **Reduced multi-handling:** cargo bypasses land-based crane rehandling steps, preserving commodity quality (e.g., minimizing grain degradation or mineral loss) and cutting port charges.

Strengthening China–ASEAN commodity supply chains

Bulk materials form the foundation of industrial manufacturing and infrastructure growth across Southeast Asia. The canal creates a direct pipeline connecting China's resource-rich interior with major ASEAN import hubs across Vietnam, Malaysia, Indonesia, and Singapore.

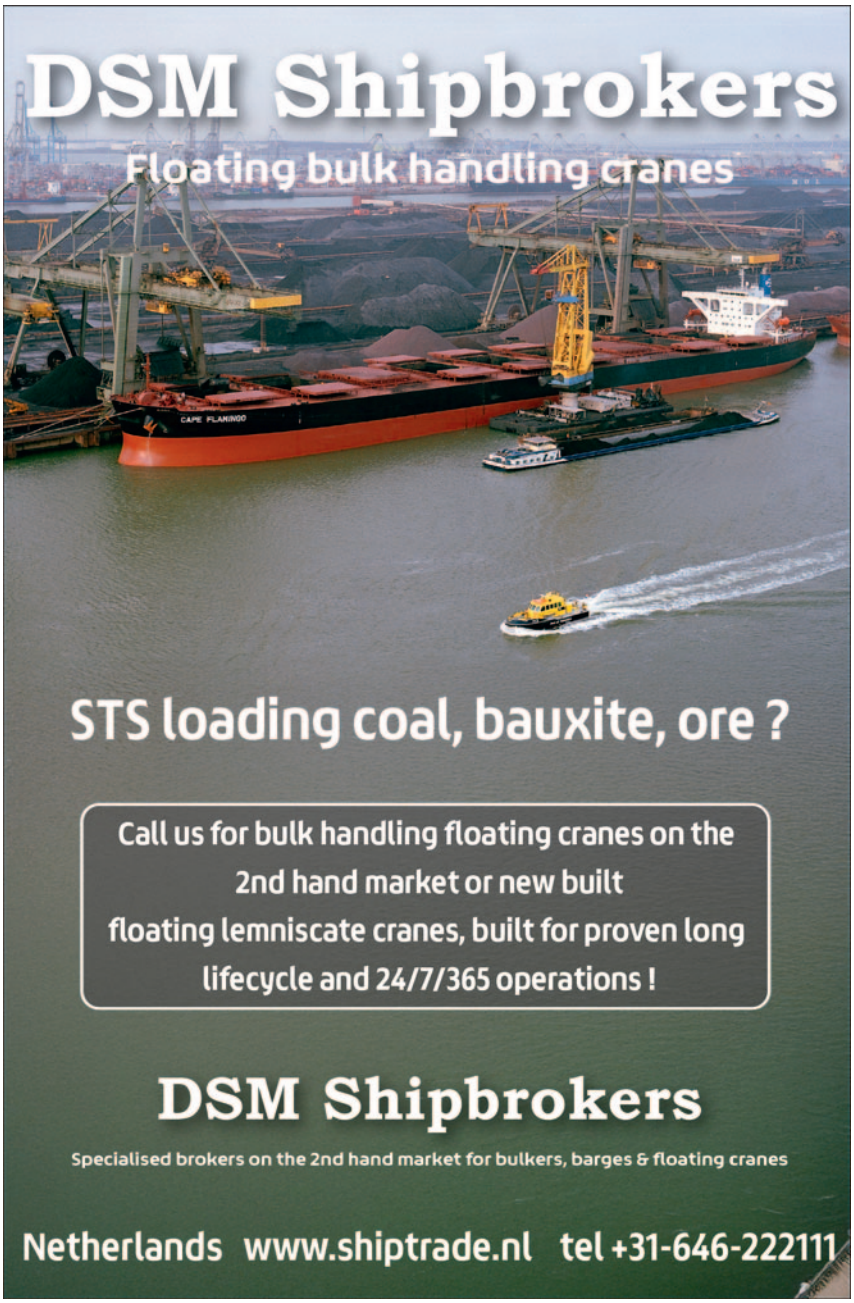
- **Southbound exports:** commodities like bulk minerals, industrial chemicals, and construction materials travel smoothly to expanding ASEAN infrastructure markets.
- **Northbound imports:** primary bulk inputs, such as tropical agricultural products, ores, and rubber, can move inland to manufacturing centres far faster than via traditional land corridors.

Environmental and structural advantages

Shifting high-volume bulk cargo from trucks and trains to inland waterways offers significant environmental benefits, including lower carbon footprint, and relief for rail and load infrastructure — absorbing heavy industrial cargo directly onto barges reduces congestion on regional highway networks.

Summary

The Pinglu Canal provides a modern, high-capacity conduit that lowers costs, reduces transit times, and scales up shipping capacity. By streamlining the transit of raw materials and heavy commodities, the waterway strengthens supply chain resilience.



Bristol Port: final Hinkley train marks the end of an eight-year journey

In September, Bristol Port in the UK welcomed the final aggregate train from Whatley Quarry in support of the construction of Hinkley Point C, marking the end of an operation spanning more than eight years.

The first train arrived at the Port on 21 May 2018. Since then, Bristol Port's team have unloaded approximately 1.2 million tonnes of aggregate from rail wagons for onward transportation by vessel to Hinkley Point C. By moving the material by rail and sea, the operation removed the equivalent of 41,380 lorry journeys from the roads, helping to reduce emissions, road miles and congestion in the local area. Bristol Port is proud to have worked alongside Heidelberg Materials to deliver aggregate used in the construction of Hinkley Point C's nuclear island.



This long-running operation has demonstrated the important role that ports and sustainable transport links can play in delivering major national infrastructure. The port is proud to have contributed to a project that will generate enough low-carbon electricity to power six million homes for 60 years, helping to secure Britain's energy future and support EDF Hinkley Point C's ambition of "Building an Electric Britain."

Miles Adams, Director of Dry Bulks and Project Cargo, said: "Reaching the end of this eight-year operation is a significant milestone. I would like to thank everyone across Bristol Port, Heidelberg Materials and our rail partners, including Mendip Rail and Heavy Haul Rail, who has helped to deliver it safely and successfully. We are proud of the role the port has played in supporting one of Europe's largest infrastructure projects."

Carbon costs put marine engine performance under the microscope

With bunker prices having increased by 76% since the US war on Iran, together with an ageing fleet operating longer voyages as ships navigate around conflict zones, ship managers and crews need to look more closely at their engines if they want to reduce costs, advises engine monitoring specialist CM Technologies (CMT). CMT believes the combined effect of higher fuel costs, older ships (average age is 13) and machinery and tighter emissions requirements is increasing the value of detailed engine performance data. "Shipowners cannot control the carbon price, and they have limited control over the price of bunker fuel, but they can investigate whether their ageing ships and engines are running as efficiently as they can," said David Fuhlbrügge, joint managing director, CMT.

Aside from the commercial pressures associated with VLSFO currently trading at around US$881/mt, the introduction of regulations targeting carbon emissions means regular engine performance monitoring is also crucial to keeping carbon penalties down.

Shipping is already included in the EU Emissions Trading System, while methane and nitrous oxide were included in the scheme in 2026.

"Small problems result in significant increases in specific fuel oil consumption and spikes in carbon emissions," said Fuhlbrügge. "But if crews have reliable cylinder pressure and combustion data, they can make the necessary adjustments to reduce emissions and energy losses."

Referencing the company's flagship PREMET®X diesel performance analyser, Fuhlbrügge explained that the technology measures cylinder pressure during engine operation, allowing engineers to examine the combustion process and identify any anomalies.

The portable device uses a Kistler PiezoSMART pressure sensor to analyse and export engine pressure data, while the PREMET Fleet Manager tool can compare engine performance across shipping fleets. All information is uploaded to the browser-based PREMET Cloud allowing data from sister engines to be compared and trended.

Fuhlbrügge said the ability to trend measurements is particularly important because a single engine reading provides only part of the picture. "Before considering what can be changed around the ship, it makes sense to know whether the machinery already installed is giving the performance expected," he said.

PREMET X can also be supplied with CMT's acoustic emission sensor to provide additional information on the fuel-injection process. The non-penetrative sensor detects acoustic signals generated by events including fuel passing through the injector nozzle, injector needle movement and the opening and closing of the fuel pump spill. This allows engineers to examine injection timing and identify deviations, late combustion or leaking injectors without penetrating the engine's high-pressure fuel lines.

CMT has over 200 companies using the latest generation of PREMET X, with each shipping company having between one and 50 devices. "If we include older generation models, the number is significantly higher," said Fuhlbrügge.

Port of Corner Brook, LOGISTEC and NEAS strengthen Canada's Arctic supply chain resilience



photo: Jacob Dicks.

The Port of Corner Brook and marine terminal operator LOGISTEC, an Enstructure company, marked the launch of Nunavut Eastern Arctic Shipping's (NEAS) new Liner Service to Western Newfoundland with the arrival of the ice-class vessel *UKPIK*. As terminal operator, LOGISTEC manages the end-to-end marine logistics, including receiving, unloading, storage, consolidation, staging and vessel loading of cargo destined for Arctic communities. LOGISTEC loaded the UKPIK with a fleet of Arctic-grade commercial 'Silver Dolphin' aluminium boats manufactured in Newfoundland and destined for Arctic communities.

"Corner Brook is uniquely positioned to support Northern and Arctic logistics. Located on the western shore of Newfoundland, the Port is along key routes connecting Atlantic Canada, international markets and the Arctic," said Kelly Smith, CEO of the Corner Brook Port Corporation. "For us, this opportunity is about more than moving cargo. It is about opening new markets and creating new opportunities for Newfoundland and Labrador companies. By connecting our province's manufacturers, producers and service providers to new domestic and international markets, the port can play an important role in expanding trade and supporting economic growth across Western Newfoundland and the province. This shipment is a great example of what is possible when our location and infrastructure are combined with strong transportation partners, local expertise and Canadian-made products."

"Building on the port's location, capacity, year-round operations, and Arctic access advantage, this project further solidifies Corner Brook as dual-use infrastructure that can support Canada's economic growth and open new trade corridors," said Frank Robertson, President of Canada and Great Lakes for LOGISTEC. "LOGISTEC has operated the marine terminal at the Port of Corner Brook since 2019 and our partnership with the port continues to evolve and grow as we develop new solutions to strengthen the global supply chain."

"NEAS's mission is to translate our decades of specialized Arctic shipping experience into providing new and innovative solutions to supplying northern communities and support food security and economic development in the mining and energy sectors, and community wellbeing throughout the Arctic," said Daniel Dagenais, President of NEAS. "With a five-month Arctic shipping season, increasing activity through Corner Brook will allow us to build an additional connection between the North and Atlantic Canada while creating greater flexibility in our operations."

As activity grows in critical minerals, mining, infrastructure and wind energy development across Newfoundland and the Arctic, Corner Brook has the potential to serve as a regional logistics hub where cargo can be consolidated, staged and prepared for seasonal Arctic delivery.

The launch of NEAS's new liner service to Western Newfoundland, providing regular stops to Corner Brook, plus the arrival of the UKPIK demonstrates that Arctic logistics opportunities are no longer a future concept for Corner Brook. They are already taking shape today through practical partnerships, real cargo movements and a shared commitment to building stronger connections between Newfoundland and Labrador and Canada's North.



photo: Jacob Dicks.

About Corner Brook Port Corporation

Corner Brook Port Corporation (CBPC) is an independent, community-based, not-for-profit organization responsible for the stewardship, development and operation of the Port of Corner Brook. Through its three lines of business, industrial port operations, real estate and cruise tourism, CBPC connects Western Newfoundland with regional, national and global markets. As a strategic deep-water port with year-round operations, international shipping connections and growing logistics capacity, the port supports the movement of people and goods and serves a diverse range of industries and partners. Guided by its vision to be a resilient port driving regional growth and creating lasting value, CBPC continues to invest in its infrastructure, strengthen strategic partnerships and pursue new opportunities in international trade and Arctic and Northern logistics

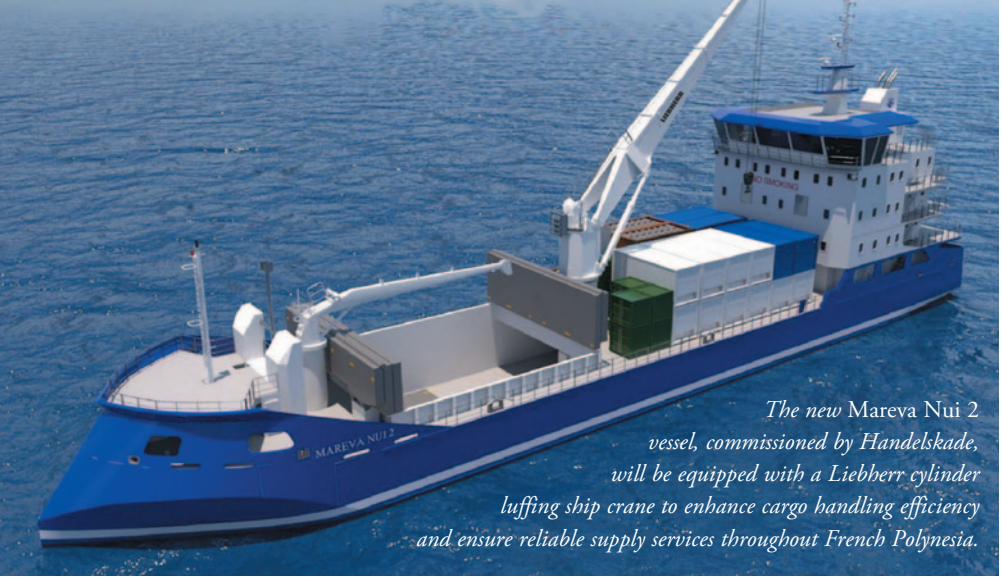

photo: Jacob Dicks.

About Enstructure | LOGISTEC

Enstructure is a prominent North American marine terminal and logistics company. The company owns and operates an integrated network of port infrastructure assets across the US East Coast, Gulf Coast, Inland River System, Great Lakes, and throughout Canada. Founded in 2016 by Co-CEOs Philippe De Montigny and Matthew Satnick, Enstructure provides integrated logistics services to some of the world's largest companies in the energy, agriculture, food, manufacturing, construction, and public safety sectors. Enstructure's mission is to ensure that the materials and goods that drive the economy move with precision, transparency, and reliability. Following the acquisition of LOGISTEC's marine services division, Enstructure employs approximately 6,000 people, and operates a network of 106 terminals across 30 states and provinces that spans from the US Gulf Coast to the Canadian Arctic.

About NEAS

With a dedicated crew, NEAS offers its customers superior shipping experience through reliable sealift, sorting, packing and containerization services from coast to coast. The service extends to the Qikiqtaaluk, Kivalliq, West Kitikmeot, Nunavik regions. NEAS customers include individuals, businesses, retailers, mining companies, local communities and government agencies and ministries. NEAS shareholders include Makivvik Corporation and Transport Nanuk Inc. a joint venture between LOGISTEC and The North West Company.



The new Mareva Nui 2 *vessel, commissioned by Handelskade, will be equipped with a Liebherr cylinder luffing ship crane to enhance cargo handling efficiency and ensure reliable supply services throughout French Polynesia.*

On the surface

Self-unloaders, floating cranes and offshore stevedoring

Jay Venter

Liebherr LS-C 60 crane to equip multipurpose vessel for operations in French Polynesia

Operating across widely scattered islands, the Liebherr ship crane supports a vessel concept that must combine logistics and passenger transport within a single platform, where space, stability and operational flexibility are closely linked.

Cargo and passengers, combined in one vessel. The LS-C 60 cylinder-luffing ship crane has been selected for the *Mareva Nui II,* designed for service in French Polynesia. Its compact footprint and low centre of gravity support vessel stability while preserving deck space for both cargo and onboard facilities. The cylinder-luffing mechanism reduces mechanical complexity by limiting the number of wire ropes and sheaves, which helps lower maintenance effort over time. With a lifting capacity of up to 40 tonnes, the crane handles a broad cargo range, from general supplies to heavier loads. A minimum radius of three metres allows the crane to efficiently service available storage space, even on compact installations.

A vessel designed around everyday transport needs

The *Mareva Nui II* is tailored to a region where maritime transport is part of daily life. It will serve island communities that depend on regular and reliable connections. Built by Handelskade at Hong Ha Shipyard in Vietnam, the vessel combines transport capacity with onboard accommodation in a single design. Features such as tween decks, folding hatch covers and dedicated living spaces support this integrated approach.

"This vessel is a vital link for TMTO's operations, enabling them to serve communities across the Tuamotu islands with greater efficiency and reliability," said Menno van der Plas, Director of Handelskade. "The crane enables TMTO to manage different types of cargo in a consistent and dependable way."

Handelskade is delivering the vessel on a full turnkey basis, covering engineering, construction, sourcing and commissioning. This co-ordinated approach ensures that all systems are aligned from the outset.

As a result, the vessel can enter service fully equipped and ready for operation.

Engineered to match operating conditions

The operating profile of the *Mareva Nui II* requires equipment that performs consistently without adding operational burden. The LS-C 60 meets this requirement through a design that balances structural strength with efficient handling. Its stable and predictable performance supports safe operations, particularly where different onboard activities take place in parallel.

"This project underlines the importance of selecting equipment that aligns with both vessel design and operating conditions," said Christian Voigtländer, Sales Manager of Liebherr-Rostock GmbH. "The LS-C 60 provides a well-balanced solution for this type of vessel concept."

As the *Mareva Nui II* approaches completion, it reflects a practical approach to serving dispersed island regions. By combining multiple transport functions within one vessel and integrating equipment that supports long-term operation, the project contributes to maintaining reliable connections across the archipelago.



Liebherr LS-C 60 cylinder-luffing ship crane supporting precise cargo handling where varied load profiles and limited infrastructure require adaptable solutions.

GENMA offshore transshipment system supports mineral exports in Africa



The GENMA offshore transshipment system, supplied to a major bauxite export project in Africa, comprises two deck cranes, two large-capacity hoppers, a belt conveyor and a shiploader.

In global bulk trade, many ports adjacent to mining areas lack sufficient water depth for large ocean-going vessels to berth directly. Offshore transshipment has therefore become a critical link between shallow-water terminals and deep-water shipping routes. A GENMA offshore transshipment system supplied to a major bauxite export project in Africa is a representative application in this field. The system was shipped from Shanghai, China, in late May 2026. After arrival, it completed load testing and entered commercial operation. At the time of writing, it has been running stably for two consecutive months, with positive feedback from the site.





The GENMA offshore transshipment system comprises two deck cranes, two large-capacity hoppers, a belt conveyor and a shiploader. In operation, small barges load ore at the shallow-water terminal and move to the offshore anchorage. The deck cranes grab the ore and discharge it into the hoppers, which feed the belt conveyor continuously. The conveyor transfers the material to the shiploader, which smoothly places it into the cargo holds of ocean-going vessels. The entire process eliminates the need for large vessels to berth, significantly improving mineral export efficiency.

Designed for harsh offshore conditions with high salt spray and heavy seas, the GENMA transshipment system is built to marine crane standards. The deck cranes offer stepless speed control and millimetre-level fine adjustment. Combined with box-type booms, they remain stable and reliable under heavy loads. The large-capacity hoppers buffer the grabbing cycle and ensure continuous operation of the belt conveyor. The shiploader is equipped with a telescopic discharge chute and luffing boom, allowing it to adapt to tidal variations and relative motion between vessels while achieving low-breakage loading. The entire system features a low centre of gravity, lightweight design and multi-layer anti-corrosion coating, ensuring long-term stable operation in complex sea conditions.

In terms of maintenance, the system is designed for serviceability: an integrated hydraulic power unit reduces piping and connections, key pivot points are self-lubricating, and a diagnostic interface comes as standard. On the service side, GENMA has established service points and spare parts warehouses in Tangier, Morocco, and Mombasa, Kenya, and has equipped Boffa, Guinea, with a spare parts warehouse and on-site service engineers to respond quickly to customer needs.

GENMA Solutions has long focused on



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material handling and lifting. Its product portfolio covers offshore transshipment systems, port handling equipment, cranes and other lifting solutions, serving mining, port, logistics and shipyard customers worldwide. GENMA continues to invest in intelligent and green technologies, using full variable-frequency electric drives, intelligent control and remote diagnostics to improve equipment efficiency and reliability. The stable operation of this project in Africa further demonstrates the competitiveness of GENMA's complete offshore transshipment solution in bulk export applications.



Reshaping commodity logistics: inside Rocktree's advanced transshipment and floating terminal offerings

In the fast-paced world of global commodities, moving raw materials from remote production sites to international markets efficiently is one of the industry's greatest challenges. Traditional shore-based ports and deepwater infrastructure are often hindered by high costs, environmental constraints, geographical bottlenecks, and draught limitations.

Enter Rocktree, an acknowledged expert in global infrastructure services provider specializing in bulk logistics. By redefining how dry bulk commodities are handled and transported, Rocktree has established itself as an industry pioneer through its state-of-the-art transshipment, floating storage, and



blending solutions.

Bridging the gap in global supply chains

Rocktree operates as a comprehensive, one-stop-shop partner across the commodities value chain, connecting producers, international traders, and end-users. The company specializes in handling critical bulk materials such as bauxite, iron ore, manganese ore, corn, wheat, and soybeans.

Where traditional logistics fall short — particularly in remote or complex geographies — Rocktree's engineered asset networks step in. At the core of this capability is its advanced Offshore Floating Terminal (OFT) transshipment model, which decouples port capacity limitations from global shipping demands.

Commodity flow: from source to sea

Rocktree's end-to-end logistics infrastructure orchestrates every stage of the journey:

- **Mine & farmland extraction:** raw materials are sourced from remote interior regions.
- **Inland transportation:** materials are moved via efficient railway networks to export terminals.
- **River shuttling:** specially loaded export terminals transfer cargo onto push boats and river barges, which navigate inland waterways with minimal environmental footprint.



- **Offshore transshipment:** barges arrive at Rocktree's Offshore Floating Terminals (OFTs), where high-volume, precision loading onto large Ocean-Going Vessels (OGVs) takes place.
- **Global delivery:** fully laden OGVs set sail directly to global destinations.

Core pillars of Rocktree's transshipment solutions

Rocktree's transshipment offering is engineered for high performance, reliability, and precision. Several key technological and operational features distinguish its floating terminals in the market:



- **High-capacity floating systems:** designed to withstand challenging marine conditions, Rocktree's OFTs utilize heavy-duty, four-rope grab cranes, advanced hoppers, and high-speed conveyor systems. this setup guarantees rapid, flexible, and maximized loading operations even in open waters.
- **Telescopic shiploaders:** to ensure optimal vessel loading, Rocktree utilizes telescopic shiploaders that minimize cargo spillage and maintain even distribution throughout the hold.
- **Integrated quality control & blending:** Rocktree's transshipment vessels are equipped with automatic samplers and metal detectors. Crucially, they offer SGS-certified homogeneous blending capabilities, allowing traders and producers to adjust specifications and ensure cargo integrity right at sea.
- **On-board floating storage:** the inclusion of secure cargo holds on transshipment vessels provides vital buffer storage. this capability smooths out operational discontinuities between river shuttles and ocean-going ships, keeping supply chains fluid and uninterrupted.
- **Offshore top-off operations:** Rocktree enables sophisticated top-off solutions — such as overcoming draft constraints in regional waterways (e.g., the Río de la Plata) — allowing large ocean-going vessels to depart fully laden and economically optimized.





Sustainability at sea and shore

A major advantage of Rocktree's transshipment approach is its low environmental footprint compared to traditional land-based infrastructure.

- **Minimal dredging & land disruption:** by utilizing floating marine infrastructure rather than constructing massive onshore deepwater ports, Rocktree significantly reduces the need for disruptive dredging and coastal development.
- **Eco-friendly technologies:** Rocktree's operations integrate enclosed conveyor systems, advanced wastewater treatment, and specialized spill prevention equipment to minimize air and water pollution.
- **Fuel optimization & emission reduction:** Rocktree focuses on fuel efficiency, green technology integration, and climate-conscious vessel design to minimize greenhouse gas emissions across every corridor they operate in.



Flexible, multi-client partnerships

Beyond physical hardware, Rocktree brings strategic value through its multi-client management model. By co-ordinating resources and logistics networks for multiple clients with overlapping needs, Rocktree unlocks economies of scale, lowers operational costs, and drives collaborative efficiency across fragmented



supply chains.

Backed by a global team of over 1,500 professionals across multiple offices and active 24/7 across five continents, Rocktree combines global scale with localized engineering expertise.

From Europe to Liberia: the strategic repositioning of the 'RT Malbec'

Strategic shift in maritime logistics

The operational transfer of the *RT Malbec* from Northern Europe to West Africa exemplifies a logistics model built on asset flexibility, expertise, and adaptability to evolving global trade flows. Previously transporting aggregate cargoes between Norway, Scotland, the Netherlands, and the United Kingdom, the vessel operated under tight turnaround times and intensive cargo handling. Relocated to Liberia and renamed the *TSV Two*, it now supports a new logistics operation in a region with growing demand for maritime and transshipment services. This move reflects a broader strategic decision to deploy proven equipment, technical expertise, and operational experience to serve new commercial needs rather than keeping an asset tied to a single geographic area.

Supporting dry bulk logistics

In dry bulk logistics, cargo continuity depends on tailored regional solutions. Developing areas often face limited or congested onshore infrastructure. Transshipment vessels overcome these constraints, maintaining efficiency and boosting export flows without relying solely on new onshore facilities. The *TSV Two* brings both physical capacity and established operational experience to Liberia, providing essential cargo handling support for producers and facilitating broader market access.

An industrial undertaking

Relocating a vessel is an industrial process that extends far beyond the voyage itself. Successful integration into a new operating environment requires careful alignment of technical readiness, commercial priorities, crew management, regulatory compliance, and regional operating procedures. The transfer of the *RT Malbec* demonstrates how asset mobility serves as a strategic management tool to align operational capacity with dynamic market conditions.

Integrating assets, people, and expertise

The renaming to *TSV Two* marks the vessel's entry into Rocktree's broader operational network. Executing this transition required seamless co-ordination across commercial, maritime, technical, and operational functions spanning multiple time zones. For the crew, it meant adapting to new environmental conditions and procedures; for the organization, it required rigorous planning to maintain high operational standards and service reliability.

The future of flexible maritime operations

The *RT Malbec* experience highlights a key trend in specialized maritime operations: competitiveness depends on the ability to redeploy existing assets promptly where demand arises. By integrating the vessel, specialized crew expertise, and an agile global network, operators can support new projects efficiently without requiring massive new infrastructure investments. Ultimately, the future of maritime logistics relies on dynamic networks capable of deploying the right resource, in the right place, at the right time.

Conclusion

As global trade continues to evolve and supply chains face increasing geographical and environmental complexities, traditional logistics models are no longer enough. Rocktree's innovative transshipment and floating terminal offerings represent the future of bulk logistics — providing scalable, sustainable, and highly efficient pathways that seamlessly connect local production to global markets.

Built to last: quality equipment and system design on self-discharging ships

A self-discharging ship's commercial value depends on its ability to deliver cargo reliably. The vessel may arrive on schedule, but if its onboard bulk handling system cannot discharge as expected, the logistics chain is interrupted. Delays can affect berth availability, terminal operations, customer commitments, and the profitability of a voyage.

For shipowners and operators, this makes equipment quality and system design strategic investment decisions. A successful installation must do more than demonstrate capacity during commissioning. It must remain practical to operate, maintain, and support throughout years of service.



Airslide loading system.

Reliability starts with the complete system

A bulk handling installation should be evaluated as an integrated process. Cargo collection, conveying equipment, piping, valves, air supply, filtration, and automation must work together. A high-quality component cannot compensate for a poorly matched installation.

In pneumatic cement handling, unloading performance depends on the relationship between material behaviour, airflow, pressure, and system configuration. Lion Bulk Handling's material flow engineering approach recognizes that consistent discharge requires these factors to be considered together.

The design objective should therefore extend beyond a maximum tonnes-per-hour figure. Owners should establish the conditions under which capacity is expected, how the system behaves during different unloading stages, and what happens when operating conditions change.

Design around the actual operation

Every project begins with understanding the vessel's intended service. Which materials will it carry? How frequently will it unload? What conveying distances and elevations are expected? Which receiving terminals must it serve?

For a pneumatic installation, engineering must account for the full conveying route, including shore pipelines and receiving equipment. Essential design inputs include the pipeline's internal diameter, the number of bends, the bend types and radii, the total horizontal pipeline length, and the number and lengths of vertical sections, including their direction and elevation changes. These details must be established when specifying the system and assessing its expected discharge performance. Changes in internal diameter along the route, including stepped pipeline sections, can also affect conveying performance. The size, location, and configuration of these transitions should therefore be included in the system assessment.

Environmental conditions are equally important. The expected ambient temperature and relative humidity ranges at loading and discharging locations should form part of the design basis, alongside the cargo's own moisture content and temperature. Accounting for these conditions helps engineers specify suitable air treatment and measures to manage condensation and moisture exposure.

Material properties also deserve attention. The engineering specification should define the cargo characteristics the system is designed to handle, including relevant variations in density, moisture, temperature, and flow behaviour. Where uncertainty exists, material testing can help establish a sound design basis.

Clear operating limits give owners, crews, and terminals a shared understanding of expected performance.

Quality means suitability, manufacturing, and verification

Quality equipment is equipment suited to its duty. Selection should consider operating hours, cycling frequency, pressure conditions, material contact, and exposure to the marine environment.

For example, a valve should be assessed for the material it handles, its required sealing performance, and its expected operating cycles. Similar attention belongs to compressors, blowers, filters, instrumentation, conveying components, and electrical equipment.

Quality also depends on execution. Manufacturing tolerances, welding, assembly, protective coatings, and inspection should match the project requirements. Traceable documentation and appropriate testing help establish that the supplied equipment meets the agreed specification.

Procurement decisions should therefore look beyond appearance, brand recognition, or purchase price. The useful question is whether a component can perform its intended function consistently and be supported when service is required.

Build maintenance into the layout

Maintainability should be addressed while the system is being designed. Once equipment is installed within a vessel's limited space, improving access can become difficult and expensive.

Design reviews should ask practical questions: can a technician reach inspection points? Is there room to remove a valve or motor? Can filters be serviced safely? Are lifting arrangements and component removal routes available?

Equipment should also have suitable provisions for isolation and safe maintenance. A straightforward replacement should not require


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unnecessary dismantling of surrounding installations.

Standardizing selected components, where technically appropriate, can simplify spare parts planning. Keeping drawings, equipment lists, and maintenance instructions current makes it easier to identify the correct replacement and return the system to service.

Give crews clear control and useful information

Automation should help crews understand the unloading process and respond correctly. Clear operating sequences, meaningful alarms, and accessible status information are essential design considerations.

Monitoring relevant pressures, temperatures, equipment conditions, and discharge behaviour can support troubleshooting and reveal changes that warrant inspection. However, collecting data only creates value when someone knows how to interpret and act on it.

Crew training should explain both normal operation and the reasons behind operating limits. Operators need to understand what an alarm means, when to stop, and when to request technical assistance.

Integrating Industry 4.0 features into the control system enables remote assistance from Lion Bulk Handling's experienced flow engineers. Access to live operating data allows these specialists to assess the bulk handling system's actual operating conditions and help operators address unexpected challenges during loading or discharge. This direct support helps identify the causes of problems and determine corrective actions as quickly as possible, supporting a timely return to reliable operation.

Good controls and competent operators strengthen each other. Neither removes the need for appropriate maintenance.

Evaluate cost over the system's life

The initial investment is only one part of ownership cost. Energy consumption, planned maintenance, replacement parts, labour, and operational interruptions all belong in the assessment.

It is understandable that shipowners and operators seek the most competitive purchase price for a complete bulk handling system on board a self-discharging ship or cement carrier. However, this investment must also support the long-term operation of the vessel. A highly efficient system design, combined with durable, quality equipment, is essential to maintaining operational reliability in the years ahead.

Purchase decisions should therefore consider how the proposed system will sustain dependable performance throughout its service life, supported by proper operation and maintenance.

A useful comparison considers the intended service profile and realistic assumptions. How many unloading hours are expected annually? Which components require periodic replacement? What support is available at the vessel's trading locations?

This approach connects engineering choices with commercial outcomes and helps owners make informed decisions.

Plan for support throughout service

Long-term reliability requires continuity after delivery. Documentation, spare parts availability, technical assistance, and a clear approach to upgrades should form part of the project from the beginning.

H.W.Carlsen, a Lion Bulk Handling brand, supplies loading and unloading configurations for self-discharging ships and floating terminals. For owners evaluating such installations, the discussion should cover both the original system and how it will be maintained as operational needs evolve.

A bulk handling system is a long-term working asset. Its value becomes visible through dependable voyages, manageable maintenance, and predictable cargo delivery. Investing in quality equipment and sound system engineering lays the foundation; proper operation, maintenance, and support sustain that value over time.

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Konecranes certified crane-on-barge solution meets growing demand for offshore bulk handling

Lloyd's Register certification confirms that the ESP.9B Crane on Barge based on Konecranes Gottwald mobile harbor crane (MHC) technology is engineered for continuous bulk handling in demanding open-sea conditions. Following a long history of certified floating cranes in Generation 5, the first two certified Generation 6 cranes are now being assembled for Vietnamese maritime logistics operator Haivanship, and an additional order from another Asian customer points to growing commercial demand for flexible, high-capacity handling beyond sheltered ports.



Installed on barges, the two Konecranes Gottwald ESP.9B cranes will support coal transshipment operations in northern Vietnam.

First two certified Generation 6 cranes for Haivanship

The first two Lloyd's-certified Generation 6 cranes on barge are now being assembled for Vietnamese maritime logistics operator Haivanship. Installed on barges, the two ESP.9B will support coal transshipment operations in northern Vietnam, including at the South Cat Ba Deep Water Anchorage near Haiphong and the Hon Mieu, Cam Pha Anchorage in Quang Ninh. Both locations serve large vessels in open-sea conditions and reflect the operating profile for which the certified crane was developed.

Haivanship already operates two Konecranes Gottwald HPK 7400B cranes on barge of the previous generation for coal transshipment in southern Vietnam. The new ESP.9B units will support the company's expansion in the north and extend its use of Konecranes technology from established buoy operations to demanding offshore applications.

"Our experience working with Konecranes equipment in the south has been very positive. The cranes are efficient and have consistently delivered reliable performance. Now this new Konecranes equipment will play a key role in handling coal transshipments on the open sea and expanding our services into the north," says Tran The Vinh, General Manager at Haivanship.

Certified for continuous bulk handling at sea

The ESP.9B crane on barge is fully certified under the Lloyd's Register Code for Lifting Appliances in Marine Environments. The certification confirms that its design and engineering meet the requirements for continuous bulk handling on open water, including operation at wind speeds of up to 24 metres per second and wave heights of up to 2.5 metres.

With a maximum radius of 43 metres and a 63-tonne grab curve, the crane is designed for high-capacity transshipment of bulk materials between ocean-going vessels and barges. Its elevated tower cab gives the operator a clear view of the working area, while the modular design supports adaptation to specific customer and application requirements. TRUCONNECT remote monitoring provides operating data for maintenance planning and monitoring crane use, which is even more important taking into account the operation location of such floating cranes.

Growing commercial demand in Asia

An additional order for an ESP.9B crane on barge from another Asian customer reinforces the market need for certified, high-capacity solutions. David Griffin, Sales Director MHC at Konecranes sees a continuous need for this solution: "Together with the two Haivanship units now being assembled, it highlights demand for flexible bulk handling systems that can operate beyond sheltered ports and support offshore supply chains."

Konecranes has applied mobile harbor crane technology on water for more than two decades, from early operations on the Mississippi river to open-sea bulk handling in Asia and West Africa. Its first Lloyd's-certified crane for open-sea use entered operation off Indonesia in 2006, followed by fleets supporting coal and bauxite transshipment in Southeast Asia and off Guinea. This experience provides the foundation for the ESP.9B model of the current Konecranes Gottwald Generation 6 cranes.

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TSA: linking global shipping to hard-to-reach Australian minerals

Transhipment Services Australia (TSA) is one of Australia's leading and most experienced transshipment services providers, employing more than 160 employees. TSA is capable of supporting a range of mining projects in the most challenging and remote locations across Australia and abroad, with a fleet consisting of six tugs, a crew transfer vessel, six 90m deck cargo barges, a work/maintenance barge and one of the only transshipment floating cranes in Australia.

As around 95% of Australia is considered uninhabited or sparsely habited, much of the minerals sit in places where roads don't reach and where rivers run too shallow for conventional shipping. Transshipment helps reach material from these remote areas that would otherwise be inaccessible to global shipping. Transshipment also requires a fraction of the upfront capital compared to deepwater ports, making it a viable path for projects that couldn't otherwise justify the investment to get off the ground. Additionally, temporary ports have less environmental impact compared to permanent ports.

At the Skardon River project in far north Queensland, TSA operates within a tidal river system. The cargo barges are loaded at the loading facility and then are towed offshore with the fleet of shallow draft tugs, where the floating crane transfers cargo to large ocean-going Newcastle max and Capesize vessels. Each of the 90m barges can carry up to 7,500 tonnes of cargo, and last year the Skardon River project saw 6.2 million tonnes of bauxite shipped.





TSA Skardon *being towed to site, after her dry docking.*





TSA Skardon *back at site.*



About the floating crane

TSA introduced a floating crane barge, the *TSA Skardon*, into the fleet in October 2021 due to increased production demands by the project client. With a Damen 6324 dry bulk transshipment barge and a Liebherr CBG crane, the floating crane was designed to enhance the efficiency and flexibility of TSA's bauxite operations in addition to a reduced cost of freight after implementation. The *TSA Skardon* can also be configured with a container spreader or hook, allowing it to handle a wide range of cargo beyond dry bulk. There are 22 crew members that live and work on the floating crane during each swing, including ships crew, engineering team, crane/machinery operators and marine cooks.

The *TSA Skardon* has three custom-designed 17m³ grabs allowing for maximum grab tonnage while operating within the crane's lifting capacity. Two of these grabs joined her in Indonesia, where they underwent complete refurbishment during the *TSA Skardon*'s drydocking.

Drydocking of floating crane

This year TSA completed one of the most significant projects in the history of the business as the floating crane was due for her mandatory drydocking, a compliance requirement for any vessel operating under a marine survey certificate which only happens every five years.

To prepare for the long journey ahead, sea fastening was completed throughout the interior and exterior of the vessel, including securing the crane boom to avoid any movement, securing everything against the motion of the ocean. In order to meet compliance upon arrival in Indonesia, the vessel was also sanitized from inside out with every surface and void space cleaned.

After completing the drydocking preparations at site, one of the tugs towed the floating crane 63 nautical miles offshore to conduct a ballast water exchange and handed over to a foreign going tug. From there she underwent a 1,600 nautical mile passage, arriving in Indonesia after 18 days at sea.

The works conducted during her drydocking were focused on surveying the vessel's structural integrity, reliability and operational readiness. Some of the key activities completed were:

- full underwater hull inspection;
- the crane slew ring bearing replacement. this required the crane structure to be fully dismantled;
- inspection and overhaul of sea valves, sea chests and associated pipework;
- inspection, maintenance and certification of anchors, chains and mooring equipment;
- mechanical and electrical maintenance works;
- inspection and refurbishment of crane and deck support systems; and
- class and statutory survey items to maintain certification and compliance.

She has since returned to site at Skardon River and is once again conducting safe and reliable transshipping operations. DCi

AD Ports Group successfully completes acquisition of Brazil's CLI upon receiving full regulatory approvals



Acquisition expands AD Ports Group's geographic footprint into South America and strengthens its agrifoods business vertical

AD Ports Group, a major global enabler of trade, industry, and logistics solutions, today announced the successful completion of the financial closing of its acquisition of Corredor Logística e Infraestrutura (CLI), Brazil's leading independent agri-bulk port terminal operator from funds managed by Macquarie Asset Management and IG4 Capital.

The transaction, announced on 2 June 2026, was completed following the satisfaction of customary closing conditions, including regulatory and antitrust approvals. AD Ports Group received the necessary approvals from Brazil's National Waterway Transportation Agency (ANTAQ) and the Administrative Council for Economic Defense (CADE), enabling the transaction to proceed to completion.

The acquisition was conducted at an enterprise value of AED 3.1 billion (US$835 million), making it the largest acquisition in the Group's history. With the closing now finalized, CLI has become an operational member of AD Ports Group's international portfolio and represents the Group's first strategic entry into South America.

Mohammed Al Tamimi, Chief Executive Officer of Noatum Ports – AD Ports Group, said: "The formal completion of the CLI acquisition marks an important development in AD Ports Group's international growth and strengthens our presence in one of the world's most important agricultural export markets. The acquisition gives our Group powerful new global reach and capabilities. AD Ports Group, through its international ports operating arm Noatum Ports, is committed to quickly integrating CLI into our existing global operations, to further expand the range and relevance of our portfolio of global end-to-end trade solutions."

Fernando Lohmann, Head of Macquarie Asset Management in Brazil, said: "CLI has delivered strong growth and built a highly competitive position in Brazil's port and logistics market, supported by strategic assets, operational scale and a resilient customer base. With the transaction now completed following all required approvals, AD Ports Group is well positioned to build on that platform, which has clear relevance to Brazil's trade flows, and support CLI's next phase of development."

Paulo Todescan L. Mattos, Co-Founder, Managing Partner, Chair, and Co-CIO of IG4 Capital Group, said: "We are grateful for the constructive engagement of all parties involved in bringing this transaction to its close. CLI has evolved into an important supply chain provider supporting Brazil's export and import markets with a strong operating platform. We are proud of the progress achieved in transforming CLI and believe AD Ports Group is well placed to support CLI's continued development and long-term growth."

CLI operates two strategically important agri-bulk export terminals under long-term concessions. CLI Sul, at the Port of Santos, is a leading sugar export terminal that also handles corn and soybeans, while CLI Norte, at the Port of Itaqui, forms part of Brazil's "Arc of the North", an important logistics corridor for agricultural exports. Together, the terminals connect Brazil's major producing regions with global markets.

The acquisition strengthens AD Ports Group's growing agrifoods platform and broadens its ability to serve customers across the agricultural supply chain. It also creates opportunities to connect Brazilian export flows with the Group's wider network across ports, maritime and shipping, logistics, economic cities, and digital trade services, supporting new trade links between South America, the Indian Subcontinent, East Africa, and Southeast Asia.

With the transaction completed, AD Ports Group intends to establish new trade routes directly connecting Brazil with Khalifa Port and Abu Dhabi Food Hub in KEZAD, the region's largest food hub, supporting the movement of Brazilian agricultural commodities into regional and international markets.

Through CLI, the Group will contribute its global ports and logistics expertise to a major agricultural export market while supporting the continued development of Brazil's trade infrastructure.

The transaction also reinforces AD Ports Group's commitment to building resilient, connected, and customer-focused supply chains that enable trade across continents.

Strong commodity exports drive record cargo volumes at Port of Vancouver



Port of Vancouver grain export terminal.

Record exports of commodities are moving to new and growing overseas markets this year as the Port of Vancouver helps move more of what Canadians make, mine, harvest and grow to more customers.

Overall cargo volumes for the Port of Vancouver hit a record 88.1mt for the first six months of 2026, up 3% compared to the same period for 2025. This growth was largely due to the port delivering record volumes of Prairie grain and Alberta crude oil to Indo-Pacific markets, while exports of other key commodities like fertilizer and coal, as well as two-way container trade, remained largely steady. Vehicle imports and cruise operations at the port are also robust, with both setting new half-year records.

"I want to recognize the entire port community and our supply chain partners for their outsized contribution helping Canada double exports to non-U.S. markets in the next 10 years," said Peter Xotta, President and CEO of the Vancouver Fraser Port Authority.

"From Atlantic Canadian seafood, Quebec aluminum and Ontario machinery to Manitoba grain, Saskatchewan potash, Alberta energy and B.C. forestry products and critical minerals — we're proud to move what Canadians make, mine, harvest and grow to customers around the world. More than $1 billion in goods moves through the port each and every day, and with game changing projects on the horizon like Roberts Bank Terminal 2 we're ready to step up to deliver more."

The Port of Vancouver is Canada's largest and most diversified port, with 29 major terminals and over 1,000 tenants moving more cargo volume every year than Canada's next five largest ports combined. More than 80% of exports moving through the port are destined for markets outside the US, with China, South Korea and Japan the top destinations.

Record grain exports top volume growth

Exports of bulk commodities fuelled the Port of Vancouver's strong half-year cargo volumes, as grain grown across Western Canada hit new records.

- Bulk grain exports soared 14% to a new record of 17.4mt, led by strong growth in exports of canola seed, specialty crops and barley as the port helped deliver a bumper Prairies crop to world markets. Canola seed exports to China, Europe, Mexico and Pakistan all grew sharply, while the volume of specialty crops like lentils and peas moving to customers in China and Bangladesh doubled, and India almost tripled. Bulk wheat exports eased 4%, as lower global prices impacted volumes and farmers rotated their crop to canola.

Bulk exports of other key Canadian commodities moving through the Port of Vancouver such as coal and fertilizer (potash and sulphur) remained stable across the first six months of 2026, while canola oil exports decreased by 19%.

Containerized grain exports were up over one-fifth, with 2.0mt of premium Canadian grain delivered to almost 40 world markets.

Background

Overall cargo volumes increased 3% to 88.1mt, compared to the first half of 2025, including international trade up 4% to 76.6 mt. Domestic cargo volumes (mostly local movements of logs, sand and gravel) decreased 3% to 11.4mt.

Bulk dry cargo increased 2% to 50.1mt, including grain up 14% to 17.4mt, fertilizer (potash and sulphur) stable with 0% change at 7.0mt, and coal down 3% to 20.1mt.

Breakbulk cargo was down 1% to 6.7mt, including foreign breakbulk down 8% to 0.9mt, forestry exports (woodpulp) up 3% to 0.3mt, and steel and project cargo imports down 11% to 0.5mt. Bulk liquid tonnage was up 5% to 17.2mt, with crude oil exports up 3% to 12 mt and canola oil exports falling 19% to 0.5mt. Chemical volumes were up by 4% to 0.8mt.

New concessionaire sought for Guayaquil

The Ecuadorian government expects to transfer Guayaquil Multipurpose Bulk Terminal (MBT) to a new private operator by mid-2027. The project, which was made part of the Public-Private Partnerships (PPP) portfolio at the end of 2024, would involve the terminal's surrender by current operator Andipuerto, whose concession expires in November 2026.

Andipuerto's original 25-year operating concession lasted from1999 to 2024, after which an addendum was granting extending it until 26 November 2026.

The Port of Guayaquil handles around 80% of Ecuador's dry bulk traffic, and accounts for 45% of all traffic handled at the port. It is therefore key that their remains continuity of operations throughout the transfer period. The government is looking into three possible options to ensure this.

The first, which is the preferred option, would allow Andiport to continue to operate beyond its agreed concession period up to such a time that a transfer occurs. This avoids any major operational or legal problems to emerge.

A second option would see a temporary operator appointed until the new concessionaire could commence operations of its own.

Finally, the Port Authority of Guayaquil could step in and assume managerial and operational control for as long as needed, although this is the least favoured of the three options.

A new tender is expected to be ready by January 2027 and a 30-year concession awarded in June or July of next year. International interest has already been indicated by operators in Ecuador, Germany and Peru.

The tender is expected to demand phased investment of around $90 million, much of which is needed to extend the existing quay by 330–370 metres. The actual terminal, which can accommodate 220-metre-long vessels, covers an area of 16ha. In the new concession, draught would be deepened to 13 metres and warehousing and stockpiling increased to 16ha. At present, the terminal's annual capacity is 2.5 million tonnes of dry bulk and multipurpose traffic.

Of note is that the transfer is due to take place against a backdrop of an intense El Niño phenomenon, which usually involves emergency imports of grains such as corn and soya having to be made. During the 1997-98 El Niño, Ecuador was forced to import 140,000 tonnes of corn and 60,000 tonnes of soybeans due to the destruction of local crops by heavy rains.

Barry Cross





Arica uses rotainers to handle minerals

In Chile, the northern Port of Arica, has completed a brand new minerals handling operation using rotainer-type turnable containers from Container Rotation Systems (CRS). These were originally delivered to the Impala Terminals warehouse, located in the Port Activity Extension Zone (ZEAP), to the port terminal.

This type of operation allows the transfer of minerals in airtight and controlled units throughout the various handling procedures required. This obviates the need to expose the cargo to local environmental conditions, and also decreases overall handling itself.

Terminal operator Puerto Arica Terminal (TPA) channelled an initial 10,000-tonne shipment of ore through Berth 2B in the airtight containers. At no stage was direct handling of the ore itself required.

"This first shipment represents much more than a new mineral transfer operation. It is a concrete example of how the Port of Arica and, especially, our TPA dealership, is moving towards a new operational model, incorporating innovation, technology and solutions that allow us to make the logistics chain more efficient and, at the same time, strengthen our commitment to the care of the environment. The use of Rotainer is a significant change in the way we handle this type of cargo and opens up new opportunities to continue modernizing our operations," said Jorge Cáceres, general manager of TPA.

CRS is a pioneer in heavy-duty containerized bulk handling technology. Renowned globally for its engineering innovation, CRS specializes in high-performance container rotators, specialized mining and agricultural containers, and fully automated lid-lifting solutions.

By enabling seamless bulk material handling directly from pit to port, CRS replaces conventional, dust-prone logistics with clean, efficient, and sealed container solutions. Its heavy-duty equipment significantly reduces operational costs, minimizes environmental impact, and enhances workplace safety. From tier-one mining operations to large-scale grain exporters, CRS consistently delivers reliable, sustainable, and highly adaptable bulk handling systems tailored for demanding industrial logistics worldwide.

Barry Cross



New pulp terminal for Rio Grande

The Port of Rio Grande is to have a new Private Use Terminal (TUP), with an agreement already signed to hand over the necessary land for the project.

Tomé Franca, Brazil's Minister of Ports and Airports, stresses that integrating industrial production with port infrastructure is crucial to keep pace with economic growth and ensure better conditions for moving goods to market.

In total, two new vessel berths will be built, as well as a further two for barges, and a warehouse capable of holding 194,000 tonnes of pulp. In total, the new facility is expected to handle export shipments totalling five million tonnes annually.

The new terminal will integrate both inland waterway operations and those linked to deep sea shipping.

For its part, CMPC will establish a new pulp production plant at Barra do Ribeiro and also put in place the necessary infrastructure to transport the output to the port. Inbound materials will arrive by barge. These will then be stored before loading on oceangoing vessels.

According to Tomé Franca, Brazil's minister of ports and airports, "Brazil needs to make better use of its waterways, and the country's south has a concrete opportunity to make progress in this direction. Through planning, public participation, environmental responsibility, and public-private cooperation, we will create the conditions for inland navigation to play an increasingly important role in regional and national development."

Barry Cross

Castellón now Spain's leading Mediterranean dry bulk port

In Spain, PortCastelló has become the country's leading Mediterranean dry bulk port, handling 5,087,621 tonnes in the first seven months of the current year. It is also the country's second largest dry bulk port, with only Gijon nowadays handling more

The five million tonne figure is equivalent to a 10.6% year-on-year increase. Contrast this with the Spanish port system as a whole, which saw a 2.7% decrease in dry bulk during the same period. Mediterranean rivals have not been able to keep pace, with both Tarragona (4.95 million tonnes) and Cartagena (4.66 million tonnes) lagging behind.

Castellón is Spain leading centre for ceramics and also generates significant other volumes too thanks to its industrial sector. Commenting on the figures, Rubén Ibáñez, President of the Port Authority of Castellón, states that leading dry bulk traffic across the Mediterranean demonstrates the robustness and operational capacity of the port's terminals. Although overall dry bulk traffic in Spain has decreased Castellón is seeing double-digit growth, he observes.

Barry Cross

Successful commissioning of petcoke silo at Rijeka Refinery







Following the successful start-up of the Delayed Coker Unit at the Rijeka Refinery in Croatia, ESI Eurosilo recently announced the successful commissioning of the petcoke Eurosilo system. As an active buffer station between production and shipping of the produced petcoke, the Eurosilo completes the logistic flow that is now in full operation at the plant site.

Major upgrade project

The fully automated petcoke silo is part of an extensive upgrade project by INA, a major European oil company, that turns the Rijeka Refinery into one of the most modern refineries in Europe. The substantial investments include a new Delayed Coker Unit (DCU), the reconstruction of existing units and a totally new seaport, increasing the overall complexity of the refinery. The coker unit, which produces petcoke from the carbon residue of crude oil, was commissioned in early September 2026. In the same month, the petcoke Eurosilo was successfully commissioned, using the first petcoke from the DCU.

Saving valuable space

Saving space was decisive in choosing the Eurosilo system. The ground space at the plant site was already fully occupied and now accommodates petcoke production alongside the existing production of crude oil derivatives. Jan-Willem Hanskamp, Manager Project Department at ESI, explains: "The petcoke silo is a buffer station between the continuous output of the refinery and the loading of bulk carriers at set intervals. Thanks to the small footprint, as a result of the integrated the store-and-forward function, the Eurosilo could be positioned in the narrow space at the existing running plant between the coker unit and the seaport."

Highest standards

To ensure that the mechanical and electrical components of the Eurosilo system meet the highest standards of the refinery industry, Jan-Willem and several colleagues from ESI Eurosilo supervised the commissioning in September. Working through a detailed commissioning schedule together with the team at the Rijeka Refinery, only minor adjustments were needed to suit the freshly produced petcoke. The pleasant and effective teamwork with a diverse group of specialists once again proved to be invaluable for a joint achievement.



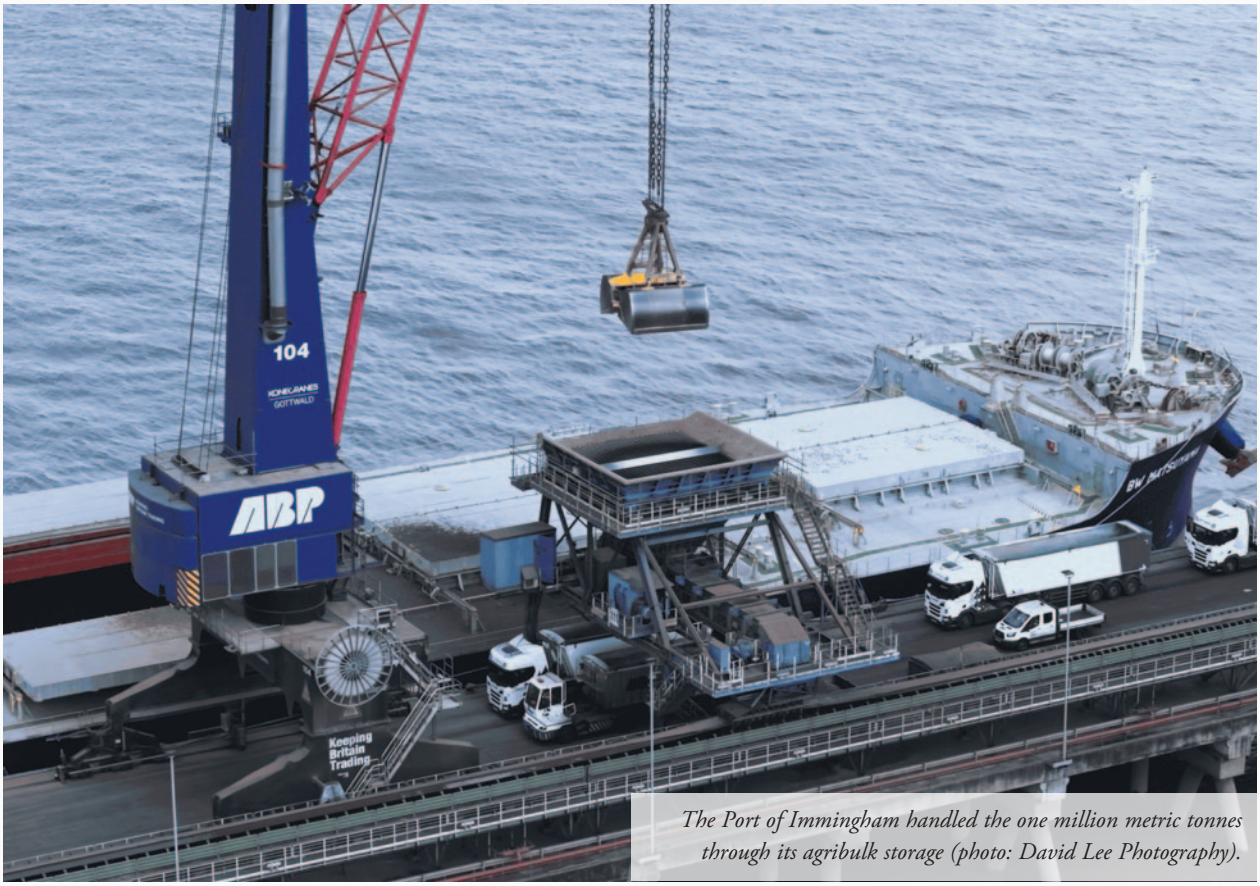
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Bunge and ABP reach 1mt milestone at Immingham



The Port of Immingham handled the one million metric tonnes through its agribulk storage (photo: David Lee Photography).

On 30 September, Bunge and Associated British Ports (ABP) announced that they have handled more than 1mt (million metric tonnes) of grains and oilseeds through their agribulk storage and handling operations at the Port of Immingham since their partnership began in 2022.

Through the combination of ABP's port infrastructure and Bunge's global sourcing, processing, merchandising and logistics network, the operation helps supply agricultural commodities to customers across the UK and connect local growers to global markets.

The collaboration began in 2022 with the commissioning of Shed 35, a purpose-built agribulk storage facility at Immingham's Humber International Terminal.

Following strong demand, Bunge and ABP expanded the operation with the development of Shed 36, increasing the site's total storage capacity to approximately 75,000 tonnes and creating one of the Humber region's largest agribulk handling hubs.

"The UK's agriculture sector depends on strong connections between producers, consumers and international markets," said James Maw, UK Country Manager, Bunge. "Through the Bunge and ABP joint operations at the Port of Immingham, the terminal handles imports of essential feed ingredients, including certified sustainable PRO-S soya meal and sunflower meal, and has also handled exports of feed wheat, malting barley, beans and rye. Together, these flows are part of Bunge's integrated end-to-end value chains, providing greater transparency and traceability from origin to end market."

Paul Litten, Head of Commercial (Humber) at ABP added, "Reaching the milestone of one million tonnes handled through our Humber International Terminal and Inner Dock for Bunge is a fantastic achievement and a testament to the strength of our longstanding partnership at the Port of Immingham. We're proud to have supported Bunge's growth, providing the deep-water facilities and expertise that helps keep our supply chains moving. We look forward to continuing to work with them as we support their future growth and ambitions."

The milestone also underscores the important role ports and shipping networks play in supporting food security and reliable supply chains. ABP's Port of Immingham is the UK's largest port by volume of tonnage and is well placed to connect UK with international trade routes. The Humber International Terminal is one of the leading deep-water bulk handling facilities in the country and handles a range of commodities, including grain, biomass and other dry bulks.

As Bunge and ABP look to the future, both companies remain committed to supporting further growth at the facility, enhancing operational efficiency and meeting the evolving needs of UK growers and customers across the agriculture, feed and food sectors.

Shoreham Port boosts operational capability with the UK's first Mantsinen 140 material handler from Cooper Specialised Handling

The UK's Shoreham Port has significantly enhanced its cargo-handling infrastructure following the delivery and deployment of the UK's first Mantsinen 140 hydraulic material handler, supplied by heavy lifting equipment specialist Cooper Specialised Handling. This milestone acquisition underscores Shoreham Port's ongoing commitment to operational efficiency, environmental sustainability, and providing world-class handling capabilities for its clients.

MANTSINEN 140 KEY SPECIFICATIONS SUMMARY	
Operating weight:	Approximately 185 tonnes
Maximum outreach:	Up to 30 metres
Handling capacity:	Up to 900 tonnes per hour
Energy system:	HybriLift® Energy Recovery System
Undercarriage options:	Rubber-tyred (140M), tracked (140R), rail (140S), stationary (140F)
Primary applications:	Dry bulk, breakbulk, steel, timber, general cargo

Strategic upgrade for high-capacity port operations

As one of the UK South Coast's premier commercial ports handling bulk materials, timber, steel, and general cargo, Shoreham Port required a flexible, high-capacity lifting solution capable of keeping pace with increasing vessel sizes and throughput demands.

The Mantsinen 140M (wheeled version) was selected to bridge the gap between traditional hydraulic material handlers and larger mobile harbour cranes. With a maximum reach of up to 30 metres and handling capacities reaching 900 tonnes per hour, the machine offers a step-change in speed, versatility, and lift capability.

Key capabilities & technical features

The Mantsinen 140 series is engineered specifically for demanding port environments, combining precision hydraulic control with robust structural engineering:

- **HybriLift® energy savings:** equipped with Mantsinen's proprietary HybriLift® energy storage system as standard, the machine stores energy generated during boom lowering and reuses it to lift loads. This reduces energy consumption and operational fuel costs by up to 50%, significantly lowering carbon emissions per handled tonne.
- **Rapid attachment changes:** utilizing a quick-coupling system, operators can swap between bulk grabs, timber spreaders, and cargo hooks within minutes, enabling seamless transitions across different cargo types.
- **Elevated operator visibility:** fitted with an adjustable cabin elevator, operators gain an optimal line of sight direct into vessel holds and across the quayside, boosting safety and cycle precision.
- **Mantsinen Insight™ Fleet Management:** integrated real-time telematics monitor over 150 machine parameters, providing performance data, operational health feedback, and facilitating preventative maintenance planning.

A collaborative success

The deployment was made possible through close collaboration between Shoreham Port, Cooper Specialised Handling, and the Mantsinen Group. Cooper Specialised Handling provided end-to-end guidance, from machine specification and delivery to operator training and ongoing technical support.

Brian Rousell, Director of Engineering & IT at Shoreham Port commented, "We're proud to have completed this important investment for Shoreham Port. The new crane provides the power and reach we need to meet both current and future cargo handling demands, while significantly reducing emissions and improving energy efficiency. We've worked closely with Cooper Specialised Handling and Mantsinen Group throughout the process, and their expertise and support have been exceptional. Thanks to this strong collaboration, and with our team now fully trained, the crane is already being smoothly integrated into our operations."

Driving productivity & sustainability

By combining speed, high reach, and hybrid energy efficiency, the Mantsinen 140 enables Shoreham Port to achieve faster vessel turnaround times while directly supporting its long-term environmental targets.

Cooper Specialised Handling continues to establish itself as a prominent provider of heavy material handling equipment across the UK, delivering solutions that keep British ports moving efficiently into the future.



Martin Engineering broadens Ghana footprint with

Global expert in belt conveyor and bulk material flow technology, Martin Engineering, has broadened its footprint in the West African nation of Ghana by partnering with Aggrey & Associates, one of the country's most trusted mining and industrial operations consultants. With offices in the UK and Ghana, Aggrey & Associates has a track record of success across a wide spectrum of bulk handling industries. As a Martin® distributor, the firm will offer its world-class consultation supported by Martin's innovative products, exceptional service, and industry-leading training. Customers in Ghana will benefit from successful installations with ongoing support while securing a reliable logistical network for parts and service.

"We first met Aggrey & Associates at The Mining Show in Dubai, where we discovered a shared vision for bulk handling solutions and exceptional customer support," said Fran van der Berg, General Manager of Martin Engineering Africa. "After spending the time to get to know each other's businesses, values, and where we aligned, the collaboration was formalized at WAMPEX 2026 (West African Mining & Power Exhibition)."



Aggrey and Martin representatives work together on a project at a mining site in Ghana (©2026 Martin Engineering/Aggrey & Associates).

Product and service support

Under the new agreement, Aggrey & Associates will provide local customer engagement, technical support, and market development, while Martin Engineering Africa will continue to provide engineering expertise, product support, training, and specialist resources.

The Aggrey & Associates technical team are already undergoing comprehensive product and application training with Martin Engineering in South Africa to ensure customers receive the highest level of service and support. In addition, Martin Engineering's West Africa Support Technician will remain available to provide specialist assistance and site support when required.



Aggrey and Martin representatives work together on a project at a mining site in Ghana (©2026 Martin Engineering/Aggrey & Associates).

Innovative solutions for West African industries

Many of the bulk handling and material flow issues West African industries experience — such as conveyor dust, spillage, or silo/hopper blockages — are universal. However, each operation has its unique challenges that require expert engineering solutions. For example, some consultants might focus on just the dust, but a seasoned technician diagnoses the causes of the dust and addresses the problem at the source with retrofitted, lasting solutions, while keeping ongoing maintenance access and safety top of mind.

Some innovative Martin conveyor and material flow products include:

The Martin® Transfer Point Kit, which is a prefabricated loading zone, settling zone, and stilling zone that provides a wide variety of chute options with room for future upgrades. The kit simplifies installation and allows some pre-assembly to reduce labour and downtime.

Martin® Impact Cradles and Support Cradles offer low-friction belt support and superior surface protection. Built on a rugged steel frame with energy-absorbing urethane bumpers, the unique design

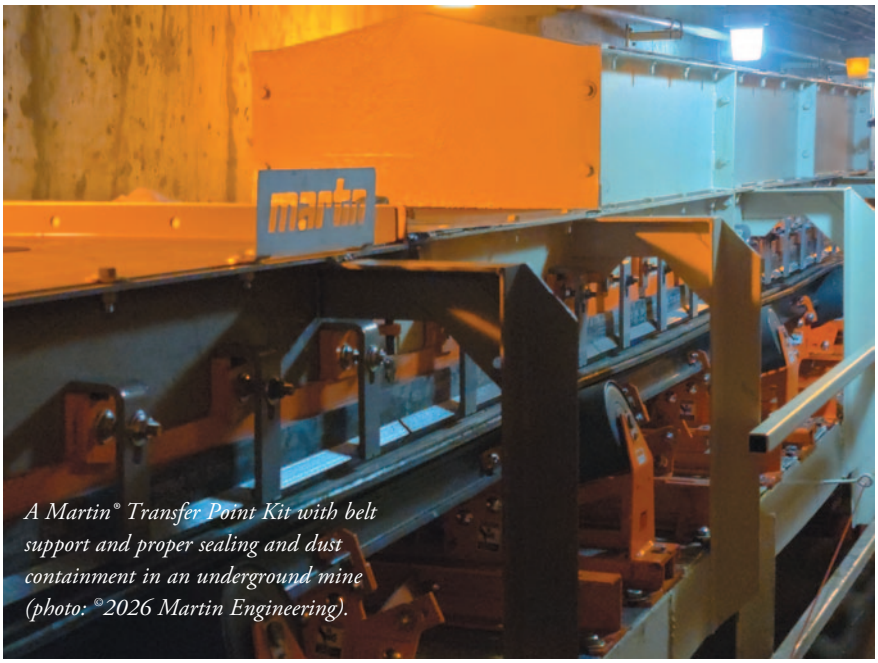
expanded West African partnerships

provides an even belt plane for superior sealing compared to idlers with gaps from belt sag.

Specialized dust and spillage solutions like the ApronSeal™ Urethane Skirting and the GravitySeal™ Self-Adjusting Urethane Skirting seal the belt. A.I.R. Control™ Dust Curtains slow airflow within the enclosure so dust can settle back into the stream. Together, these provide highly effective passive dust control.

To avoid safety issues and costly downtime from material blockages, Martin® Air Cannons provide an effective and safe automated flow solution for transfer chutes, hoppers, silos, and preheater towers. Powered by the compressed air system and fired from a central solenoid box or integrated into logistical software, air cannons release a powerful shot that dislodges buildup and promotes constant flow for increased uptime with minimal labor.

"By combining Martin Engineering's global experience with Aggrey & Associates' local knowledge and relationships, the partnership is well positioned to deliver lasting value to customers throughout Ghana," van der Berg concluded.



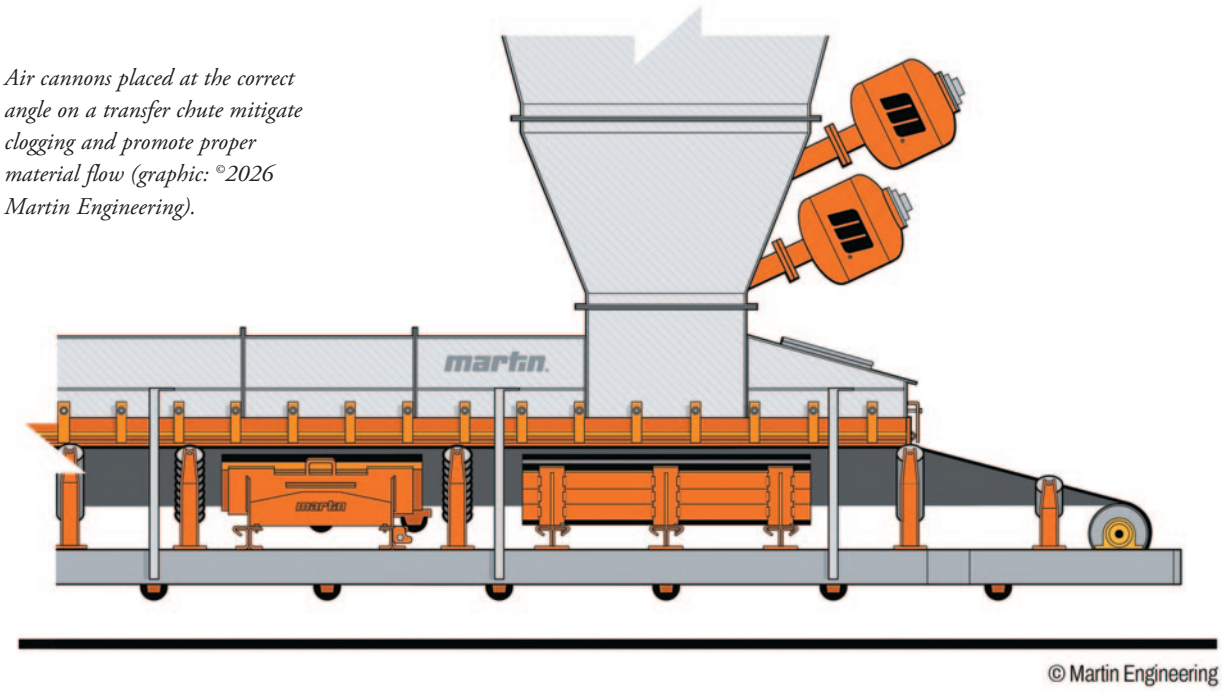
A Martin® Transfer Point Kit with belt support and proper sealing and dust containment in an underground mine (photo: ©2026 Martin Engineering).

About Martin Engineering

Martin Engineering is a expert leader in bulk materials handling solutions. For over 80 years, Martin has designed, manufactured and installed innovative products that make the world's foundation industries cleaner, safer, and more productive.

Based in the USA, the privately owned company has drawn on its unrivalled experience and expertise to help operations improve safety, enhance material flow, reduce spillage and dust, and minimize downtime. With factory-owned facilities in 20 countries, on-the-ground presence in another 40, and a worldwide service partner network, Martin has built an enviable reputation for high performance products delivered with exceptional technical service and support. The company's comprehensive *Foundations*™ textbooks, learning resources, and training programmes are the global standard for the efficient and effective design, operation, and maintenance of bulk materials handling equipment.

Air cannons placed at the correct angle on a transfer chute mitigate clogging and promote proper material flow (graphic: ©2026 Martin Engineering).



Keeping operations dust free

The persistent challenge of dust in dry bulk operations

Dust free operations and storage of bulk goods remain one of the most pressing challenges for ports, steel mills, mining sites, and large industrial storage areas. Wind exposure, combined with vast open stockpiles of coal, ores, sand, and biomass, creates ideal conditions for dust emissions that can travel far beyond site boundaries.

These emissions affect air quality, worker safety, equipment performance, and regulatory compliance. Traditional dust control methods — primarily water spraying — are increasingly inadequate for modern environmental and operational standards.





Why water isn't enough anymore

For decades, water has been the default solution for dust suppression. But water has no binding properties, evaporates quickly, and requires continuous reapplication. This makes it a short lived, labour-intensive, and resource-heavy approach. In an era of rising environmental expectations and water use restrictions, operators need a more efficient, sustainable, and long lasting solution.

Crust forming agents: a smarter, cleaner alternative

Wuvio's crust forming technologies offer a modern, high performance solution to dust emissions. By forming a thin, durable layer over the surface of bulk materials, these products lock the top layer in place and prevent wind erosion.

EcoCrust S: an ideal solution for coal and mineral handling

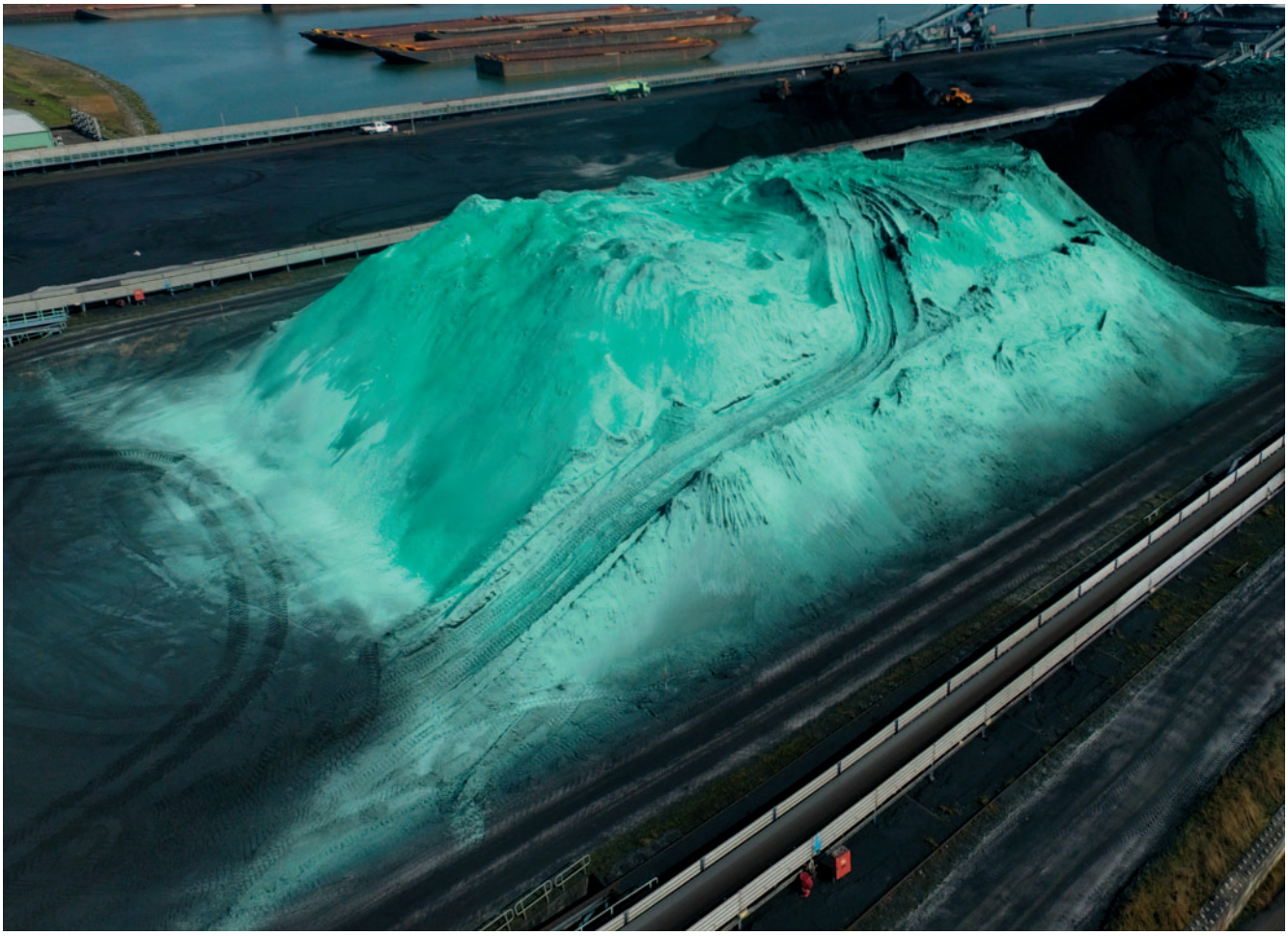
EcoCrust S is engineered for heavy duty environments and delivers measurable, long lasting results:

- more than 90% dust reduction;
- up to 80% water savings compared to traditional spraying;
- crust durability up to six months; and
- resistant to harsh weather including wind, rain, hail, and snow.

EcoCrust S can also be produced in white or green, creating a visible signal that dust control measures are in place — reassuring employees, regulators, and nearby communities.



with Wuvio's technologies



Ready to use solutions for fast, efficient application

Dry bulk operators demand solutions that are effective yet simple to deploy. Wuvio designed EcoCrust S to meet those expectations.

Flexible preparation options

- prepared on site using a dedicated mixing installation; and
- or delivered ready to use for immediate application.

The mixture is applied as a thin spray layer using a water cannon mounted on a mobile spraying trolley. As it dries, it forms a strong, uniform crust that adheres tightly to the material beneath.

Freko Crust: the transparent alternative

For sites requiring a colourless finish, Wuvio offers Freko Crust, a transparent crust former with the same binding and protective properties. Freko Crust contains no fibres and can be applied with a standard mobile spray gun.

Both products are 100% biodegradable, non toxic, and safe for aquatic environments, ensuring compliance with strict environmental regulations.

Tailored protection for every storage scenario

The lifespan and strength of the crust can be customized to match operational needs. Whether a stockpile remains untouched for weeks or must withstand months of exposure, Wuvio adjusts application ratios to ensure optimal performance.

Operational benefits include:

- up to 90% reduction in product loss during storage or transport;
- cleaner, safer working environments;
- improved compliance with environmental standards; and
- reduced downtime caused by dust related issues.

Advantages of Wuvio's crust forming technologies

- crust durability up to 6 months;
- >90% dust reduction;
- >80% water savings;
- easy, fast preparation and application;
- 90% reduction in product loss;
- fully biodegradable and environmentally safe; and
- suitable for coal, ores, sand, biomass, and other dry bulk materials.

About Wuvio

Founded in 2007 in the Netherlands, Wuvio operates with a clear mission: "A clean and healthy environment for all." Wuvio believes dust control should be simple, cost effective, and environmentally responsible. Every dust challenge is unique, which is why Wuvio's experts work closely with clients to analyse site-specific conditions and design tailored solutions that balance operational efficiency with ecological stewardship. Wuvio develops and manufactures a full range of biodegradable dust control technologies, including:

- crust forming agents;
- dry foams for normal and high temperature applications;
- road dust suppressants; and
- binders and humidifiers.

Its clients include leading dry bulk terminals, recyclers, mining and metals companies, civil engineering contractors, logistics firms, energy producers, and biomass handlers.

With Wuvio, operators gain access to the most economical, effective, and environmentally conscious dust control solutions available today — all while preserving cargo quality and improving site performance.

Rethinking redundancy

in grain loading operations



For decades, redundancy in grain terminals has followed a simple formula: install two unloaders and, if one becomes unavailable, rely on the other to keep operations running. The approach provides security, but not necessarily continuity. When one machine is taken out of service, unloading capacity can fall dramatically, affecting vessel schedules and terminal productivity.

The Siwertell EDGE concept proposes a different approach. Rather than defining redundancy through duplicated equipment, it focuses on maintaining terminal throughput when operating conditions change. The concept reflects a broader shift in thinking about resilience in bulk handling operations.

The flaw in conventional redundancy

Traditional grain terminals often employ two unloaders of identical capacity. While this ensures operations can continue during maintenance or equipment failure, it also means throughput falls as soon as one machine becomes unavailable.

For operators, the challenge is not simply equipment availability. It is the ability to maintain vessel turnaround times, berth utilization and terminal productivity when disruptions occur.

In other words, redundancy does not automatically guarantee performance.

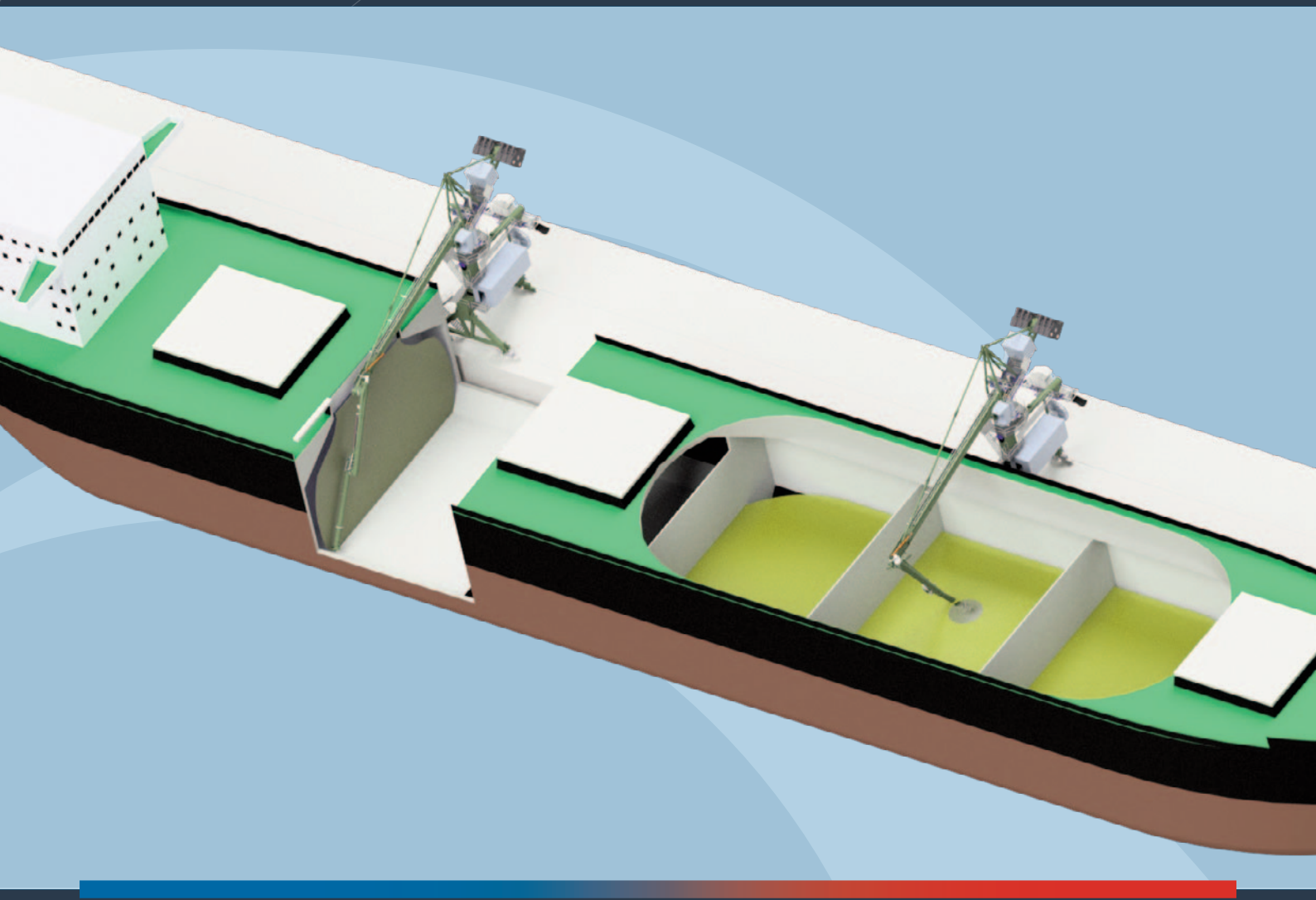
From backup equipment to adaptable capacity

EDGE approaches the problem differently.

Under normal operation, two unloaders each operate at 600tph (tonnes per hour), providing a combined terminal capacity of 1,200tph. If one machine is removed from service, the remaining unloader can increase output to 1,200tph, allowing the terminal to maintain its target unloading rate, assuming downstream systems can accommodate the higher flow.

The concept shifts the role of reserve capacity. Instead of being tied to an idle backup machine, it becomes part of the operating capability of the equipment

TURN REDUNDANCY INTO PERFORMANCE WITH SIWERTELL EDGE



Traditional redundancy can keep your terminal running, but often at reduced capacity. Siwertell EDGE takes a different approach: two unloaders work as one flexible system, with capacity designed to adapt if one unit is unavailable. The result is redundancy that protects throughput, keeps valuable capacity working and helps deliver more from your investment.

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already in use.

This creates a different definition of redundancy, one based on retained performance rather than installed equipment.

Beyond failure scenarios

The principle is not limited to maintenance or unexpected stoppages.

During the final stages of vessel clean-up, one unloader may naturally operate below its nominal capacity. EDGE allows the second machine to compensate by increasing output, helping to maintain a stable unloading rate throughout the operation.

For operators, this can improve utilization of both unloading equipment and downstream conveying infrastructure while reducing fluctuations in terminal performance.

The system is complemented by Siwertell SmartView, the company's IIoT system. It provides access to real-time performance monitoring, operating history, maintenance information, remote support and diagnostics.

This gives operators greater visibility into equipment performance and supports more informed operational and maintenance planning.

The result is a more dynamic and data-informed approach to capacity management, where equipment adapts to operating conditions rather than working at fixed rates.

A terminal-wide consideration

Maintaining throughput is not solely a question of unloader performance.

Any terminal seeking to benefit from higher temporary unloading rates must ensure that conveyors, transfer points, storage facilities and supporting infrastructure can accommodate the additional capacity. A terminal is only as resilient as its most constrained component.

As a result, the value of adaptive-capacity systems depends on how well they are integrated into the broader handling operation.

A different way to think about resilience

The significance of EDGE lies less in the machine itself than in the philosophy behind it.

Historically, redundancy has been measured by the amount of backup equipment installed. The alternative view is to measure redundancy by the amount of performance retained when conditions are no longer ideal.







By combining adaptable capacity with greater access to operating data through Siwertell SmartView, EDGE reflects a move towards more active and informed management of terminal performance.

For grain terminals facing increasing pressure on vessel turnaround, operational efficiency and asset utilization, that distinction may become increasingly relevant.

The question is no longer whether unloading can continue after a disruption.

It is whether the terminal can continue performing as planned. DCi





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Keeping coal moving when winter bites

vibrators and air blasters in the European coal trades



Installed Global Air Cannon on coal silo.

Coal hang-ups above the sloped section of a silo can't be fixed from the walls. A Canadian case shows why a well-placed air blaster succeeds where vibration cannot.

Europe's coal trade is smaller than it once was, but it is not simple. Rotterdam, Europe's largest coal-import port, saw coal throughput fall 8.7% to 17.3 million tonnes in 2025, mainly because steelmakers needed less coking coal.[1] Yet energy-security shocks keep producing short-lived import surges. Recent seaborne cargoes have been unloaded mostly at the Antwerp–Rotterdam–Amsterdam–Ghent hub and sent on to Central European markets.[2] Poland remains the largest demand centre for non-lignite coal, and inland logistics make up a growing share of delivered cost.[3]

Lower volumes through infrastructure built for a larger trade leave little slack. When a bunker, silo or railcar refuses to discharge, the delay passes straight down the chain to the barge, the train and the boiler.

When coal hangs up

Coal does not flow like water. Moisture and fines can make it cohesive. Its own weight can consolidate it in storage, and rail and barge transit compacts it further. Once it settles, it can form an arch over the outlet, a stable bridge that holds even with the gate open beneath it.

The usual response is simple: hammers to bang the wall, a worker poking it with a rod, or in the worst case: a plant shutdown to clear the blockage. All of these are slow and costly, and potentially hazardous.

How vibration works, and what it depends on

An industrial vibrator pushes vibrational energy into the hopper wall, and the wall passes it into the coal. Loose or lightly compacted coal has no rigid structure of its own, so the vibration breaks the bonds between particles and lets gravity pull the material out through the discharge gate. This is a more efficient way to replace the laborious usual responses above. Two conditions govern whether this works:

- **A rigid mount.** A properly mounted vibrator looks almost motionless while running, because the energy is going into the hopper and not into a bouncing bracket.
- **Gravity holding the coal against the wall.** The wall can only pass energy into material that is pressed against it. On a sloped wall, the weight of the coal keeps it in contact. On a vertical wall, nothing pulls the coal against the surface, so little energy transfers.

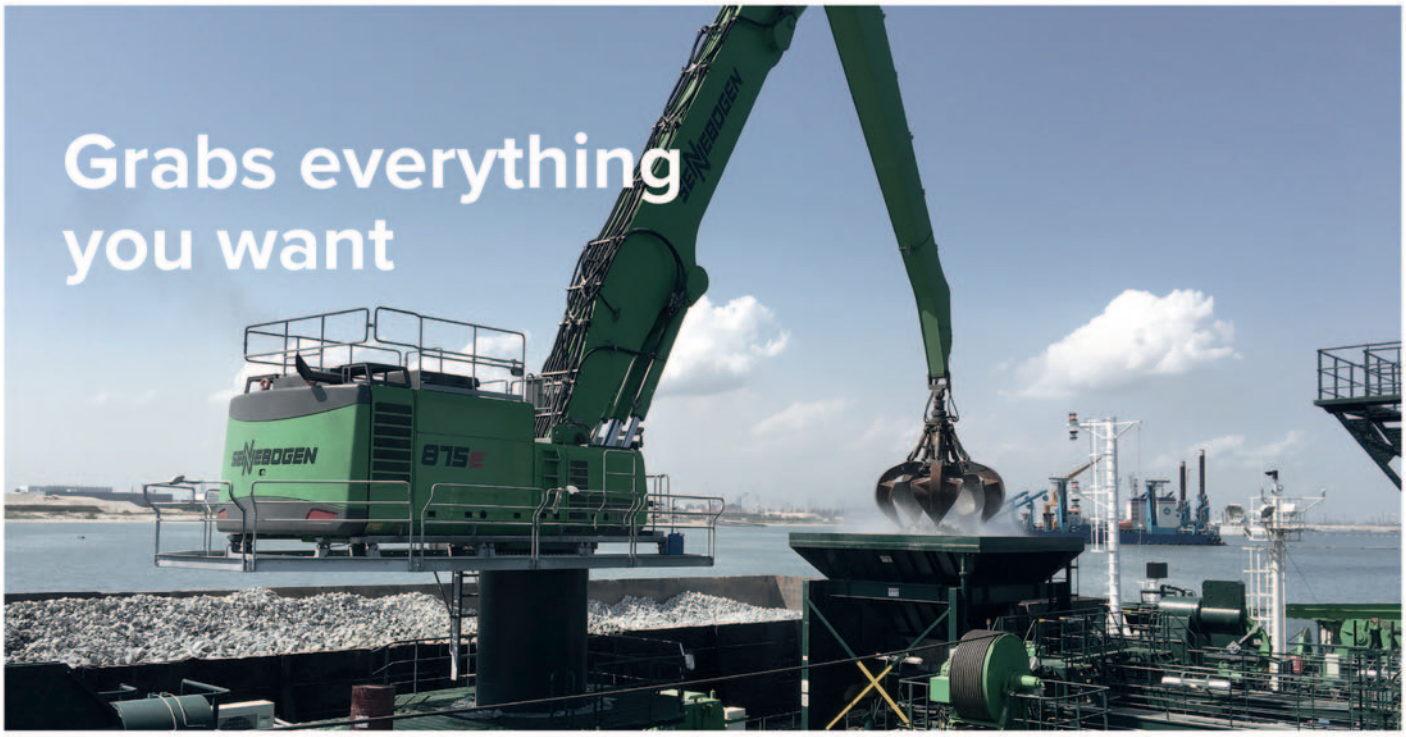
Where vibration is ineffective

These conditions indicate two failures that can become common in cold weather.

Arches above the slope. When damp coal freezes, it can bind into a rigid mass. In a silo with a sloped lower section, the arch can form above the slope, near the vertical wall transition. Adding vibrators to that wall does not help because the vertical wall can't pass the energy into the coal. A vibrator on the slope below won't reach or affect a material arch forming in the vertical section of the hopper.

J&B Grabs

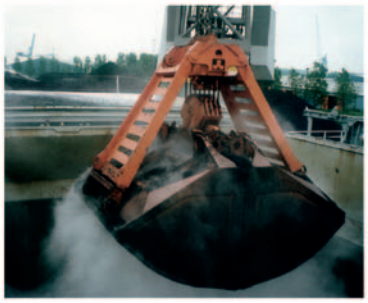
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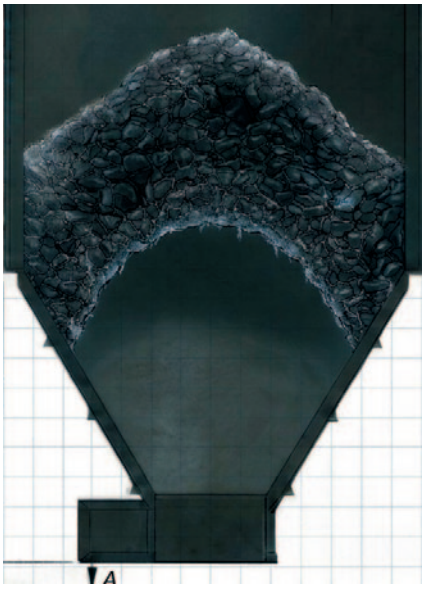
Empty sloped sections. When the sloped portion is empty, there is no coal against the wall to take the energy. The vibration then travels around the structure instead, shaking the hopper and silo and potentially causing damage.

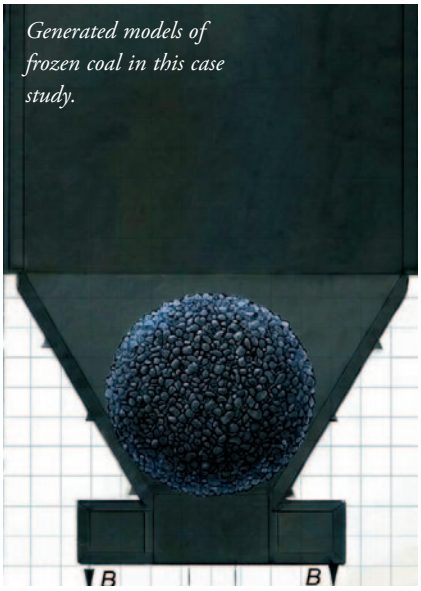
A cold weather case

Both these effects were evident in a Canadian coal installation. The vibrators on the silo could not break the frozen arch above the sloped section, and they were damaging the structure when they ran with the hopper empty. Originally, the operator had to shut the plant down to break up each blockage.

In this case, the fix was four to six well-placed air blasters, which knocked out the foundation of the arch so that the coal above it came down and flowed normally. Air blasters also broke up large balls of frozen coal that had formed over the discharge and blocked the flow. These balls were not impacted by the vibrators either.

The operator can now fire the air blasters remotely or link them to a flow monitor that fires them automatically when flow drops. Flow is restored immediately, and the process no longer has to stop. The change from stopping a plant to clear each blockage to clearing it in seconds without a stop recorded large savings, though the operator did not share exact figures with us.



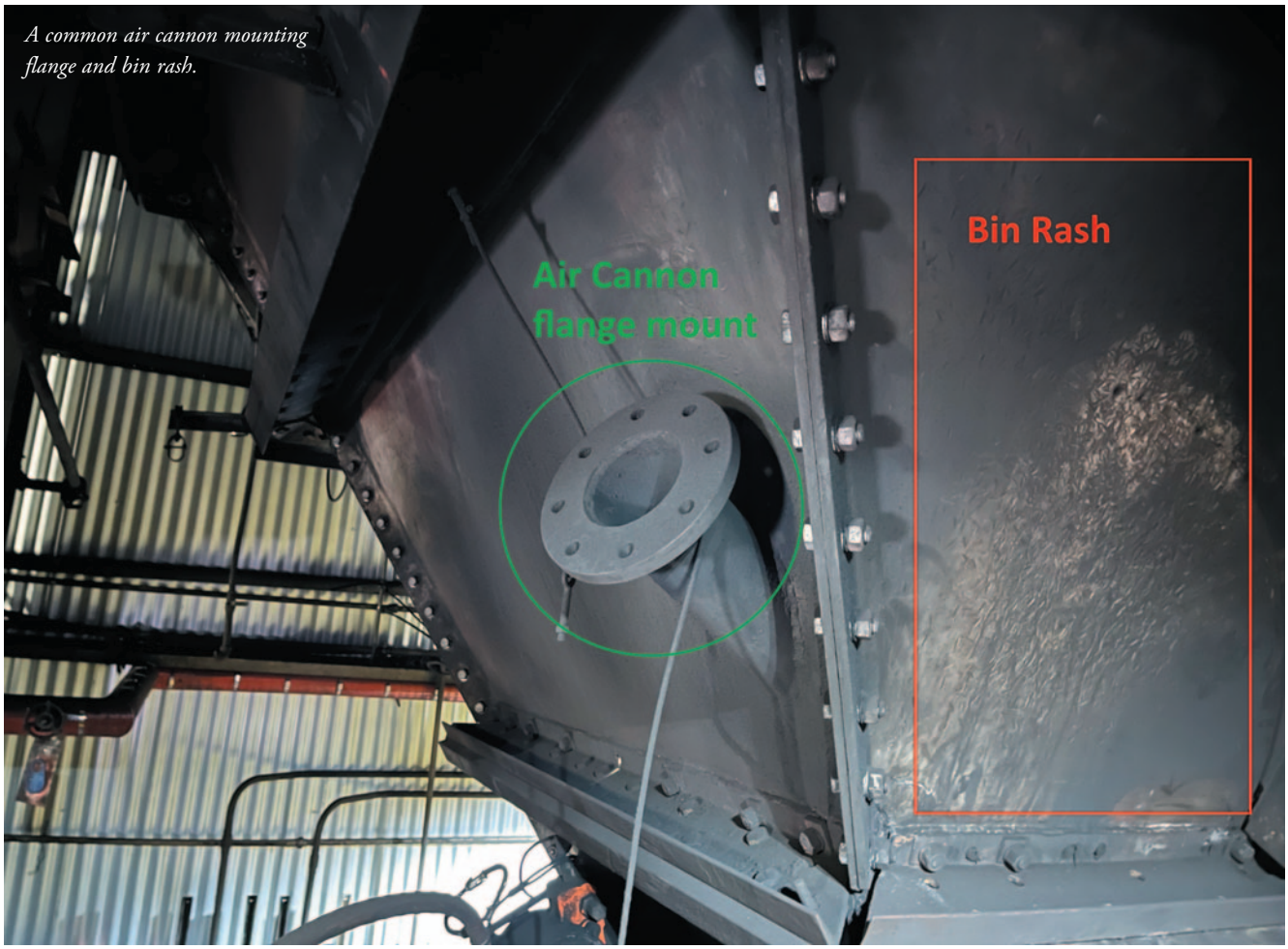


Generated models of frozen coal in this case study.

How an air blaster works

An air blaster, also called an air cannon, stores compressed air or inert gas in a tank and releases it in milliseconds through a nozzle set into the hopper wall. The pulse goes directly into the material at the point of the hang-up, so it doesn't depend on the coal being pressed against the wall or loose enough to carry vibration. Fired at the base of an arch, it removes the foundation the arch rests on, and the material above loses its support. Fired over an outlet, it breaks up lumps that vibration would only shake in place.

Placement in these cases is critical. Blasters should direct their discharge where the arch forms no matter where the arching or bridging occurs. In multi-unit systems, when all air blasters are required to fire, the firing sequence should work upward from the lowest blaster to the highest. Each blaster can be isolated and fired separately if the blockage position is known.



A common air cannon mounting flange and bin rash.

Because the units can fire on command, they suit automation. A flow monitor or level sensor can trigger a shot when discharge drops, so the blockage is cleared before it becomes a shutdown.

Air blasters also clear residual material from walls and seams, which suits coal that cakes on cold surfaces. Therefore, with enough air blasters installed, they can be used to clean hopper and silo walls during planned maintenance.

When combustion is a concern

Coal dust is combustible, and coal storage can carry a risk of fire or explosion. Where combustion is a concern, air cannons can be run on an inert gas, such as nitrogen, instead of standard compressed air. The blast clears the blockage in the same way, while the gas also helps to keep the atmosphere inside the vessel oxygen-poor. Standard pneumatic equipment can avoid electrical ignition sources; however automation adds the requirement for electrical impulses.

Whichever option is chosen should be specified against the site's explosive-atmosphere zone classification and applicable ATEX requirements.

Operators should make sure their air cannon supplier can accommodate an air cannon to use inert gas. Global has specific 'Nitrogen Air Cannons' that allow for use with all common inert gases.

Choosing the right tool

Once the failure mode is identified, the choice is usually straightforward:

- **Vibrators** suit sticky or compacted coal on sloped surfaces, such as wet coal that cakes or settles in a railcar or a hopper cone.
- **Air blasters** suit arches above the slope, frozen lumps over the outlet, heavy wall buildup and vertical sections where vibration can't reach the material.
- **Both together** suit sites that see wet-weather cohesion in autumn and hard freezes in winter.

Some practical takeaways:

- Several signs suggest a flow aid is needed: crews are poking or hammering at the outlet, discharge is intermittent or only partial, usable storage capacity is shrinking, or problems follow the weather.
- Mount vibrators rigidly on the sloped bin wall holding the blocked material.
- Run vibrators only when material is present against the surface they serve, and avoid running them on an empty section.

Relevance for Europe

Canadian winters are harsher than most of Europe's, but freezing events do occur in Central and Eastern European and Baltic coal handling, in open stockpiles, railcars, barges and exposed bunker feeds. Coal stored wet or accumulating moisture during its processing and then exposed to hard frost can behave in much the same way. Operators with seasonal blockages should ask where the arch forms. If it sits above the slope, more vibration will not fix it.

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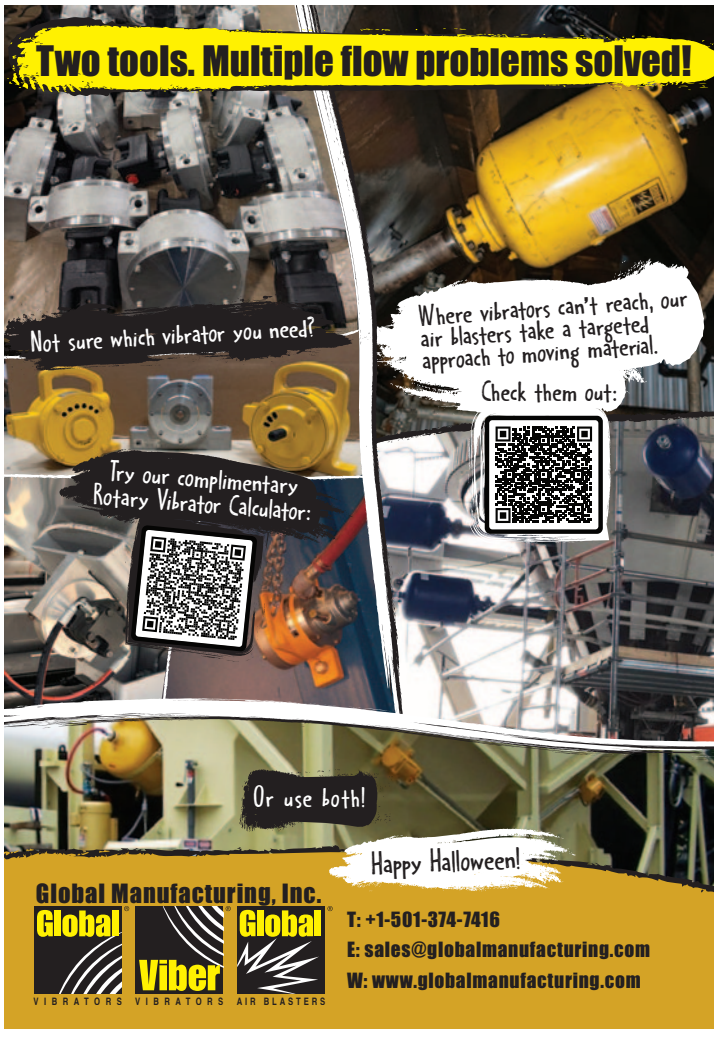
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3. *IndexBox*. "European Union Coal Other than Lignite Market 2026 Analysis and Forecast to 2035." Report update 23 Mar '26. https://www.indexbox.io/store/eu-coal- other-than-lingite-market-analysis-forecast-size-trends-and-insights/ (accessed October 26).

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RIKON's global surge in port and bulk cargo solutions



RIKON (RIKON Joint Stock Company) is a European manufacturer of heavy lifting and port machinery. Headquartered in Riga, Latvia, the company specializes in robust bulk material handling solutions designed for demanding port, terminal, and industrial operations.

The company's primary bulk equipment line includes specialized level-luffing portal cranes, rail-mounted gantry systems, and rubber-tyred gantry cranes. To support bulk cargo — such as grain, coal, and scrap metal — RIKON produces custom heavy-duty clamshell and multi-jaw grabs equipped with high load capacities. Designed for continuous operation, RIKON's custom-engineered bulk equipment offers long operational lifespans, precise remote-control handling, and corrosion-resistant durability.

Bulk handling portfolio

RIKON's bulk equipment range includes its very popular RPS series portal cranes in single-jib and double-jib level-luffing designs. They can be supplied complete with grabs and hoppers, including kangaroo-type cranes with an integrated hopper. The company is also expanding into grab ship unloaders and complete bulk handling systems, and is ready to supply this equipment.

Container and intermodal handling

A staple of RIKON's container portfolio is its rail-mounted gantry (RMG) cranes for container and intermodal terminals, including remote-controlled versions equipped with the company's own RROS (see below for more details) system and automated A-RMG cranes, the first of which are in the final stage of commissioning in Madrid.

Also very popular are its rubber-tyred gantry (RTG) cranes and mobile harbour cranes.

Commodities handled

RIKON's portal cranes are multi-purpose machines, but their core application is dry bulk handling. With mechanical or electro-hydraulic clamshell grabs, they handle practically every type of dry bulk cargo: coal and coke, iron ore and concentrates, bauxite and other ores, grain and agribulks, fertilizers, salt, sulphur, clinker, limestone, sand and aggregates, as well as light materials such as wood chips and biomass pellets. Each grab is designed for the specific cargo, with its volume and jaw design matched to the material's bulk density and lump size.

By changing the attachment, the same crane can also handle other cargo:

- multi-tine grabs for scrap metal, pig iron and other irregular bulk materials;
- lifting magnets for steel plates, slabs and billets;
- C-hooks for steel and wire rod coils;

Two fully electric double jib level luffing cranes shipped fully assembled

- **Customer:** OYAK (OYAK Mining Metallurgy Group) — end user: Isdemir
- **Equipment:** 2 × RPS-1600 double jib level luffing cranes (63t, fully electric)
- **Cargo type:** bulk — steel products (coils, slabs, billets) and bulk raw materials (iron ore, coking coal, scrap)
- **Location:** Iskenderun, Türkiye
- **Delivery completed:** 2025 — assembly completed Sep 2025, shipped fully assembled from Riga (Nov 2025), delivered to Iskenderun Bay



RIKON designed, manufactured and supplied two 63-tonne Double Jib Level Luffing cranes for the Isdemir steel works on Iskenderun Bay in Turkey, the country's only integrated steel plant producing both long and flat products, part of the OYAK Mining Metallurgy Group. Custom-engineered to the customer's specific technological requirements and operating conditions, each crane is built to the highest crane duty classification (A8) with increased safety margins, uses fully electric drives with no hydraulic mechanisms, and was loaded fully assembled onto a heavy-lift vessel, reducing installation and commissioning time on site. The project opened a new export route into Türkiye for RIKON and highlights its ability both to build high-capacity portal cranes and to deliver them by sea in fully assembled condition, strengthening its position among Europe's specialist manufacturers of heavy lifting equipment.

The challenge

The Isdemir steel works, Turkey's only integrated plant producing both long and flat products and part of the OYAK Mining Metallurgy Group, required high-capacity lifting equipment built to the highest duty classification, with increased safety margins for the continuous, high-intensity operation of an integrated steel plant, combining heavy lifting performance with energy-efficient electric operation and fast deployment at a working site on the Mediterranean coast.

The solution

RIKON delivered two RPS-1600 Double Jib Level Luffing cranes, each with a 63-tonne lifting capacity, a 36-metre outreach and fully electric drives with no hydraulic systems. Built to the highest crane duty classification (A8) with increased safety margins, the cranes were developed specifically for the plant rather than adapted from a standard design. They were fully assembled at RIKON's Riga facility and loaded in one piece onto a heavy-lift vessel, shortening installation and commissioning at the destination port.

Project significance

The delivery to Isdemir marks a significant milestone for RIKON, opening a new export route into the Turkish market and demonstrating its ability to build and ship large portal cranes in fully assembled condition, an operation made possible by the dedicated assembly berth at its Riga facility. Isdemir is a strategic national asset within the OYAK Mining Metallurgy Group, part of OYAK, one of Turkey's largest industrial conglomerates.



- mechanical and electric spreaders for 20ft and 40ft containers; and
- hook and lifting beams for pipes, timber, big bags, machinery and project cargo

This flexibility means that a terminal can handle changing cargo flows with the same equipment.

Customer base

RIKON's equipment is used widely. Specific examples of dry bulk clients include:

- Riga Central Terminal, Latvia;
- OYAK Group, Türkiye;
- Batumi Sea Port, Georgia; and
- APM Terminals Poti, Georgia

In the container, intermodal and other applications fields, customers include:

- ADIF, Spain (state-owned railway

infrastructure manager);
- BEHALA, Germany (Berlin port operator);
- Interport, Slovakia (intermodal terminal in Haniska near Košice);
- Marseille Fos Port, France; and
- Port of Brest, France.

Modern, in-house engineering

RIKON knows it is in a very competitive market, and much of its competitiveness us due to its full in-house cycle. Its cranes are designed and manufactured at its own production facilities in Riga, Latvia, by its own team of mechanical and electrical design engineers, software developers, production, assembly and maintenance specialists, and commissioning engineers. Every stage, from design to start-up at the customer's terminal, is handled by RIKON specialists, which lets it control quality and lead times and adapt each crane to the customer's needs. RIKON's RPS portal cranes, in both single-jib and double-jib level-luffing designs, are built for intensive grab operation, with grabs and mechanisms specified for each terminal's cargoes, from heavy ores to light agribulks.

Fully assembled delivery.

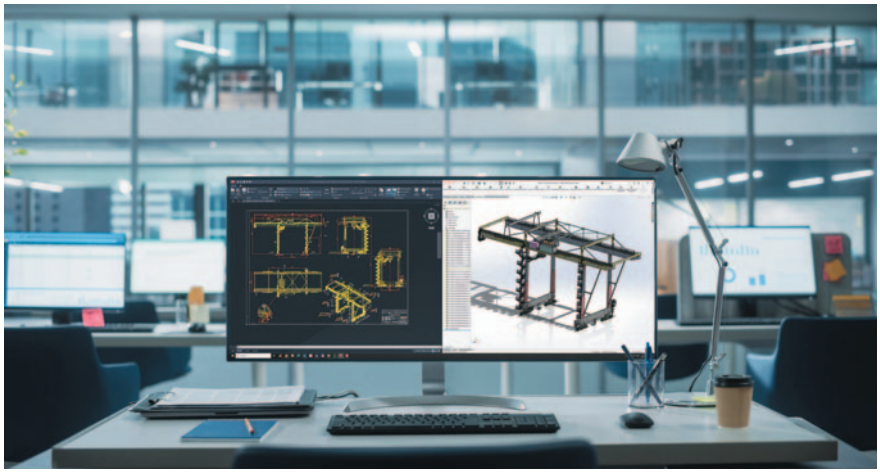
RIKON's production site in Riga has its own quay, so it can ship cranes fully assembled by heavy-lift vessel. This significantly shortens installation time and gets the terminal's operations running sooner.

Technology. RIKON keeps its equipment in line with the latest technology and regulatory requirements. It has developed its own RIKON Remote Operation System (RROS), currently implemented on its RMG cranes, and its first automated RMG cranes (A-RMG) are in the final stage of commissioning in Madrid. RIKON's equipment is designed to comply with the new EU Machinery Regulation (EU) 2023/1230, which applies from 20 January 2027.

Global presence. RIKON takes part in public tenders worldwide, across Europe, the Americas, Asia, the Middle East and Central Asia. Its current and recent projects span Europe, Türkiye, the Caucasus and North Africa.

Diversification. Bulk handling remains at the core of RIKON's work, and it is building on this. In addition to its RPS portal cranes, RIKON now offers ship-unloaders, complete bulk handling systems and mobile harbour cranes. It also supplies RMG and RTG cranes and takes on crane relocation projects: in Morocco, we recently relocated two cranes from the port of Casablanca to Safi.







Recent projects

- **OYAK Mining Metallurgy Group, Türkiye:** four RPS-1600 double-jib level-luffing cranes (63t, 36m outreach, A8 duty classification, fully electric drives with no hydraulics). The first two were shipped fully assembled from Riga in November 2025 to the Isdemir steel works on Iskenderun Bay; the other two are scheduled for shipment at the end of 2026 to Erdemir in Karadeniz Eregli on the Black Sea. See box 'Two fully electric double jib level luffing cranes shipped fully assembled' on p51 for details.
- **Interport, Slovakia:** two 41t electric single-cantilever gantry cranes (span 59.15m, outreach 14m) for a dual-gauge (1,435/1,520mm) intermodal terminal. Shipment began in September 2026; both cranes are fitted with RROS.
- **BEHALA, Berlin, Germany:** a trimodal Barge-RMG (40 t under spreader, up to 47t short-term, span 31.3m). Delivery is complete, the crane is being assembled on site, and commissioning is planned for 2026.
- **A leading Turkish industrial company:** two RPS-1100 portal cranes

(up to 50t, hook and grab operation), shipped fully assembled in July 2026.

- **ADIF, Madrid, Spain:** three fully automated rail-mounted gantry cranes (A-RMG) with RROS remote operation for Spain's flagship intermodal hub, currently in the final stage of commissioning.

Recent technological developments

Notable developments include the Barge-RMG for BEHALA's multimodal terminal in Berlin. RIKON developed a trimodal crane that transfers containers between rail, road and inland waterway vessels. Once commissioned, it will be the largest container crane in the Berlin/Brandenburg region.

Of particular note is RIKON's RROS (RIKON Remote Operation System) and automation. RIKON's proprietary remote operation system was first commissioned on gantry cranes in Valencia (more details below) and is fitted on both the cranes that it is supplying to the Interport intermodal terminal in Haniska, Slovakia. For ADIF, Spain's state railway infrastructure manager, RIKON has supplied three fully automated rail-mounted gantry cranes (A-RMG) to its flagship intermodal hub in Madrid (more details below). The cranes, now in the final stage of commissioning, operate in fully automatic mode and can also be controlled remotely via RROS.

RIKON equips Valencia gantry cranes with proprietary RROS Remote Control System

RIKON has successfully deployed and commissioned its proprietary RROS (RIKON Remote Operation System) on two 40-tonne RMG container cranes operating at the Valencia-Font de Sant Lluís intermodal terminal in Spain.

The successful launch of RIKON's in-house remote control system marks a significant milestone, placing the company among a select group of global manufacturers capable of not only producing heavy-lift equipment but also designing and implementing comprehensive high-tech IT solutions for it.

A technological leap for terminal infrastructure

The integration of RROS represents a qualitative step forward for the terminal's operational capabilities. Each of the two RMG cranes is now connected to a dedicated remote workstation, fundamentally transforming the approach to heavy equipment operation:

- **Enhanced precision and control:** operators manage multi-tonne machinery with maximum accuracy from ergonomic control consoles located in a comfortable office environment.
- **Improved safety and working conditions:** personnel are fully protected from adverse weather conditions and the occupational hazards associated with on-site crane operation.

A strategic venue for innovation

The deployment took place at the Valencia-Font de Sant Lluís terminal, operated by ADIF — Spain's national railway infrastructure authority — underscoring the growing demand for advanced automation solutions within the country's state-managed logistics network.

Commitment to automation

The successful RROS launch in Valencia is part of RIKON's broader global strategy to automate logistics processes. The company is currently advancing a parallel project at another ADIF facility — the Madrid-Vicálvaro terminal — where RIKON is supplying three fully automated 40-tonne gantry cranes (A-RMG). This contract further reinforces RIKON's standing as a leading provider of cutting-edge technological solutions for multimodal freight transportation.

Three fully automated rail-mounted gantry cranes with RROS remote operation for Spain's flagship intermodal hub

- **Customer:** ADIF (Administrador de Infraestructuras Ferroviarias)
- **End user:** Madrid-Vicálvaro Intermodal Terminal
- **Country/city:** Madrid, Spain
- **Industry:** rail/intermodal logistics
- Cargo type: containers (ISO, intermodal)
- **Crane model:** A-RMG (Automated Rail Mounted Gantry)
- **Quantity:** 3 units
- **Contract year:** completed in 2026

The challenge

ADIF required a fully automated handling solution for Spain's most strategically important intermodal terminal. The facility had to be operational from launch, with unmanned crane operation, integration with national rail infrastructure, and capacity to scale with growing container traffic from both Mediterranean and Atlantic corridors.

The solution

RIKON delivered three identical A-RMG units engineered for fully automated operation and integrated with RROS — RIKON's proprietary Remote Operation System. The cranes were dispatched, eliminating intermediate handling and shortening delivery timelines. All three units arrived ready for on-site assembly and commissioning.

Project significance

The Madrid-Vicálvaro Terminal is the largest single ADIF investment in intermodal infrastructure to date — over €300 million — positioning it as the primary logistics hub for central Spain. RIKON's contribution forms the entire automated container handling fleet at the facility.

About RIKON

RIKON is a crane manufacturer based in Riga, Latvia. The company traces its roots to 1954.

Today RIKON employs around 130 people and operates production facilities of approximately 30,000m², with its own quay and everything needed to manufacture crane steel structures in-house.

RIKON has recently exhibited on its own stand at TOC Americas in Cartagena, and will be at Breakbulk Asia in Singapore (18–19 November 2026). DCi



Marsa Maroc strengthens Casablanca bulk operations



Configured with an electric drive and a 48-metre boom, the Liebherr LPS 550 has been specified for bulk cargo operations at the Port of Casablanca. The crane will become the first Liebherr portal slewing crane commissioned in Africa, extending the LPS product range to a new regional market.

First Liebherr LPS set to enter service in Africa

- The new rail-mounted Liebherr LPS 550 with electric drive combines a 48-metre boom with high-capacity bulk handling performance, delivering the reach and precision required for vessel operations at the Port of Casablanca.
- Marsa Maroc, prominent terminal operator in Morocco, continues to strengthen cargo handling capacity across key maritime gateways while advancing its Marsa 2030 development programme.
- As the first Liebherr LPS portal slewing crane to be commissioned in Africa, the project represents a milestone for both companies, reinforcing bulk handling infrastructure at Morocco's largest port.

Created during Morocco's port-sector reform in 2006, Marsa Maroc has grown into the country's foremost terminal operator. The selection of the Liebherr LPS 550 for Casablanca reflects Marsa Maroc's continued investment in specialized cargo handling equipment while further expanding its relationship with Liebherr across multiple terminal operations.

Africa's first Liebherr portal slewing crane is set to enter service at the Port of Casablanca. Marsa Maroc has selected an LPS 550 for bulk cargo operations, expanding its handling portfolio at one of North Africa's busiest maritime gateways. The crane provides the flexibility to serve a broad range of vessel classes. Its rail-mounted portal design delivers substantial lifting capability while preserving valuable space along the quay. Advanced drive systems enable accurate crane movements and consistent handling performance throughout intensive operating cycles.

The installation has been configured around the operational requirements of the Port of Casablanca, one of Morocco's most strategically significant commercial gateways, where berth productivity and vessel turnaround remain critical measures of success. Covering more than 450 hectares, with over 8km of quays and capacity for up to 40 vessels at the same time, the Port of Casablanca depends on equipment capable of maintaining reliable cargo flow across busy terminal operations.



The first Liebherr LPS 550 bound for Africa is loaded aboard the heavy-lift vessel Patricia *at Liebherr-Rostock GmbH. Following shipment from Rostock, the portal slewing crane will be installed at Marsa Maroc's terminal in Casablanca, where it will handle bulk cargo at one of Morocco's largest ports.*

Supporting Morocco's expanding port landscape

The latest project builds on an established relationship between Marsa Maroc and Liebherr. Managing 35 terminals across 21 ports, and handling approximately 67mt (million tonnes) of cargo annually, Marsa Maroc continues to invest in equipment that matches the scale and diversity of Morocco's maritime trade. Following the delivery of three Liebherr LHM 550 mobile harbour cranes in 2024, the addition of the LPS 550 introduces a complementary handling solution tailored to bulk cargo operations.

As the economic centre of Morocco, Casablanca handles a wide range of cargoes, including containers, steel products, cereals, animal feed, minerals and vehicles. Across its Casablanca operations, Marsa Maroc manages more than 19mt of cargo and nearly 1,100,000 TEU in 2025, placing a premium on equipment that can respond efficiently to changing cargo profiles and vessel requirements.

A representative of Marsa Maroc commented: "Our co-operation with Liebherr has consistently demonstrated the value of reliable equipment, responsive support and a shared understanding of our operational requirements. The introduction of the first LPS crane in Africa represents an important step in our development and supports our objectives for continued growth."

Marsa Maroc's investment programme extends beyond Casablanca, with additional Liebherr cranes scheduled for delivery to terminals in Nador and Tangier. Together, these projects reflect the operator's commitment to expanding handling capacity across its network while responding to increasing cargo volumes and a broader mix of traded commodities.

Engineering capability aligned with long-term growth

Through Liebherr Morocco, customers benefit from direct access to local service expertise and technical support throughout the operational life of their equipment. The regional organization complements Liebherr's global maritime network and provides on-the-ground support tailored to local operating requirements.

"Marsa Maroc already operates Liebherr cranes at several locations, and the addition of an LPS 550 further broadens that relationship," said Andreas Ritschel, General Manager Sales Mobile Harbour Cranes at Liebherr-Rostock GmbH. "For us, this project is particularly noteworthy because it introduces a new Liebherr crane type into an established fleet, demonstrating how different products from our maritime portfolio can be matched to specific terminal requirements."

As Morocco's foremost port operator and a company pursuing continued expansion both domestically and internationally, Marsa Maroc continues to invest in equipment aligned with the requirements of its diverse cargo portfolio. The deployment of the LPS 550 in Casablanca adds a dedicated bulk handling solution to one of Morocco's busiest port environments while further expanding the company's use of Liebherr maritime technology.

About Liebherr-Rostock GmbH

Liebherr-Rostock GmbH is one of the most respected European manufacturers of maritime handling solutions. The product range includes ship, mobile harbour and offshore cranes. Components for container cranes are also included in the product portfolio.

About the Liebherr Group

The Liebherr Group is a family-run technology company with a highly diversified product programme. The company is one of the largest construction equipment manufacturers in the world. It also provides high-quality, user-oriented products and services in a wide range of other areas. The Liebherr Group includes over 150 companies across all continents. In 2025, it employed more than 55,000 staff and achieved combined revenues of over €14 billion.

Liebherr was founded by Hans Liebherr in 1949 in the southern German town of Kirchdorf an der Iller. Since then, the employees have been pursuing the goal of achieving continuous technological innovation, and bringing industry-leading solutions to its customers. DCi

Heavy haul, high stakes

best practices for safe bulk cargo loading



Louise Dodds-Ely

VIGAN Engineering: configuring high-capacity bulk handling around terminal constraints

In agricultural bulk handling, loading capacity has traditionally been one of the first figures considered when selecting a shiploader. Tonnes per hour remain important, but today's terminals are looking beyond nominal capacity alone.

Capacity remains fundamental. Export terminals handling millions of tonnes of grain every year cannot afford unnecessary vessel waiting time or inefficient loading cycles. But today, achieving a high nominal capacity is only part of the equation.

Reliability, dust control, product integrity, ease of operation, maintenance and the ability to accommodate different vessels are increasingly important considerations when designing a loading installation.

For VIGAN Engineering, this evolution reflects a fundamental principle: a shiploader should not simply be designed around a capacity. It should be designed around the terminal where it will operate.

Building on more than five decades of experience in bulk handling and over 1,500 machines operating worldwide, VIGAN provides solutions covering the different stages of agricultural bulk handling. From mobile grain pumps and ship or barge unloaders to complete terminals and high-capacity shiploaders reaching up to 2,000tph (tonnes per hour), equipment can be tailored to the specific requirements of each project and application.

Looking beyond tonnes per hour

Agricultural bulk terminals operate in an environment where every hour alongside the berth matters. Yet designing a shiploader simply around the highest possible instantaneous capacity does not necessarily create the most efficient terminal.

The equipment must work together with the upstream conveying system, storage capacity, vessel characteristics and berth arrangement. The real objective is therefore not only to move grain quickly, but to maintain an efficient and reliable flow throughout the loading operation.

This requires careful analysis of the terminal configuration, expected annual volumes, commodities to be handled and vessel range before determining the most appropriate machine configuration.

The message is clear: performance increasingly means optimization of the complete loading cycle rather than simply maximizing one figure on a datasheet. The result is not necessarily the biggest possible shiploader. It is the right shiploader for the operation.

Controlling dust starts with the design

Environmental considerations have become an integral part of modern bulk handling.

Grain loading naturally creates conditions where dust can become a concern, particularly at transfer points and during the final delivery of material into the vessel hold. Wind adds another variable because shiploading equipment operates outdoors.

Reducing dust therefore requires more





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than adding filtration equipment. The complete material path needs to be considered.

For VIGAN, this means paying particular attention to transfer points, conveyor arrangement and the final loading system. Different loading spout configurations can be incorporated depending on the commodity and terminal requirements. This reflects VIGAN's philosophy that there is no single dust-control solution suitable for every loading application.

By addressing dust at the engineering stage, the shiploader can combine required performance with a cleaner working environment around the loading area.

Every tonne matters, and so does every grain

Agricultural bulk materials also require particular attention to product integrity.

Unlike many mineral bulk materials, grain is a commercial product whose physical condition matters. Limiting unnecessary impact, abrasion and breakage is consequently an important consideration in loading-system design.

For VIGAN, this means looking beyond capacity alone. The way the product travels through the shiploader, from the conveying system to its final discharge into the vessel, must be considered as part of the overall loading process. VIGAN shiploaders can be configured with different boom arrangements, loading-spout types and dust-control systems according to the product, required flow rate, vessel and site conditions.

Particular attention is therefore given to elements such as material trajectory, transfer points and the configuration of the loading spout. The final metres between the boom and the cargo hold are especially important, as the way the grain is discharged influences both dust generation and the behaviour of the product during loading.

For VIGAN, the objective is therefore not simply to move grain quickly. It is to combine high loading capacity with controlled product flow, efficient hold filling and a loading configuration adapted to the characteristics of each application.

Following the vessel

Another challenge is movement.

A vessel does not remain geometrically identical relative to the quay throughout the loading process. Vessel dimensions vary from one call to another, while tidal variations and changes in draught during loading continuously modify its position relative to the shiploader.

The loading equipment therefore needs sufficient flexibility to follow the operation.

Boom dimensions, machine movements and loading spout configuration can consequently become determining factors in shiploader design.

VIGAN develops its shiploading systems according to these site-specific requirements, with adjustable boom lengths and different loading arrangements available to



suit the application. Its shiploaders can handle a wide range of bulk commodities and reach capacities of up to 2,000tph.

Here again, flexibility serves a practical purpose: keeping the material flowing efficiently into the vessel while adapting the equipment to the terminal's operational constraints.

Reliability is becoming the invisible performance figure

Yet perhaps one of the most important performance indicators of a shiploader cannot be found in the headline capacity figure. It is availability. For a terminal handling significant annual volumes, unexpected downtime can quickly affect vessel schedules and overall logistics. Reliability and maintainability therefore remain central considerations throughout the lifetime of the equipment.

VIGAN's discussions with grain handling operators consistently identify reliability, servicing and ease of operation among the main concerns surrounding loading and unloading equipment. These considerations influence the equipment from the initial design stage.

Material selection can help limit wear. VIGAN uses low-wear components and durable alloys in critical areas to improve equipment durability. Components also need to remain accessible for inspection and servicing. Automation can simplify operation, while diagnostic tools can support troubleshooting. VIGAN has progressively introduced smart electronics and online diagnostic capabilities into its equipment, alongside developments aimed at improving operator ergonomics.

Ultimately, a shiploader should not only perform when everything is new. It should continue performing after millions of tonnes have passed through it.

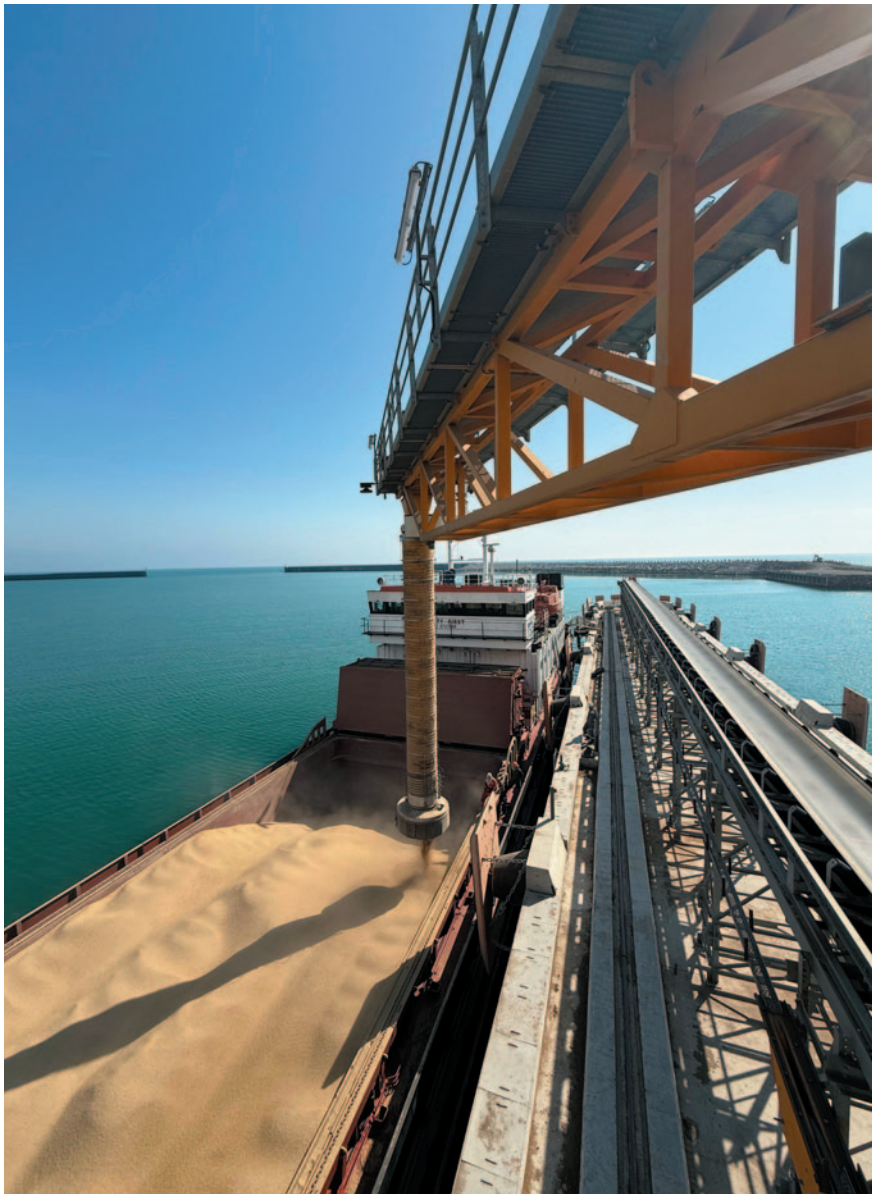
No two terminals are identical

Perhaps the greatest difficulty in designing shiploading equipment is that no two projects are exactly alike.

Some installations operate from large export terminals handling significant annual volumes. Others face restricted quay dimensions or have to integrate new equipment into existing infrastructure.

The commodities also differ. Wheat, maize, soybean meal, oilseeds and other agricultural products do not necessarily create the same operating conditions. Vessel dimensions, tidal variations, environmental requirements and upstream equipment add further variables.

This explains why VIGAN places considerable emphasis on tailor-made engineering. Rather than adapting the terminal to a predefined machine, the objective is to configure the machine around the reality of the terminal.



A project can therefore involve adjustments to boom dimensions, equipment arrangement, loading spout, interfaces with existing conveyors and other operating parameters.

This engineering approach becomes particularly valuable when modernization projects involve existing facilities, where available space and infrastructure can impose significant constraints.

From equipment supplier to long-term partner

The requirements placed on modern shiploading equipment are evolving.

Capacity remains essential. But terminals increasingly need to balance throughput with reliability, environmental performance, flexibility and long-term operating costs. Digitalization is also contributing to this evolution. VIGAN equipment can incorporate online diagnostics for remote monitoring and troubleshooting, while smart electronics can reduce unnecessary power consumption when equipment is idle.

These developments underline a broader transformation. The role of the equipment manufacturer increasingly extends beyond supplying steel, conveyors and mechanical components. Understanding how the terminal operates, anticipating constraints and maintaining equipment throughout its lifetime are becoming equally important.

For VIGAN Engineering, this means combining its experience in bulk handling with a project-by-project approach. Because ultimately, the purpose of a shiploader is not to achieve the highest number printed on a specification sheet. It is to help the terminal load its vessels efficiently, cleanly and reliably, year after year.

Agricultural commodities may be among the world's oldest traded products. The way we load them does not have to stand still.

GENMA delivers two 2,500tph shiploaders to Indonesian customer



Recently, GENMA successfully completed the commissioning and delivery of two custom-designed 2,500tph (tonnes per hour) fixed-type shiploaders for an Indonesian customer at a project site in South Kalimantan. A delivery ceremony was jointly attended by representatives from both parties.

The two shiploaders were custom-engineered based on the actual operating conditions of the customer's terminal. Adopting a fixed design installed on near-shore concrete piers, the equipment not only ensures efficient loading operations but also effectively reduces terminal construction costs. Each loader is equipped with a rotary discharge chute, offering flexibility to accommodate vessels of various sizes. The two units support co-ordinated operation, backed by comprehensive safety interlocking protection and remote monitoring systems, providing reliable assurance for continuous and stable loading operations.

The successful delivery marks the official entry of this equipment into production operations. GENMA will continue to provide timely technical support and service assurance to customers, ensuring long-term and stable equipment performance, and helping customers improve their bulk material handling efficiency.

Conveyor belt support: options, obstacles, and maintenance

Conveying systems are an important and integral part of many bulk loading and unloading operations.

For a conveyor to control dust and spillage, the design engineer must do whatever is practical to keep the belt's line of travel consistent, *writes R. Todd Swinderman, President Emeritus, Martin Engineering*. While there are many factors that influence the belt's running line both inside and outside the loading zone, a key ingredient is proper support.

Modern belt support systems are designed to maintain a smooth belt path with minimal bumping or disruption to settled cargo, avoiding gaps in the loading zone and minimizing belt sag along the system's length.

New designs reduce maintenance costs and improve safety by providing easier access to components and reducing the

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labour required for routine maintenance.

Building proper belt support

Before any support components (cradles, idlers etc.) are installed, the structure on which all conveyor equipment is attached — the 'stringer' — must be precisely aligned and the footings secure. Stringer alignment using laser surveying is the preferred method. The Conveyor Equipment Manufacturers Association (CEMA) publication Appendix D provides installation tolerances. Also, it is imperative that footings provide rigid support to prevent movement or deflection. Finally, engineers should account for the amount of material being loaded and the force of the impact to prevent excessive belt deflection under the load.

As noted in Martin Engineering's *Foundations*™ industry reference book, the belt's line of travel must be stabilized with proper support in the loading zone to achieve an effective, minimum-spillage conveyor.[1] With a true belt line, support components can better maintain a sealed environment. According to CEMA there are a number of techniques and components that control belt sag by improving belt support in the loading zone. They include idlers, belt support cradles, and impact cradles.[2]

Idler type and rating

Idlers shape and support the belt and cargo, while minimizing the power needed to transport the materials. They are classified by roller diameter, service type, operating condition, belt load, and belt speed, and then rated for load-carrying capacity and calculated bearing life. CEMA uses a two-character code that indicates the idler classification and implied load rating, with a letter code followed by the idler diameter in inches, resulting in classes from B4 to F8. [see Fig.2]

Troughed carrying idlers typically consist of three rolls — one horizontal roll in the centre with inclined (or wing) rolls on either side. These support and shape the belt into a specific trough angle for the conveyance of cargo. [see Fig. 3]

Impact idlers typically have a similar load rating to standard idlers, with the same shafts and bearings. One disadvantage is that each idler supports the belt only at the top of the roller, so the rounded shape and deflective rubber will allow the belt to oscillate or sag away slightly from the ideal flat profile. [see Fig.4]

Picking idlers have a shallow trough with a wide base, giving larger raw material a wider area on which to settle. Without that wide base, large chunks would drift to one side of the belt or the other, causing



Figure 1 – a sealed belt in the loading zone requires an even, well-supported belt path with no sag.

Idler Classifications (Based on CEMA Standards)

CEMA Idler Classification	Roll Diameter		Belt Width		Description
	mm	in.	mm	in.	
B4	102	4	450-1200	18-48	Light Duty
B5	127	5	450-1200	18-48	
C4	102	4	450-1500	18-60	Medium Duty
C5	127	5	450-1500	18-60	
C6	152	6	600-1500	24-60	
D5	127	5	600-1800	24-72	
D6	152	6	600-1800	24-72	
E6	152	6	900-2400	36-96	Heavy Duty
E7	178	7	900-2400	36-96	
F6	152	6	1500-2400	60-96	
F7	178	7	1500-2400	60-96	
F8	203	8	1500-2400	60-96	

Metric dimensions are conversions by Martin Engineering; belt widths may not be actual metric belt sizes.

Figure 2: Idler classifications based on CEMA standards.

Figure 3: troughed idlers typically have a horizontal roller with an inclined roller on each side.`

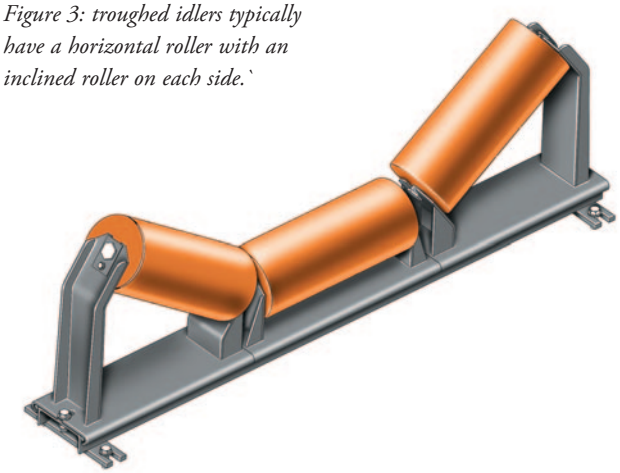




Figure 4: impact idlers have padded, impact absorbing rollers.

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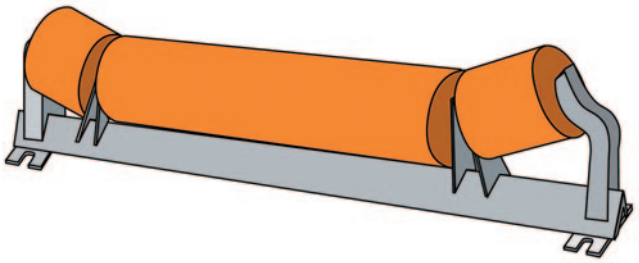


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Figure 5: picking idlers provide a low trough angle to help centre large chunks of cargo.



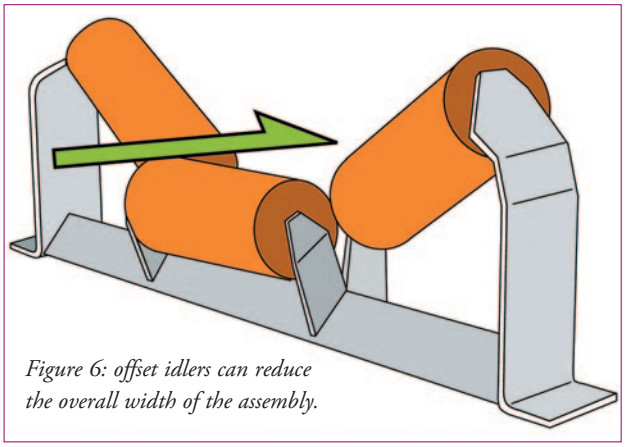


Figure 6: offset idlers can reduce the overall width of the assembly.

misalignment. [see Fig.5]

Offset idlers place the centre roller slightly in front of the wing rollers. By reducing the overall height of the idler set, this configuration is well-suited to cramped spaces, such as mines that require heavy-duty support but lack space. [see Fig.6]

Belt sag

Belt sag, when viewed from the side of the transfer point, is the vertical deflection of the belt from a straight line across the top of the two adjacent idlers. Even a millimetre of sag is enough to permit fines to become entrapped, leading to abrasive wear. The result is typically high-temperature friction and belt damage, requiring unscheduled downtime to fix. [see Fig.7]



Figure 7: belt sag is a vertical deflection from a straight line across the top of two adjacent idlers.

Recommended Idler Spacing for Applications Outside the Loading Zone as Published by CEMA

Return Idler Spacing	Belt Width	Carrying Side Idler Spacing Outside the Loading Zone Weight of Material Handled in Kilograms per Cubic Meter (lb_m/ft^3)					
		480 (30)	800 (50)	1200 (75)	1600 (100)	2400 (150)	3200 (200)
m (ft)	m (in.)	m (ft)	m (ft)	m (ft)	m (ft)	m (ft)	m (ft)
3,0 (10.0)	457 (18)	1,7 (5.5)	1,5 (5.0)	1,5 (5.0)	1,5 (5.0)	1,4 (4.5)	1,4 (4.5)
3,0 (10.0)	610 (24)	1,5 (5.0)	1,4 (4.5)	1,4 (4.5)	1,2 (4.0)	1,2 (4.0)	1,2 (4.0)
3,0 (10.0)	762 (30)	1,5 (5.0)	1,4 (4.5)	1,4 (4.5)	1,2 (4.0)	1,2 (4.0)	1,2 (4.0)
3,0 (10.0)	914 (36)	1,5 (5.0)	1,4 (4.5)	1,2 (4.0)	1,2 (4.0)	1,1 (3.5)	1,1 (3.5)
3,0 (10.0)	1067 (42)	1,4 (4.5)	1,4 (4.5)	1,2 (4.0)	1,1 (3.5)	0,9 (3.0)	0,9 (3.0)
3,0 (10.0)	1219 (48)	1,4 (4.5)	1,2 (4.0)	1,2 (4.0)	1,1 (3.5)	0,9 (3.0)	0,9 (3.0)
3,0 (10.0)	1372 (54)	1,4 (4.5)	1,2 (4.0)	1,1 (3.5)	1,1 (3.5)	0,9 (3.0)	0,9 (3.0)
3,0 (10.0)	1524 (60)	1,2 (4.0)	1,2 (4.0)	1,1 (3.5)	0,9 (3.0)	0,9 (3.0)	0,9 (3.0)
2,4 (8.0)	1829 (72)	1,2 (4.0)	1,1 (3.5)	1,1 (3.5)	0,9 (3.0)	0,8 (2.5)	0,8 (2.5)
2,4 (8.0)	2134 (84)	1,1 (3.5)	1,1 (3.5)	0,9 (3.0)	0,8 (2.5)	0,8 (2.5)	0,6 (2.0)
2,4 (8.0)	2438 (96)	1,1 (3.5)	1,1 (3.5)	0,9 (3.0)	0,8 (2.5)	0,6 (2.0)	0,6 (2.0)

Metric conversions added by Martin Engineering; belt widths may not be actual metric belt sizes.

Figure 8: CEMA idler spacing chart.

Idler spacing and power consumption

Sagging causes the load to shift as it is carried up and over each idler and down into the valley between, increasing belt wear and power consumption while contributing to fugitive dust and spillage. This complicated mathematical relationship has been published. CEMA has produced tables of recommended idler spacing for applications outside the loading zone. [see Fig.8]

Idler maintenance

When idlers seize or sustain damage, the unprotected underside of the belt can be damaged as well. Extreme temperatures from the friction may cause combustible cargo or the belt to ignite, carrying the fire the entire length of the belt within seconds.

In the past, an idler set could be difficult to access and change, often requiring the worker to reach in past the belt plane. To address this issue, track-mounted idlers are designed as an in-line set on the same track assembly, engineered to be easily extracted in separate sections for maintenance outside of the conveyor plane. This enables faster, easier maintenance in a safe environment, reducing labor and downtime. [see Fig.9]

Impact cradles in the loading zone

Impact cradles continuously support the belt edge, eliminating belt sag between the idlers. Some bulk-handling operations drop material from a great height. Repeated high-magnitude impacts without proper support can damage the belt. An example would be an 18" (45.7cm) lump of sandstone dropping 7ft (2m, 13cm). This lump will hit the belt with the same energy as a fully loaded refrigerator falling ten feet (3m, 5cm).

To minimize these negative effects, impact cradles are constructed of a steel support framework with individual impact-absorbing bars made from durable elastomeric materials that combine a slick top surface with one or more sponge-like secondary layers. Some models allow the bumpers to be flipped to double the service life. [see Fig. 10]

Support cradles

Instead of using rolling idlers following the impact cradle, support cradles use low-friction bars to support the belt profile. Support cradles perform two functions: controlling belt sag in the load zone to reduce spillage and providing a slick surface on which the belt can ride. Other benefits of using cradles under the transfer point include fewer moving parts and no lubrication required. [see Fig. 11]

Cradle maintenance

Some cradles are engineered to slide away from the stringer. Much like pulling out a drawer to a filing cabinet, a single worker

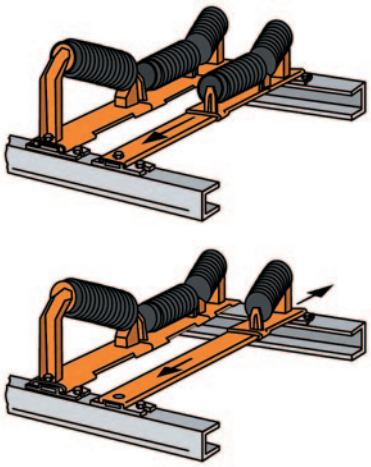


Figure 9: track-mounted idlers can be serviced more quickly and safely than standard designs.



Figure 11: a 'combination cradle' uses bars for sealing the belt edge and rollers to support the centre.

removes the locking pin in a one-tool procedure and simply slides the cradle into the open-access area to perform maintenance outside of the belt plane. This creates a safer work environment, improves access for higher quality maintenance, reduces the amount of labor needed and minimizes the amount of downtime required for the procedure.

Conclusion

By implementing proper belt support systems, operators can prevent costly problems caused by fugitive material. It is better to design a system that incorporates the slightly higher power consumption required to prevent spillage, rather than suffer the much higher power consumption and greater consequences of fugitive material. The costs of installing and operating proper belt-support systems represent an investment in efficiency.

About the Author

R. Todd Swinderman earned his B.S. from the University of Illinois, joining Martin Engineering's Conveyor Products division in 1979 and subsequently serving as V.P. and General Manager, President, CEO and Chief Technology Officer. Swinderman has authored dozens of articles and papers, presenting at conferences and customer facilities around the world and holding more than 140 active patents. He served as President of the Conveyor Equipment Manufacturers' Association (CEMA) was the editor of CEMA's 6th and 7th editions of *Belt Conveyors for Bulk Materials, The Design Guide for Belt Conveyors*. He is active on several CEMA committees including Chair of the Bulk Safety Committee and is a member of the ASME B20 committee on conveyor safety which set US conveyor safety standards. Swinderman retired from Martin Engineering to establish his own engineering firm, currently serving the company as an independent consultant.

About Martin Engineering

Martin Engineering is a global expert in bulk materials handling solutions. For over 80 years, Martin has designed, manufactured and installed innovative products that make the world's foundation industries cleaner, safer, and more productive. Based in the USA, the privately owned company has drawn on its long experience and expertise to help operations improve safety, enhance material flow, reduce spillage and dust, and minimize downtime. With factory-owned facilities in 20 countries, on-the-ground presence in another 40, and a worldwide service partner network, Martin has built an enviable reputation for high performance products delivered with exceptional technical service and support. The company's comprehensive *Foundations*™ textbooks, learning resources, and training programs are the global standard for the efficient and effective design, operation, and maintenance of bulk materials handling equipment.



Figure 10: impact cradles minimize belt damage and improve edge sealing.

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Cimbria introduces its all-new Moduflex Dust-Free loading solution: powered by the Type FT Multi-Outlet



Cimbria, a global expert in advanced solutions for industrial processing, cleaning, optical sorting, and handling of bulk materials in the grain, seed, food, and feed industries, has announced the launch of its Moduflex Dust-Free loading solution. It is a first-of-its-kind free-fall loading solution design that integrates the company's proven Moduflex loading chutes with its all-new Type FT Multi-Outlet, creating a unified system for cleaner outloading of bulk materials and significantly lower dust emissions for agricultural and industrial customers worldwide.

"Moduflex Dust-Free is a first-of-its-kind free-fall loading design and the result of decades of experience in outloading engineering," says Allan Flyvolm, Sales Manager, Moduflex. "By combining the loading chute with the Type FT Multi-Outlet, we have a developed a unique system that reduces dust at source, so the entire outloading process becomes far cleaner, more predictable, and easier to control."

Dust emissions are a major challenge for facilities that handle dust-prone bulk materials. Even small amounts of dust and other impurities can affect air quality, reduce visibility, and create unnecessary wear on nearby equipment over time. But Cimbria's Moduflex Dust-Free loading solution changes that.

"The Type FT Multi-Outlet is designed to form what we call a free-falling material beam. As the material transitions into free fall, the heavier product accelerates downwards, while lighter air and dust separate naturally from the stream. This controlled separation removes almost all air and fine particles before it even reaches the loading zone, giving operators a cleaner, safer work environment."

The free-falling material beam is particularly effective for open loading of



flatbed truck types. Because air and dust are controlled inside the outlet before it reaches the truck, operators can raise it above the loading zone and still discharge material with remarkably low dust emissions, all without needing a dust skirt like other open loading solutions. Loading volume is up to 250m³/h, depending on the material.

As Allan explains, this combination of clean flow, flexible positioning, and high-volume performance is essential for modern, large-scale facilities.

"It's an incredibly versatile solution. Facilities today are expected to move more material safely and with fewer interruptions", says Allan.

"A dust-free loading solution like this delivers consistent flow across different products and gives operators the stability they need to keep production on schedule. When it performs reliably under high volume conditions, it becomes part of the daily rhythm of the plant."

Cimbria's entire Moduflex range has been developed over many years to meet the demands of modern bulk loading, and the new Moduflex Dust-Free solution builds upon this foundation with a cleaner, more controlled approach to outloading.

The Type FT Multi-Outlet is compatible with all Moduflex Series 300 loading chutes. And the entire solution marks the next step in Cimbria's commitment to delivering reliable, high-performance loading solutions for customers operating in demanding agricultural and industrial environments.

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Quarry Mining delivers game-changing 3,000tph shiploader, transforming bulk cargo efficiency

QUARRY MINING LLC designs and manufactures bulk handling equipment in the United Arab Emirates but in compliance with European standards while adhering to the same safety standards and features that is expected from European equipment. Quarry Mining LLC (QM) is certified for quality management with ISO Certificate 9001:2008 and for environmental management with ISO Certificate 14001:2004 from the German Technical Inspection Association TÜV Rhineland/Germany. These certifications include the continuous integration of all upgrades. Located in the United Arab Emirates, QM can supply high-quality plants and equipment at very competitive prices.

Being in the bulk handling industry for more than 20 years, Quarry Mining has recently reached a new milestone in its history of designing, manufacturing, installing and commissioning of bulk handling equipment by delivering a 3,000tph (tonnes per hour) shiploader for aggregates. Covering the latest environmental standard, highly efficient operation and lowest energy consumption the machine supplied is not only a success for Quarry Mining but also a game changer for the end user.



With a total own weight of more than 650 tonnes, it's a massive build machine. The shiploader moves along the berth on rails, pulling the tripper car with the feed conveyor. The loading boom can be lifted up and down and the loader can swivel —i



including the loading equipment — to reach out every corner of the bulk vessel. At the end of the loading boom a cascade chute is installed, allowing the material to be loaded with nearly no degradation during the filling process. Especially for high quality products, such as e.x. steel grades, degradation is a major quality aspect for materials processed with bulk handling systems. The speed and method of transferring the material between various systems and loading steps is key for the quality of the product and, ultimately, the price which can be achieved. But more important are the environmental aspects of reducing dust development to nearly zero by using a dedusting system for transfer points, encapsulation and clever implementation of natural physical effects.

The unit is supplied by a massive double cable reel to provide power and communication from the shore to the moving machine. The latest state-of-the-art PLC system will ensure single-person operation and a nearly fully automated loading process.

Once the loader is brought into position, the cascade chute is lowered, and the loading process has started; the cascade chute will do its job automatically by moving up according to the actual filling level.

Storing the position of various hatches allows the operator to position the shiploader with just two tips and continue

the loading. CCTV system continuously shows all important points of the loading process to the operator and loading facility manager.

Enabling the client to handle and load 3,000tph has reduced berthing time dramatically, compared to grab loading operations. But the shiploader can only deliver what it gets from the feeding system. Therefore, a highly efficient and fully available feeding system is required. As stock capacities are very expensive, the material loaded is brought in just in time. A four dipping point truck unloading system supplied by Quarry Mining ensures continues supply of material directly from the truck to the shiploader. Only a small amount of material is stored in so-called buffer silos to compensate for short time material shortage. The system automatically determines the amount of material coming from the truck unloading system and will add material from the silos to the feeding belt via vibration feeders to ensure feed continues to the shiploader ultimately keep the loading time as short as possible.



All told, the shiploader supplied by QM successfully demonstrates that latest technologies are enabling end-users to improve efficiency, environmental aspects and commercial aspects at the same time. Bulk handling does not just mean moving bulk material from left to right; there is so much more to be considered. Only consequent engineering from the beginning to the end, experience, constant thinking and rethinking all aspects of such a machine ensures success. Having the end-user always on board adds really value and makes Quarry Mining's projects successful.



NEUERO shiploading technology for terminal modernization



NEUERO's SL1000 KIKO DLH project at Sénalia SCAEL Lecureur in Rouen, France, illustrates how modern shiploading technology can be adapted to an existing terminal. The upgrade replaces an old shiploader with a machine designed for continuous operation at 1,000tph (tonnes per hour) when handling wheat. Its defining feature is a direct connection between the low quayside conveyor and the loading boom, with rail travel providing longitudinal coverage of the vessel.

Based in Melle, Germany, NEUERO Industrietechnik GmbH specializes in mechanical shiploading and pneumatic ship-unloading equipment. The company's roots date to 1914, and its approximately 80 employees serve customers worldwide. Its loading portfolio includes stationary and rail-mounted machines, together with quayside conveyor systems and transfer arrangements connecting storage facilities to the vessel.

Matching the loader to the existing quay

The Rouen machine is specified for vessels up to Panamax size and for cereals including wheat, maize and barley. Its nominal capacity of 1,000tph is based on wheat with a bulk density of 750kg/m³. This corresponds to a volumetric flow of approximately 1,333m³/h, an important design reference for the conveying path. The same mass throughput should not automatically be assumed for commodities with different densities or flow characteristics.

The loader runs on rails with a gauge of 29.720m, over an approximately 150m travelling distance. Its specified travelling speed is approximately 12m/min, and the ambient temperature range is −10°C to +40°C. These parameters define the operating envelope within which the new machine must interface with the terminal's existing infrastructure.

The low elevation of the quay conveyor determined the feed arrangement. A direct connection to the boom was chosen to suit this geometry. The resulting configuration does not have a slewing boom: to change the longitudinal loading position, the machine must travel along the quay. This is an explicit operating trade-off that must be considered when planning hatch coverage and the loading sequence.

During equipment selection, NEUERO's KIKO DLH solution was compared with a telescopic belt system fitted with a cascade chute. The client selected NEUERO despite its higher price. The decisive factors were the established relationship, the loading head's proven track record at Sénalia and local administrative considerations. The client also considered mounting the alternative telescopic belt almost directly onto the beam, so the overall technical arrangement was not the deciding factor. This distinction separates the reasons for selecting the supplier from the engineering choices made for the installation.

Integration engineering should also establish the permissible operating positions and clearances to the vessel. Changes in draught during loading, tidal variation and ship movement affect the relationship between the discharge equipment and the hatch. These checks are particularly relevant during modernization, when the replacement loader must work within a berth arrangement originally designed for another machine.

KIKO movement and dust control

NEUERO's KIKO system takes its name

from the kick-in and kick-out movement of the vertical loading section. This provides an additional means of positioning the discharge point within the cargo hold. On slewing loaders it works with horizontal boom rotation; on the Rouen machine, longitudinal positioning relies on rail travel. The distinction matters when assessing the coverage achievable with a particular configuration.

The DLH, or Dustless Loading Head, controls material flow and reduces the discharge velocity to limit dust generation. The engineering objective is controlled deposition of the cargo, with less dust released at the loading point. Actual emissions depend on the commodity and operating conditions. The client's feedback also identified the discharge chute design as an area for further refinement.

NEUERO also offers sensor-based control of loading movements, using information about the filling condition in the hold to control the boom and loading head. These capabilities belong to the wider technology portfolio; the automation scope for an individual installation is defined by its project requirements.

Commodities and international references

Depending on the selected configuration, NEUERO shiploaders handle grain, oilseeds, feed meals, pellets, fertilizers and mineral products such as alumina. Equipment selection reflects the material's density, abrasiveness and handling characteristics. Published shiploading references include Sénalia and Bolloré in France, Parrish & Heimbecker and the Port of Johnstown in Canada, and Risoil in Ukraine. These installations illustrate the range of layouts required by different terminals and vessel fleets.

Lifecycle engineering and terminal performance

The Rouen upgrade reflects NEUERO's lifecycle approach to older installations. A replacement project begins with the interfaces already present at the terminal and the loading duties required for the next period of service. Conveyor geometry, rail arrangement and the vessel envelope can be as decisive as nominal capacity. Adapting the machine to those conditions provides a practical route to modernization.

For terminal operators, competitiveness is measured over the complete loading cycle. A rated capacity describes the conveying duty under stated conditions; average vessel-loading performance also includes repositioning, hatch changes, trimming and interruptions in cargo supply. Evaluating these factors together helps operators select equipment that makes effective use of the berth. The SL1000 KIKO DLH brings this reasoning into a concrete design: a 1,000tph grain loader configured around Rouen's existing low conveyor connection and quay travel requirements.

DustCone: containing dust at the loading point

Most of the dust at a loading point is made in the fall. When bulk material drops freely from a chute into a truck, a storage bay or onto a stockpile, the stream opens, draws in air, and the fines are stripped out and carried away. DustCone Hopper Systems, of Kuala Lumpur, Malaysia, builds hoppers that deal with that problem at the discharge, rather than capturing dust after it has escaped.



How it works

A DustCone hopper body hangs on springs around a fixed internal cone. As material enters, its weight draws the hopper down and opens an annular gap between the hopper wall and the cone. Entrained air is squeezed out as the material passes through the gap, so it leaves as a consolidated column rather than an aerated spray. Fines stay in the stream instead of being lifted into the air, and the material lands denser.

The gap opens with the load in the hopper, so the discharge tracks the feed within the unit's design range — typically about 10–15% around the sized flow. A moderate change in duty can be taken up at the spring adjustment; a large step change in feed needs a different size. There is no power supply, filter, compressed air or control system, and no consumables to replace.

Two configurations cover most plants. The DC series is open-topped and sits under an existing chute as a retrofit;





inspection windows let operators watch the fill level while it runs. The FT series has a flanged top that bolts to the chute outlet; the spring-hung hopper rises outside its skirt, leaving only a narrow running clearance that the material closes off once the hopper fills. In most installations neither needs structural change to the plant.

What it handles

DustCone hoppers are built for free-flowing granular materials. Current and recent work covers grain, animal feed and minerals.

The limits are worth stating as plainly as the applications. Fine, cohesive powders such as cement are not a fit — the mechanism depends on material that flows freely through the gap — and DustCone would rather say so at enquiry than find out on site.

Built to the application

Every unit is built to order, and construction suits the duty: powder-coated mild carbon steel for general service; SS304 and SS316L where hygiene or corrosion matters; polyurea linings for corrosive products; and Hardox 450 or 500 wear plate for abrasive minerals.

Sizing stays with the factory. Each enquiry is taken from flow rate, bulk density and particle size range, then matched to a size class. Where the material is borderline, the company prefers a site discussion before metal is cut. Springs are selected for the lightest material the unit will handle, and the gap is set at commissioning with a mechanical adjuster.

Recent technical developments

The material range now extends to Hardox wear plate through the flow path, not just as local protection at the discharge — 450 as standard for abrasive duty, 500 where the material warrants it.

The suspension springs are made to order with steel tab ends rather than the hook ends of commercial springs, and are dip-coated rather than powder-coated: a spring flexes on every loading cycle, and powder coatings tend to micro-crack under that movement, opening a path for corrosion. The aim is to keep the springs off the maintenance schedule on a unit that otherwise needs little beyond periodic inspection.

Recent work

At a grain terminal in East Asia, covered in *Dry Cargo International*'s September 2026 (see 'Passive hoppers from DustCone cut warehouse loading dust at East Asian grain terminal' on p44 of that issue) dust control feature, four DC Mini FT units in SS304 were fitted to the chute outlets on a maize intake line. Since then, the operator has settled on filling each storage bay from one outlet where two were previously needed: the consolidated column drives into the pile and pushes it outward, so the bay fills lower and wider instead of peaking under the fill point.

In Turkey, a DC 3 FT fabricated in Hardox 500 has shipped for feldspar handling.

In Malaysia, a retrofit is being commissioned in October on a truck-loading line at a flour mill handling grain and feed.

In South America, two projects have moved from order to delivery: a DC 1 in Uruguay, and a DC 4 in Argentina for a major oilseed processor.

Staying competitive

DustCone competes on fit and simplicity rather than scale. Engineering stays in-house from enquiry through sizing, documentation and commissioning support, so the people who size a unit answer questions about it later. Each hopper is made for its plant, rather than asking the plant to adapt to a catalogue box.

On truck loading the business case is usually dust control and a cleaner load; on silos and storage bays the denser fill can also matter, though DustCone treats that as a site-specific outcome rather than a figure quoted in advance.

Company background

DustCone Hopper Systems Sdn Bhd is based in Kuala Lumpur. Its hoppers are designed, engineered and manufactured in Malaysia, and supplied worldwide, directly and through regional partners.



Rotainer MH42 Hybrid 360 nears completion

The innovative Hybrid Rotainer from Container Rotation Systems (CRS) is in the final stage of assembly and will soon enter the FAT (Factory Acceptance Testing) phase of the build before dispatch.

The first uptake of this highly anticipated machine will go to CRS's long-standing customer, Bisha Mining, Eritrea.

CRS opened up the Port of Massawa, Eritrea to containerized bulk handling some 13 years ago, and the company is proud that it has been able to offer service and support since that time, and for many years in the future with the supply of this Patent Pending, unique, container rotator

This highly anticipated, dual powered system has a diesel hydraulic and electric hydraulic system in the one frame; users can easily switch from one power source to the other in minutes.







One of main advantages of the Hybrid Rotainer is that operators can use cranes with or without power down to the hook, which opens up new global opportunities. If the operator has an electrical issue with the crane, there is no loss of valuable loading time; they simply switch to the diesel system with the hand-held remote control.

Utilization of a variety of cranes currently held at any port is an economical and cost-effective way to maximize equipment use with minimal investment; furthermore, the Rotainer Hybrid has certified ISO pick-up points for use with 20/40 container spreaders or reachstackers.

Why have multiple machines when the one Rotainer does it all?

CRS's Rotainer Hybrid 360 is multidirectional; it is fully programmable with slew ring drive system that was developed with collaboration of Dana, a global expert in the design and manufacture of highly efficient propulsion solutions for the light- and commercial vehicle markets.



Klaipėda: one port, three E-Cranes, three customers

E-Crane has long been a major force in the loading and unloading of bulk cargoes. Its cranes rely on the equilibrium principle, which relies on a fundamental mechanical linkage design that keeps the crane in near-perfect equilibrium throughout its working radius.

By connecting a movable counterweight to the stick via a parallel connecting rod, the counterweight automatically shifts position in direct relation to the stick's movement, keeping the centre of gravity stable relative to the main pivot. Because the dead weight of the boom, stick, and grab is continually balanced, the electric motor only needs energy to move the payload itself rather than lifting the heavy structural components. This mechanical equilibrium drastically lowers power consumption, reduces structural wear, and maximizes operating efficiency during heavy material handling.





Popular in Klaipeda

At a glance: three Klaipeda customers are using E-Crane technology for scrap, bulk, general and packaged cargo. Across the projects, flexibility, energy efficiency, reliability and total cost of ownership are recurring themes.

A strategic Baltic gateway

Klaipeda has a long maritime history dating back to the 13th century. Over the centuries, the city and its port developed from a fortified trading centre into an important industrial and maritime hub. Timber was a major cargo at the beginning of the 20th century, while later decades brought mineral, cellulose, fishing and shipbuilding activities to the port. Today, the Port of Klaipeda is the most northerly ice-free port in the eastern Baltic Sea. Recent investments in port infrastructure and deeper navigation channels have enabled the port to accommodate vessels of up to 400m in length, with draughts of up to 14.3m. Larger vessels and growing cargo flows naturally increase the need for efficient, high-capacity and flexible handling equipment.

Three customers, three applications, one E-Crane approach

Against this backdrop, three companies in Klaipeda have selected E-Crane technology for demanding cargo-handling applications. Vakaru Krova, Klasco and Kaminera each have different operational requirements, but their projects share a common objective: reliable and efficient cargo handling with equipment that can adapt to the realities of modern port operations.

Vakarų Krova: flexibility across multiple cargoes

Vakarų Krova, a subsidiary of the Western Shipyard Group, was the first company in Klaipeda to purchase an E-Crane. The company operates four specialized terminals within the Port of Klaipeda. Its E-Crane, an EH12421 GA-E, is designed to optimize terminal capacity and is used for loading scrap, handling bulk and loose materials, and moving general and packaged cargo such as roundwood. To provide flexibility between different applications, the crane is equipped with an orange-peel grab, clamshell grab and hook. A quick-change system allows attachments to be exchanged within minutes. Vakaru Krova has also implemented a rail-mounted E-Crane solution based on the 1800C platform. By allowing the crane to travel directly along the quay, the equipment can serve multiple cargo holds consecutively. This supports faster vessel operations and helps maximize terminal throughput.

Klasco: efficiency and total cost of ownership

Klasco (Klaipeda Stevedoring Company), one of the larger stevedoring companies in the Baltic States, installed a new E-Crane at one of its scrap terminals. The crane has a 42-metre reach and a 450kW electric motor, providing the capacity required for demanding heavy-duty cargo handling. Klasco was looking for a new crane for its scrap terminal when the company learned about E-Crane through positive feedback from other customers. Following visits to E-Crane installations elsewhere in Europe,



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Klasco selected the E-Crane solution. According to the source material, the decision was influenced by total cost of ownership, reliability and ease of operation compared with rope cranes. The available quay power is 400V, making the crane's low energy consumption another important advantage. The new machine is primarily used for scrap handling, while a clamshell grab also enables the handling of heavy bulk materials. For Klasco, the combination of reliable performance, low energy consumption and operational simplicity supports the terminal's day-to-day requirements while keeping a close focus on operating costs.





Kaminera: engineering a solution for an S-curve

Kaminera Group presented E-Crane with a different challenge. The recently completed rail-mounted E-Crane had to operate on a track incorporating a significant S-curve: two bends in opposite directions. Standard rail-mounted cranes are normally designed to travel along straight quay rails, so the track configuration required additional engineering. Following detailed measurements, E-Crane developed pivoting wheel assemblies and modified the drive system to accommodate the curved rail track.

The result was smooth operation and a successful test run. Following commissioning, particular attention has been given to training the crane operators and technical team, supported by experienced E-Crane engineers. The project illustrates how a standard E-Crane platform can be adapted when site-specific conditions demand a tailored engineering solution. It also marks the start of a long-term partnership focused on the safe and efficient handling of scrap and other bulk materials.



The E-Crane 1800C: a proven mid-range solution

All three Klaipeda projects feature the E-Crane 1800C series. Positioned in the mid-range of the E-Crane portfolio, the 1800C can be supplied with an outreach ranging from 31.7 to 42.1 metres, making it suitable for handling cargo on vessels up to Panamax size. The 1800C series is equipped with a 450kW electric motor and E-Crane's EMM system. The system enables communication with port management and provides information on

capacity, status and other relevant operational data. A recurring theme across the three Klaipeda projects is the importance of total cost of ownership and energy efficiency. The E-Crane balance principle contributes to low energy consumption, while the electric drive supports the requirements of modern port terminals seeking efficient and reliable equipment.



One port, three projects, one long-term focus

The three installations in Klaipeda demonstrate how the same E-Crane technology can address very different operational challenges. Vakarų Krova uses its equipment for flexible multi-cargo handling and improved quay utilization. Klasco focuses on scrap handling with an emphasis on reliability, energy consumption and total cost of ownership. Kaminera required a customized rail solution capable of negotiating an unusual S-curve.

Together, the projects show the versatility of E-Crane technology in a busy Baltic port environment. As Klaipeda continues to develop its infrastructure and accommodate larger vessels, efficient cargo-handling solutions will remain an important part of the port's ability to serve customers safely, reliably and productively.

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Optimizing bulk loading dust control with micro-environment solutions



Dust control in bulk handling can include many different aspects of site operations. Shiploaders, truck dumping, hoppers, and conveyor transfer points all contribute to dust emissions during handling operations, *writes Claire Cowie.*

Typically, dry bulk handling operations have relied on active dust suppression systems such as water sprays, fogging systems, and filtration systems to combat dust control. While these methods are often essential, they fight an uphill battle against site airflow currents and local winds. Fines and small particles are more often than not picked up and carried away before the dust suppression method has a chance to work. The result is a dusty mess.

To optimize current dust control measures, operations managers are increasingly looking to structural micro environment solutions (custom-designed fabric cladded structural solutions) such as those developed by WeatherSolve Structures Inc. These structures create a calmed localized 'micro environment' to help optimize current dust control solutions and maximize material retention during handling activities. They create a calmed area to support current dust suppression strategies such as improving particle agglomeration with water droplets in fogging systems.

Common industrial micro-environments

Buildings

Dust generated in enclosed buildings on industrial sites can't escape. Many sites are plagued with insufficient or ineffective dust control. Often fogging systems are used to minimize dust at the source, but this doesn't always address the challenge entirely. Dust can also cause strain HVAC units and ventilation systems. It can also lead to very uncomfortable working environments.

Although fogging systems can be effective at minimizing dust, this method does not always address the challenge entirely. Many buildings still experience insufficient or inefficient dust control. This is where a micro-environment solution comes into play.

Installing a porous fabric wall or walls, such as those engineered by WeatherSolve Structures Inc., allows for air exchange and improved dust suppression. These porous walls help boost the effectiveness of fogging systems while allowing airborne dust to settle. This means:

- effective dust suppression;
- reduced strain on HVAC units and current ventilation systems;
- improved visibility;
- improved regulatory compliance;
- reduced risk of combustible dust events;
- improved employee health and safety; and
- prolonged equipment lifespan.

WeatherSolve Structures Inc. cladding can accommodate most buildings allowing for improved ventilation, airflow, and natural light to shine through. Just in case the thought of rain crossed your mind; you have no need to worry; the proprietary fabric also helps repels the rain so that droplets either slide down the surface or become mist.



Fogging system enclosures

By enclosing the area around a fogging system with a custom designed wind fence, the wind speeds within the enclosure are drastically reduced preventing both the fog and dust from dispersing in the wind. Typically, the wind speed is decreased by around 80% or so over localized areas.

In fact, wind fences have been shown to improve the effectiveness of dry fog control systems especially in areas where ROM bins (dump hoppers) are used[1]. Think 'increased hang-time'.

WeatherSolve Structures has extensive experience implementing wind fence solutions to optimize fogging systems on industrial sites and hoppers. These fences help boost fogging system performance leading to better air quality, improved visibility, and optimized dust control.

The bottom line

Using active dust suppression methods on industrial sites may not always provide the most effective dust control. Active dust suppression methods tend to be vulnerable to onsite airflow and wind. By utilizing porous fabric to create a calm micro environment the performance of existing fogging systems, HVAC units, etc… can be optimized. Whether you are shielding a hopper, processing building, or transfer point containment on multiple conveyors, a custom cladding solution might help you achieve better dust abatement.

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Shiploaders and much more: BVS Cranes boasts wide bulk portfolio

BVS Cranes manufactures a broad range of lifting and material-handling equipment, from standard overhead, gantry, jib and monorail cranes to specialized process cranes and special-purpose machines.

For the dry bulk, mining and port sectors, its portfolio includes shiploaders, grab cranes, bunker cranes, container-handling cranes and cranes specifically developed for mining and tunnel-boring-machine applications. It also produces heavy-duty steel mill cranes for demanding and continuous-duty operations. BVS Cranes' lifting capacities range from one to 500 tonnes. Through its R&D Centre, approved by Türkiye's Ministry of Industry and Technology, it also develops customized below-the-hook equipment and application-specific solutions. A key milestone was the development and manufacture of Türkiye's first domestically produced shiploader, designed for port-side soda ash handling.







Commodities handled

Depending on the crane configuration, grab type and operating environment, BVS Cranes' equipment can be designed to handle coal, coke, ores, minerals, clinker, aggregates, biomass and other dry bulk materials. For example, the shiploader described above was developed specifically for soda ash handling and illustrates how BVS Cranes' systems can be adapted to different bulk materials and operating requirements. Beyond dry bulk, the company's cranes handle molten metal, scrap, slabs, billets, coils and finished steel products, as well as containers, machinery, precast concrete elements, energy equipment and project cargo. Each system is designed and configured according to the material characteristics, duty cycle and site conditions.

Wide customer base

In common with many other companies, BVS Cranes' contracts are subject to confidentiality obligations, but include Eti Soda, IÇDAS, Safiport and Atakas as a few examples. Beyond these names, the best way to describe the company's customer base is by the industries it serves.

These include ports and terminals, mining and metals companies, steel plants, companies in the energy and power sectors, cement and glass producers, EPC contractors and large industrial manufacturers. BVS Cranes works with both end users and international engineering companies, supplying equipment for new investments, capacity expansions and modernization projects. Many of these applications involve equipment designed for continuous operation under demanding industrial conditions.

Remaining competitive

BVS Cranes' customers choose the company's equipment because they know they won't have to worry about their operations. BVS Cranes builds its market

position on top-tier quality and absolute trust.

Operating its own factories in Germany and Türkiye gives BVS Cranes a major advantage. It does not outsource its quality. It engineers, assembles and tests everything in-house. This gives it the flexibility to deliver specialized heavy-duty systems that perform reliably, even under demanding conditions. And because engineering is only part of the equation, BVS Cranes supports it with strong Sales & Service Centres across Europe and the US, alongside its latest expansion in Brazil, with details to be unveiled soon.

At the end of the day, BVS Cranes' focus goes far beyond delivering high-quality machinery. It mitigates operational risks so that its partners can focus on their own business with greater peace of mind.

Recent projects

BVS Cranes' recent projects span the energy, steel, glass and port sectors. In Türkiye, it is currently producing more than 100 cranes for a major energy-sector investment. A European steel plant project includes more than 50 cranes, while another production programme involved four heavy-duty cranes with a lifting capacity of 250 tonnes.

For a glass production facility in Belgium, BVS Cranes is supplying multiple units, including a grab crane system and several lower-capacity cranes designed for different operational requirements. It has also produced four container cranes for Europe and supplied crane systems for projects in the US.

Ever-improving technologies

BVS Cranes' recent developments focus on making crane design, manufacturing and maintenance more data-driven and verifiable. At its R&D Centre, it is moving from an FEM-heavy engineering approach towards a validated design methodology continuously calibrated with full-scale static, dynamic and fatigue testing, as well as field data. Using technologies such as Digital Image Correlation (DIC), strain gauges and operational modal analysis, it is developing a validation infrastructure that allows it to calibrate its FEM models with measurement data, with the aim of reducing test-to-simulation deviation to below 10% and building the foundation for digital twin applications.



BVS Cranes is also working on real-time structural monitoring solutions that use sensor data and AI-supported models to identify load distribution and detect overload conditions. In parallel, it is developing a contactless structural health monitoring approach based on the magnetoelastic effect to detect early signs of fatigue and support predictive maintenance.

BVS Cranes' development work also extends to manufacturing. It uses thermo-mechanical analysis to optimize welding parameters and reduce residual stress and distortion, while augmented reality technologies are being explored to verify component positioning, hole locations and alignment directly on fabricated steel structures before welding and shipment.

Together, these developments create a continuous data chain from design and validation to manufacturing and field operation, helping BVS Cranes to improve safety, traceability, predictability and crane service life.

About BVS Cranes

Founded in Ankara in 1985, BVS Cranes has grown into an international manufacturer of cranes and material-handling equipment. It operates three production facilities with a combined manufacturing area of approximately 100,000m^2. In recent years, annual production has generally ranged between 700 and 800 cranes, while BVS Cranes' flexible manufacturing structure provides capacity for up to 1,000 units depending on product mix and project complexity.

BVS Cranes exports to 96 countries across six continents and maintains its own regional operations in six countries, supported by a wider international partner network. This structure allows it to combine its integrated manufacturing capabilities in Türkiye with local sales, engineering and after-sales support in key markets.

BVS Cranes is a member of the Port Equipment Manufacturers Association (PEMA), connecting it with the international port and terminal equipment community and providing a platform for following emerging technologies, operational requirements and industry developments.

This membership is closely aligned with the continued expansion of the company's portfolio in shiploaders, container cranes and specialized port-handling equipment.

BVS is also a publicly listed industrial company, reinforcing its commitment to transparency, corporate governance and sustainable long-term growth as it continues expanding its international operations.



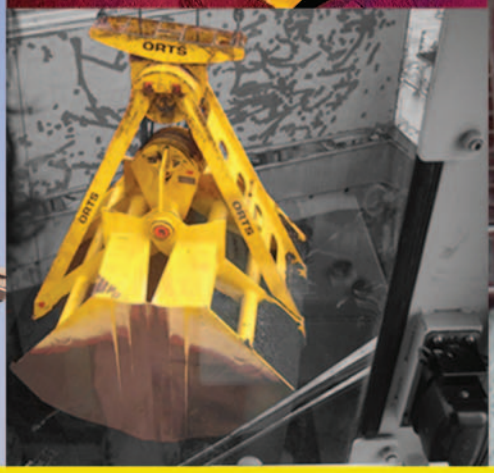
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Transforming bulk loading: IBL Solutions and Infinity Belting drive innovation in conveyor technology

Bulk loading systems remain essential to the global movement of dry bulk commodities, enabling the efficient handling of minerals, fertilizers, aggregates, biomass, and industrial materials. As operators continue to pursue higher throughput, reduced downtime, and improved environmental performance, the importance of reliable conveyor systems and effective material control technologies has never been greater. IBL Solutions Ltd has emerged as a key innovator in this area and, supported by the established field expertise of its sister company Infinity Belting Ltd., the companies deliver superior conveyor belt cleaning systems, engineered conveyor components and advanced practical solutions designed for the demands of modern bulk handling operations.

IBL Solutions was founded to expand on the technical foundation built by Infinity Belting Ltd., a Canadian conveyor belting and service provider with over a hundred years of combined experience in supporting mining, aggregate, fertilizer, forestry, and industrial clients across Western Canada, Yukon, and the United States of America. Infinity Belting's reputation for high quality conveyor belt sales & field service, provides the operational backbone for IBL Solutions' growing technology portfolio. The combined capability of the two companies allows them to support both new conveyor builds and upgrades to existing systems, offering an integrated approach that includes superior high performance conveyor belt cleaning technologies, conveyor belt supply, installation and engineered wear components.

One of the most significant areas of innovation for IBL Solutions is in conveyor belt cleaning and material control technologies. Traditional mechanical scrapers rely on blade pressure to remove material from the belt surface, while effective for primary cleaning, they often struggle with the carry-back of fines, sticky and moisture sensitive materials, dust and particulate mitigation. These fugitive materials then build up on the conveyor belt as well as on the conveyor systems structure increasing maintenance costs and affecting system reliability and causing environmental safety hazards for staff working around the conveyor systems.

To aid in the mitigation of these issues, IBL Solutions designed the Vacuum Scraper System and, in partnership with Bunge in the Port of Cascadia in Vancouver, British Columbia, Canada, underwent extensive real-life testing at its bulk loading facility. The Vacuum Scraper System has since emerged as a standout solution for Bunge's dust and particulate mitigation control systems, seeing extensive use in its facility in Cascadia which now employs over 30 Vacuum Scraper Systems.

The Vacuum Scraper System solves the challenges dust and material particulate carry-back through a dual action cleaning method that combines mechanical scraping with a controlled vacuum effect. The vacuum draws residual fines directly off the belt surface and combined with the flicking action of the finger paddles to remove remaining build-up from the belt, provides superior cleaning efficiency of the conveyor system.

The system is particularly effective in industries such as grains, fertilizers, potash, cement, biomass, and fine aggregates, where even small amounts of carry-back can create operational issues. By reducing the need for aggressive blade pressure, the Vacuum Scraper helps to extend conveyor belt life and minimize wear, thereby providing greater conveyor efficiency with cost savings in reduced maintenance expenses for clean-up and refuse material disposal.

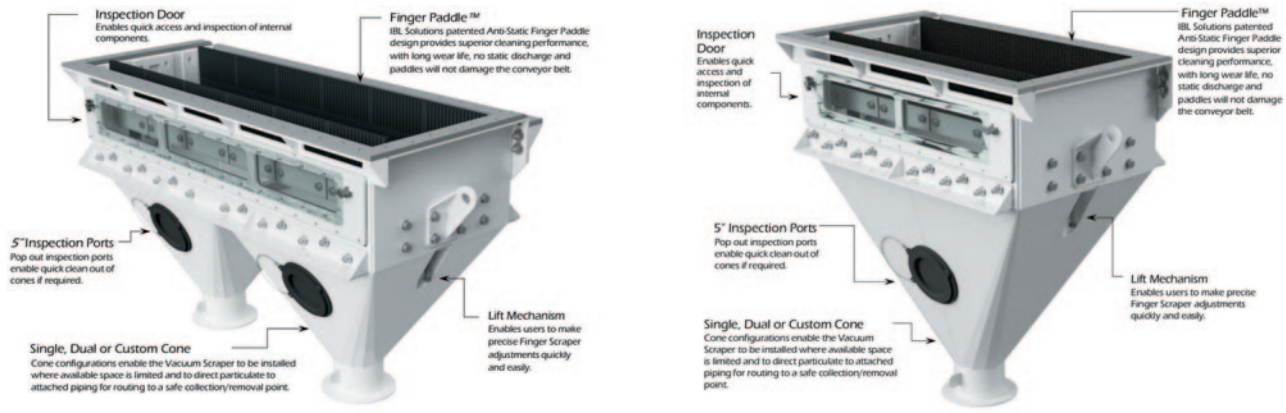
By utilizing IBL Solutions entire material control eco-system, primary and secondary scrapers, skirting systems and dust containment components, bulk handling operators can be confident that they are using highly efficient, high-performance integrated systems that have been purposely designed to extend conveyor belt life, reduce downtime, and maintain cleaner, safer loading environments.

IBL Solutions systems support many diverse applications and has positioned itself as a trusted partner for aggregate terminals, agricultural applications, biomass, engineering firms, cement/clinker facilities, coal facilities, fertilizer producers, forestry facilities, industrial minerals and mining operations and wood pellets. The company's professional design team can also create custom systems to meet the specific dimensional requirements and needs of its client partners to make its systems fit virtually any application.

IBL Solutions' long-term vision is to create a fully integrated conveyor health platform that combines mechanical reliability, advanced belt cleaning technologies, and future predictive analytics in a single operator friendly system. The company's focus on practical, field proven solutions has made its belt cleaning technologies a core part of its offering to bulk loading operations across Western Canada and the United States of America.

With the Vacuum Scraper leading the way in material control innovation, the company is well positioned to support the next generation of bulk loading operations.

Vacuum Scraper: particulate extraction system for conveyor belts



Turning water into payload: a smarter approach to dust and moisture management in dry bulk handling





For dry bulk operators, water has long been the simplest dust suppressant, *writes David Handel, Technical Director, Reynolds Soil Technologies*. Yet every unnecessary litre entering a bulk material stream must be handled and transported, while excessive moisture can promote sticking, carry-back, chute build-up and restricted flow. For export cargoes, it can also displace saleable tonnes.

The objective, therefore, is not to add more water. It is to make the available moisture work harder.

For more than three decades, Australian company RST Solutions has specialized in developing customized solutions for fine-particle challenges across mining and bulk material handling, including dust, tailings, haul roads and tunnelling. Its approach is to understand the material, operating conditions and existing application systems, then develop and adapt the chemistry to provide a site-specific solution.

This is the principle behind Total Fines Control (TFC), a low-dose, crosslinked polymer moisture-conditioning product developed by Reynolds Soil Technologies. TFC is designed to reduce the Dust Extinction Moisture (DEM): the moisture level at which a material stops generating unacceptable dust during handling. By improving how moisture is retained and distributed across fine particles, TFC can provide effective dust control at a lower moisture addition than water alone.

Laboratory and field programmes indicate TFC can reduce the moisture required to reach DEM by approximately 30–40%, although each material must be assessed individually. Particle-size distribution, natural moisture, mineralogy, throughput, climate and transfer geometry influence treatment. Typical application rates are around 80–300 millilitres per cubic metre, adjusted through site testing and operational monitoring.

RST Solutions develops treatment solutions that can be tailored to the material and the dust-control application equipment and systems already in place at an operation. This allows the chemistry and application methodology to be adapted to individual commodities, processes and operating conditions.

The commercial consequence of lowering DEM can be significant. Consider a 60,000-tonne shipment where conventional water addition is reduced by approximately two percentage points. That represents approximately 1,200 tonnes less added water. Subject to vessel deadweight, cargo volume, contractual specifications and safe shipping limits, this could allow up to 1,200 additional tonnes of saleable material. Even where payload cannot be increased, the operator avoids hauling water through conveyors, stockpiles, rail systems, ports and the ocean voyage.

Lower moisture also addresses over-wetting. Water-only suppression can be uneven, particularly on hydrophobic or ultra-fine materials. Wet zones can become sticky while dry pockets continue emitting dust. TFC helps moisture spread through and remain associated with particles, controlling dust without driving the cargo towards problematic moisture levels. This can improve flowability, reduce carry-back and lessen maintenance demands.

At an iron ore mine's Whyalla export operation in South Australia, TFC was applied to low-grade iron ore fines containing an estimated 50–75% below 75 microns. Material was handled at approximately 2,600 tonnes per hour. At approximately 130 millilitres per cubic metre, site personnel reported strong dust control performance during stockpile building and vessel loading. Following dosage optimization, TFC became part of the port operation's standard procedures.

Trials on lead and zinc concentrates at the Port of Townsville also showed the value of treating moisture as a material-handling parameter. These fine, hydrophobic concentrates were difficult to wet evenly. Operational feedback identified better moisture distribution and retention, less top-up water and continued ship loading in wind conditions that had previously produced dust spikes. The trials reinforced the importance of correct mixing, dosing and site-specific verification.

This site-specific approach is central to RST Solutions' product development. Its Research and Development process considers different material types, processes and end-user requirements, modifying the chemistry to achieve dust-control performance while maintaining compatibility with downstream processing.

TFC can be introduced early in the material stream through existing spray and dosing infrastructure. Once treated, the material retains its moisture-conditioning response through subsequent handling.

If conditions later require a refresh at a transfer point or stockpile, a smaller addition of plain water can reactivate the effect, reducing the need to repeatedly dose chemistry throughout the pit-to-port chain.

This approach also supports environmental management. Water withdrawals, pumping energy, runoff and sediment volumes can decline when suppression is targeted precisely. Operators gain a measurable basis for balancing dust performance, moisture, throughput and cargo value.

Moisture reduction must never be treated as a shortcut around cargo safety. The International Maritime Solid Bulk Cargoes Code requires applicable cargoes to be tested and shipped below their Transportable Moisture Limit. TFC programmes should sit within established sampling, testing and shipping controls, with downstream compatibility confirmed.

Successful dust management is measured not by water volume, but by control achieved. When moisture is conditioned instead of merely added, operators can suppress fine-particle emissions, improve handling reliability, conserve water and protect productive capacity.

For dry bulk exporters, every tonne of water avoided is a tonne that does not need to be processed, transported or shipped and, where logistics allow, it can become another tonne of product sold.

RST Solutions is an Australian business operating internationally, with presence and projects in Australia, North and South America, Africa, the Middle East, Asia and the Pacific.







Cleaner, smarter bulk loading: turning the final transfer point into a competitive advantage



Bulk loading is the final critical stage between production or storage and onward transport. When it works well, trucks, tankers, rail wagons and vessels are filled efficiently, product losses are limited and operators are protected from dust. When it does not, the consequences can include delays, waste, increased maintenance, unsafe working conditions and environmental complaints.

For terminal operators and bulk material producers, loading equipment is an integral part of productivity, safety and environmental performance. WAMGROUP addresses these requirements with equipment for loading, conveying, feeding, flow control and dust filtration.

Controlling dust at its source

Dust is one of the defining challenges in dry bulk loading. As material enters a tanker, open truck, rail wagon, vessel or stockpile, displaced air can carry fine particles beyond the loading point. This may lead to product loss, contamination of working areas and increased cleaning requirements.

WAMGROUP's approach centres on telescopic loading spouts that maintain a controlled path between the plant outlet and the loading point. The portfolio includes BELLOJET loading spouts for transferring dry, dusty bulk solids into tanker vehicles, together with loading bellows for open vehicles and stockpiles.

Before loading begins, the spout extends towards the receiving surface and retracts as the material level rises. Keeping the outlet close to the product reduces the free-fall distance and helps contain dust near its source. Depending on the application, the system can be connected to a centralized dust-collection plant or equipped with dedicated filtration units.

By combining controlled product flow with effective dust extraction, operators can better balance throughput requirements with workplace cleanliness, safe access and environmental responsibilities.

Selecting equipment for the application

There is no universal solution for every dry bulk material. Equipment selection depends on particle size, bulk density, flowability, abrasiveness, temperature, moisture sensitivity and dust behaviour. The loading destination is equally important.

WAMGROUP loading equipment serves industries including cement, minerals, chemicals, animal feed, food processing, agriculture and environmental technology. Typical materials include cement, fly ash, lime, gypsum, fertilizers and grain, subject to application-specific assessment.

Each loading scenario presents different engineering requirements. Enclosed tankers require a connection capable of managing displaced air while maintaining a contained transfer path. Open trucks and rail wagons require a discharge point that follows the rising material level while limiting uncontrolled free fall. Stockpile loading demands an outlet capable of adapting to the growing pile. Vessel loading introduces additional considerations, including longer outreach, variable loading heights, weather exposure and integration with larger conveying systems.

The loading device should therefore be viewed as part of the overall material-handling process. Conveyors and feeders deliver material, valves regulate flow, filters manage dust-laden air and level indicators support safe, repeatable loading sequences.

A co-ordinated equipment package can simplify interfaces between components, reduce integration challenges and support more predictable system performance. This system-level approach is a key WAMGROUP strength: loading, conveying, filtration and flow-control technologies can be evaluated together rather than as isolated purchases. Such an integrated approach helps operators address dust control, equipment compatibility and maintenance access early in the project, reducing avoidable compromises during commissioning and operation.

Automation for safer, more consistent operation

Modern bulk loading combines mechanical performance with process control. Sensors can confirm spout position, monitor



material levels and signal when the loading cycle should stop.

Automated raising and lowering functions can reduce manual intervention close to the material stream. Level indicators help prevent overfilling, while monitoring devices can identify abnormal operating conditions. Integration with the plant control system also gives operators greater visibility of the loading sequence and its relationship with upstream processes.

Digital connectivity can further support fault identification and maintenance planning where suitable drives, sensors and control systems are installed.

The objective is not simply to collect data, but to use relevant information to reduce diagnostic time, minimize interruptions and improve equipment availability.

Maintainability remains equally important. Loading equipment operates in demanding environments characterized by dust, abrasion, repeated movement and exposure to outdoor conditions. Accessible components, appropriate material selection and planned inspection programmes remain fundamental to long-term reliability.

Application expertise with international support

Founded in Italy in 1968, WAMGROUP has developed from a manufacturer of cement screw conveyors into an international supplier of bulk solids handling and processing equipment. Its product portfolio covers conveying, feeding, mixing, discharging, flow control, solids-liquid separation, dust filtration and loading technologies.



An international manufacturing and commercial network is particularly relevant because loading systems often need to be adapted to local plant layouts, operating practices and regulatory requirements. Technical support, spare-parts availability and lifecycle product knowledge can influence procurement decisions just as much as the initial purchase price.

The next generation of loading systems will combine proven mechanical reliability with improved containment, intelligent controls and increasingly useful operating data.

The objective, however, remains unchanged: to transfer the required quantity of material into the correct destination safely, cleanly and with minimal interruption.

By treating the final loading point as an integral part of production and logistics, operators can transform a potential source of dust, delay and product loss into a controlled and dependable stage of the overall process. Achieving this objective begins with a thorough assessment of the material characteristics, loading requirements, environmental controls and operational conditions specific to each application.

Industrial-strength efficiency



essential equipment powering modern bulk handling stockyards

Louise Dodds-Ely

How Port Kembla increased profits by tracking quality parameters within each stockpile through blending and reclaiming

At Port Kembla Coal Terminal in Australia, Metso's quality tracking solution helped the planning team achieve predicted reclaim outcomes with 97% to 99% accuracy. By modelling quality within stockpiles and combining it with material movement information, the operation gained visibility that goes far beyond traditional stockpile averages. The solution is now being extended to support bauxite, iron ore and phosphate operations.

Every day, bulk material handling operations make decisions about blending, reclaiming and loading material. And every day, those decisions affect profitability. The challenge is that many of those decisions are made without a complete picture of what is actually sitting in the stockyard.

A stockpile may contain thousands of tons of material, but do you know exactly what quality is inside it? How confident are you that the next vessel will meet specifications? Are you delivering the right quality to your customers or unintentionally giving away value? For many operations, the answer is not always clear.

Material is constantly moving through the operation. Different grades are blended, stockpiles are built and reclaimed, and quality data often sits in separate systems. Keeping track of material quality across all these activities is not always easy. The result can be conservative decisions, inefficient blending, quality-related risks and lost opportunities to maximize the value of every ton handled. This is where quality tracking can make a difference.

What is quality tracking and why does it matter?

Quality tracking is about understanding both where material is located and the quality characteristics associated with that material throughout the handling process. When operators have access to accurate and up-to-date quality information, they can optimize blending to best meet quality targets and maximize grade value. They can more accurately match customer specifications, make better use of available inventory and reduce uncertainty across the operation.

The benefits of quality tracking:

- optimized blending strategies;
- more predictable shipment outcomes;
- better utilization of existing stockpiles; and
- reduced product giveaway.

Simply put, quality tracking helps operators deliver material that consistently meets quality targets while maximizing the value of available material.

The challenge inside the stockyard

A stockpile may look like a single volume of material, but its quality can vary significantly throughout.

Material arriving from different sources often contains different quality characteristics. As material is stacked, blended and reclaimed, it becomes harder to maintain a clear picture of quality across the stockyard.

Traditionally, operators have relied on

averages, spreadsheets and manual calculations to estimate stockpile quality. While these methods can provide a general indication, they may not capture the full picture, especially in large and complex operations.

To maximize the value of available material and reduce the risk of quality-related issues, operators need reliable answers to a number of critical questions. Without a clear understanding of stockyard quality, these decisions often involve a degree of uncertainty.

- Which stockpile should be reclaimed first?
- What blending strategy is most likely to meet customer quality requirements?
- What quality is expected to be loaded onto the vessel?
- How can stockyard remnants be utilized most effectively?

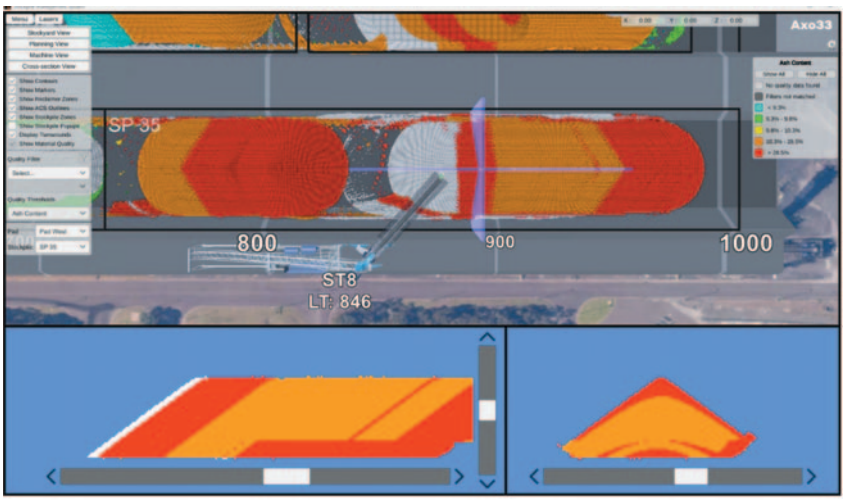
From estimation to visibility

Metso has pioneered quality tracking within stockpiles enabling a more granular and profitable use in blending to target and far more effective than stockpile averages. This gives operators the ability to move beyond estimation and gain a clearer understanding of what is happening inside the stockyard. Rather than relying on stockpile averages, operators can understand how quality is distributed within the stockpile and how that quality moves as material is reclaimed. This level of visibility provides operators with a significantly more detailed understanding of stockpile quality distribution.

By connecting quality information with material movement data, operators can gain better insight into the quality distribution within stockpiles and understand how future reclaiming activities may influence shipment quality. This visibility enables teams to evaluate different scenarios before material is moved, helping them optimize blending strategies and make more informed planning decisions. Instead of discovering potential quality issues after loading has begun, operators can identify opportunities and risks earlier in the process.

How Axo33 supports quality tracking

Axo33 is Metso's digital automation solution for bulk material handling. By bringing together operational data, material movement information and quality data into a single platform, Axo33 provides a more complete view of the operation.



Quality tracking helped predict reclaim quality within ±1% of actual vessel loading results, supporting more accurate blending and shipment planning.

Axo33 helps operators:

- track material movement across the value chain;
- connect quality data to material flows;
- improve stockyard visibility;
- support blending and reclaim planning; and
- make faster and more informed decisions.

Rather than relying on disconnected systems and manual calculations, operations gain access to a shared source of information that supports both day-to-day decision-making and long-term planning.

By helping teams better understand the quality and movement of material, Axo33 supports smoother operations and helps customers move more material with greater predictability.

One operation that has applied quality tracking to support reclaim planning and cargo assembly is Port Kembla Coal Terminal in Australia.

How Port Kembla benefits from Axo33 quality tracking

The value of quality tracking often becomes most apparent when dealing with complex stockyard tasks.

At Port Kembla Coal Terminal in Australia, quality tracking with Axo33 has helped support reclaim planning, cargo assembly and the utilization of stockyard remnants. In October 2026, Axo33 received the Digital Transformation and Automation Award at the Australian Bulk Handling Awards.

"The gains were most significant with more complex tasks. Reclaiming from stockpiles that were partially reclaimed and over-stacked; when we need to find a smaller parcel of material to complete a vessel load; and, when assembling a cargo from remnants within the stockyard. In each case, Metso's quality tracking helped us achieve a better outcome, with predicted reclaim outcomes proving to be 97% to 99% accurate," says Lyndell Hamblen, Superintendent Sales and Operational Planning, Port Kembla Coal Terminal.

With a clearer understanding of stockyard quality, operators can reduce uncertainty and improve the predictability of operational outcomes.

Turning quality into a competitive advantage

A better understanding of material quality helps operators get more value out of the material they already have. It is about maximizing the value of available material, improving operational performance and making smarter decisions.

"When quality data is connected to material movement, operators gain a much clearer understanding of what is happening inside the stockyard. That visibility helps support blending decisions, shipment planning and overall operational performance," says Andrew Wilshire, Head of Sales, Bulk Automation Technology, Metso.

By providing greater visibility into both material movement and material quality, Axo33 helps operations and planning personnel improve blending, increase shipment predictability and reduce quality-related risks, enabling operations and planning teams to make better use of available material, protect margins and gain a competitive advantage in increasingly demanding markets.

Because sometimes, the difference between a good shipment and a great shipment is simply understanding the value hidden in your stockyard.



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Essential Technologies for a World in Transition.

Engineering solutions for challenging stockyard operations

SCHADE combines bulk-material expertise, advanced engineering and customized reclaiming technology to improve stockyard performance — including existing installations.

Efficient stockyard operations depend on the interaction between bulk-material characteristics, stockpile arrangement and machine design. Whether used for buffer storage, blending or continuous material supply, stacking and reclaiming systems must be adapted to the requirements of the application and the materials being handled.

Different stockyard configurations offer specific advantages. Longitudinal and circular storage arrangements, combined with suitable stacking and reclaiming methods, provide solutions for a wide range of operational requirements. However, cohesive or moisture-sensitive materials can significantly affect reclaiming performance and may require specially adapted equipment.

SCHADE Lagertechnik, a member of the AUMUND Group, specializes in the design and supply of customized stockyard equipment and solutions for bulk-material handling. Its portfolio includes stackers, bridge-type and portal scraper reclaimers, semi-portal reclaimers and circular storage systems for industries such as cement, mining, iron and steel, power generation and many others.

Beyond new installations, SCHADE provides inspections, consulting, feasibility studies, and conversion engineering for existing stockyard equipment, including machines originally supplied by other manufacturers. These services support capacity enhancements, optimized material flow, improved blending performance, modernization of electrical and control systems, and increased levels of automation to meet evolving operational requirements.

A conversion project at a cement plant in the Far East demonstrates how this engineering approach can address challenging material conditions while adapting an existing installation.

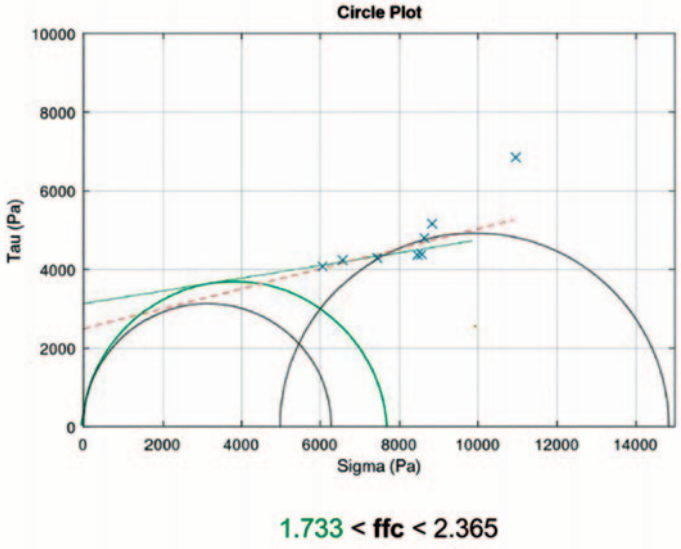


Stacker (boom-type/limestone and Serpentine).



Converted third-party bridge-type reclaimer at a cement plant in the Far East.

Calibration basis for analysing reaction forces in the reclaiming system.



When the material becomes the challenge

The cement plant operated an existing non-SCHADE bridge-type reclaimer designed for a capacity of approximately 600tph (tonnes per hour). Despite being generally well maintained and in good mechanical condition, the machine achieved only around 100tph when reclaiming the site's cohesive limestone mixture — approximately 17% of its intended capacity.

The challenge was primarily related to the behaviour of the bulk material. Its cohesive characteristics placed significantly different

demands on the reclaiming process and prevented the existing machine from achieving the required throughput.

SCHADE investigated the performance limitations and developed a reclaiming concept specifically tailored to the existing installation. The objective was to define the modifications required to achieve at least 600tph across the bulk-material conditions represented by the supplied samples.

Engineering begins with the material

Before developing the new reclaiming concept, SCHADE carried out a detailed investigation of the limestone mixture.

Three representative samples from the reclaiming pile, stacking pile and open quarry were examined for particle-size distribution, moisture content and flow behaviour.

Laboratory testing showed that cohesion increased with rising moisture content. At approximately 4% moisture, the material began to exhibit cohesive behaviour, requiring higher shear stresses to activate it.

The investigated samples had moisture contents ranging from approximately 5.5% to 7.5%, making the material characteristics a central factor in the engineering process.

To understand the interaction between the material and the reclaiming equipment, SCHADE combined laboratory testing with 3D laser scanning and Discrete Element Method (DEM) analysis.

The material model was calibrated to represent the investigated pre-compacted stockpile conditions and particle-size distribution. DEM analysis was then used to determine the reaction forces acting on the active harrows, Pile Crackers and truss girder.

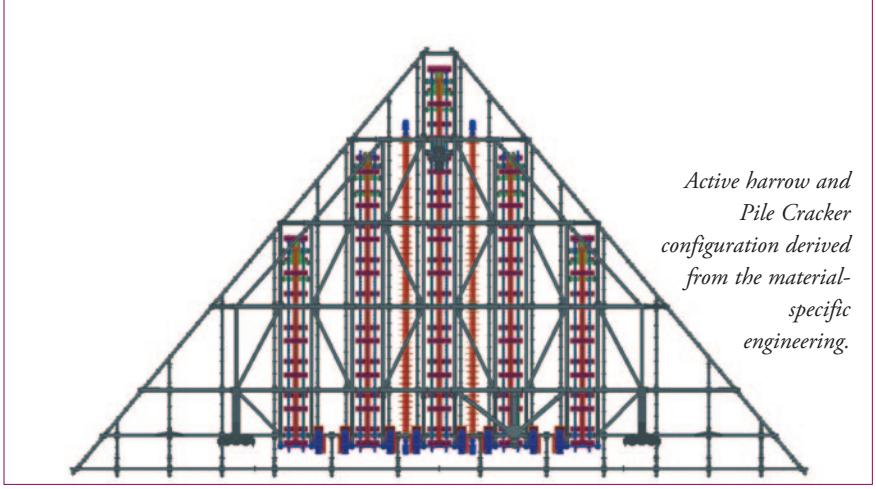
These calculated loads provided the engineering basis for dimensioning the new reclaiming system.

A customized conversion concept

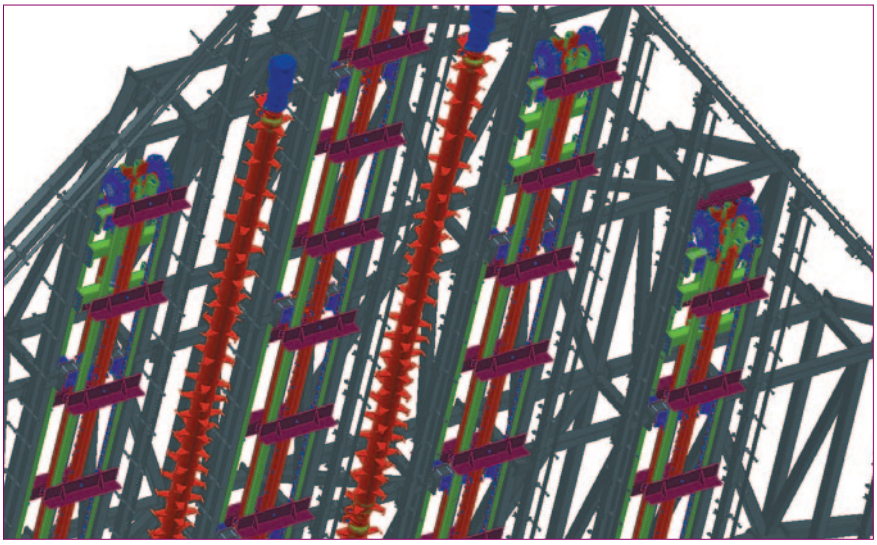
Based on the investigated material behaviour, SCHADE developed a new reclaiming concept specifically for the existing non-SCHADE bridge-type reclaimer.

At the centre of the solution were two newly manufactured SCHADE active harrows equipped with patented SCHADE Pile Crackers (active ploughs). This configuration formed the mechanical basis for achieving the required reclaiming capacity.

Integrating the new reclaiming equipment required consideration of the existing machine geometry, structural interfaces and electrical infrastructure.



Active harrow and Pile Cracker configuration derived from the material-specific engineering.



Stress and buckling analyses defined the necessary adaptations and stiffening of the existing bridge and harrow-tower structure. The conversion also included a separate electrical system for the active harrows, integrated with the existing installation via a PLC signal interface.

The resulting solution combined newly manufactured SCHADE reclaiming equipment with targeted mechanical, structural and electrical modifications to the existing machine.

From 100 to more than 600tph

Following commissioning, the converted reclaimer consistently achieves more than 600tph — compared with approximately 100tph before the conversion. The project demonstrates how measured bulk-material behaviour and calculated reaction forces can provide the engineering basis for a reclaiming concept tailored to challenging operating conditions.

Rather than requiring an entirely new installation, the conversion adapted the existing reclaimer through material-specific engineering and targeted modifications. For stockyard operators, the example illustrates how performance limitations associated with difficult material characteristics can be addressed through detailed investigations, simulation and customized machine engineering.

SCHADE – engineering expertise beyond new equipment

With a history dating back to 1879, SCHADE has extensive experience in the development of stockyard equipment for a wide range of industries and bulk materials.

Its expertise extends beyond the supply of new machines to inspections, consulting, conversions, retrofits, spare and wear parts, commissioning and installation services.

For existing equipment, SCHADE's conversion and retrofit activities address capacity increases, improvements to operational functionality and material flow, blending performance and electrical and digital automation. These services are available for both SCHADE and non-SCHADE machines.

As part of the AUMUND Group, SCHADE benefits from an international network and a broader portfolio of technologies for conveying and storing bulk materials. The Group's complementary expertise enables customers to explore integrated solutions across different stages of the material-handling process.

Whether planning a new stockyard, upgrading existing equipment or addressing challenging bulk-material behaviour, SCHADE and the AUMUND Group offer engineering expertise and customized solutions for individual operating requirements.

Engineering stockyard performance from the ground up



3,500tph TAKRAF Stacker, Australia.

From boom geometry and reclaiming mechanisms to automated controls and material-specific design, TAKRAF Group combines a comprehensive stockyard technology portfolio with application-specific engineering to meet demanding bulk handling requirements.

Across bulk material handling applications, stockyard performance depends on how effectively machine geometry, reclaiming mechanisms, material characteristics and control systems work together, rather than on any one element in isolation. As technology selection is the first and most consequential design decision, TAKRAF Group offers a broad range of stacking and reclaiming technologies, each suited to different throughput, storage and material demands, and backed by application-specific engineering. The range includes stackers, reclaimers, combined stackers and reclaimers and scraper reclaimers, supporting applications ranging from buffer storage to blending and homogenization.

Stackers: configuring stockpile formation

TAKRAF supplies stackers for circular and longitudinal stockpiles, with configurations selected to suit material distribution and storage requirements.

Depending on the application, rail-mounted, luffing and slewing machines are available, with boom designs ranging from hydraulic lifting with rear counterweights to L-frame, rope winch and horizontal swivel arrangements.

The range includes compact, C-frame and radial stackers, with structural arrangements, movement capabilities and automation tailored to the required operating envelope and material characteristics.

Reclaimers: matching mechanism to duty

Reclaimer selection depends on required flow rate, material properties and the degree of blending or homogenization needed.

Boom-type bucketwheel reclaimers handle medium to very high flow rates. For lower and medium capacities with shorter booms, a fixed-rocker arrangement reduces the number of pivot joints, while for higher capacities or longer booms, a pantograph



TAKRAF Stacker-Reclaimer installed in the United States.

arrangement helps stabilize the machine. Semi-automated and fully automated configurations are available, with sensors and centralized controls supporting automated operation.

Bridge-type bucketwheel reclaimers are suited to medium to high flow rates. For higher capacities or larger particles, mounting the bridge through the bucket wheel improves power transmission. Machines may incorporate one or two bucketwheel carriages to increase material recovery and homogenization. Reclaiming can take place in one or both directions, with fully automated operation available.

Drum reclaimers support intensive blending and homogenization, particularly in iron ore and coal applications where consistent feed characteristics are important. Continuous flow and overlapping discharge promote uniform blending, while specialized rake tines handle frozen stockpile surfaces.

Combining stacking and reclaiming in one machine

Combined machines are suited to operations that require flexibility and do not require simultaneous stacking and reclaiming. Equipped with a bucketwheel boom, they are primarily employed for material at medium to very high flow rates.

Scraper reclaimers: controlled reclaiming

TAKRAF offers full-portal, semi-portal and bridge-type scraper reclaimers for open and enclosed storage. Used for applications ranging from buffer storage to blending, they handle sticky and abrasive materials and provide uniform flow to the reclaim conveyor.

The interconnected main and auxiliary booms help minimize stockpile collapse and material overhangs, with advanced boom and scraper-blade designs limiting material build-up. The machines achieve complete storage-area emptying and are suited to automated operation.



TAKRAF Bucketwheel Reclaimer, South Africa.

Engineering application-specific technologies

TAKRAF's extensive project portfolio demonstrates how its equipment design responds to material properties, operating conditions and project constraints.

In terms of challenging materials, a 400tph (tonnes per hour) portal scraper reclaimer for enclosed urea storage at a fertilizer plant in Nigeria is supported by sealed conveyor galleries and transfer towers to limit moisture ingress, while a de-lumper breaks down agglomerations. In Zambia, a bridge scraper reclaimer for a copper operation features a specially engineered chain arrangement and scraper blades to handle abrasive, sticky material.

With its extensive expertise in designing systems for challenging operating conditions, TAKRAF incorporated a dedicated anti-collision system in a project comprising four portal scraper reclaimers for a Japanese power plant because two machines would operate on the same rail within the building. At a Saudi Arabian phosphate export terminal, five portal scraper reclaimers for indoor buffer storage were designed for hot-climate operation, while a turnkey sulphur-handling project in Kuwait incorporated explosion protection and corrosion-resistant materials.

Project delivery can be as demanding as equipment design. In South Africa, a 1,993tph radial stacker for platinum ore was delivered in under eight months. In the Democratic Republic of the Congo, phased delivery enabled installation to begin despite global shortages of electrical components. The equipment comprised a radial boom stacker and bridge scraper reclaimer for a circular copper concentrate blending stockyard, together with two portal scraper reclaimers and an overhead tripper conveyor for buffer storage.

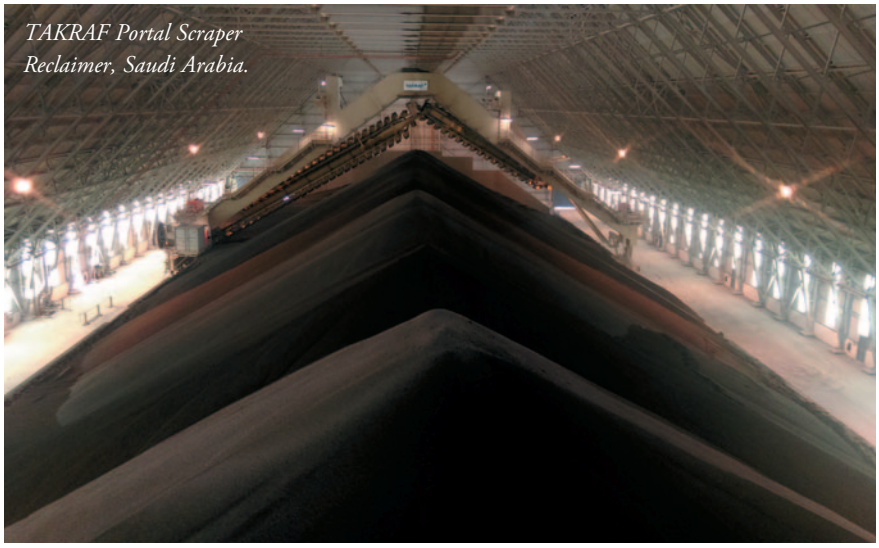
Provision for future expansion is also an important consideration in stockyard design. On Australia's Queensland coast, a replacement stacker with a 62m curved boom was designed to accommodate a future upgrade. In Guinea, TAKRAF's stockyard package for an integrated In-Pit Crushing and Conveying (IPCC) system, incorporating four stacking and reclaiming machines, 11 conveyors and two wagon-loading stations, makes provision for future scalability.

Integrated design and lifecycle support

In support of its stockyard projects, TAKRAF provides a full range of services from feasibility studies, material testing, system sizing and simulation, to equipment integration, installation and commissioning. Lifecycle services include condition monitoring, spare parts, repairs, refurbishment and relocation, including support for equipment supplied by other manufacturers.

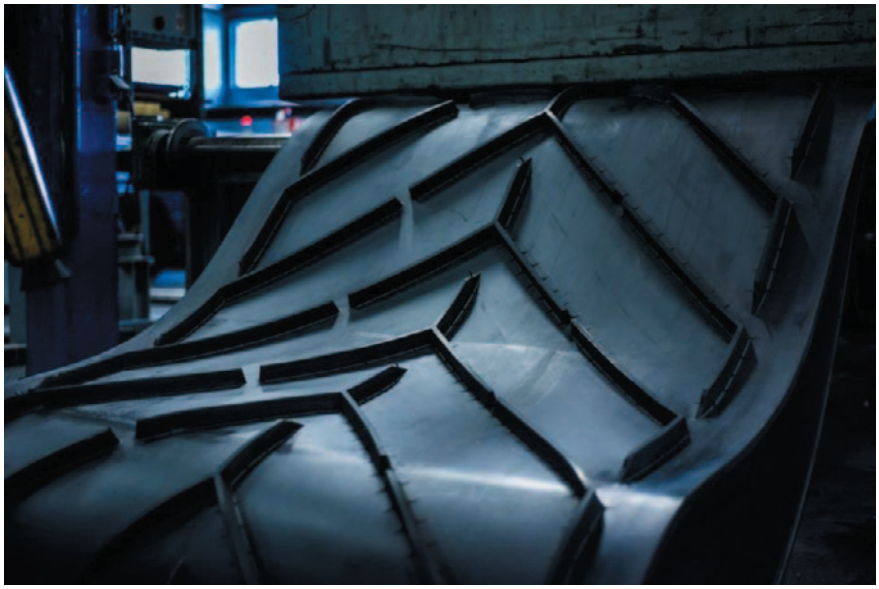
By integrating mechanical design, equipment selection, automation and material handling, TAKRAF engineers stockyard solutions around each installation's technical requirements and the need for safe, dependable and environmentally responsible long-term operation.

For Mining with Meaning.


TAKRAF Portal Scraper Reclaimer, Saudi Arabia.

Don't let it slip: a guide to high profile chevron conveyor belts

Especially in locations where space is at a premium — as it is in bulk handling stockyards — many ports and terminals use conveyors to transport materials up and down steep inclines and gradients. When the incline is particularly steep and/or the materials being conveyed are prone to sliding or rolling back, conveyor belts with high chevron profiled surfaces are used. Despite their important role and the wide variations in maintenance, repair levels and operating lifetime, very little is known about them. Here, *leading application engineer, Rob van Oijen, explains common failings*, why they occur and how they can be avoided.



Chevron pattern profiles

The most commonly used types of profiled rubber conveyor belt are those that have chevron-patterned raised profiles, usually either 16mm, 25mm or 32mm above the base belt surface, that guide and control the flow materials such as sand, small size aggregates, grain, biomass etc.

The most frequent problems affecting high chevron belting is the profiles becoming cracked and wearing down rapidly and chevrons that become partly detached and/or ripped off entirely.

Conventional chevron belting production — the key flaws. The conventional method used to make a high profile chevron belt is for a belt carcass (known as the base belt) consisting of layers of fabric reinforcing ply and covered by uncured rubber compound on both the outer surfaces is placed in a vulcanizing press. A mould plate is filled with uncured rubber and the base belt placed on top of the mould. Alternatively, the mould plate is extracted, filled with uncured rubber and then replaced back under the base structure. In both cases, the complete structure is then vulcanized to create the finished belt.

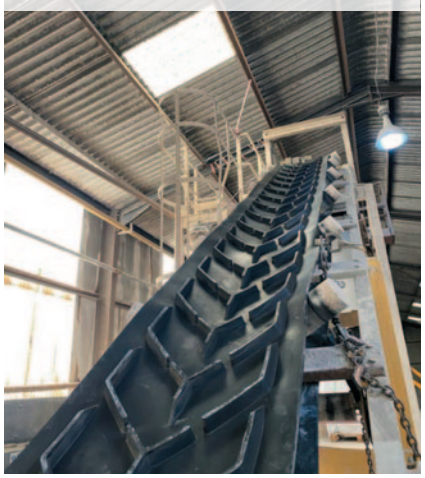


A common problem – profiles that split and eventually detach from the base belt.



Old before its time – the result of exposure to ozone and ultraviolet light.

Chevron profiled belts are designed to prevent slippage or roll back.



The first big disadvantage with this method is that the rubber used in the moulds to create the chevron profiles must be a different formulation from the rubber to make the base belt, because it needs to be much more malleable so that it will flow smoothly and uniformly into the moulds without creating air pockets. This means that the contact point (bond) where two essentially different rubber compounds are joined becomes a common point of weakness.

The chevron profiles constantly stretch and flex under tension as they run around pulleys and drums. Unless the bond between the base belt surface and the chevron profile is absolutely flawless and chemically compatible then sooner or later the profile will start to break away from the base belt.

This problem is magnified on conveyors with relatively small pulley diameters, especially mobile equipment, because smaller pulleys create higher dynamic stress. Failure will occur even sooner if the rubber compounds are not fully resistant (as per ISO 1431 testing) to the effects of degradation created by chemical reactions in the rubber caused by ground level ozone (O3) and ultraviolet light (UV).

This is because the rubber ages prematurely, hardens, cracks and therefore loses essential elasticity. To learn more, this Fenner Dunlop article in the January 2026 issue of *Dry Cargo International* explains: https://www.fennerdunlopemea.com/app/uploads/Limited-life-expectancy.-DCI-Jan26.pdf)

Shorter wear life. Having to use a more pliable, lower strength rubber to fill the mould cavities also creates other life-limiting flaws. Firstly, dynamic stress fractures cause the profile to split and


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eventually break up or completely part company with the belt surface. Secondly, laboratory research and field experience has shown that standard chevron profile rubber often has much lower resistance to cutting and abrasive wear than normal. It is not unusual, especially among so-called 'economy' belts imported from South and East Asia, that even chevrons as high as 25mm or 32mm can wear flat in a remarkably short time.

Make it once, make it strong. The only one way to avoid these inherent weaknesses is the use of a single, specially engineered rubber compound that enables simultaneous vulcanization of both the base belt structure and the chevrons to produce a single, wholly homogenous belt structure using a one-step process rather than the two-step method.

It is much more difficult (and costly) to create such a versatile compound due to the high number of different chemicals, polymers and additives that are needed and which have to be precisely balanced and mixed so that the final compound possesses all the necessary physical properties. These include good wear resistance, tensile strength, durability and resistance to ozone (O_3) and ultraviolet light while at the same time having sufficient malleability to flow smoothly into the moulds.



A much lower resistance to cutting and abrasion.



A chevron profile mould vulcanizing plate. (Image courtesy of Fenner Dunlop).



A 'single structure' chevron belt needs a highly specialized rubber.

The 'one-step process' explained

A single homogenous structure profiled belt is created by placing the base belt in a vulcanizing press with a chevron mould plate immediately below it. The base belt will already have a specific quantity of additional uncured rubber on the top cover surface.

This extra rubber is in addition to the amount of rubber needed to achieve the minimum thickness of the top cover of the base belt once it has been vulcanized. The compression between the upper and lower plates forces the additional rubber to flow into the mould cavities. Simultaneous vulcanization of both the base belt structure and the rubber-filled moulds can then take place.

Because of the greater technical complexity of the process and the rubber compound, perhaps it is not surprising that apart from Fenner Dunlop Conveyor Belting in the Netherlands, hardly any other manufacturers produce profiled chevron belt in this way. The company is helped by the fact that it makes its own rubber, which is also very rare nowadays.

Conclusion

Understanding the advantages is one thing but being able to establish which process is actually used by the manufacturer of the belt being offered to you is not always easy. Firstly, traders and dealers are unlikely to know the answer and indeed, that different vulcanizing processes even exist! If buying direct from a manufacturer then it is better to speak to a technician rather than a salesperson.

However, the first challenge is usually discovering the true source of origin (manufacturer) and then being able to effectively and honestly communicate with them. Ultimately, the only way to find out is to ask the question and then hope that the person you are speaking to actually knows the difference.

Making profiled belts that give the best return on investment by providing the longest and least problematic working lifetime is something very few manufacturers can achieve but fortunately, they do exist. Although the short term cost is higher, the vastly superior strength, reliability and extended working life created by the single-step process invariably make it a very worthwhile investment for the buyer.



Rob van Oijen.

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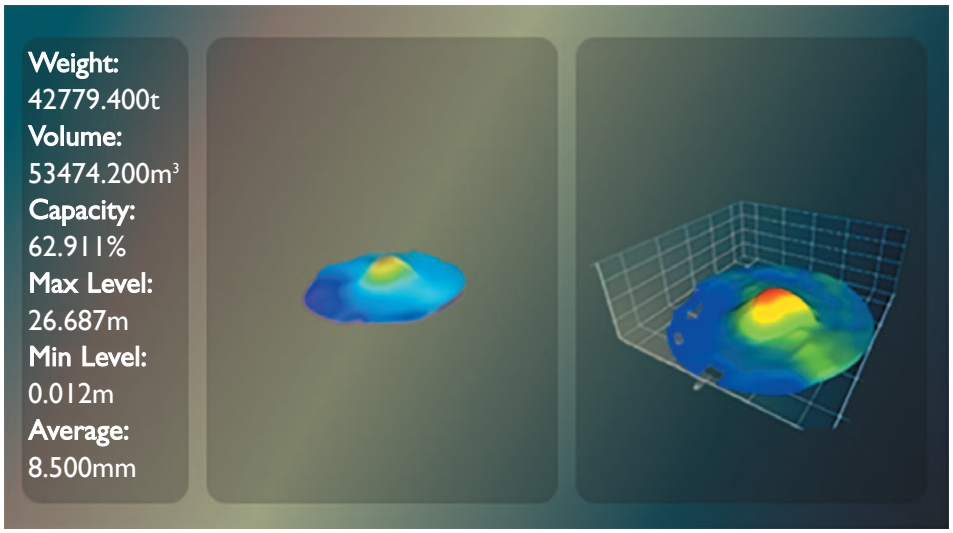


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Smart coal shed automation: real-time 3D volumetric mapping and asset protection in hazardous bulk environments





In modern dry bulk logistics and coal power operations, enclosed coal storage — whether in longitudinal sheds or massive domes — has become the standard to control fugitive dust emissions and meet environmental regulations. However, managing millions of tonnes of coal inside these massive, enclosed structures introduces severe operational challenges: maintaining accurate physical inventory control, preventing catastrophic reclaimer collisions, and protecting personnel from high-risk confined spaces.

As global bulk terminals and energy companies accelerate toward autonomous yard operations, RETTAR is delivering advanced 3D sensing architectures engineered to overcome the harsh environmental and spatial limitations of enclosed coal storage.

The coal yard challenge: dust, blind spots, and danger

Ask any coal terminal manager or power plant operations head about their primary stockyard headaches, and two issues consistently emerge: unseen material geometry and severe EHS hazards.

Traditional inventory monitoring relies heavily on conveyor belt scales and manual surveying. However, belt scales only measure material entering and exiting a shed — they cannot calculate what physically remains inside. Over months of operation, cumulative scale drift leaves finance and operations teams with massive discrepancies during inventory audits. Single-point level sensors provide limited relief, as they measure only one point on a highly irregular, asymmetrical coal heap.



For EHS (Environment, Health, and Safety) managers, manual land-surveying inside sealed coal sheds introduces unacceptable human risk. Airborne particulate matter (PM2.5/ PM10), methane/CO gas buildup, and zero-visibility dust clouds create hazardous confined-space conditions. Sending personnel onto dangerous catwalks or unstable material heaps for manual tape-drops exposes workers to severe respiratory risks, dust inhalation, and fall hazards.

The breakthrough: multi-radar data fusion & stitching

In order to deliver real-time surface transparency without operational downtime or manual intervention, RETTAR developed a networked multi-sensor architecture anchored by the 3DPro2300

Radar Scanner.

Operating in the millimetre-wave (mmWave) spectrum, the 3DPro2300 penetrates extreme airborne dust clouds, steam, and fog during high-capacity dumping operations. Unlike optical or laser systems that fail from lens contamination, the solid-state 3DPro2300 features an IP68 ruggedized enclosure with zero optical lenses to clean or wipe, ensuring continuous, 24/7 uptime.

To cover vast, large-span coal sheds, RETTAR utilizes proprietary **multi-scanner data-stitching algorithms**. Networked units mounted along high-rise roof trusses sweep the entire material surface simultaneously. The RETTAR engine merges individual high-density point clouds into a single, seamless 3D surface topography mesh. This provides central control with live volumetric calculations, precise remaining ullage, and immediate visual awareness of asymmetrical stacking.

Bridging inventory accounting and EHS protection

From a coal operator's perspective, real-time 3D surface mapping extends beyond physical inventory accounting:

- **Stacker-reclaimer collision avoidance:** real-time 3D spatial mapping tracks material heap contours and boom arm proximity in real time, preventing costly equipment collisions during automated reclaiming cycles.
- **Preventing material stagnation:** by mapping dead zones and irregular draw-down funnels, plant engineers can optimize reclaiming paths, reducing the risk of localized coal stagnation and spontaneous combustion.
- **Complete human risk removal:** automated 3D scanning permanently eliminates the need for personnel to enter hazardous coal sheds, aligning with global EHS compliance mandates.

Case study: China National Coal Group (China Coal)

Demonstrating long-term reliability in world-class energy infrastructure, RETTAR successfully deployed a six-scanner 3DPro2300 array inside a massive enclosed coal storage facility for China National Coal Group (China Coal).

- **Six-node data stitching:** six ATEX and IECEx-certified 3DPro2300 units were networked across the shed superstructure. RETTAR's data-fusion engine stitched the six live feeds into a unified, high-precision 3D point-cloud model across the entire coal stockyard.
- **Two-year proven reliability:** housed in IP68-rated enclosures, the six-scanner network has achieved over two years of uninterrupted performance in extreme dust concentrations with zero maintenance overhead or sensor degradation.
- **Total EHS risk mitigation:** the automated system completely removed manual surveying teams from the sealed shed, eliminating worker exposure to toxic dust inhalation and hazardous confined spaces while delivering audit-ready physical inventory metrics.

Driving the autonomous future

As global energy providers and bulk facilities adopt digital twin frameworks and unmanned yard operations, RETTAR remains focused on developing maintenance-free, ruggedized sensing technology. By combining IP68 and ATEX/IECEx-certified mmWave radar hardware with intelligent multi-sensor data fusion, RETTAR empowers coal yard operators to replace inventory guesswork with complete operational transparency and uncompromised workforce safety.

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Superior idler rolls now standard with Titanium™ Seal, delivering 25% longer roll life

Superior Industries, Inc., a U.S.-based manufacturer and global supplier of bulk material processing and handling systems, is making its Titanium™ Seal standard on all of its conveyor idlers. Previously available as a premium option, the seal is designed to protect bearings from contamination and extend idler life by at least 25%.

Superior introduced the Titanium Seal in 2020 following years of testing and field trials. Since then, thousands of idlers equipped with the seal have been put to work in aggregate, mining and other bulk material handling applications where they are regularly exposed to washdowns, slurry, dust and abrasive material. Strong performance in those real-world conditions gave Superior the confidence to make the Titanium Seal standard across its idler offering, with the exception of CEMA B rolls.

"Conveyor roll failures almost always come down to a failed bearing, and the bearing seal is its only line of defence against moisture and dust," says Paul D. Schmidgall, Superior's chief engineer of conveyor components. "That's why we made the seal our primary focus in 2014 and spent years testing, tweaking and working through dozens of designs to keep contamination away from the bearing."

The Titanium Seal uses a series of moisture and dust barriers that create a longer, more difficult path between contaminants and the bearing. Superior engineers evaluated the design through controlled testing that accelerates exposure to water, slurry and dust particles, then followed its performance in real-world applications. Together, those results show idlers equipped with the Titanium Seal lasting at least 25% longer than other idlers tested.

Superior says field performance also influenced the decision to make the seal standard.

- At Rogers Group's Gallatin Quarry in Tennessee, Titanium Seals held up in a wash plant where idlers are regularly drenched with water. After seeing their performance in that demanding area, the operation expanded their use throughout the plant.
- Capital Sand in Missouri had previously found noisy rolls with failing bearings during nearly every conveyor inspection. After switching to Superior idlers equipped with Titanium Seals, the plant manager reported that the replacement idlers remained in service more than a year later.
- At a Vulcan Materials operation in Tennessee running six days a week and processing up to three million tons annually, idlers equipped with Titanium Seals showed no signs of slowing down after a year. According to the plant manager, the operation had not replaced a single one, reducing shutdowns and their associated costs.
- Heidelberg Materials experienced similar results in a wet, gritty area of one of its Illinois operations where rolls had been failing quickly. As failed idlers were replaced with idlers equipped with Titanium Seals, the operation began getting significantly more roll life and spending less time changing them.

A failed idler creates costs beyond the replacement roll, including maintenance labor, conveyor downtime and potential belt damage if the roll locks up. By improving the barrier around the bearing, the Titanium Seal is designed to help idlers remain in service longer and reduce the frequency of those replacements.

Dry bulk material producers and handlers can review Superior's Titanium Seal testing protocols and results, then use an online life-cycle calculator to estimate potential savings based on their own idler labor and maintenance practices at superior-ind.com/titanium.

About Superior Industries, Inc.

Superior Industries is a deeply-rooted, privately-owned American manufacturing company whose products play a pivotal role in production and transportation of ingredients used to build the world's infrastructure. Specialties include crushing, screening, washing, and conveying systems, alongside comprehensive parts and services that support robust construction aggregates production from Rock Face to Load Out®. Equipped with one million square feet of manufacturing space and more than 100 engineers, Superior is headquartered in Morris, Minnesota, with four additional production facilities in the United States, plus international manufacturing locations in Canada, Brazil, and Asia.



Where crushing ends and bulk handling begins

By Ma Junxin, Zhengzhou Zhongji Machinery



A crusher can meet its rated duty and the plant can still lose throughput only a few metres downstream. That usually happens because the crusher and the handling system were treated as separate pieces of equipment. In reality, the discharge from the crusher becomes the feed for the next conveyor, transfer point, screen or stockpile. If those stages are not matched, the bottleneck simply moves. The first thing to look at is not the crusher nameplate. It is the material leaving the crusher.

Two crushers producing the same tonnes per hour can create very different handling conditions. One may discharge a relatively even stream with limited fines. Another may produce a wider size distribution, more fines or a more variable flow because the feed is less consistent.

That difference matters immediately at the first transfer point.

Large lumps create impact. Fines increase dust and can build up when moisture is present. A broad size distribution can load a belt unevenly, especially if the discharge is concentrated in one part of the chute. Wet material can behave well in one season and become difficult to handle in another.

For the downstream system, "200tph (tonnes per hour)" is therefore only part of the duty. The material characteristics behind that number are just as important.

A small amount of surge capacity between crushing and conveying can make a large difference.

A crusher does not always discharge at a perfectly steady rate. Feed variation, short interruptions and changes in rock size can create peaks and troughs. If the belt conveyor has to absorb every short-term fluctuation directly, it may be forced to operate closer to its limit than the average plant tonnage suggests.

A properly sized surge hopper or intermediate buffer can smooth those fluctuations. It gives the conveyor a more stable feed and reduces the chance that a short production peak at the crusher becomes an overload further down the line.

The important point is that surge capacity should be sized around the real operating pattern, not added as an afterthought. Transfer points deserve the same attention.

A transfer chute has to do more than move material from one belt to another. It has to control the trajectory of the material, keep impact under control and deliver the load onto the receiving belt in a stable way.

If the receiving belt is too narrow for the lump size, or if the material lands off-centre, the problems show up quickly as spillage, mistracking or excessive wear.

Material condition changes the picture again.

Dry crushed limestone may flow easily through a chute. The same nominal tonnage of damp material with a higher fines content may build up on surfaces, reduce the effective opening and create more cleaning work. In coal and some mineral applications, dust control can add another requirement around transfer-point design.

This is why the handling duty should be defined from the actual discharge material rather than from throughput alone.

Screening and recirculation can make the internal tonnage even less obvious.

In a closed crushing circuit, the fresh feed rate is not always the same as the tonnage handled by the screen, return conveyor and secondary crusher.

If oversize material is screened out and returned for another pass, the internal flow through parts of the circuit rises above the fresh-feed figure.

A plant receiving 200tph of fresh material might therefore require a screen and return conveyor to handle significantly more than 200tph, depending on the amount of oversize circulating in the system.

If the conveyor has been selected only from the fresh-feed rate, the design may look adequate on paper but become restrictive in operation.

This is one reason plant capacity should be checked as a material-flow problem rather than as a collection of individual machine capacities.

The destination of the material also matters. A conveyor feeding a final product stockpile has a different duty from one feeding an intermediate surge pile or a grinding circuit.

For a final product, the handling arrangement may need to protect product size and minimize segregation. For an intermediate stockpile, reclaim behaviour and feed consistency to the next process become important. For mill feed, maintaining a reasonably stable feed rate and size distribution may be more valuable than simply moving the highest possible tonnage.

The stockpile itself is therefore part of the process.

Where and how the material is stacked can affect segregation, reclaim consistency and the load seen by downstream equipment. A conveyor system that delivers material successfully to the pile has not necessarily completed its job if the way that pile is formed creates problems later.

This becomes especially relevant in plants handling variable quarry feed, ore from different mining areas or materials that are blended before the next stage.

There is also a maintenance side to the crusher-to-conveyor interface.

Transfer points, skirt boards, impact

areas and belt cleaners are all exposed to wear. They are often installed in compact areas because the process layout has been designed primarily around the major machines.

That can make routine inspection and cleaning harder than it needs to be.

A transfer point that is difficult to access will usually take longer to maintain. A chute that cannot be opened or cleaned safely will eventually become an operating problem. The same applies to belt tensioning, idler replacement and access around screens.

These are not headline design parameters, but they have a direct effect on availability.

For a new plant, a useful way to review the design is to follow the material physically from the crusher outlet to its next destination.

At each step, ask a simple set of questions:

- What is the largest lump?
- How much fine material is present?
- How wet can it become?
- Is the flow steady or does it arrive in peaks?
- Is there enough surge capacity?
- Can the receiving belt accept the lump size and peak load?
- Is there recirculation in the circuit?
- Where does the material finally go?
- Can the transfer points be inspected and cleaned safely?



Those questions often reveal more than comparing conveyor nameplates or crusher capacities in isolation.

The main lesson is straightforward: crushing and bulk handling should be designed as one material-flow system.

The crusher defines the condition of the material entering the handling system. The handling system, in turn, determines whether the crusher's output can move through the plant without creating another bottleneck.

A plant does not gain much from a crusher capable of high throughput if the next belt, transfer point, screen or stockpile cannot accept that duty reliably.

The most useful design figure is therefore not the capacity of one machine. It is the amount of material the complete circuit can move, control and deliver under the actual operating conditions.

About the author

Ma Junxin represents Zhengzhou Zhongji Machinery, a China-based manufacturer of crushing, screening, grinding and conveying equipment for mining and quarry applications.

Specifying conveyor replacements before comparing prices

By Volkan Dal, Europe Parts

Consider an enquiry for a roller described simply as 500mm long. One supplier may read that as the tube length; another may include the projecting shaft ends. The prices can look comparable while referring to different parts. The missing information is small enough to overlook until the replacement reaches the maintenance team.

For a dry bulk operator, a useful enquiry must describe the installed assembly and the work it is expected to do. A drawing establishes the interfaces. Operating information allows the supplier to assess whether a mechanically compatible part is also suitable for the application. Neither replaces the other.

Identify the position first

Start with the conveyor reference and the component position. A carrying roller, an impact roller beneath a transfer and a return roller are not interchangeable descriptions. A photograph taken close enough to show a worn tube may conceal the loading point or mounting arrangement that explains its duty.

Record the belt width and speed, conveyed material, loading conditions and operating environment. Note whether the failure occurred once or repeatedly at the same position. Rulmeca's technical guidance treats roller diameter, rotational speed, load and loading-point impact as separate selection considerations[1]. An enquiry that gives only diameter and length leaves those questions open.

Label every length

For a roller, show the tube length, overall shaft length, shaft diameter and the geometry of both ends on one dimensioned sketch. Identify flats, slots or threads and their orientation. Add the dimensions of the receiving brackets where the fit is uncertain. Photograph the assembly in place and the removed component, if available.

The 500mm example is hypothetical, but it illustrates a practical check: write the measurement name beside the number. Do not assume that two suppliers use the same letter for the same dimension. State millimetres explicitly and give drawing numbers and revisions. Where wear has removed a reference surface, mark the dimension as uncertain instead of treating a measurement of the damaged part as the original specification.

A pulley needs its own record. Face width and shell diameter do not describe the shaft ends, bearing positions, drive connection or lagging. Rulmeca's pulley catalogue addresses shaft design and assembly details separately[2]. A roller data sheet should not be reused as if it covered the pulley.

Ask different questions at the loading point

For impact bars, include the supporting frame, bar profile, mounting details and available height beneath the belt. Describe

the transfer as well as the replacement bar. Drop height and the size and mass of the largest lumps matter to impact-bed selection, alongside belt width and troughing geometry[3]. Average throughput alone cannot describe an occasional heavy impact.

If damage repeatedly occurs at the same transfer, ask for a review of the loading arrangement before ordering another identical set. Record where the material lands and where the damage begins. This does not establish the cause of failure; it gives the supplier and plant engineer evidence to investigate. A replacement proposal should distinguish an identified part from a proposed change to the assembly.

Describe the belt before selecting a cleaner

A cleaner enquiry should identify the existing cleaning position and leave enough room in the description for installation and servicing. Include belt width and speed, splice type, material moisture and abrasiveness, and the path occupied by material on the belt. Flexco lists these among its cleaner-selection factors[4]. Confirm reversing operation and mounting clearances against the proposed model's documentation.

Blade width should be identified separately from belt width. A photograph of a loose blade does not show the mounting, tensioning arrangement or space available to withdraw it.

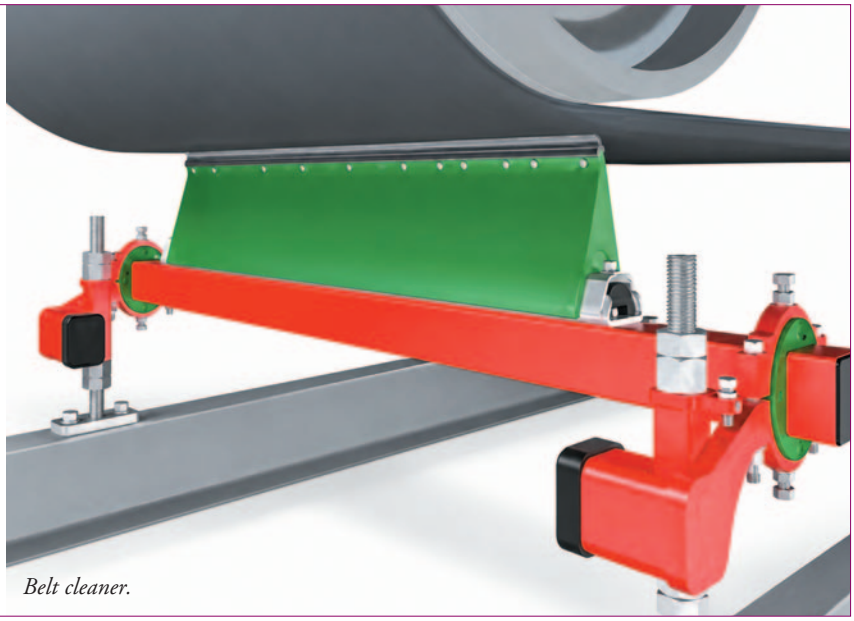
Include one view of the complete installation and one of the interface that must match. Ask what the offer covers: the wear element alone, its holder or a complete assembly.

Compare the scope before the unit price

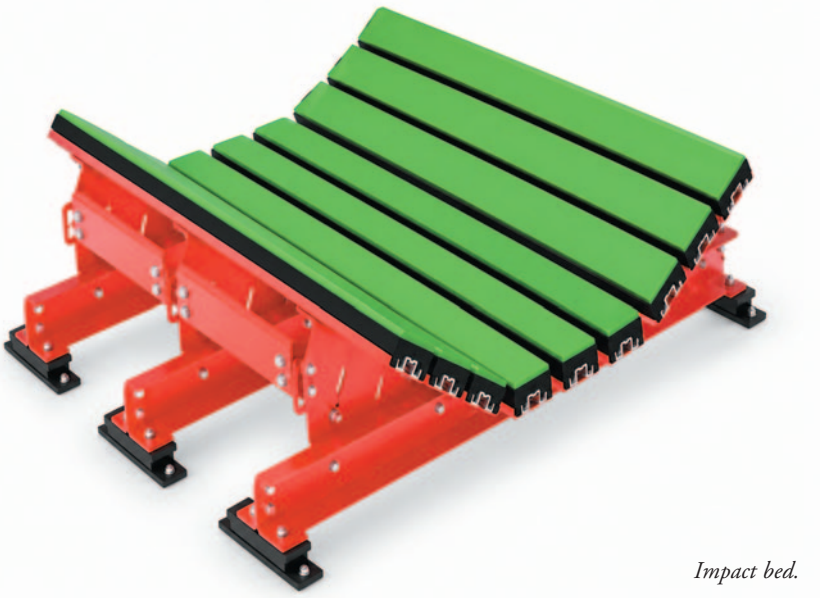
Put the same drawing revision, application notes and supply boundary in front of each bidder. Ask them to identify assumptions and departures. A quote for a complete roller and a quote for a tube are different offers, even if both are described as a conveyor replacement.

Before placing an order, return the selected drawing for confirmation of the interfaces. Agree which dimensions or materials remain to be checked and which accessories are included. Any inspection requiring access to the conveyor must follow the site's isolation and stored-energy procedures; an enquiry is not a reason to approach moving equipment.

The useful result is a part specification that purchasing, maintenance and the supplier can read in the same way. If a supplier has to guess where a dimension begins, the enquiry is not yet ready for a fair price comparison.



Belt cleaner.



Impact bed.

About the author

The author, Volkan Dal, represents Europe Parts, a commercial supplier of industrial equipment and replacement parts. No product performance or service-life claim is made in this article.

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Advancing automation and sensing in bulk material handling: Navtech Radar

As pressure grows to increase productivity, improve safety and support greater automation, bulk material handling operators need sensing technologies that remain reliable in the harshest environments. Dust, rain, fog, darkness and extreme temperatures can all impact conventional sensors, creating challenges for automated operations and real-time decision-making.

Navtech Radar helps OEMs, System Integrators and stockyard operators overcome these challenges by providing robust radar sensing technology designed specifically for demanding industrial environments. Whether monitoring stockpiles, positioning machinery, managing crusher feeds or supporting autonomous operations, Navtech's radar systems deliver dependable data when visibility is poor and conditions are at their toughest.



At the core of the company's bulk material handling offering is the Robust Automation Sensor (RAS) family, comprising the RAS3 and RAS6 sensors. These high-resolution radar systems provide a full 360° field of view, generating rich radar imagery and point-cloud style data that can be integrated into automation platforms and control systems. Unlike camera or LiDAR-based solutions, radar performance is largely unaffected by environmental conditions, helping to eliminate maintenance requirements and maximize operational availability.

This makes the technology particularly valuable across mining, aggregates, ports, terminals, timber yards and other dry bulk handling operations where airborne dust and harsh weather are a daily reality. Customers, including Lynx Process and Thecne, use Navtech Radar solutions for applications including:

- stockpile profile monitoring;
- machine positioning;
- collision avoidance;
- crusher feed monitoring;
- stockyard safety systems; and
- vehicle perception and situational awareness.

By continuously monitoring large operational areas, radar provides the reliable data required to support

Navtech Radar shortlisted for MHEA Awards 2026

Navtech Radar has been shortlisted for the MHEA Awards 2026 in the Exporter of the Year category. Organized by the Materials Handling Engineers Association (MHEA), the awards recognize innovation, excellence and achievement across the bulk materials handling industry. The nomination reflects Navtech Radar's continued commitment to supporting customers worldwide with innovative sensing solutions that drive operational performance, safety and automation.





automation projects and improve operational confidence.

Navtech's radar sensors are suitable for monitoring and measuring a wide range of bulk materials, including iron ore, coal, aggregates, crushed rock, mineral ores, sand and gravel. For operators, this means a single sensing technology can often be deployed across multiple applications and material types without concerns about changing environmental conditions affecting performance.

Rather than delivering complete automation systems directly, Navtech Radar works closely with OEMs, Automation Providers and System Integrators to supply the sensing layer that enables advanced automation solutions. This approach allows customers to incorporate proven radar technology into existing and future systems while benefiting from straightforward and seamless integration.



Continuous investment in research and development remains central to Navtech Radar's strategy. Recent advancements have focused on increasing radar resolution, enhancing point-cloud outputs, improving update rates and simplifying software integration. These developments help customers access richer operational data while making radar easier to deploy as either a complementary or alternative technology to LiDAR and vision-based systems.

One of the most exciting developments for stockyard and bulk handling operations is Navtech Radar's ongoing work in 3D radar scanning. By combining the RAS6 sensor with advanced processing techniques and controlled articulation mechanisms, Navtech has demonstrated the ability to generate detailed 3D point clouds suitable for volumetric measurement, stockpile mapping, material profiling and safety monitoring.

For operators, the benefits are significant. Accurate stockpile shape and volume information supports more effective inventory management, reclaim optimization and operational planning. Crucially, radar continues to provide usable measurement data in conditions that can severely impact optical technologies, helping maintain visibility of operations when it is needed most.

The value of this data extends beyond individual sensing applications. As bulk material handling operations increasingly adopt digitalization strategies, radar-generated spatial data can support the development of digital twins, providing a reliable real-world representation of stockyard assets, material movement and operational processes. This enables improved operational awareness, more informed decision-making and greater confidence in automation systems.

Safety is another area where customers are realizing significant benefits. In mining and aggregates applications, radar can support teleremote machinery operation, collision avoidance, and safe equipment positioning. Continuous 360° sensing, combined with update rates of up to 10Hz, helps automation systems respond rapidly to changing conditions while maintaining awareness in environments where visibility is often compromised.

As the industry continues its transition towards greater automation, autonomous operation and digital twin adoption, access to reliable sensing data becomes increasingly important. Navtech Radar's combination of proven radar hardware, high-resolution imaging and advanced sensing capabilities helps customers build safer, smarter and more efficient operations while reducing the limitations associated with conventional sensing technologies.



About Navtech Radar

Founded in 1999 and headquartered in Oxfordshire, UK, Navtech Radar has established a global reputation for high-performance radar technology across industrial automation, intelligent transportation and security applications. Today, the company continues to help bulk material handling operators, OEMs and automation providers unlock new levels of automation, efficiency and operational insight through reliable radar sensing. DCi



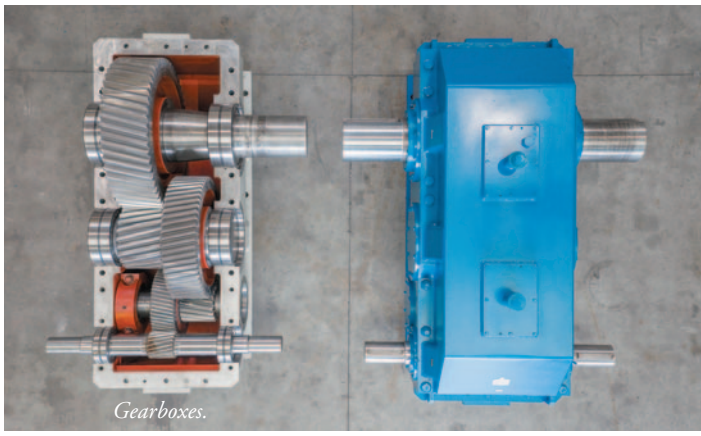
Bogies play a fundamental role in crane travel systems.



Shifting gears

Looking at bulk handling drives, systems & controls

Jay Venter



Gearboxes.

Meccanica Center: made in Italy, excellence in port handling

In the port sector, the quality of components plays a strategic role. Cranes and handling systems operate daily under demanding conditions characterized by high loads, intensive work cycles, and environments that test the resistance of materials.

In this environment, Meccanica Center stands out as a specialized partner in the production and overhaul of mechanical components and machinery. Backed by over 45 years of know-how gained in the lifting sector and a fully 'Made in Italy' production process, the company is able to respond to diverse market needs through customized solutions.

Versatility is one of Meccanica Center's main strengths: from wheels to wheel blocks, bogies to gearboxes, up to pulleys, guide rollers, hook blocks, drums, and machinery, the company develops components for multiple industrial applications, adapting their technical characteristics and performance to specific needs.





Wheel assemblies.

Reliability & speed for port handling

Operational continuity is an absolute priority for port terminals, as any equipment downtime can trigger negative consequences on the efficiency of the entire supply chain. The ability to meet delivery timelines is a decisive factor.

One of the most significant projects acquired in recent years involved the production of 100 wheel assemblies

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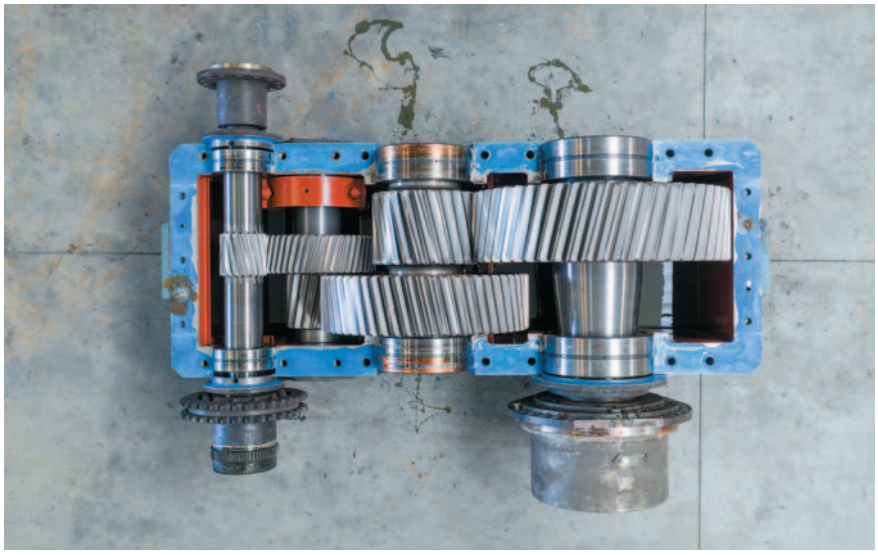
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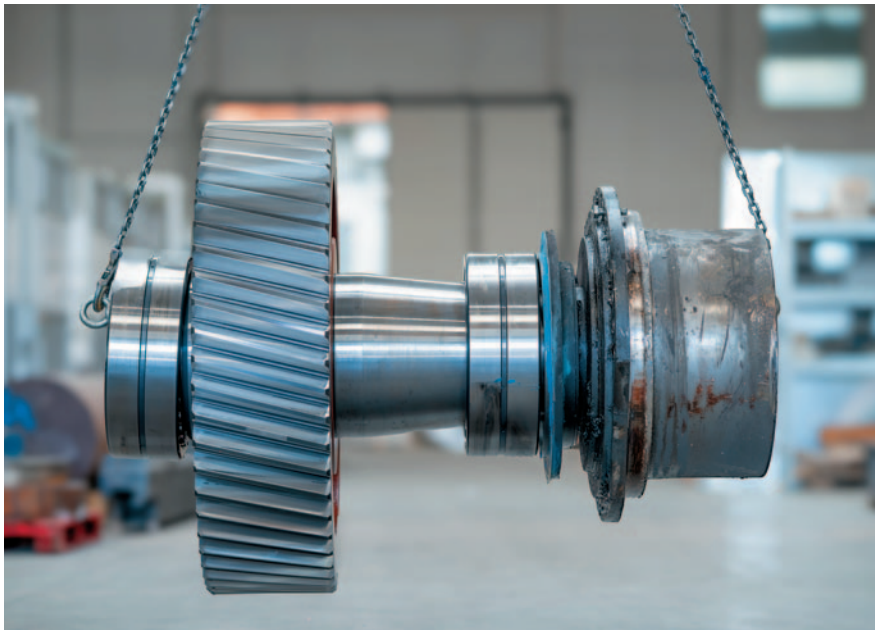
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(680mm) destined for several cranes in one of the main European ports. The project is part of a broader intervention for replacing quayside crane wheels and building a new hub.

The client's request demanded not only high quality standards but also compliance with particularly tight deadlines, which were essential to guarantee the continuity of operations. All wheel assemblies were manufactured in-house in Italy and delivered in full compliance with the agreed timelines.





Bogies: Italian solutions for complex environments

The operating conditions of port facilities require heavy-duty components. Among these, bogies play a fundamental role in crane travel systems, contributing to load distribution and the correct movement of structures along the runways.

In July 2026, Meccanica Center finalized an order for eight bogies bound for a Canadian port. The project stemmed from the client's need for customized components capable of responding to the specific conditions of use in the port environment.

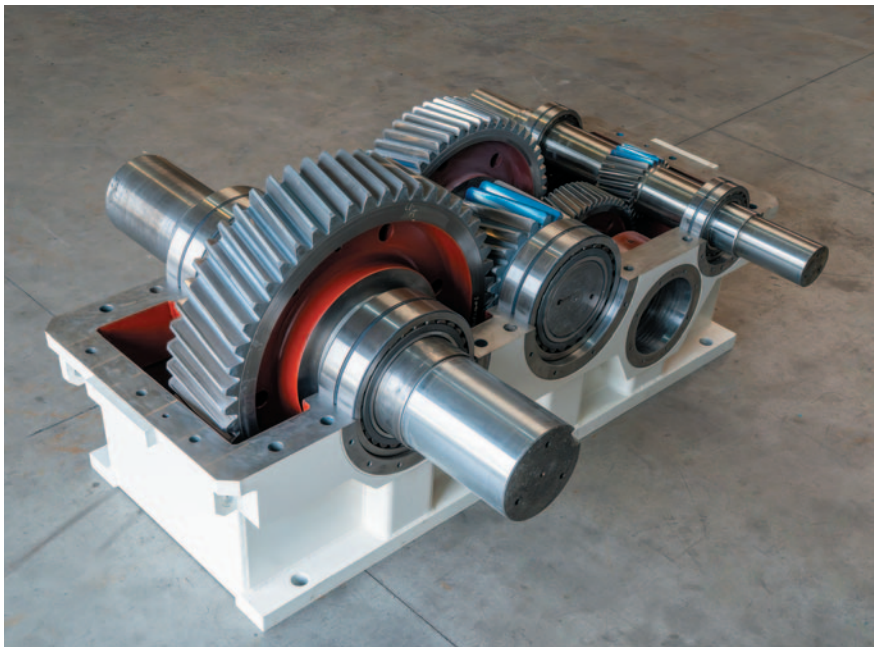
Indeed, exposure to atmospheric agents, the presence of humidity and salinity, combined with high loads and continuous duty cycles, make the use of mechanical solutions designed to endure indispensable. Meccanica Center therefore developed a tailor-made supply, highlighting its ability to adapt the product to the client's specific requirements.

Revamping and reverse engineering

Alongside the production of components for travel systems, Meccanica Center has developed a solid specialization in recent years in the revamping of industrial gearboxes, essential components for the proper operation of cranes and main handling systems.

Revamping is an effective solution to extend the life cycle of machinery, restoring performance and reducing the need to completely replace components and systems that can still be salvaged.

The growing demand for revamping interventions has also led the company to invest in new equipment, inspection tools, and the organization of a dedicated department, further strengthening its expertise in this field and confirming its ability to offer cross-cutting solutions to different markets.



A look to the future

Today, Meccanica Center exports products and services to Europe, the Americas, and Africa, operating in the industrial lifting, port, steel industry, railway, engineering, mining, and oil & gas sectors.

The ability to develop components for different applications while maintaining high quality standards is one of the company's hallmarks. This versatility stems from experience, is consolidated through in-house production, and translates into solutions designed to meet the real needs of each customer, bringing the value of Italian manufacturing to major international industrial markets.

Katoen Natie and Konecranes celebrate new milestone in sustainable port operations with inauguration of all-electric mobile harbour cranes in Antwerp

Katoen Natie and Konecranes have inaugurated two all-electric Konecranes Gottwald mobile harbour Cranes at the Port of Antwerp, marking a new milestone in the companies' co-operation and in the transition toward more sustainable, high-performance cargo handling. The investment combines all-electric drive technology with long-term service support to help Katoen Natie reduce local tailpipe emissions while maintaining high operational availability.



In total six cranes were ordered in the first and the last quarter of 2025 and for Katoen Natie's operations at their three deep-sea multipurpose terminals in the Port of Antwerp. The fleet comprises four ESP.9 Konecranes Gottwald mobile harbour cranes, each with a maximum lifting capacity of 200 (metric) tonnes, and two ESP.8 cranes, each with a maximum lifting capacity of 150 tonnes. All cranes are equipped with Tandem-lift Assistant, enabling a combined maximum lifting capacity of up to 400 metric tonnes.

The two ESP.8 mobile harbour cranes were officially inaugurated at Katoen Natie Bulk Terminals Quay 1227 in Antwerp on October 15, 2026. The event brought together the leadership and key stakeholders of both Katoen Natie and Konecranes to recognize the commissioning of the new equipment and the contribution it will make to Katoen Natie's cargo-handling operations.

Each crane features a Konecranes all-electric drive system that integrates an external power supply with rechargeable batteries. The solution is designed to optimize energy efficiency and produces zero local tailpipe emissions during operation. The battery-supported architecture also allows the cranes to move independently between operating positions without relying on a diesel engine.

Based on their expected annual operating hours and compared with conventional diesel-powered mobile harbor cranes, the six all-electric cranes are expected to reduce Katoen Natie's operational carbon emissions significantly per year. This represents a strong commitment by Katoen Natie and Konecranes to advancing more sustainable port operations, demonstrating how technological innovation, operational performance and environmental responsibility can go hand in hand.

The investment in these six all-electric cranes forms part of Katoen Natie's broader energy transition strategy. Building on its long-standing investments in renewable energy generation, including solar and wind power, the Group is now further expanding its energy infrastructure through large-scale battery storage and upgraded electrical networks. Together, these investments are creating the infrastructure needed to support the further electrification of operational equipment across Katoen Natie's sites and to progressively reduce the carbon footprint of its operations and customers' supply chains.

To support high availability and minimize downtime, all six cranes are equipped with Konecranes TRUCONNECT remote condition monitoring. The delivery also includes a long term service level agreement, with predictive servicing based on condition monitoring provided by Konecranes Service Frontline in Belgium, as well as special spare-parts packages for efficient maintenance.

"Investing in our first fully electric mobile harbour cranes is a forward-looking choice that prepares our operations for the future," said Vincent Vandecauter, BU Manager Port Operations, Katoen Natie. "By combining high performance and flexibility with zero local tailpipe emissions, we are taking a concrete step toward the next generation of cargo handling and reinforcing our ambition to lead the industry's transition to more sustainable operations. We are pleased to take this step together with our long-standing partner Konecranes."

Tomas Myntti, President Konecranes Port Solutions, added: "This project sets a clear direction for the entire industry. It shows that large-scale electrification of mobile harbor crane operations is not a distant ambition, but a practical reality today. We are proud to support Katoen Natie in reaching this important milestone."

About Katoen Natie

Katoen Natie is a family-owned logistics and engineering company founded in Antwerp in 1854. The company develops and operates tailor-made, value-added supply chain solutions by combining logistics expertise, process engineering, technology and in-house software. Active in more than 30 countries with a team of over 18,000 people, Katoen Natie owns more than six million square metres of warehouse capacity, over 3,300 silos and more than 160 logistics platforms worldwide.

About Konecranes

Konecranes is a global expert in material handling solutions, serving a broad range of customers across multiple industries. It consistently sets the industry benchmark, from everyday improvements to the breakthroughs at moments that matter most, because we know we can always find a safer, more productive and sustainable way. That's why, with around 16,500 professionals in over 50 countries, Konecranes is trusted every day to lift, handle and move what the world needs. In 2025, Group sales totalled €4.2 billion.

Stockyard precision with HAUK & SASKO's MBS Stockyard Management

HAUK & SASKO was founded in 1950 as an engineering firm for electrical Engineering in Bochum. In 1981 the information systems division was established where the company, as software specialists, focuses on the fields of management systems and manufacturing execution systems MES.

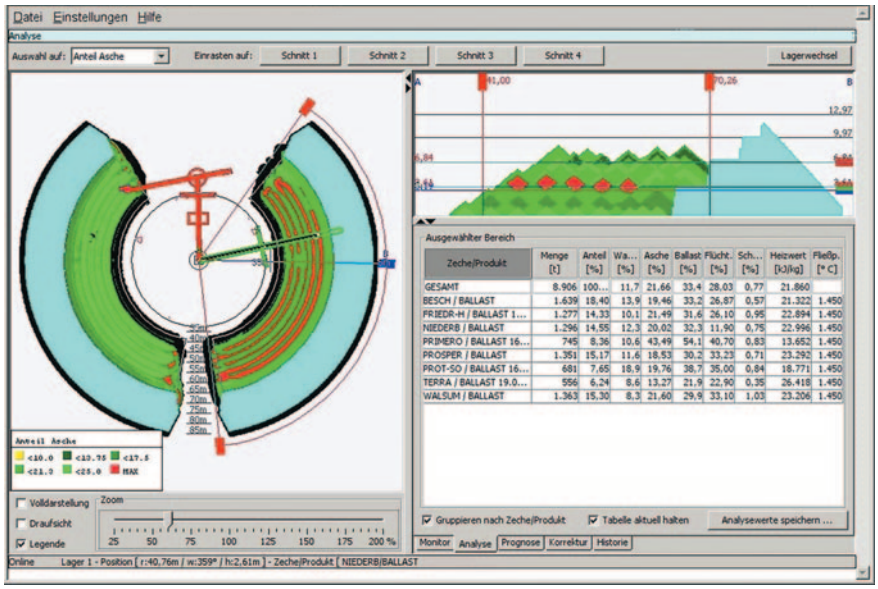




MBS Stockyard Management

The MBS stockyard management system is an advanced tool which assists in the operation of bulk stockyards. This solution provides stockyard operators with tangible benefits through stacker/reclaimer automation, increased efficiency and more transparency. The system provides an accurate three-dimensional model of the stockyard, which indicates the pile shape and the material distribution within the stockpile. MBS transforms bulk storage facilities into precisely controlled tools to efficiently support the production processes.

MBS stockyard management is designed to operate alongside any existing stacker/reclaimer PLC system. The data from the digital control system is exchanged via an interface, the original system is left unaltered. MBS is ready to connect to a variety of digital control systems using different communication protocols such as Profibus, Modbus or TCP/IP (via industrial Ethernet). The system can be implemented during the construction of new stockyards or for existing facilities. MBS is the ideal solution to retrofit existing stockyards without installing new hardware.



MBS material quality management: track bulk material quality, achieve desired material blends, improve material homogenization.



Unmanned stockyard operation: achieve higher throughput, reduce operating costs, increase operating safety.

Optimization in mining

The MBS stockyard management system enables precise monitoring of stockpiling and dumping, a comprehensive overview of the stockpile composition and the monitoring of storage locations — all in real time.

Due to the direct connection between the central elements of the stacker and reclaimer and the control technology, changes in quantities and qualities are charted in real time.

In MBS, the current position of the stacker can be seen digitally, as is the continuous display of the material quantities and qualities that have been removed. The MBS system simulates the material movements within the heap in order to be able to predict the final composition of the heap.

MBS transforms a stockpile from a black box into a precisely controlled tool. By entering orders directly for the control of the storage devices, users can manage the stockpile construction with one system from delivery planning to stacking by means of conveying devices. As a result, MBS Stockpile Management stands for an optimal material composition and an optimal production process. MBS supports the following bulk materials: coal & coke; biomass; iron ore; ferrous pellets; bauxite and alumina; fertilizer raws like: phosphate, potash or sulphur; quarry products like: granite, gabbro, gypsum, or limestone; industrial by-products: petcoke, FGD gypsum or fly-ash.

Mastering biomass logistics

safe handling, secure storage, smart transport



Louise Dodds-Ely

Port of Grenaa expands biomass capacity as supply chains evolve

Two new bulk warehouses currently under construction at Port of Grenaa, located on the east coast of Jutland, Denmark, mark the latest step in the continued development of the port's biomass handling and storage capabilities.

The new facilities are being built for Grenaa Bulk Terminal as part of an upgrade of existing infrastructure at the port. Older warehouses, originally designed for other purposes, have been removed to make way for the new facilities.

Each warehouse will cover almost 2,000m^2, and will provide capacity for approximately 10,000 tonnes of wood pellets. Located close to the quayside, they will play a central role as intermediate storage, supporting the flow of cargo arriving at the port, being stored and subsequently shipped onwards.

The facilities will comply with current emergency preparedness requirements and incorporate modern solutions including temperature monitoring.

The investment comes as Port of Grenaa sees changing requirements across the biomass supply chain, with customers placing greater emphasis on storage capacity, contingency planning and flexible logistics.

"We are investing in the existing infrastructure to make handling even more efficient. The location close to the quay is a major advantage, while the new warehouses also strengthen our ability to act as a hub for the cargo," says Theis Gisselbæk, CCO at Port of Grenaa.

A hub for the Danish market

Located on Denmark's east coast, Port of Grenaa primarily serves as an import, storage and distribution hub for biomass destined for the Danish market, including combined heat and power plants.

Wood pellets account for a significant share of the biomass handled, alongside woodchips and smaller volumes of other wood-based products and residual products processed into pellets.

The geographical origins are diverse. Biomass arrives from production markets in Northern Europe, including the Baltic region and Scandinavia, as well as from Southern Europe and more distant markets in North and South America.

This translates into very different shipping requirements. Grenaa receives smaller vessels carrying biomass from nearby European markets as well as larger ocean-going vessels arriving from countries such as Canada and Brazil.

For the port, the ability to accommodate this diversity is central to its

hub function.

"Sometimes operations can be planned well in advance, while at other times something changes at a power plant or elsewhere in the supply chain and a customer needs us to respond quickly. Our role is to have the flexibility to handle both situations," Theis Gisselbæk explains.

More storage in an unpredictable market

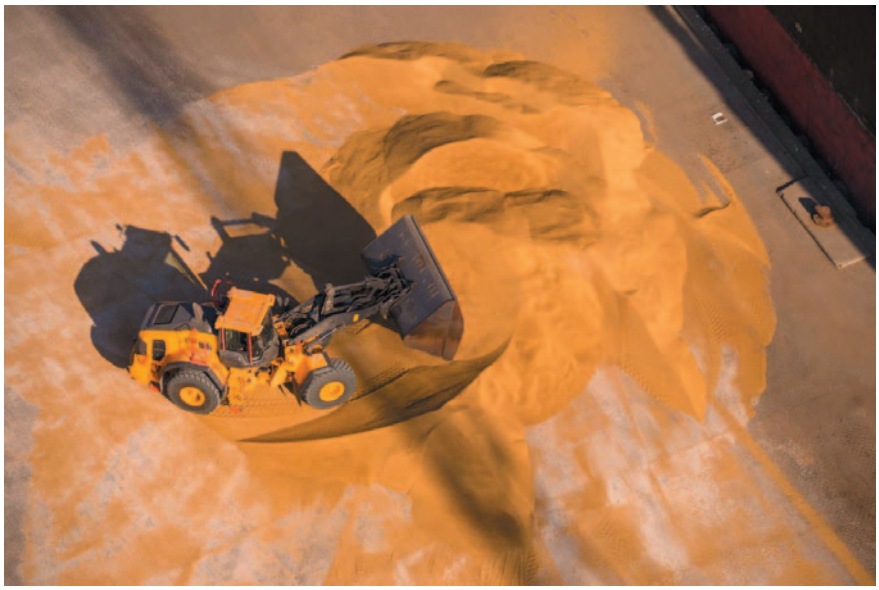
The two new warehouses form part of a broader expansion of Grenaa's dry bulk facilities. The port is also looking at additional paved areas, including facilities for woodchips, as it prepares for future customer requirements.

Demand for covered storage is being influenced by several factors, including environmental requirements, industrial handling standards and an increased focus on emergency preparedness and contingency stocks.

Recent disruptions have also demonstrated how quickly established logistics patterns can change. Geopolitical uncertainty and weather conditions — including challenging winter conditions in the Baltic region — can affect sourcing and transport. According to Grenaa, this is contributing to customers considering whether additional stocks should form part of a more resilient supply chain.

"We receive biomass sourced from many different regions, and there are constantly factors that can change the logistics. The signals we receive from our customers are part of the reason why we are adding capacity now and looking at how our facilities should develop in the years ahead," Theis Gisselbæk says.





Towards larger hubs

While Grenaa continues to invest, the port does not necessarily expect the overall biomass market to grow indefinitely. Over the longer term, demand for wood pellets and woodchips from large Danish combined heat and power plants could decline as the energy mix changes.

At the same time, Grenaa sees indications that biomass logistics could increasingly be concentrated at fewer, larger hubs capable of meeting more demanding requirements for storage, quality, emergency preparedness and efficient handling.

This could give Grenaa a larger role within the remaining market even if overall volumes decline over the coming decades.

The port's approach builds on extensive dry bulk experience and continued investment in handling equipment and infrastructure. Operational planning is carried out closely with customers, with a focus on reducing vessel turnaround times and adapting each operation to the cargo, vessel and onward logistics.

For Grenaa, efficiency is therefore not simply about equipment, but also about coordination.

"We have a shared interest with our customers in making every operation as efficient as possible. That requires close dialogue about how an operation is set up, so we can handle the vessel quickly while coordinating it with the other activities taking place at the port," Gisselbæk explains.

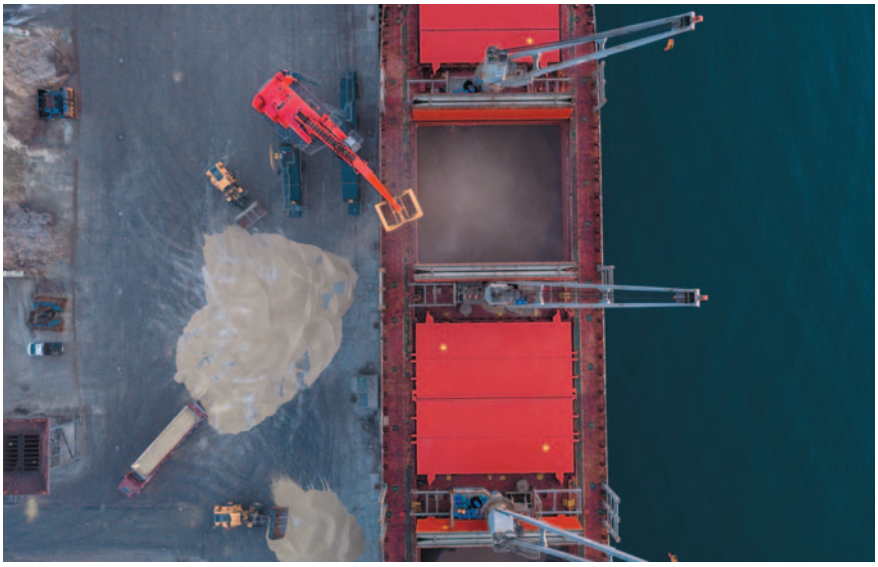


Expanding capacity for future demand

Looking further ahead, Port of Grenaa is developing additional port areas as part of a broader expansion of its infrastructure

and available space. While not dedicated specifically to biomass, the expansion will provide additional capacity for future activities and support the continued development of the port's dry bulk facilities.

Plans include additional paved areas, with Port of Grenaa currently working on a dedicated area for the storage and handling of woodchips. The expansion reflects the port's expectation that customers will increasingly require larger, flexible logistics hubs with sufficient space, storage capacity and infrastructure to adapt to changing supply chains.



Port of Grenaa — biomass at a glance

- **Location:** east coast of Jutland, Denmark, with direct access to Kattegat.
- **Main biomass products:** primarily wood pellets and woodchips, alongside smaller volumes of other wood-based and residual products.
- **Main market:** primarily Denmark, with some volumes serving neighbouring markets.
- **Sourcing:** biomass arrives from a wide range of markets, including the Baltic region, Scandinavia and other parts of Europe, as well as North and South America.
- **Hub function:** import, storage and onward distribution, supported by flexible dry bulk handling and storage facilities.
- **New storage capacity:** two bulk warehouses are currently under construction for Grenaa Bulk Terminal/Copenhagen Merchants. Each will cover almost 2,000m² and provide capacity for approximately 10,000 tonnes of wood pellets.
- **Storage technology:** the new warehouses will comply with current emergency preparedness requirements and include modern solutions such as temperature monitoring.
- **Further expansion:** Port of Grenaa is developing additional port areas and infrastructure, including plans for more paved areas and a dedicated area for the storage and handling of woodchips.

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Permitted and ready to build: NOLA Terminal offers build-to-suit biomass export capacity on the Lower Mississippi



With ship and barge dock permits already in place, the Plaquemines Parish greenfield site gives Gulf South biomass producers a faster path to dedicated export capacity.

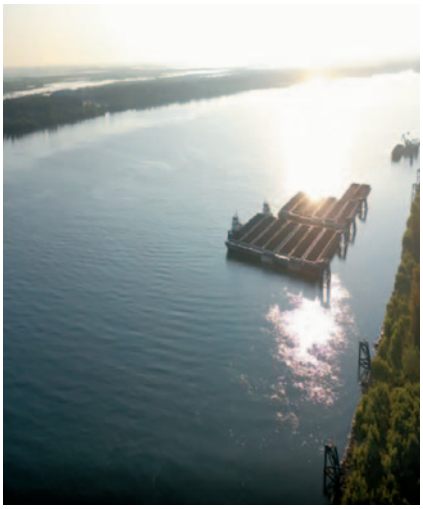
Global demand for renewable fuels keeps rising, and biomass exporters need terminals that can store and load wood pellets, bagasse and other residues at scale. Located at river mile 59 AHP in Plaquemines Parish, Louisiana, NOLA Terminal sits on approximately 153 acres of greenfield riverfront. Its ship and barge dock permits are already in place, which removes the longest lead-time risks in any export project. Partners can move straight to build-to-suit design of storage and handling sized to their feedstock and throughput.

Permits in hand, design left flexible

The site has become a multi-purpose platform for a wide range of cargoes, including dry bulk. Because no legacy plant stands on the site, each partner's facility can be designed from the ground up. Yet the permits mean they do not start from zero. That combination matters in biomass, where handling needs vary widely with feedstock type, moisture sensitivity, dust control and throughput.

NOLA Terminal's development plan includes outdoor storage for robust products such as wood chips and logs; enclosed storage, including silos, domes and warehouses, for pellets and other moisture-sensitive material; and tanks for liquid renewable fuels and co-products. Modular infrastructure potential lets partners start small and add capacity as volumes grow.





Ship and barge access

The permitted waterfront includes both deep-draught ship berths and barge docks. Biomass from inland plants can arrive by barge, be stored on site, and load directly onto ocean-going vessels. Multiple planned berths let the terminal work several ships at once, cutting vessel wait times.

The terminal has no draft restrictions beyond those of the Mississippi River itself. Any vessel that can navigate the river can call here, and the wharf design has been described as able to handle vessels up to 1,200 feet long. Fast turnaround lowers supply chain costs and improves reliability for producers and offtakers.

Louisiana's biomass supply chain

NOLA Terminal sits at the downstream end of one of North America's most active biomass regions. Louisiana has roughly 15 million acres of commercial timberland, and its pellet industry already relies on the Mississippi River. Drax produces wood pellets at its LaSalle BioEnergy (Urania) and Morehouse BioEnergy (Bastrop) plants and exports them through the Port of Greater Baton Rouge.

South Louisiana's sugar industry adds a second feedstock stream. In Iberia Parish, Delta Biofuel has built a $100 million plant in Jeanerette that turns sugarcane bagasse into fuel pellets, the first of its kind in the US. Its feedstock comes from the region's raw sugar mills, supported by the American Sugar Cane

League and research at the LSU AgCenter. Low-carbon fuels are growing alongside them. Diamond Green Diesel's renewable diesel complex in Norco is among the largest in the world. In Columbia, Strategic Biofuels' Louisiana Green Fuels project is designed to turn forest residues into renewable diesel with carbon capture. For producers like these, a permitted, build-to-suit export terminal near the Gulf could add capacity, give them more export options and shorten vessel transits.



Proximity to the Gulf

The lower Mississippi is one of the world's busiest bulk commodity corridors. NOLA Terminal lies well downriver of the Baton Rouge and New Orleans terminal clusters. Ocean-going vessels reach it with less river transit time, and expense, than upriver facilities require.

The project is being developed in close alignment with the Louisiana Gateway Port/ Port of Plaquemines, a growing port authority focused on industrial development in the parish. Both aim to serve growing renewable commodity trade.

Looking ahead: NOLA Terminal is in active discussions with prospective biomass partners, a sign of strong market interest in export capacity along the Gulf Coast. Its ability to tailor facilities to each partner is expected to set it apart in securing long-term agreements.



The terminal's ship and barge dock permits are already in hand, its site is ready for build-to-suit development, and it sits near the mouth of the Mississippi. That gives biomass producers and offtakers across the Gulf South a faster path to dedicated export capacity. NOLA Terminal invites producers to discuss tailored storage, handling and berth solutions.



Terval: three new investments to serve Europe's biomass market



Liège, Belgium-based Terval is stepping up its biomass activity with three new investments, from covered pellet storage to a biomass powder plant.

For 45 years, Terval has been sourcing, handling and processing solid fuels for Europe's heavy industry. Its 15-hectare trimodal terminal on the Canal Albert in Liège sits less than two days by barge from Antwerp, Rotterdam and Amsterdam, with connections to the Rhine and the Moselle rivers, a rail link into France and Germany and a two-minute connection to the highway network. The site handles around one million tonnes per year and offers up to 500,000 tonnes of storage capacity.

While steam coal, anthracite and petcoke remain in its portfolio, renewables already accounted for 30% of Terval's turnover in 2025, with wood pellets, woodchips, agri-biomass and biocarbon supplied to industry across France, Germany and the Benelux. Three new investments take this strategy a step further.



Unloading wood pellets.

A new 3,200m² covered hall for up to 10,000 tonnes of pellets

Wood pellets are a demanding product: exposed to moisture, they swell, break down and lose their value. Storage under cover is therefore essential to preserve quality between import and delivery.

Terval's new 3,200m² covered hall adds up to 10,000 tonnes of pellet capacity, taking the site's indoor storage to 60,000 tonnes: enough to receive a full Supramax cargo in one go. Combined with a barge unloading capacity of up to 400 tonnes per hour and truck loading in less than 30 minutes, the hall turns Terval into an efficient buffer hub in the ARA hinterland.

For importers, traders and industrial users, this means flexibility: vessels can be discharged at the seaports, cargoes brought inland by barge — producing about three

times less CO_2 per tonne than by truck — and stored safely close to end markets until they are needed. The Canal Albert, which does not suffer from low water levels, adds reliability to the supply chain while relieving congested seaports.

Screening imported pellets for the domestic market

Every handling step along a long import chain — loading, sea voyage, transshipment, barge transport, unloading — generates fines and dust. Industrial boilers can accept a certain level of fines, but the residential market cannot: households and distributors of bagged pellets expect a clean, dust-free product that flows smoothly in domestic stoves and boilers.

To bridge this gap, Terval has invested in a dedicated screening installation. Imported pellets are screened on site before loading, removing fines so that the product delivered to customers meets the expectations of the domestic heating market. This allows Terval to open competitively sourced international pellet volumes to a market segment that has traditionally relied on local production, and gives its customers a consistent product regardless of origin.

CarVal Biomass: grinding biomass into a powder below 2mm

The third project marks a new step in industrial decarbonization. CarVal Biomass, a joint venture between Terval and Carmeuse, is building a biomass milling plant on Terval's site in Liège. The facility will grind biomass into a fine powder below 2mm, aiming to deliver a sustainable and high-performance energy solution for Carmeuse and third parties.

The first outlets are Carmeuse's lime kilns at Moha and Aisemont in Belgium, where using the biomass powder is a concrete expression of its decarbonization strategy. Additional volumes will be offered to third-party industrial users.

Terval handles biomass purchasing, reception and storage, as well as downstream logistics to the lime plants. CarVal operates the milling plant, built on a plot with its own inbound and outbound storage. Phase I will provide a capacity of 60,000 tonnes per year, with a second phase to accommodate additional volume already under study. Civil works are underway, and operations are scheduled to start in September 2027.

Certified supply, ready for the next stage

Reliable supply also means certified supply. For the domestic market, Terval delivers ENplus and DINplus certified pellets. For industrial users reporting under the EU Renewable Energy Directive (RED), its supply chains are covered by FSC, PEFC, SBP and SURE certification. Terval is compliant with the EU Timber Regulation (EUTR) and ready for the EU Deforestation Regulation (EUDR).

Forty-five years after it began importing coal for European industry, Terval is applying the same know-how — sourcing worldwide, handling efficiently and transforming to specification — to the fuels of tomorrow.

When your fuel blows away: the overlooked impact of airflow in biomass handling

Biomass handling has unique characteristics that set it apart from other bulk material handling. This plant-based commodity is destined to become fuel and its organic nature makes it particularly challenging to handle. Biomass isn't typically as dense, heavy, or symmetrical as other bulk materials and it is prone to biological activity during storage. Biomass also has a tendency to float. This means that water run-off can cause accumulations of erodible material in dips and hollows.

Handling disturbs biomass material. The fuel is received, then transferred, then stored, then reclaimed, then processed, then combusted. Rinse and repeat.

When you think about it, it seems as though every handling point is an opportunity for fuel loss. One of the major pathways for this loss? Dust. What can generate and move dust around? Airflow.

Airflow participates in biomass handling whether it is intended to or not. How airflow is managed during biomass handling processes can mean the difference between material loss and material preservation. We often ask how efficiently a site is converting biomass material to fuel? But perhaps we should also ask how efficiently does a site retain that fuel before it is used?



The unplanned conveyor

Think of uncontrolled onsite airflow as an unplanned material handling system. Let's say you have a deliberately positioned conveyor that moves material from point A to point B. In this scenario you know exactly where the material starts its journey and where it ends. Now let's say that alongside this conveyor is an invisible 'airflow conveyor' that moves that material dust from point A to point B. Except, in this case, you didn't plan for the second 'airflow conveyor'. You might know where point A is (dust generation source), but do you know where point B is (dust fate & transport)? It could be onsite, offsite, or layering a nearby community. It could end up 50 feet away or 50 miles away. It could end up just about anywhere. Dust is sneaky like that.

The critical point here is to learn how



airflow interacts with each handling process along the way and determine the best solution to control the airflow in that situation to reduce dust generation. Airflow should be considered as part of the biomass handling system.

Managing onsite airflow to reduce dust generation and transport is multifold. There are many options for dust control available. Among the available dust control strategies, wind fences are one of the few technologies specifically designed to manage airflow.

Wind fences are a versatile solution to manage localized environments. They work in two key ways:

- **An upwind fence:** a fence that is relatively perpendicular to incoming winds creates a protected or 'shelter' zone that is around eight to ten times the height of the fence that reduces dust uptake and allows already airborne dust to settle.
- **A downwind fence:** a fence that is relatively perpendicular to outgoing winds to act as a 'catch fence' and both catches dust and stops the caught dust from being blown around the end of the fence when the wind direction changes.

Depending on the objective and site configuration, a wind fence can be positioned to alter the airflow approaching a stockpile or handling area by creating a protected (aka sheltered) zone to calm turbulence and wind velocity for the required area. It may also be positioned downwind to prevent material from travelling beyond it's intended area. In some cases, implementing both modalities might be the best approach.

There is also a temptation to try and control dust where it is highly visible. But effective dust control involves a keen aerodynamic understanding of how dust behaves and is transported. Air flow follows the laws of fluid dynamics. For instance, air flow accelerates between buildings and up and over stockpiles. Understanding the wind conditions and air pathways onsite lends to identifying where a change in airflow will have the biggest impact on wind and dust control.

When thinking about onsite airflow it is important to consider the specifics of the actual site:

- prevailing winds & velocities;
- site layout & infrastructure;
- topography and terrain;
- fence orientation;
- access requirements;
- transfer points;
- stockpile dimensions; and
- operational requirements.

A wind fence isn't just a wall that you place around a pile. A good wind fence is a customized aerodynamic intervention that incorporates your site's unique configuration and needs into a design that will help you effectively accomplish your objective.

There is no question that the role of biomass is important. Biomass provides energy from a renewable resource. Before that material can become a fuel source, it has to survive the handling journey intact. Wind and site airflow make this journey treacherous.

But preserving biomass may not be the only dust concern. Let's turn our attention to access openings for just a moment.

Trucks and roadways are a mainstay of any industrial site. They are also a major dust transport mechanism. Dust settles on the roadway, trucks grind up the dust into even smaller particles, then the dust can be easily picked up by vehicle wheels making it easier for the wind to transport. The bigger the access opening is for vehicles to traverse, the easier it is for dust to escape. Dust is everywhere.

Perhaps it is time to stop thinking of wind and airflow as environmental conditions and start thinking of them as a variable in the handling system. Because if your fuel can be moved by air, then controlling how that air behaves with a custom wind fence becomes critical in reducing material loss.

Port of Loviisa strengthens its position as a flexible industrial cargo hub: versatile port handles biomass and much more



Located on Finland's southern coast on the Gulf of Finland, the Port of Loviisa is a versatile industrial port serving international and domestic cargo flows. Its location close to key industrial and population centres in Southern Finland provides effective connections to maritime, road and rail transport. The port specializes in industrial bulk cargoes, breakbulk shipments, project cargo and storage services. Modern infrastructure and a flexible operating model enable logistics solutions tailored to customers' individual requirements.

The Port of Loviisa is jointly owned by Port of Helsinki and the City of Loviisa. This ownership structure provides a strong foundation for long-term development and investment. The port handled approximately 778,000 tonnes of cargo in 2024 and plays an important role in supporting regional industry, energy production and international trade.

One of the port's key strengths is its ability to adapt quickly to changing logistics requirements. As a compact and customer-focused port, Loviisa can develop individual solutions for cargo handling, storage and transport. This flexibility has enabled the port to build a diversified cargo base that is not dependent on any single industry or cargo type.

The port handles a wide range of industrial cargoes. Typical cargo groups include biomass products, grain, products for the cement and concrete industry, energy bales, recycled metals, forest industry products, and various raw materials used in manufacturing and energy production. In addition, the port regularly handles breakbulk shipments, machinery, equipment and project cargoes that require specialized arrangements.

The port's customers include industrial companies, trading houses, logistics service providers and energy-sector operators in Finland and abroad. The port is used both by companies specializing in individual cargo types, such as grain and concrete, and by companies focusing more broadly on the handling of bulk cargoes or project cargoes. A balanced mix of import and export flows across several industrial sectors supports stable operations and helps the port adapt to changing market conditions.

The Port of Loviisa's logistical competitiveness is strengthened by good road connections to Southern Finland's main industrial centres. The port is located a short distance from the motorway network, enabling fast and reliable road transport. Rail infrastructure is also available within the port area, allowing rail transport to be used as part of customers' logistics chains whenever appropriate. The combination of maritime, road and rail connections brings flexibility and resilience to supply chains.

In recent years, development efforts have focused particularly on increasing storage capacity and improving operational efficiency. One of the most significant projects has been the conversion of a 4,400m² storage facility into a fully enclosed warehouse equipped with odour removal technology. The investment supports the handling of recycled fuel products, biomass cargoes and other materials requiring protected storage conditions.

The port has also continued to invest in terminal areas, other infrastructure and storage solutions. The objective is to enhance cargo-handling capacity, improve environmental performance and increase the flexibility of customers' supply chains. Extensive outdoor storage areas are available for cargoes such as timber products, metals, minerals and project cargoes. Covered warehouse space, in turn, provides protection for weather-sensitive products and higher-value cargoes.

The Port of Loviisa is particularly well

positioned to serve the growing needs of the energy and circular economy sectors. Cargo flows related to renewable energy, biomass, recycled materials and alternative fuels have become increasingly important in European supply chains. The port is developing its infrastructure to meet the needs of these markets, and the combination of outdoor storage areas and covered facilities enables the efficient handling and storage of a broad range of energy- and circular-economy-related materials.

One of the Port of Loviisa's most important future development initiatives is the planned deepening of the port fairway to 11 metres. The project would allow larger vessels to access the port. This would increase the cargo volumes transported per port call, improve economies of scale and potentially reduce customers' logistics costs. At the same time, the environmental efficiency of maritime transport would improve, as larger cargo volumes could be transported with fewer vessel calls. A deeper fairway would also improve the port's connections to international shipping networks and support future growth in industrial, energy and circular economy cargoes. The project would strengthen the Port of Loviisa's position as a competitive and flexible option in the Baltic Sea region. Deepening work may begin already next year.

Sustainability is an important part of the port's long-term strategy. The increasing share of recycled materials, biomass products and alternative-energy-related cargoes reflects the changing nature of European industry and logistics. Through investments that support these cargo flows, the port aims to serve as an important partner for companies seeking more sustainable and efficient supply chains.



According to Managing Director Jani Lindroos, the port's future growth is based on flexibility, close customer co-operation, and the continuous development of services and infrastructure.

"Our objective is to provide customers with practical and efficient logistics solutions tailored to their individual requirements. By combining flexible operations, extensive storage capabilities and ongoing infrastructure development, we are strengthening the Port of Loviisa's role as a reliable gateway for industrial cargoes on the Gulf of Finland."

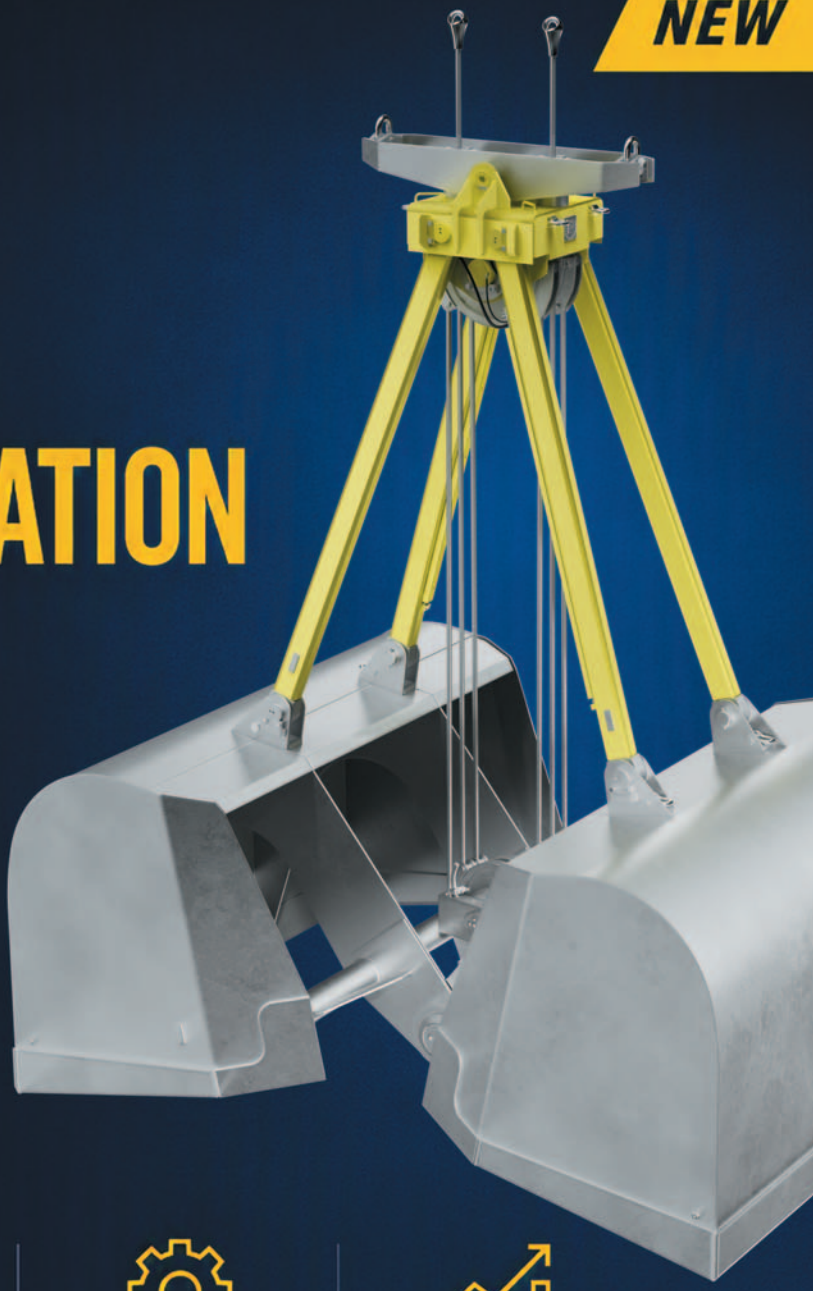
With its diversified cargo base, customer-oriented approach, significant storage capacity and future development plans, the Port of Loviisa is well positioned to support the evolving needs of industry, trade and logistics in the Baltic Sea region.



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Biomass and beyond: HES Gdynia Bulk Terminal builds flexibility into bulk logistics



A changing bulk landscape

Europe's dry and liquid bulk landscape is being reshaped from more than one direction. The energy transition is bringing a broader range of biomass, renewable fuels and raw materials associated with lower-carbon technologies into established logistics chains, while geopolitical tensions and the continuing effects of the war in Ukraine are adding another layer of change. Established agricultural flows remain an important part of the regional trade landscape, but continued pressure on Black Sea logistics is creating additional routing options through the Baltic. At the same time, energy and industrial commodities are becoming more varied in origin and destination, strengthening the role of Baltic gateways within the European logistics network.

At HES Gdynia Bulk Terminal, these changes are already evident in day-to-day operations. Regular biomass flows for the energy sector are now handled at the terminal, supported by existing covered storage facilities suitable for biomass handling and storage. Agricultural products, minerals, industrial bulk commodities and fertilizers are also becoming more prominent alongside the cargoes that have traditionally defined the terminal. The result is a more diversified cargo base and, with it, a growing need for infrastructure capable of responding to different storage, handling and logistics requirements.

Building on a strong operational base

HES Gdynia enters this changing market from a strong operational base. Located at the entrance to the Port of Gdynia, HES Gdynia can accommodate approximately six vessels across four quays, with a maximum draught of 14.2 metres and direct access to both rail and road networks. The terminal handles approximately 5–6mt (million tonnes) per year and offers around 83,500m² of open storage yards and approximately 352,000m³ of covered storage, supporting dry and liquid bulk flows connecting the Baltic with Poland and the wider Central and Eastern European hinterland.



That base was strengthened last year by investment in the terminal's agricultural business. Capacity for grains and feedstuff products has been substantially expanded, while modern systems allow different commodities to be segregated and managed more efficiently. Automated handling and conveyor systems support reliable and efficient cargo movement between storage and the terminal's quayside, rail and road connections.

Designing for flexibility

At the same time, the changing market calls for more than scale or capacity alone. Port infrastructure must remain productive for decades, while individual trade flows can evolve far more quickly. The more relevant question is how to preserve enough flexibility in the terminal to adapt as demand changes and new cargo opportunities emerge.

At HES Gdynia, this approach is

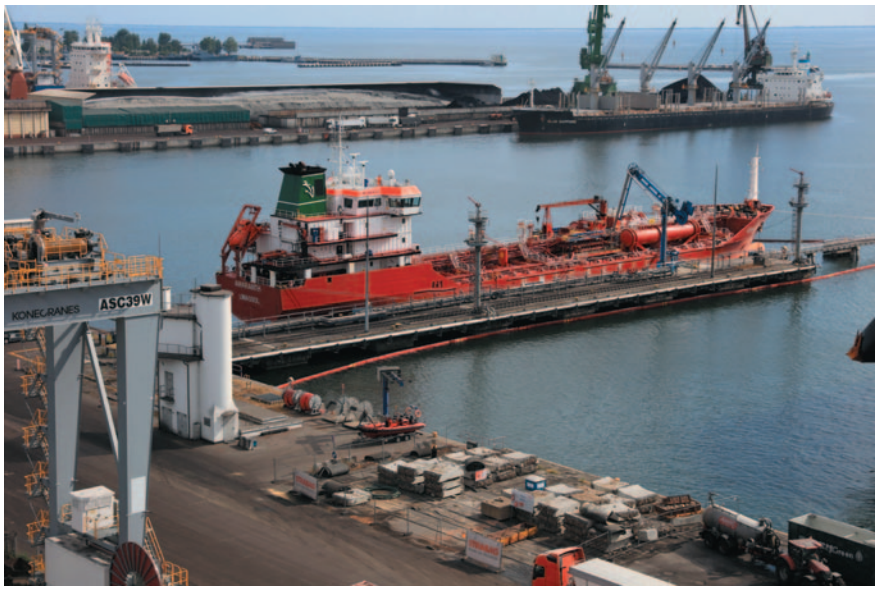
reflected in the way terminal space is being reshaped. Areas once associated primarily with open coal stockpiles are being adapted to accommodate a more varied mix of cargoes. Agricultural products, wood pellets, road salt, minerals and other dry bulk flows require different combinations of storage, handling and onward transport, and some of these flows would have sat outside the terminal's core operating profile five years ago.

New storage capacity currently under development is intended to support products requiring protected storage while retaining the flexibility to accommodate different future flows. "Flexibility, however, is not only about infrastructure. As the cargo mix changes, we need to keep adapting our procedures, skills and way of working, so that HES Gdynia can respond safely and efficiently to what comes next," says Tomasz Pietrewicz, CEO of HES Gdynia.

This focus on continuous improvement also extends to digitalization and energy efficiency across the terminal. Data-led asset management and digital fleet monitoring are improving visibility over equipment performance and utilization, supporting better maintenance and operational decisions. At the same time, efforts to improve energy efficiency are helping align day-to-day operations with the terminal's overall sustainability objectives.

For HES Gdynia, this evolution also sits within HES International's broader focus on resilient infrastructure and the energy transition across its terminal portfolio.







Resilience for what comes next

Seen in broader terms, bulk flows are likely to become more diverse, more interconnected and increasingly demanding from an operational perspective. The energy transition is one part of that picture, alongside geopolitical tensions, changing trade corridors, food security and shifts in industrial demand. In the near term, Baltic terminals may therefore see a more varied mix of traditional and emerging cargoes moving alongside one another, rather than a simple transition from one dominant commodity to another.

For HES Gdynia, this reinforces the importance of resilience as a practical operating principle. It means retaining the capacity to adjust as cargo flows, technologies and customer requirements evolve, through adaptable infrastructure, multimodal connectivity, trained teams, continuous improvement, energy efficiency and increasingly data-led decision-making, complemented by the capabilities and expertise available across the wider HES International terminal network.

The precise mix of commodities that will shape the next decade remains uncertain. Resilience lies instead in preserving the ability to respond as those flows emerge, both locally and through the broader capabilities available across the HES International network.

Preparing for what comes next is therefore becoming less about selecting one future and more about making sure the terminal is ready for several. DCi



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Analysing bulk cargo dynamics

Hamburg–Le Havre Range adapts as bulk volumes fluctuate



All pictures: bulk handling at the Port of Hamburg (photos: HHM / Ahmadi).

Louise Dodds-Ely

Bulk throughput in 2025

Total bulk cargo throughput in the Port of Hamburg remained largely stable in 2025 at 32.4mt (million tonnes), down 1.7% on the previous year. Hamburg thus maintained its position as Germany's largest bulk port.

Of this total, 23.3mt was dry bulk. That is around 72% of all bulk throughput and 2.7% less than in 2024. The largest single items in this segment were imports of coal and ore, which amounted to 12.8mt.

Factors behind the development

The decline was mainly due to the agribulk segment. Grain exports fell significantly because of a weak 2024 harvest and strong competition from the Black Sea region. Solid developments in liquid bulk (+0.7%), construction materials and scrap exports partly offset this decline.

Overview of bulk terminals at the Port of Hamburg

Bulk cargo handling plays a vital role in the trade activities of the Port of Hamburg. The port handles a diverse mix of commodities, which are generally categorized into:

- **Grab cargo:** raw materials such as iron ore and coal.
- **Suction cargo:** agricultural products such as grain and animal feed.
- **General bulk goods:** building materials, fertilizers, and recyclable/waste materials.

To protect moisture-sensitive commodities, the port is equipped with extensive roofed-over handling facilities and specialized storage spaces.

Key segments and major terminals

Coal and ore handling

Significant volumes of coal and ore are imported via Hamburg annually.

- **Major facility — Hansaport:** recognized as Germany's largest seaport terminal for dry bulk cargoes, Hansaport accounts for over 10% of Hamburg's total seaborne cargo throughput.
- **Capabilities:** Hansaport features a massive 350,000m² storage area with towering stacks of coal and ore. It provides two berths with a water depth of 15.4 metres for deep-sea vessels, alongside berths for coasters and inland waterway craft.
- **Efficiency:** utilizing highly automated grab cranes, conveyor belts, and a 15-track rail loading terminal, Hansaport can discharge up to 110,000 tonnes within 24 hours depending on the ship size and cargo type.

Agricultural products & agribulk (suction cargo)

Hamburg is the leading Northern European hub for agricultural products, driven by rising global demands for food and feedstuffs:

- **G.T.H. Getreide Terminal Hamburg:** features the largest agricultural storage capacity in the port at 255,000 tonnes.
- **Silo P. Kruse:** offers roughly 80,000

tonnes of capacity and holds the distinction of being the only agricultural terminal in Europe capable of simultaneously loading and discharging ocean-going ships. Hamburg as a whole boasts a suction silo capacity totalling around one million tonnes.

- **ADM Hamburg:** operates silo capacities for 180,000 tonnes of feedstuffs, grain, and oilseeds, alongside a 25,000-tonne tank farm for sweet oils. Its site houses Europe's largest oilseed processing and refinery complex for rapeseeds and soybeans (used for vegetable oils, baking, and biodiesel production).

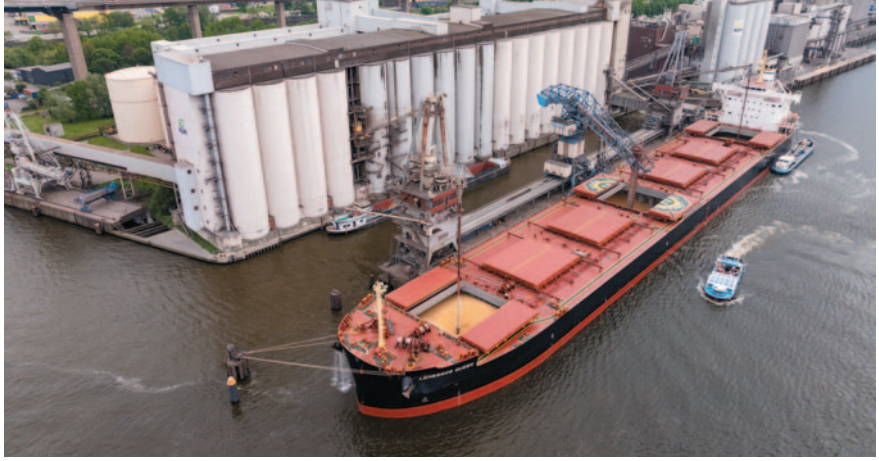
Other notable bulk operators & specialists

The port features various specialized terminals for metals, fertilizers, minerals, and recycling, including:

- **ArcelorMittal Hamburg & Aurubis AG** (metal/industrial processing and raw materials).
- **K+S Minerals and Agriculture** (minerals and fertilizers)
- **EMR GmbH and ISR Itzehoer Schrott und Recycling** (scrap and recycling)

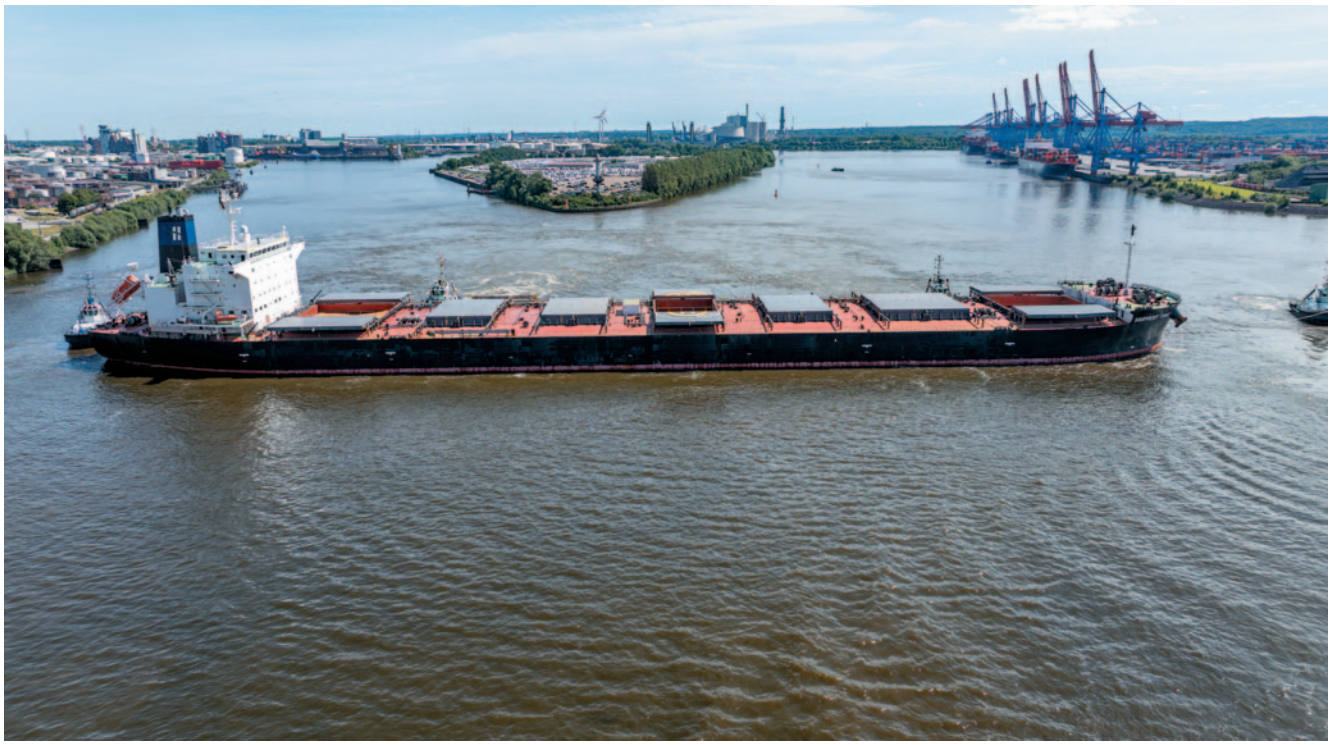
Hinterland connectivity

To ensure a smooth transition from sea to land, bulk cargoes arriving at Hamburg are swiftly moved into the European hinterland primarily via rail and inland waterway vessels, supported by high-performance intermodal infrastructure (such as Hansaport's dedicated block train loading tracks).









HAROPA PORT: French champion of dry bulk



A river barge and a bulk carrier at the Sénalia Grand-Couronne site (photo: ©HAROPA PORT).

In the first eight months of the year, HAROPA PORT handled a total of 7.8mt (million tonnes) of dry bulk cargo. This result represents an increase of 3%. With 5.4mt, cereals are the main traffic operated mainly for export.

HAROPA PORT, through the port of Rouen, is a major player in solid bulk transport. France's largest grain port is also one of the most important in Europe for soft wheat and barley exports. The Rouen operators have recognized expertise and adapted tools that allow them to handle all types of dry bulk goods. The various terminals, located over 120km between Rouen and Honfleur, also offer over-capacity storage solutions — measures that make HAROPA PORT an undeniable economic best-seller. The river and rail connections with the Ile-de-France region are also an asset for heavy traffic, mainly cereals and construction materials. Due to the energy transition, coal and petroleum coke have practically disappeared from the traffic that is handled at HAROPA PORT.

Cereals, the first traffic of dry bulk

At the end of August 2026, the ports on the Seine axis recorded a total of 7.8mt of solid bulk cargo handled, including 6.2mt for export and 1.6mt for import. This represents an increase of +3% compared to the same period in 2025. By sector, cereals are in first place with 5.4mt handled. The main exports are soft wheat, barley, malt, durum wheat and animal feed. Oilseeds remain stable with a total of 537,000 tonnes, of which 326,000 tonnes are imported and 211,000 tonnes are exported.

Solid fertilizers total nearly 433,000 tonnes in imports and 126,000 tonnes in exports. This segment shows a decrease of 12%. The global geopolitical situation and import taxes for the carbon adjustment mechanism at European borders have led to a rise in prices that impacts national fertilizer consumption.

Housing starts at half-mast

Construction materials represent an important sector for HAROPA PORT, with total traffic of 5.3mt, including 679,081 tonnes in Le Havre, 361,574 tonnes in Rouen and 4.3mt in Paris, as of the end of August 2026. Mainly consisting of sand and aggregates, these volumes are declining in a context of reduced activity in France's construction and public works sector. Nevertheless, the Seine Axis is home to major construction projects, such as the breakwater designed to create direct inland waterway access to the Port 2000 terminals in Le Havre.

Diversity of sectors

Thanks to the investments and dynamism of operators located in port terminals, HAROPA PORT offers an ecosystem and facilities conducive to the transit of highly diversified solid bulk cargo. Indeed, in addition to the agri-food bulks and those related to construction, there is a wide variety of solid bulks such as snow removal salt, peat, pellets and wood chips, shredded tyres, clays, pumice stone, etc...

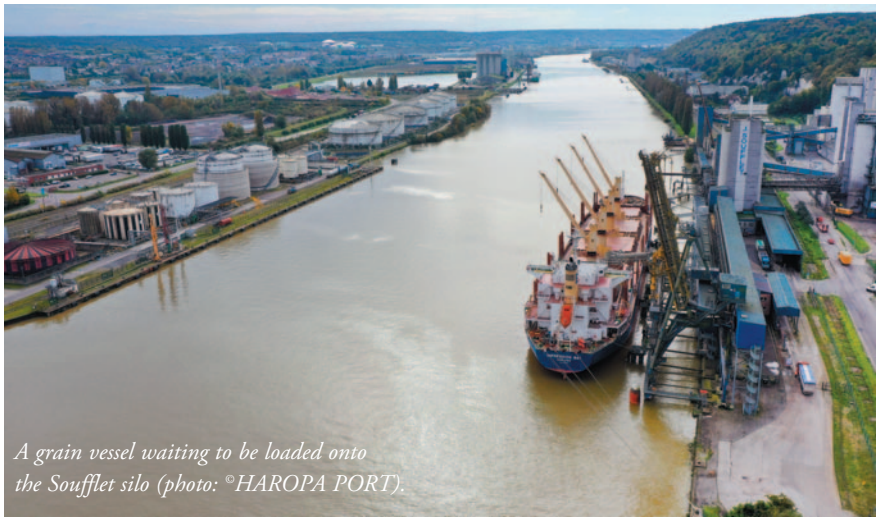
It should be noted that the sector of metallurgical products to be recycled records more than 124,000 tonnes handled for export and 154,000 tonnes handled for import. These flows illustrate the evolution of supply to steel companies in the hinterland of the ports of the Seine axis.

A new river port & a new grain silo

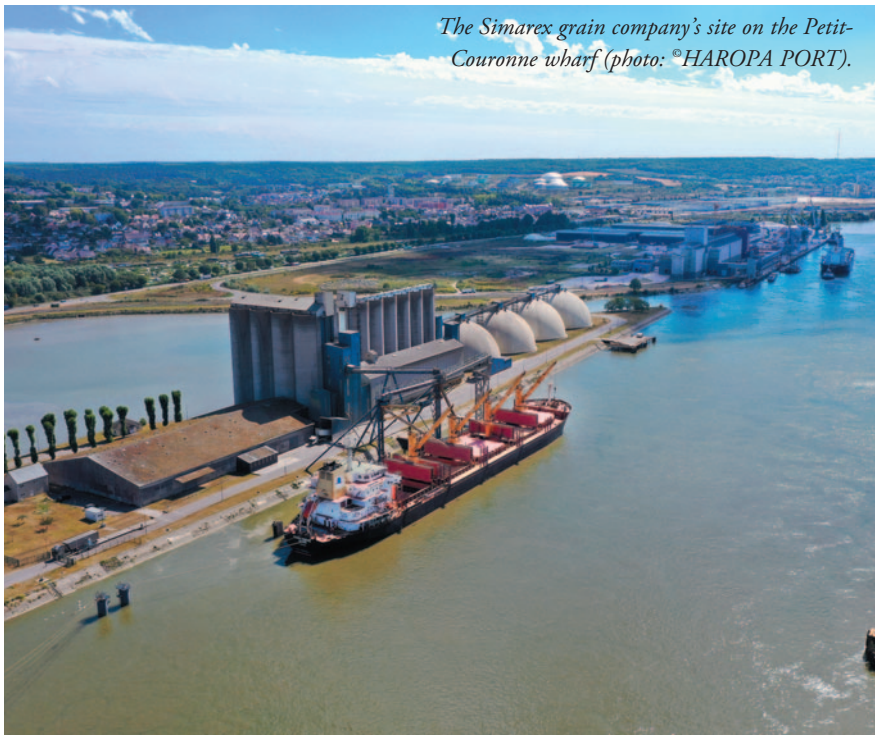
The year 2026 was also marked by the commissioning of a 55,000-tonne cereal port silo, built by Groupe BZ on the Petit-Couronne quay south of Rouen. The BZ Group's investment amounts to €35 million. For its part, HAROPA PORT has finalized works on 260 metres of berth. The upgraded and reinforced dock can accommodate ships with a draught of 11.30m against 10.60m previously. These renovation works represent an investment of €24 million carried out by HAROPA PORT.

Another major project led by HAROPA PORT is the development of Port Seine Métropole Ouest (PSMO). Construction work on this new inland port began in September 2025, with the first 35-hectare phase scheduled for completion in 2028. Located in the Achères plain in the Yvelines department, at the confluence of the Seine and Oise rivers, the future inland port is designed to accommodate activities in the construction and public works sectors. Following several phases of construction, PSMO is expected to be fully operational by 2040. This multimodal platform (river, rail and road) will help develop inland waterway and rail transport in the Île-de-France region. Ultimately, PSMO will contribute to regional economic development and support the growth of sustainable logistics, while meeting the needs of construction projects in the Greater Paris area and across the Île-de-France region.

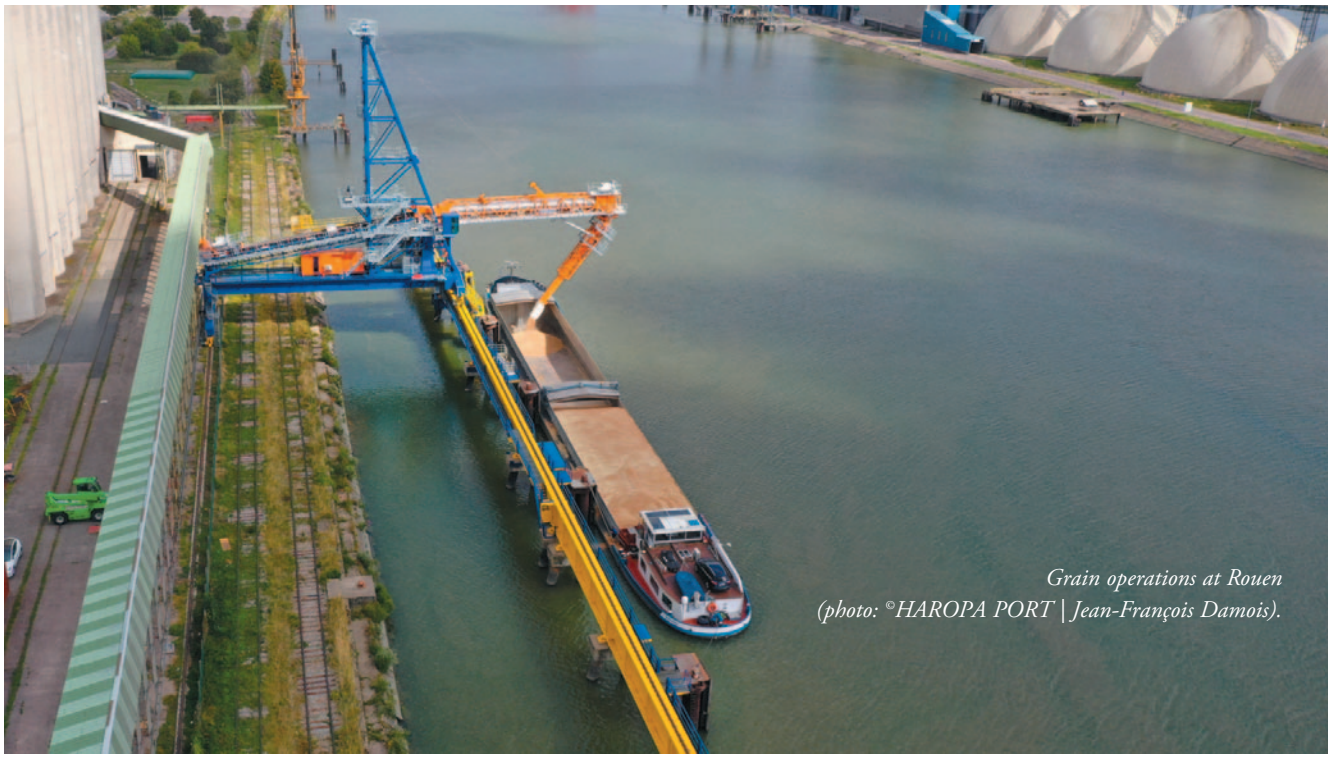
Finally, it should be noted that HAROPA PORT has launched several calls for



A grain vessel waiting to be loaded onto the Soufflet silo (photo: ©HAROPA PORT).



The Simarex grain company's site on the Petit-Couronne wharf (photo: ©HAROPA PORT).



Grain operations at Rouen (photo: ©HAROPA PORT | Jean-François Damois).

projects for the operation of port terminals. This is notably the case at the Radicatel terminal and the CARUE dock. These two sites in Rouen should further strengthen the flow of solid bulk, thanks to the establishment of new activities and operators focused on this strategic sector for HAROPA PORT.



Photo: ©HAROPA PORT | JMarin DAVID.

Transforming Northern Europe's Trade Hub: Euroports' Antwerp dry bulk project on schedule

The Port of Antwerp-Bruges is undergoing a major industrial upgrade. As part of a strategic initiative to modernize regional logistics and replace ageing infrastructure, Euroports' high-profile dry-bulk project at the port is advancing steadily through its key construction phase.

Designed to future-proof terminal operations and align with shifting market demands, the milestone project highlights a decisive shift toward high-efficiency, sustainable bulk handling in one of Europe's most vital maritime clusters.

Moving beyond legacy infrastructure

For decades, Northern European ports have faced the challenge of optimizing heavy industrial spaces to meet contemporary standards of efficiency, safety, and environmental stewardship. Euroports responded to these changing market conditions by redefining its dry bulk roadmap in Antwerp.

The project's strategy was divided into two sequential phases:

- **The demolition phase (completed):** focused on clearing out outdated, inefficient warehouses and old crane infrastructure that no longer matched modern logistical needs.
- **The construction phase (currently under way):** focused on building state-of-the-art facilities engineered for high-throughput flexibility and reduced environmental impact. To date, groundworks and the construction of the new warehouse floor and walls have advanced significantly. The upper structure and roof are currently being installed, marking another important milestone in the project.







With the demolition phase complete, construction is going ahead as planned: groundworks and the construction of the new warehouse floor and walls have advanced significantly. The upper structure and roof are currently being installed.

Core elements of the investment

The ongoing construction milestone introduces several critical upgrades designed to streamline handling capacities:

- **Massive new warehouse capacity:** construction is well under way on a brand-new, purpose-built dry-bulk warehouse spanning over 32,000m^2. This facility will offer superior protection and storage management for diverse bulk commodities.
- **Infrastructure upgrades:** existing storage and handling structures are simultaneously being overhauled to align with tighter modern market requirements and quicker turnaround times.
- **Green energy integration:** demonstrating a commitment to sustainable port operations, the project features a comprehensive solar energy system developed in partnership with C-energy and Getec Benelux. This initiative forms a pillar of Euroports' broader strategy to transition entirely to green electricity sources across its Belgian operations.

Strategic impact on the Port of Antwerp-Bruges

The modernization of Antwerp's dry-bulk footprint reinforces the port's competitive edge. By rationalizing terminal layouts and incorporating digital and sustainable innovations, Euroports is ensuring that long-term customer relationships are backed by resilient, future-ready supply chains.

As construction pushes forward according to schedule, the project serves as a blueprint for how legacy industrial ports can successfully reinvent themselves — balancing heavy economic demands with modern environmental goals.

Throughput in the port of Rotterdam rose by 0.9% in the first nine months of the year

Total throughput in the port of Rotterdam rose by 0.9% in the first nine months of 2026 compared to the same period last year. This brought total throughput to 323.2mt (million tonnes). The rise in throughput was primarily the result of increased throughput of coal, other dry bulk, crude oil and mineral oil products. There was a fall in the throughput of iron ore and scrap, agribulk, LNG, other liquid bulk, containers (in tonnage) and breakbulk.

Boudewijn Siemons, CEO of Port of Rotterdam Authority, said: "The throughput figures show that the port of Rotterdam is continually adapting itself to changing circumstances. Although low water levels, shifting energy flows and pressure on European industry have impacted various markets, we are seeing growth in major freight flows to and from the European hinterland. At the same time, we are noticing how important strong hinterland connections are for Europe's security of supply and competitiveness. For this reason, it is important that we continue to invest in future-proof road, waterway and rail networks. Reliable infrastructure is the basis for economic growth and a resilient supply chain."



THROUGHPUT PORT OF ROTTERDAM

	2026 Jan–Sep	2025 Jan–Sep	difference in %
INCOMING AND OUTGOING			
Iron ore and scrap	18.3	19.4	–5.9
Coal	14.5	12.6	15.3
Agribulk	7.8	8.8	–11.4
Other dry bulk	9.8	8.5	15.0
Subtotal dry bulk	**50.4**	**49.3**	**2.1**
Subtotal liquid bulk	**150.9**	**146.4**	**3.1**
Containers	98.3	100.5	–2.2
Roll on/Roll off	19.5	19.4	0.7
Other general cargo	4.1	4.6	–10.2
Total breakbulk	**23.7**	**24.0**	**–1.4**
Total throughput	**323.2**	**320.2**	**0.9**
Number TEU (x1000)	**10,751**	**10,741**	**0,1**

Unit: gross weight in million metric tonnes; source: Port of Rotterdam

Dry bulk

Dry bulk throughput rose by 2.1% in the first nine months of 2026. The throughput of iron ore and scrap decreased by 5.9%, in spite of a 6% rise in German steel production. Disruptions to supply chains caused by low water levels on European rivers led to higher transport costs and restricted the supply of raw materials. As a result, steel manufacturers relied more heavily on existing stocks, while less scrap was available for export via Rotterdam.

Coal throughput increased by 15.3%. This growth is mainly attributable to a recovery in the throughput of coking coal intended for European steel production, from the exceptionally low level recorded in 2025. In addition, the demand for thermal coal rose due to relatively high gas prices resulting from geopolitical tensions in the Middle East. In addition, extra electricity production at Dutch coal-fired power plants, some of which was exported because of maintenance works in neighbouring countries, contributed to this growth.

The throughput of agribulk fell by 11.4%. Following stockpiling of agribulk cargo in 2025, demand for imports fell in the first nine months of this year. The throughput of other dry bulk grew by 15%, driven by higher demand for raw materials for construction projects. Increasing investments in housebuilding, energy infrastructure and railways in the Netherlands and Germany are evidence of a gradual recovery of the construction sector.

Liquid bulk

Liquid bulk throughput rose by 3.1% in the first nine months of 2026. Crude oil throughput increased by 2.1%. Due to the loss of oil product imports from the Middle East following the closure of the Strait of Hormuz, European refineries have begun importing and processing more crude oil. This resulted not only in higher throughput of crude oil but also an increase in the throughput of oil products by 11.1%. Exports of oil products grew particularly strongly — by 31.9% — while imports decreased by 6.9%. The throughput of LNG remained stable, falling slightly by 0.2%. The throughput of other liquid bulk fell by 3.8%. Within this freight flow, the import of biofuels and raw materials for the production of biofuels actually rose.

Due to the discontinuation of double-counting in the Netherlands and Germany, suppliers are obliged to put greater physical volumes of biofuels on the market, which has increased the demand for both biofuels and raw materials. However, this growth was unable to compensate for the decline in throughput of chemical products. The chemical industry continues

to wrestle with challenging market conditions; production in the Netherlands, Belgium and Germany fell in the first nine months of 2026 compared to 2025.

Containers and breakbulk

Container throughput in TEU remained at a similar level to a year earlier, with a slight growth of 0.1% in the first nine months of 2026. Measured in tonnes, throughput fell by 2.2%. Hinterland volume rose by 7.2% in the last nine months. This growth was chiefly the result of an 8.9% increase in the import of full containers. The export of full containers saw a modest growth of 1%, following a period of contraction. Since imports rose more strongly than exports, the number of empty containers transported continued to rise. In contrast, transhipment throughput fell by 20%. Due to long-standing capacity restraints at deep-sea terminals in Rotterdam, more cargo is being handled via other ports, which frees up space for hinterland flows.

The breakbulk segment saw a decline of 1.4%. RoRo volumes grew slightly by 0.7% as a result of a continued weak economic performance in the United Kingdom. The throughput of other breakbulk declined by 10.2%, as a result of the prolonged stagnation of the European manufacturing industry, especially the machine-building and automotive industries.

Port of Brussels navigates challenging 2025: sluggish construction and infrastructure delays hit tonnage



In 2025, total waterborne freight traffic through the Port of Brussels in Belgium amounted to 5.41mt (million tonnes), down 13.6% compared with 2024.

Of this total, approximately 4.23mt consisted of 'own traffic' — goods loaded or unloaded in Brussels — a decrease of 11.1%. Transit traffic amounted to approximately 1.18mt, down 21.6%.

For dry bulk, construction materials remain by far the main commodity handled in Brussels, accounting for around 60% of the port's waterborne traffic. In 2025, construction-material traffic decreased by 12%, to approximately 2.46mt, compared with around 2.8mt in 2024. This decline was largely due to a 35% fall in the transport by water of excavated soil and construction rubble.



Most other commodity categories also recorded lower volumes in 2025. The main exceptions were containerized goods, which increased slightly in tonnage, and metallurgical products, for which imports rose significantly. Petroleum products returned to approximately their 2023 level following an exceptional increase in 2024.

Several factors explain the overall decline in 2025. The prolonged slowdown in the construction and renovation sectors had a particularly strong impact on Brussels, given the importance of these activities in the port's traffic mix. This was compounded in the second half of the year by the interruption of several major construction projects.

Transit traffic was also severely affected by infrastructure problems along the Antwerp–Brussels–Charleroi waterway axis, including the collapse of the E42/A15 motorway bridge at Houdeng and several major maintenance and renovation works. Altogether, navigation was interrupted for 232 days at various locations along the axis in 2025.

Despite the decline in tonnage, waterborne transport continued to make an important contribution to urban logistics: the Port of Brussels estimates that it avoided approximately 505,000 truck movements in and around Brussels in 2025.

The port does not currently publish quantitative traffic forecasts for 2026 or subsequent years. Volumes remain closely linked to construction activity, major infrastructure projects, energy consumption patterns and the availability of the wider inland waterway network. The 2025 results should therefore be seen in the context of a particularly unusual combination of economic and operational factors.

As regards infrastructure and handling equipment, the Port of Brussels manages the waterway and port infrastructure, while most bulk-handling installations are owned and operated by the private companies established on the port estate. Port concessionaires include companies active in construction materials, recycling and metals, agricultural products and milling, petroleum products and logistics. They operate their own handling and storage facilities, so detailed technical capacities vary from one site and operator to another.

The port continues to invest in its infrastructure and to promote the use of waterside sites for activities generating waterborne traffic, with a particular focus on sustainable urban logistics and modal shift from road to water and rail.







About the Port of Brussels

The Port of Brussels is the pulsing heart of the city and the canal its vital artery. Crossing from one side of the capital to the other for over 14 kilometres, the canal serves a port area of 116 hectares: an economic hub, centre of nautical entertainment and a sea port.

The Port of Brussels aims to encourage transport by water (as the most environmentally friendly mode of transport) create jobs, take action against global warming and improve urban distribution. It is Belgium's second inland port, and only a five-hour sail from the Port of Antwerp. Its quays stretch for 8.67km, along the waterway that crosses the Brussels region from north to south. The port cluster is home to 350 companies and provides employment, either directly or indirectly, to almost 8,000 people.

As port operator, the port is also responsible for maintaining the canal and its infrastructures.

Stable traffic in 2025 for the Port of Liège in Belgium



In 2025, the Port of Liège in Belgium recorded total traffic of 16.4mt (million tonnes) across all transport modes (waterway, road, and rail), representing a stable level compared to 2024 despite an uncertain international economic context.

Waterway traffic accounted for 12.5mt in 2025, a volume almost identical to that recorded the previous year. This stability represents a solid performance in a continuously fluctuating global economic environment. Several segments grew, notably metals (+13%), agricultural products (+12%), and chemical products (+10%), offsetting declines observed in secondary raw materials, coal, and wood products.

However, container traffic continued its decline with 76,352 TEU, down 7% year-on-year. According to the manager of the Liège Trilogiport platform, this trend is tied to factors including the global economic slowdown, increased US customs duties, and competition from other transport modes and logistics platforms.

The Liège Trilogiport multimodal platform is now fully operational, featuring more than 313,000m² of logistics warehouses dedicated to the storage and handling of goods.

Today, 97% of the port land managed by the Autonomous Port of Liège is under concession. Thanks to the public nature of its quays, the Port of Liège — always searching for new port land — continues to meet the growing demand from companies wishing to use waterways on an ad-hoc basis, particularly for construction projects and specific logistics operations.

A VISION ALWAYS FOCUSED ON THE FUTURE

The Port of Liège continued its modernization in 2025 by making ongoing investments in its port infrastructure. Modernization and maintenance works will continue in 2026. Said Willy Demeyer, President of the Autonomous Port of Liège, "In an uncertain economic environment, the stability of traffic in 2025 confirms the strategic role of the Port of Liège as a major multimodal hub at the heart of Europe and an essential logistics partner for the regional economy."

Yves Demeffe, Acting General Manager of the Autonomous Port of Liège added, "The Port of Liège continues to play a key

CARGO THROUGHPUT AT THE PORT OF LIÈGE (TONNES)

Cargo category	2025	2024	Difference	%
Agricultural products	549,639	489,650	+59,989	+12
Hard coal and lignite	613,283	650,593	–37,310	–6
Ores	0	0	0	—
Food products	0	0	0	—
Wood and wood products	36,650	47,330	–10,680	–23
Petroleum products	2,913,181	2,850,445	+62,736	+2
Chemical products	323,038	293,718	+29,320	+10
Non-metallic mineral products	4,340,238	4,332,653	+7,585	0
Metals	1,162,940	1,025,407	+137,533	+13
Machinery and equipment	300	0	+300	*
Transport equipment	0	0	0	—
Manufactured goods	0	9,904	–9,904	*
Secondary raw materials, waste	1,746,553	2,006,845	–260,292	–13
General cargo, containers	749,562	732,845	+16,717	+2
Other goods	76,643	74,666	+1,977	+3
Total	**12,512,027**	**12,514,056**	**–2,029**	**0**

** Not significant*

MARITIME TRAFFIC

Year	No. of vessels	Change	% change
2021	75	–44	–37%
2022	31	–44	–59%
2023	31	0	0%
2024	44	+13	+42%
2025	39	–5	–11%

WATER–RAIL–ROAD TRAFFIC

Mode	2025	2024	Change	%
Waterway	12,512,027	12,514,056	–2,029	0
Road	3,679,398	3,675,190	+4,208	0
Rail	269,590	283,570	–13,980	–5
Total	16,461,015	16,472,816	–11,801	0

role in the regional economy. Through constant investment and infrastructure projects such as Liège Trilogiport, we are strengthening our competitiveness together with concessionary companies and meeting the growing needs of the logistics sector, thus securing a future for our port and our region."

With 27km of quays, 382ha of port domain, and over 120 installed companies generating more than 18,000 direct and indirect jobs, the Port of Liège confirms its role as a major logistics platform at the heart of Europe and an economic engine for the Liège region.



Detailed activity report

Waterway traffic

Stable waterway tonnage

Waterway traffic reached 12,512,027 tonnes in 2025, compared to 12,514,056 tonnes in 2024. This stability represents a solid result given the global economic climate and fluctuations observed across several industrial sectors.

Several cargo categories recorded significant increases:

- **Metals:** +13% (+137,533 tonnes)
- **Agricultural products:** +12% (+59,989 tonnes)
- **Chemical products:** +10% (+29,320 tonnes)
- **Petroleum products:** +2% (+62,736 tonnes)
- **General cargo:** +2% (+16,717 tonnes)

These increases offset declines observed in certain sectors, such as secondary raw materials –13%), coal (–6%), and wood products (–23%).

Containers: a mixed trend

Waterway container traffic recorded a total of 76,352 TEU in 2025, representing a 7% decrease compared to 2024. This slight decline in TEU count also occurred within an uncertain international economic context. Liège's industry, which is heavily export-oriented, was impacted by the global economic slowdown as well as US customs duties that weighed on trade flows.

This trend is a matter of concern for all players in the logistics chain and is also explained in particular by competition from other transport modes.

However, the arrival of new container clients was noted, confirming the attractiveness of the platforms for intermodal activities.

In response to these developments, the diversification of intermodal activities continues, with a desire to gradually extend flows to other Intermodal Transport Units (ITUs), notably vehicles, to strengthen the use of river transport and expand logistics development opportunities.



River-sea navigation

In 2025, 39 river-sea vessels docked in the Liège basin, compared to 44 in 2024. This traffic is primarily used by ArcelorMittal for exporting specialized steel intended for the automotive industry, particularly to the UK (over 71,000 tonnes). Despite the general growth of metal transport in the region, this dynamic did not translate into an increase in maritime traffic.

Results comparable to other ports

In the regional and European port context, the performance of the Port of Liège aligns with a global trend of stabilization or moderate decline. Volumes remained stable at North Sea Port and De Vlaamse Waterweg, while declining by 2% at the Port of Rotterdam and in Wallonia, 4% at the Port of Antwerp-Bruges, and 14% at the Port of Brussels.

In this context, the stability of Liège's traffic confirms the strength of the regional logistics ecosystem.

Overall traffic (water-rail-road)

Across all modes combined (water-rail-road), volumes reached 16,461,015 tonnes, compared to 16,472,816 tonnes in 2024:

- **Waterway:** 12.51mt (stable)
- **Road:** 3.68mt (stable)
- **Rail:** 269,590 tonnes (–5%)

Rail traffic experienced a slight decline in 2025 but is expected to regain positive momentum, notably with the expected return of steel coil trains to the Renory port site and weekly rail traffic of vehicles at Liège Trilogiport.

New developments in 2025

Several developments marked the year 2025:

- **At Liège Trilogiport:** DL Trilogiport Belgium (JOST Group) acquired two additional warehouses totalling 51,000m², bringing the logistics surface operated on the site by JOST to 230,000m².
- **Port of Hermalle-sous-Huy:** continues its development with intensive use of its quays and new projects in preparation.
- **Port des Ardennes:** a concession contract was concluded with the company Kauffman Gaz.
- **Port d'Ombret:** Jan De Nul Group is carrying out transshipment operations as part of the 'Dredging Wallonia' contract.
- **Port of Statte:** a concession contract is under negotiation with Moulins de Statte.

2025 works and 2026 projects

Facilities and improvements completed by users:

- **Port of Monsin:** construction of a new hall – TERVAL; and installation of a new weighbridge – SOMEF.
- **Port des Ardennes:** construction (project) of a gas cylinder filling plant – KAUFFMAN;
- **Port d'Éclatement:** modernization and expansion of the QTEAM facilities hall – Lambefimmo;
- **Port of Statte:** construction (project) of a grain mill and silos – MOULINS DE STATTE.

Works subsidized by the Public Service of Wallonia (SPW), carried out by or on behalf of the Port of Liège:

As part of the 2025–2029 five-year plan, two projects studied in 2025 will be executed in 2026:

- **Installation of catway pontoons and water supply terminals:** Coronmeuse marina (€1,176,000 excl. VAT); currently under study at SPW – 100% funded by SPW subsidy.
- **Replacement of poplar plantation:** Port of Flémalle (€91,070 excl. VAT). 80% subsidized by SPW.





Projects for 2026:

- **Port of Monsin:** repair of the quay wall downstream of the Marexhe bridge (Route 2) and the quay in front of the Sable & Granulats concession.
- **Port of Renory:** replacement of turnouts 201 and 202 by INFRABEL S.A. — port portion initially estimated by INFRABEL at €250,000 excl. VAT (optional concrete slab included in this estimate, currently undergoing a feasibility study at SPW Mobility and Infrastructure, Liège).
- **Oil Port:** replacement of the poplar plantation (Rue du Trixhay) – 80% subsidy possible from SPW.
- **Port of Hermalle-sous-Huy:** installation of lighting poles and quay electricity along the new quay (under study).
- **Restoration of compliance for the rail access line** to Trilogiport (Chertal site) (Estimate: €70,000 excl. VAT) – 100% funded by SPW subsidy.
- **Planned for study in collaboration with the Liège Hydraulic Waterways Directorate (SPW) for 2027–2028:** redevelopment of public lighting at the Port of Renory; redevelopment of public lighting at the Port of Ivoz-Ramet; and construction of runoff water collection gutters on roads No. 3 and 4 at the Port of Monsin.

Unsubsidized works:

- Service contract regarding the passability/operability of the rail track providing access to Liège Trilogiport (estimated at +/- €15,000 excl. VAT).
- Framework service contract for the cadastral and pre-cadastral surveying of concessions across all Liège ports (estimate capped at €100,000 excl. VAT).
- Framework service contract for the maintenance of quay walls across all Liège ports (estimate capped at €50,000 excl. VAT).

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F: + 46 21 34 02 90
GPO for fully automatic unloading. Electrical drive and control systems for harbour cranes, including fully digital AC and DC powered drives.

ABBEY ROLLERS LIMITED

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ACHENBACH GMBH METALLTECHNIK

ACHENBACH

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Conveyor covers - Achenbach is manufacturing hoods made of metal (steel, aluminium, stainless) for covering standard or special belts.
Hoods made of hard-PVC and fixings round up the Achenbach range.

ADVANCED CONVEYOR TECHNOLOGIES INC (AC TEK)

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AFM INTERNATIONAL INC.

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World leader in steel cord belting technologies. Inventor of high angle Autostable Belt® and fully enclosed Square Belt®. Special elastic steel cords, with rubber covers, offer unique solutions to bulk handling problems, eg impact, ripping, high angle troughing, tracking, flexibility, elongation etc.

AG GROWTH INTERNATIONAL (AGI)

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Manufactures enclosed belt, drag chain and bucket elevators for industrial markets. The JetBelt conveyor is a belt supported by a cushion of air between the belt and the pan and offers an entirely new level of operating efficiency for dry bulk handling of coal.

AGILITUS PTY LTD

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Design and build turnkey projects for handling a wide range of bulk commodities. Specializes in the manufacture of shiploaders, conveyor systems and storage facilities.

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ALEX STEWART INTERNATIONAL CORPORATION LTD

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The Alex Stewart International network of companies provides inspection and delivers fast, reliable and accurate analytical services covering base metals, nonferrous ores and concentrates, minor and precious metals, ferro-alloys, recycled scrap metal, complex materials and plastics, solid fuels including cola and coke, agricultural commodities and also for the environment. Alex Stewart International's inspections include trustworthy supervision, weighing, and sampling services.

Alfred H Knight

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As a leading provider of inspection and testing services for the solid fuels sector, Alfred H Knight provides specialist services for a wide range of commodities including auditing, sampling, chemical and compositional analysis.

Alpine Bulk Materials Handling GmbH

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ALPINE is a NEPEAN owned engineering, consulting, and equipment supply company in the field of Bulk Materials Handling, with experience in engineering/supplying 200+ and refurbishing/upgrading 100+ high-capacity continuous mining and bulk handling machines, and many complete systems.

Alpine Canada

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ALS

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Alex Stewart are suppliers of quality commodity inspection and laboratory analysis offering cargo supervision, quality and quantity inspection, weighing, sampling, assaying, testing, verification and certification services for the facilitation of international trade.

AMECO Group

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Founded in 1932, AMECO Group focuses on the advanced and robust quality design of bulk handling equipment including stackers, reclaimers, and shiploaders. Manufacturing in Europe, we have extensive references on every continent in the cement, commodity food, fertilizer, mining, power generation and pulp and paper industry AMECO Group - The Power of Know-How.

Anindya

Apartemen Mediterania Palace Residence
Ruko B/OR/C
Jalan Landasan Pacu Utara-Selatan
Kemayoran
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Special Region Jakarta
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PT. Anindya Wiraputra Konsult (Anindya) is an Indonesian independent surveying company specializing in Coal Commodity with branches in Jambi, Bengkulu, South Sumatra, South Kalimantan (Banjarbaru and Batulicin), East Kalimantan, North Kalimantan, Central Kalimantan and Jakarta. Our Head Office is located in Bandung, West Java. Anindya is supported by experts in Coal Sampling, Lab Analysis, Marine Survey and Geology.
We are confident to deliver superb services to our clients.

Anvil Innovations

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Manufacturer of grabs, grapples and clamshell buckets for cable, hydraulic and electro-hydraulic operation. Models for ships-gear, gantry, crawler cranes, and hydraulic equilibrium cranes. Brands include Pro-line, Hawco, Anvil, Owen, Yaun, Williams & Drott. New, used, rebuilds, repairs, parts and service since 1905.

Applied Conveyor Technology, Inc. DBA The ACT Group

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Fontana
CA
92335-6205
USA
Contact: Mr Edward Sunseri
T: + 1 909 350 4703
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Bulk material handling: includes supply and design of conveyor, hoppers, screens, crushers. Dust control includes dust collection and dust suppression utilizing air, water and chemicals. Engineering services and complete service and installation capabilities are also offered.

ARAH EDAR (M) SDN. BHD.

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Design, supply, installation and commissioning of conveyor systems for coal handling, port handling, power plants, sugar plants, fertilizer plants and wood chip mills.

ArcelorMittal Global Ports

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Crane manufacturer (designing, fabrication, assembling, commissioning, training, after sales service in one hand for harbour cranes, shipyard cranes, balancer cranes - refurbishment, inspection, repair service for own and third party cranes).

Arlona Engineering

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Established in 1975, Arlona Engineering is the largest manufacturer and supplier of stevedoring equipment in South Africa. Products are designed and manufactured to suit the arduous conditions experienced on the African continent.

ASGCO "Complete Conveyor Solutions"

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At ASGCO "Complete Conveyor Solutions" we use engineered products and services to provide our customers with the best solutions to their conveyor material handling applications. Combined with our global network of distributors, we are part of a coordinated team focused on insuring your success.

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ASPEC

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Aspec Engineering is an Australian consultancy specialising in bulk materials handling for mines and ports. We provide design, verification, asset integrity and life-extension services for shiploaders, stackers, reclaimers, conveyors, bins, stockyards and rail unloading facilities, from offices in Brisbane, Perth, Newcastle and Adelaide.

Astec

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Astec Industries has been a leader in the aggregate, mining, industrial, construction and recycling industries for over 90 years. We design and manufacture innovative, productive, reliable and safe equipment, coupled with unparalleled customer service.

Astec Bulk Handling Solutions

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ATLAS-SSI Co. Inc

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Custom designed one, two, three, four rope and hydraulic Clamshells / Grapples and Continuous Unloader Buckets. Best seller Atlas 4-rope clamshell buckets for large stevedoring and mobile harbor cranes. These buckets are built to maximize production and equipment service life.

AUMUND Foerdertechnik GmbH (AUMUND Group)

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Engineering, manufacture and supply of bulk materials handling equipment such as Bucket Elevators, Pan and Chain Conveyors, Samson® Material Feeders, silo discharge machines (Rotary Discharge Machine, Silo Discharge CENTREX®). Services also include field assembly, site supervision, commissioning, after sales service, PREMAS®, refurbishment and upgrading of existing equipment.

Aurecon

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Aurecon provides engineering, management and specialist technical services for support infrastructure solutions for international and local coal and mineral clients in full or partial 'Pit to Port' projects.

Aurecon

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Bedeschi supplies any type of bulk material handling systems from pit to port: from quarry extraction to stockyard systems, train loaders/unloaders, ship loaders/unloaders, conveyors (plant, pipe, overland) and transshipment solutions, operating on a turn-key and tailor-made approach.

Beijing HaoSheng Transmission Technology Co., Ltd.

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BEIJING RETTAR TECHNOLOGY CO., LTD.

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RETTAR is a global bulk measurement specialist with 19 years of expertise. We supply ATEX/IECEx-certified 3D radar and laser mapping systems for coal silos, domes, and open stockpiles—delivering precise volume tracking, wall caking detection, and continuous inventory control.

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BCG leads the industry in designing and manufacturing safety guarding solutions for conveyors and rotating equipment. Our user-friendly, ergonomic guarding is CSA/OSHA/MSHA compliant. Our products and services deliver the highest level of safety and innovation available on the market today.

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Beltscan Systems is a global leader in conveyor belt condition monitoring, offering cutting-edge solutions for detecting damage, splice integrity, and overall belt performance. Our advanced technology maximizes operational efficiency, minimizes downtime, and reduces maintenance costs for industries worldwide. Optimize your belt's performance with Beltscan.

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Benetech provides engineering, equipment, installation, and field services for bulk material handling projects, dust control equipment, advanced transfer chutes, flue gas conditioning chemicals and systems, and slagging/fouling control products. Our Plant Professionals division provides operating and risk management consulting.

BEUMER Group GmbH & Co KG
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The BEUMER Group is an international leader in the manufacture of intralogistics systems for overland and pipe conveying and loading systems. With 4,500 employees worldwide, the BEUMER Group has an annual sales of about EUR 950 million.

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Dust suppression systems to eliminate dust in bulk handling operations.

BLUG Credeblug S.L.
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Since 1965, Credeblug has been a major provider of bulk handling equipment - specializing in designing and manufacturing grabs. Its product offering ranges from 50 litres up to 45m3 capacity. Credeblug is respected worldwide as a grab manufacturer and offers a quality rope-operated, hydraulic and electro-hydraulic or motor grab catalogue, customized to meet specific customer requirements.

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Bogaert Transmission (GEHA)
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W: www.bogaert-transmission.com
F: + 32 52 30 01 98
Specialists for over 30 years in supplying, engineering and manufacturing high quality chains and sprockets as well as for bucket-elevators en masse conveyors, apron conveyors etc and for cement, coal, fertilizer, steel, ore, minerals and other plants and factories.

Borghi Assali srl
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Di Bomporto (Modena)
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The Borghi Assali company designs and manufactures molds and equipment for cold sheet metal deformation. producing steering idle axles for forklifts and airport tractors. With its wide range of products, the company is able to satisfy the different needs of its customers, both European and International.

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The DustBoss line of portable dust suppression equipment uses atomized mist technology, a more effective and less wasteful alternative to traditional methods such as hoses and sprinklers.

Bray Process Control
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BRELKO Design and manufacture a range of products for the bulk materials handling industry that is backed-up by a comprehensive installation and maintenance service. These products assist in the control of spillage, carryback and dust, as well as promoting trouble free flow of material at belt conveyor transfer and load points. Other equipment: Air Cannons, Belt tracking and alignment.

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Bekaert's ambition is to be the leading partner for shaping the way we live and move, and to always do this in a way that is safe, smart, and sustainable. As a global market and technology leader in material science of steel wire transformation and coating technologies, Bekaert (bekaert.com) also applies its expertise beyond steel to create new solutions with innovative materials and services for markets including new mobility, low-carbon construction, and green energy. Founded in 1880, with its headquarters in Belgium, Bekaert (Euronext Brussels, BEKB) is a global company whose 24 000 employees worldwide together generated € 5.3 billion in combined sales in 2023.

Bruks Siwertell AB
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Bruks Siwertell is a market-leading supplier of dry bulk handling and wood processing systems. With thousands of installations worldwide, our machines handle your raw materials from forests, fields, quarries and mines, maintaining critical supply lines for manufacturers, mills, power plants and ports.
We design, produce and deliver systems for loading, unloading, conveying, storing, and stacking and reclaiming dry bulk materials, alongside equipment for chipping, screening, milling and processing wood for the biofuel, board, saw mill, pulp and paper industries.

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Machines and complete plants for processing, storing and handling bulk materials in Bulk Terminals - including Tubulator conveyors, various storage solutions and ship loaders as core products.
BRUKS supplies complete stockyard equipment and systems which range from the smallest semi-automated systems to the largest fully automated systems including open storage and closed or covered storage configurations.

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BSP Engineering S.r.l.
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BTW Plant Solutions - a division of BT-Wolfgang Binder GmbH
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Bulk Cargo Handling BVBA
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Inspectorate offers a full range of inspection, analytical and specialist testing services to the solid fuels and biomass industries and has coal-handling coordination offices and ISO 17025 accredited laboratories in all the major coal producing/consuming countries worldwide.

Buttimer Engineering
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Buttimer Engineering is a diversified mechanical engineering company with over 40 years experience, specialising in bulk materials handling systems and high-quality steel fabrication. In 2014 Buttimer Engineering launched their DOCKSOLID® brand, a range of market leading standard and environmental Ship Unloading Hoppers. Buttimer Engineering operate across a range of industries, providing design, fabrication, procurement, installation, maintenance, project management and engineering services.
The primary goal of the company is to continuously offer bespoke and sustainable solutions to customers. With combined knowledge and experience of over 45 years, powerful, environmentally friendly solutions and prosperous outcomes for

customers can be delivered.

BV Beco

Industrieterrein "De Biezen"
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For more than 20 years Beco Grabs has been providing high-end, ready-to-run technological solutions in the field of grabs for the bulk and dredging market.
We have a big scale of products: Grabs - Wheel loader, excavator and demolition equipment - Tipping Trailers - Hooklift carriers - Harbour- and Industrial trailers.

BVS Cranes

Organize Sanayi Bölgesi
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BVS Cranes designs and manufactures shiploaders, grab and bunker cranes, heavy-duty process cranes and customized bulk-handling solutions. With three production facilities, a Ministry-approved R&D Centre and exports to 96 countries, BVS serves ports, mining, metals and industrial customers worldwide.

C Spencer Ltd

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Cachapuz – Weighing & Logistics Systems, Lda

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Cachapuz is a reference in the implementation of innovative solutions to automate the logistics, dispatching, reception and weighing processes in industrial plants. With a modular platform and extensive know-how, Cachapuz is able to meet the needs of several sectors worldwide.

Calim Grab Industry

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Calim Grab Industry, established in 1970, specializes in manufacturing grabs for international seagoing cargo handling grabs. Over 2.400 grabs have been delivered worldwide to date.
High-standard technology and reliable products are the result of our respect for the requirements of the market in combination with incremental improvement and implementation of experience gained throughout decades. CALIM GRABS will continue to be a reliable name in the machine industry.

Cambelt International LLC

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Cambelt International has been engineering and manufacturing dry bulk materials handling systems for the past fifty (50) years, specializing in steep-incline belt conveyors, utilizing its unique one-piece, fully-molded corrugated sidewall, cleated conveyor belting. Typical angles from 25º to 90º (vertical).

Capotex

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Caterpillar (UK) Ltd.

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Caterpillar SARL

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Caterpillar builds and supports products that are ideally suited for dry bulk handling in port environments. CAT equipment can be used to load and unload ships, barges; transfer, load and store materials; build and manage stockpiles; clean and maintain ships and quays.

Cavotec SA

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Other Equipment: Electrical Equipment.
Cavotec is a leading engineering group that designs and manufactures automated connection and electrification systems for ports, airports and industrial applications worldwide. Our innovative technologies ensure safe, efficient and sustainable operations. To know more, visit: Cavotec.com

CCTEGIEC

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CDM Systems, Inc

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Over 30 years experience offering a comprehensive range of bulk conveying systems, components and engineering/design services. Provide conveying and bulk handling solutions for materials from Ash through to Zinc, including marine applications as well as those in hostile, severe or high-temperature environments.

Changsha Kaiyan Instruments Co. Ltd

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CHIA Espirales

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China Huadian Engineering Co., Ltd

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With the engineering system design and EPC as the principal business and the R&D and manufacturing of core products and relevant high-end products and investment operations as the support, HHI is committed to providing the clients with integrated solutions in terms of material handling engineering, thermal power engineering, industrial noise treatment engineering, clean & effective coal utilization engineering and offshore wind power engineering etc.

CICSA Group

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The CICSA Group is one of the world's leading chain manufacturers. It operates internationally and specialises in the production of high-quality chain systems and components for bulk material handling solutions.
Headquartered in the North of Italy, the CICSA Group of Companies includes an Italian unit manufacturing round steel chains, a Spanish unit manufacturing mechanical chains, and two sales units incorporated in India and in China. The global business is supported additionally by sales offices and agents in more than 60 countries worldwide.

Cimbria A/S

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Cintasa Americas



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Leader in conveyor systems and material handling equipment designed and manufactured with in-house engineering and technology; adapted to client requirements. With over 45 years of specialization Cintasa offers the best solution to our clients. Worldwide references in all industrial sectors.

CINTASA S.A.U.



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Specialized in the manufacturing of conveyors systems and all its variants. All it designed with own technology and adapted to the need of each client. More than 50 years of proven experience in installations in diverse sectors and with worldwide supply.

Cita Logistics Pty Ltd

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CITA Logistics LLC provides a range of bulk materials services in USA and Australia: sourcing, logistics management including laytime calculations, Shipping Agency, sampling and analysis.

Civettini Italo & c sas (CFS Handling)

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Civettini Italo & c sas owner of the brand CFS Handling works in design and manufacturing of equipment for handling across a range of sectors including coal, cement, steel mills, demolition, ores, urban solid waste, paper etc.
The company's product range includes mechanical, hydraulic and electro-hydraulic buckets as well as hydraulic and electro-hydraulic grabs to suit the customer's specific needs.

Claudius Peters Projects GmbH

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Product lines include grinding systems, storage and mixing silos, pneumatic conveying systems, ash removal systems, self-unloading vessels, packing and palletising systems, pulverised coal injection systems for blast furnaces.

Claudius Peters Technologies S.A.S

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Claudius Peters Technologies SAS is a company of Langley Holdings. Specialised in Stockyards and Belt Conveying systems we develop all kind of projects with stackers, reclaimers, including side stackers, tripper, shuttle type stackers; bridge, portal or side reclaimers; linear or circular, open or covered.

Cleveland Cascades Ltd

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Designs and constructs the Cleveland Cascade bulk loading chute for shiploading, silo filling, truck and railcar loading and for conveyor transfer points. The chute minimises dust emissions and reduces product degradation and segregation.

Clough Limited

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A service provider of Project Management, Engineering and Construction Contracting services in the oil and gas (onshore and offshore), petrochemicals, mining and minerals processing industries, infrastructure (including power and harbour works) and manufacturing sectors.

CNBM International Engineering Co., Ltd.

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Cobra has an international sales team and two production sites (in France and Poland). With the three brands Depreux,Transco and Indi as well as the corresponding accessories and services, Cobra offers complete solutions for your requirements.
Our decades of experience is based on:
- a controlled manufacturing process,
- the traceability of raw materials,
- compliance with safety standards,
- cooperation with universities and institutes,
- Highly qualified staff.
For more information about our range, contact the nearest Cobra office:
- France: +33 84 93 89 30
- Poland: +48 32 284 00 22
- Spain: +34 953 81 76 70
- United States: + 1-966-552-1536.

Coles Associates

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Specialising in acquisition, divestment and relocation and of pre-owned mining and infrastructure equipment worldwide.

Comatec Process and Automation Oy
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Conductix-Wampfler is a manufacturer and supplier of Power and Data Transfer equipment including conductor bar, festoon, cable and hose reels, Kabelschlepp cable chain and flexible cable, slip ring assemblies, radio controls, Kiepe conveyor belt monitoring equipment, UEE high voltage connectors and buffers.

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Leading global supplier of motorized cable reels, cable festoon systems, energy chains, conductor bar, and slip rings to the bulk materials handling and mining industries. We specialize in reliable, customized electrification systems for the most demanding applications. ISO9001:2008 certified.

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Conductix-Wampfler specializes in providing reliable solutions for moving machinery and equipment in bulk handling applications. With expertise in power and data transmission solutions, we offer cutting-edge equipment like cable reels, festoon systems, slip rings or conductor rails to maximize productivity, efficiency, and safety.

Consep Pty Ltd
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Design and supply of mechanical sampling systems for the coal industry. Can also review existing systems to improve their reliability and accuracy.
Design and supply robust screening solutions tailored for precision sorting, sizing and dewatering.

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ContiTech Conveyor Belt Group is a leading development partner, manufacturer and system supplier of steel-cable and textile-ply conveyor belts, service materials and special products. In addition, ContiTech provides a worldwide installation and maintenance service.

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Continental Construction Company, Inc. is a general contractor specializing in slip form concrete construction, pile driving, structural steel erection, millwright work, marine construction, heavy concrete foundations, industrial buildings, and material handling systems.

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CST design and manufacturer high accuracy belt scale systems designed to provide the customers specified accuracy "in conveyor". CST say "Different Scales for Different Conveyors to achieve the Same Accuracy". Since 1984, CST has remained committed to high integrity, shunning short term commercial game for long term customer satisfaction.

Conveyor Dynamics, Inc.
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CDI designs the longest, strongest, and most advanced belt conveyor systems in the world. Last year we commissioned the world's longest belt conveyor: a 27km conveyor in South Africa. We specialize in detailed mechanical design, software development, and control system.

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CONVIR material handling equipment offers an efficient and reliable material handling solution. It produces customized belt, screw and scraper conveyor systems for transporting bulk products and sorted waste. The main industries it works in are: ports & terminals, quarries, recycling, agriculture, wood & paper, mining & metallurgy and more.

Coperion
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Coperion is an expert in the weighing, conveying and handling of coal. Using a range of equipment including train loading and unloading systems, mechanical conveyors and weighing technologies the movement of the material can be accurately monitored and recorded.

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Port related services offered by CPS Projects as ff:
-Maintenance Contracts (including labour supply)
-Electrical and automation services
-Structural repairs, equipment overhauls and upgrades
-Ad-hoc repairs (accident damage and component failure)
-Supply of Spare Parts
-Erection and Commissioning of new equipment

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CRS - Container Rotation Systems Pty Ltd
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CRS, Specialises in the custom design of Container Rotators and Container Tilting Systems.

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CST Covers
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Founded in 1964 the company designs, manufactures and erects architectural and environmental enclosures. These are primarily clear-span domes and related space frames fabricated mostly from aluminium. Structures are used for covering tankage and bulk storage facilities of all types and shapes.

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Formerly Columbian TecTank, the world's largest manufacturer of factory-coated bolted and welded tanks for dry bulk storage. Flat-bottomed tanks and hopper bottom silos with capacities up to 13,200 cubic meters. ISO Certified.

Dalian CIMC Special Logistics Equipment Co., Ltd
Dalian Free Trade Zone IIIB-2
Dalian
116600
China
Contact: Ms Ping Yang
Job Title: Marketing Manager
E: ping.yang520800@gmail.com
W: www.dcle.cn

Dalian Huarui Heavy Industry International CO. LTD
No 169 Bayi Road
Xigang District
Dalian
Liaoning
116013
China
Contact: Mr Yang Ankang
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E: yangak@dhidcw.com
W: http://www.dhhi.com.cn/

Dalian Start Engineering Co Ltd
No584 Zhongshan Road
Shahekou Dist
Dalian
Liaoning
116021
China
Contact: Mr Wenliang Lan
Job Title: Deputy General Manager
T: + 86 1355915570
E: lanwenliang@dlstarteng.com
W: www.dlstarteng.com
F: + 86 13555915570
More than 20 years of experience in bulk material handling system. Our expertise, your success.

Dana Industrial
Via Luciano Brevini 1/A
Reggio Emilia
42124
Italy
Contact: Ms Sara Marmiroli
Job Title: Global Marketing and Communication Manager
T: + 39 0522 505811
E: sara.marmiroli@alsn.com
W: www.dana-industrial.com
PIV Drives, a company of Dana, has 90 year experience in providing quality power transmission solutions for every industry sector. PIV Drives developed modular concepts for its comprehensive product range, providing the flexibility to deliver high-quality optimised solutions, both standard and bespoke, quickly and at competitive cost.

DCL, Incorporated
08660 Ance Road
Charlevoix
MI
49720
USA
Contact: Mr Kyle Smith
T: +1 231 547 5600 Ext 3124
E: sales@dclinc.com
W: www.dclinc.com
F: +1 231 547 3343
Provides full dust control loading systems and partial components to the bulk material handling industry and designs custom equipment. A complete Research/Development team is located on site. Single source manufacturing from ship loading systems to valves and dust collectors can be provided.

De Regt Conveyor Systems
Ijzendijkseweg 5
Biervliet
Zeeland
4521 GX
The Netherlands
Contact: Mr Peter De Regt
Job Title: Director
T: + 31 115 456 200
E: peter@deregt.com
W: www.deregt.com
F: + 31 115 481 234
De Regt is a company specialized in developing, building and installing conveyor systems and structures needed to achieve a partial or total project.

DELLNER BUBENZER Germany GmbH
Friedrichshüttenstraße 1
Kirchen-Wehbach
R
57548
Germany
Contact: Ms Kateryna Prykhodko
Job Title: Marketing Manager
T: + 49 2741 9488 0
E: kateryna.prykhodko@dellnerbubenzer.com
W: www.dellnerbubenzer.com
F: + 49 2741 9488 44
DELLNER BUBENZER is a global leader in innovative, precision-engineered braking systems, offering customized stop-action solutions for industries worldwide. Our product range includes industrial brakes, monitoring systems, couplings, and safety solutions for maximum protection and performance.

Delta Ducon
11 General Warren Blvd
Malvern
Pennsylvania
19355
USA
Contact: Mr Matt Delpizzo
Job Title: VP
T: + 1 610 695 9700
E: sales@DeltaDucon.com
W: http://www.deltaducon.com/
F: + 1 610 695 9724
Delta Ducon is a leading manufacturer and supplier of Material Handling Systems & Components. Delta Ducon product lines dates back to the early 1920's and is established as a leading supplier of systems and components for dry bulk materials.

Demag Cranes & Components GmbH
Benefit recipient: Gottwald Port Technology
Forststrasse 16
Düsseldorf
D-40597
Germany
Contact: Mr Reiner Derhardt
Job Title: Project Manager
T: + 49 2335 92 7442
E: reiner.derhardt@demagcranes.com
W: www.demagcranes.com
F: + 49 2335 92 7676

DeMarco Industrial Vacuum Corporation
PO Box 1138
Crystal Lake
IL
60039-1138
USA
Contact: Mr Thomas DeMarco
Job Title: President
T: + 1 815 344 2222
E: Sales@DeMarcoVacuums.com
W: www.DeMarcoVacuums.com
F: + 1 815 344 2223
Manufactures a complete line of heavy duty DEMARCO Industrial Vacuum Systems and for all flowable materials, wet or dry, etc. Units are available in portable, stationary, towable, central turnkey installed systems, canister vacuums, and custom engineered systems.

DemcoTECH Engineering

Modderhouse
Moddercrest Office Park
1 High Street
Modderfontein
Johannesburg
Gauteng
1645
South Africa
Contact: Mr Paul van de Vyver
Job Title: General Manager
T: + 27 11 608 4355
E: info@DemcoTECH.com
W: www.DemcoTECH.com
F: + 27 11 608 4251
DemcoTECH, a multi disciplinary Engineering and Project management company specialising mainly in Bulk Materials handling, but also small process plants. Based in South Africa, work is performed internationally and varies from consulting type studies to the execution of Turnkey projects.

Den Bakker Dustcrusting Technology B.V.

Christiaan Huygensweg 2
Hellevoetsluis
Zuid Holland
3225 LD
The Netherlands
Contact: Mr J.A.A. den Bakker
Job Title: CEO
T: + 31 181 399 632
E: j.d.bakker@denbakker.nl
W: www.dbdglobal.com
Den Bakker Dustcrusting technology b.v. (dbd global), is an expert in dust control and prevention with the Dustcruster® technology. Dustcruster is far better than continuously spraying and waste pure water. Dustcruster® creates a long-lasting and clearly visible white crust which will last for a long time. Even in tough atmospheric conditions.

Deutsche Grosswälzlager GmbH

Marieneher Strasse 17
Rostock
MV18069
Germany
Contact: Mr Andreas Wiedenhoeft
Job Title: Head of Sales
T: + 49 381 4407 10 31
E: info@dgwl.de
W: www.dgwl.de
F: + 49 381 4407 10 931

Disab Vacuum Technology AB

Åkermans väg 24
Box 170
Eslöv
241 23
Sweden
Contact: Mr Etienne de Terrasson
Job Title: Head of Marketing
T: + 46 79 349 51 51
E: contactus@disab.com
W: www.disab.com
DISAB is on the forefront when it comes to vacuum technology and how to apply it in various industrial settings to keep dust, dirt, and spillages away.

Dome Technology, LLC

4946 North 29th East
Idaho Falls
ID
83401
USA
Contact: Ms Emily Gudermuth
Job Title: Marketing Communications Lead
T: + 1 208 529 0833
E: emily.gudermuth@dometechnology.com
W: www.dometechnology.com
Other equipment: Serve the biomass, power, mining, cement, fertilizer, and grain markets. We provide geotechnical analysis, deep foundation solutions, engineered tunnels. Integrate material handling safety protocols with dome design. Concrete domes are designed to contain volatile products as well as cover products.

Don Valley Engineering Co Ltd

Sandall Stones Road
Doncaster
DN3 1QR
UK
Contact: Mr Roger Allen
Job Title: Managing Director
T: + 44 1302 881188
E: sales@donvalleyeng.com
W: www.donvalleyeng.com
F: + 44 1302 881000

Donaldson Filtration Deutschland GmbH

Industriestraße 11
Dülmen
48249
Germany
Contact:
T: + 49 2594 781 0
E: IAF-de@donaldson.com
W: www.DonaldsonToritDCE.com
F: + 49 2594 781 21
Donaldson is a leading worldwide provider of filtration systems that improve people's lives, enhance our Customers' equipment performance, and protect our environment. We are committed to satisfying our Customers' needs for filtration solutions through innovative research and development, application expertise, and global presence.

Doppelmayr Transport Technology GmbH

Konrad-Doppelmayr-Str. 1
Wolfurt
Vorarlberg
6922
Austria
Contact:
T: + 43 5574 604 1800
E: dtt@doppelmayr.com
W: www.doppelmayr-mts.com
Doppelmayr Transport Technology solves all transport issues in the field of bulk materials and unit loads with a range of sophisticated material transport systems - from well-proven material ropeways to innovative long-distance conveyor systems for challenging terrains.

Dos Santos Universal

531 Roselane Street NW
Suite 810
Marietta
GA
30060
USA
Contact: Mrs Amy D. Duncan
Job Title: Marketing Manager
T: + 1 770 588 3647
E: info@dsuniv.com
W: www.dossantosintl.com
Other Equipment: DS ExConTec - conveyor analysis software.
Dos Santos Universal offers the expertise and ingenuity to elevate your materials handling projects to the next level. Built on decades of materials handling experience, DSU is supports innovative projects here on Earth, and beyond. The basics remain important, and DSU continues to support your projects requiring simple conventional conveyors, feeders, stackers, and other materials handling equipment. Working closely with the expert staff at Dos Santos Engineering, DSU is the premier resource for expertly designed conveyor systems, engineered to exacting specifications.

Dry-Bag A/S

Odinsvej 21
Hedensted DK 8722
Denmark
Contact: Mr Lasse Rude
Job Title: Marketing
T: + 45 86 19 0500
E: production@dry-bag.com
W: www.desiccant.com
F: + 45 86 19 0577
Desiccants and cargo security equipment.

DSM Shipbrokers / Shiptrade

Loberingemaat 5-d
Meppel
Drenthe
7942 JD
The Netherlands
Contact: Mr Michael Beyer
Job Title: Managing Director/S&P Broker
T: + 31 646 222111
E: dsm@shiptrade.nl
W: https://shiptrade.nl/
We sell exclusively new floating bulk handling lemniscate cranes, seagoing, classed by LR for 24/7 offshore bulk transshipment operations. Besides new floating cranes, we also trade all other floating crane brands on the secondhand market, eg Liebherr, Gottwald, MacGregor, PLM, Ganz Danubius etc. If you want to buy or sell a floating bulk handling crane, please contact us.

DURO FELGUERA, S.A.

Polígono Industrial Valnalon street
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La Felguera
Asturias
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Spain
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W: www.durofelguera.com/en/
F: + 34 985 199 059
DF Mining & Handling is DF's specialized division for turnkey EPC projects in Mineral Processing and Bulk Material Handling Facilities, mainly Concentration Plants, Loading and Unloading Terminals at Ports, Storage facilities and Material Transportation Systems.
With over 50 years of international experience, DF provides integrated project execution across all project phases, from feasibility studies and basic engineering through detailed engineering, procurement, construction and commissioning, to operation and maintenance. Its multidisciplinary expertise and proven EPC capabilities support the delivery of complex projects worldwide.

Dust Solutions Inc

103 Industrial Village Road
Beaufort
SC
29906
USA
Contact: Mr Richard Posner
Job Title: President
T: + 1 843 846 3700
E: sales@nodust.com
W: www.nodust.com
F: + 1 843 846 3701
Manufacturers Dry Fog Dust Suppression Systems for bulk material handling - conveyors, truck & rail dumps, hoppers, feeders, crushers, ship loaders/unloader. Modular systems produce fog droplets that attach to like size airborne dust particles. Functions in below freezing temperatures. DustTamer Windfence Systems for stockpiles.

DustCone Hopper Systems

Unit 3.037, 129 Offices Block J, Jaya One, No 72
Jalan Prof Diraja Ungku Aziz
Petaling Jaya
Selangor
46200
Indonesia
Contact: Mr Joe Yap
T: + 62 1116664030
E: sales@dustcone.com

E-Crane Worldwide

Koekoeklaan 53
Adegem
Oost Vlaanderen
B-9991
Belgium
Contact: Mr Lieven Bauwens
Job Title: CEO
T: + 32 93 780 444
E: lieven.bauwens@e-crane.com
W: www.e-crane.com
E-Crane offers the E-Crane (Equilibrium Crane) in capacities ranging from 5.5 to 50 tons (metric) tons and outreach ranging from 24.8 to 47.8 metres (82 to 157 feet) for efficient offloading of bulk commodities through its subsidaries in Europe, the Americas and Asia.

EDGE INNOVATE. (NI) LTD

30 Farlough Road
Newmills
Dungannon
County Tyrone
BT71 4DT
Northern Ireland
Contact: Mr Lee Williamson
Job Title: Global Sales Manager
T: + 44 2887 740525
E: info@edgeinnovate.com
W: https://edgeinnovate.com/
F: + 44 2887 747244
Edge Innovate are a blue sky thinking, imaginative and creative equipment manufacturing company. With our ethos of "Innovation at Work" EDGE persist in pushing the boundaries of design and manufacturing to produce hard working, quality machinery to fit any materials handling requirement from recycling, material handling to quarrying.

EFM Design Services Pvt Ltd

New No 25, Old No 12, 1st Floor
Kamaraj Avenue 2nd Street
Adyar
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Tamil Nadu
600020
India
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Job Title: Director of Operations
T: + 91 98411 91883
E: info@efmdesign.co.in
W: https://www.efmdesign.co.in/

Egis Ports

15 avenue du Centre
CS 20538
Guyancourt – Saint Quentin en Yvelines
78286
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Contact: Mr Sylvain Bourgois
Job Title: Head of Port Development
T: + 33 1 3941 4017
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W: https://www.egis-group.com/
Egis Ports' activity covers all stages of ports and dedicated terminals, inland waterways, logistic hubs and coastal development, from feasibility and conceptual studies to works supervision. Major capabilities in masterplanning, Construction planning and Engineering and consulting, environmental studies, project management.

Elecon Engineering Company Ltd

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India
Contact: Mr Paresh Vyas
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E: infogear@elecon.com
W: www.elecon.com
Elecon since established in 1951, apart from Power Transmission Products, provides engineered solutions, manufactures and supplies Bulk Material Handling Plants and Equipments for the core sector industries which includes power, steel, cement, fertilizer, port mechanisation and open cast mines in India and Abroad.

Elecon Singapore PTE Ltd.

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Singapore
Contact: Mr Vipul Shah
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ELETTROTEK KABEL S.p.A.

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EMG Automation GmbH

Industriestraße 1
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Germany
Contact: Mr Uwe Wurster
Job Title: Head of Business Unit Drive Solutions
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W: https://www.emg-automation.com/en/
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EmiControls

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EMS-Tech Inc

699 Dundas Street West
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Ontario
K8N 4Z2
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Contact: Mr Kyle Sorensen
Job Title: Director, Business Development,Marine System Sales
T: + 1 613 966 6611
E: sales@ems-tech.net
W: www.ems-tech.net
F: + 1 613 966 6710
A multi-task, multi-discipline company specialising in design and supply of dry bulk material handling equipment, both mobile and stationary; including custom designed conveyors, belt elevators, receiving hoppers, storage/load-out systems, environmental controls, shiploaders, stackers and reclaimers, transhippers, self-unloading ships.

ENBL (Kunshan) Machinery Co. Ltd

No. 235 Weijing Road
Qiandeng Town
Suzhou Kunshan City
Jiangsu
215343
China
Contact: Mr Daniel Guo
Job Title: Vice President of Commercial
T: + 86 139 6265 2896
E: sales@enbl-grabs.com
W: https://www.enbl-grabs.com/
ENBL (established in November 2013) is located in the Yangtze River Economic Friendly Frontier - Kunshan along the Shanghai industry. It is the biggest professional grab manufacturer in China. Through resource integration and professionals in the field, the company has a manufacturing advantage and offers services such as design, manufacture, sales and technical support.

Enduride

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Quebec
G1N 4A2
Canada
Contact: Mr Roberto Patino
Job Title: Chief Executive Officer
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E: sales@enduride.com
W: https://www.enduride.com/

Engicon nv (Geldof)

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Harelbeke
B-8530
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Contact: Mr Pieter Van Acker
Job Title: Chief Commercial Officer
T: + 32 56 73 21 21
E: sales@geldof.com
W: www.geldof.com
Offers complete solutions in bulk handling systems. Product range includes silos with extraction systems, discharge hoppers, pressure vessels and storage tanks, conveyor belts, screw conveyors, chain conveyors, bucket elevators.

Engineering Services Hamburg

Brünschentwiete 58 c
Hamburg
22559
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Engineering System Solutions, ES2

4943 N 29th E
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ID
83401
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Contact: Mr Adam Aagard
Job Title: Project Manager
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E: adam.aagard@es2eng.com
W: https://www.es2eng.com

EPN Solutions

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E: mattias.oman@epnsolutions.se
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EQUIPO LLC
P.O.Box : 64624
DEIRA
Dubai
64624
UAE
Contact: Mr Dharmaraju Sundaram
Job Title: Marketing Manager
T: + 971 55 473 6204
E: sales@equipo.ae
W: http://www.equipollc.com/
F: + 971 4 268 2217
We are one of the suppliers of grabs in PG & Indian Subcontinent. All our grabs are radio remote controlled varying from 5 to 12 cbm. Grabs can be supplied on short term and long term rentals.

ERIEZ
2200 Asbury Road
Erie
PA
16506
USA
Contact: Mr Corry Lino
Job Title: Senior Manager of Global Marketing
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W: https://www.eriez.com/
Eriez, founded in 1942, is a global leader in separation technologies, offering magnetic separators, metal detectors, feeders, wet drums, and other processing equipment. Serving mining, aggregate, and coal industries, Eriez designs, manufactures, and markets solutions worldwide through its global network.

ESCH GROUP BV
Veerweg 14
Hoorn
5145 NS
The Netherlands
Contact: Mr Evert van Esch
Job Title: Sales Director
T: + 31 416 315656
E: info@eschgroup.nl
W: www.eschgroup.nl/nl/home
A manufacturer (production) of transport rollers, drive and tension drums and import bearings and bearing blocks.

ESI EUROSILO BV
Newtonstraat 26-28
Purmerend
1446 VR
The Netherlands
Contact: Mr Richard Spaargaren
Job Title: Commercial Director
T: + 31 299 630 730
E: sales@eurosilo.com
W: www.eurosilo.com
F: + 31 299 630 737
Other Equipment: Mammoth silo systems.
Active in the field of design construction and/or turnkey delivery of large scale enclosed storage systems for coal, FGD-gypsum, limestone, minerals, basic chemicals and potato starch. Storage capacity of this flat bottom mammoth silo system (Eurosilo) can range from 1,000 up to 100,000 m3 per unit.

ESL POWER SYSTEMS, INC.
2800 Palisades Drive
Corona
CA
92878-9427
USA
Contact: Mr Michael Hellmers
Job Title: Chief Sales Strategist
T: + 1 951 739 7000
E: info@eslpwr.com
W: https://eslpwr.com/

EUROMEC S.R.L.
Via Visano 78/80
Isorella
BS
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Contact: Mr Alessandro Gervasio
Job Title: Head of Sales and Co-owner
T: + 39 3911297003
E: gervasio@euromecsrl.it
W: https://euromecsrl.it/

EURO-TRAMCO BV
Spacelab 47 D
Amersfoort
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The Netherlands
Contact: Mr Hans Plekkenpol
T: + 31 33 4567033
E: sales@tramco-europe.com
W: www.tramcoinc.com
F: + 31 33 4558149
Manufactures chain, screw and bucket conveyors and 'Aerobelt' air-supported belt conveyor systems.

EXCEL MACHINERY
P.O. Box 31118
Amarillo
TX
79120
USA
Contact: Mr Clay Stallings
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F. HARLEY & CO. PVT. LTD.
5 Rameswar Shaw Road
Kolkata
West Bengal
700014
India
Contact: Mr Nirav Shah
Job Title: Dy. Managing Director
T: + 91 9831014931
E: nirav_shah@harleygrp.com
W: www.harleygrp.com
F: + 91 22897919
Pioneers in the introduction of Dust Suppression Systems in India, F. Harley specializes in providing customized dust control containment and control solutions for bulk material handling applications and conducting plant assessments backed with the experience of over 35 years.

FABTECH INTERNATIONAL LTD
PO Box 61015
Jebel Ali Freezone
Dubai
UAE
Contact: Mr Murali Ganesan
Job Title: VP PROJECTS
T: + 971 4 883 8833
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FAM MINERALS & MINING GMBH
Sudenburger Wuhne 47
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Germany
Contact: Mr Alexander Tigges
Job Title: Director Global Sales
T: + 49 391 6380 0
E: fam@BEUMER.com
W: www.fam.de
FAM successfully plans, designs, constructs and manufactures turnkey equipment for extracting, producing, loading and storing bulk materials. FAM combines know-how of series and customized production processes and offers a complete range of manufacturing services including after-sales services along with engineering.

FAMAK SA
ul. Fabryczna 5
Kluczbork
PL 46-200
Poland
Contact: Mr Robert Rulkiewicz
Job Title: Chairman of the board
T: + 48 77 40 70 100
E: famak@famak.com.pl
W: www.famak.pl
F: + 48 77 418 15 45
Over 60 years experience as manufacturers of transport-hoisting equipment. Highly qualified technical engineering staff have interdisciplinary knowledge and experience and design-development base, implementing the highest technical level of offered products. Products designed according to individual needs and installed on-site. Full service after installation.

FENNER DUNLOP AMERICAS
200 Corporate Center Drive
Suite 220
Coraopolis
PA
15108
USA
Contact: Mr Chris King
Job Title: National Sales Director
T: + 1 307 670 3361
E: chris.king@fennerdunlop.com
W: www.fennerdunlopamericas.com

FENNER DUNLOP CONVEYOR BELTING
Oliemolenstraat 2
PO Box 14
Drachten
9200 AA
The Netherlands
Contact: Mr Andries Smilda
Job Title: Sales & Marketing Director
T: + 31 512 585 446
E: info@dunlopcb.com
W: www.fennerdunlopemea.com
F: + 31 512 585 433
Manufactures a full range of textile, aramid and steelcord conveyor belting systems.

FENNER DUNLOP CONVEYOR BELTING EUROPE
Marfleet
Hull
Yorkshire
HU9 5RA
UK
Contact: Mr Jim Jones
Job Title: Managing Director
T: + 44 1482 785450
E: jim.jones@fennerdunlop.com
W: www.fennerdunlop.com
F: + 44 1482 785438
Fire-resistant, solid-woven conveyor belting, with rubber or PVC covers, is manufactured to all major national safety standards. Supplied to all major underground materials handling and extraction industries and to other coal handling operations where safety and economy are major criteria.

FENNER PLC
Hesslewood Country Office Park
Ferriby Road
Hessle
East Yorks
HU13 0PW
UK
Contact: Mr David Fowler
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W: http://www.fenner.com
F: + 44 1482 626522

FLENDER GMBH
Alfred Flender Strasse 77
FLE ST&MK
Bocholt
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Germany
Contact: Mr Hans-Jürgen Thebert
Job Title: Marketing
T: + 49 172 5886250 / + 49 2871 920
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FLEXCO
2525 Wisconsin Avenue
Downers Grove
IL
60515-4200
USA
Contact: Ms Kelly Clancy
Job Title: Public Relations Specialist
T: + 1 630 971 0150
E: kclancy@flexco.com
W: www.flexco.com
F: + 1 630 971 1180
Flexco, a manufacturer of products that enhance belt conveyor productivity, serves customers across the globe with efficient and safe products, services, and solutions. Flexco is able to address almost any challenge - from slippage and spillage, to mistracking and wear and tear, to safety and environmental concerns.

FLEXCO EUROPE GMBH
Maybachstraße 9
Rosenfeld
D-72348
Germany
Contact: Ms Patrick Schlotter
Job Title: Managing Director
T: + 49 7428 9406 176
E: europe@flexco.com
W: www.flexco.com
F: + 49 7428 9406260
Mechanical conveyor belt fastening systems and



accessories; belt cleaning systems; ceramic lagging; maintenance tools.

Flexicon Corporation

2400 Emrick Blvd
Bethlehem
PA
18020-8006
USA
Contact: Mr Dan Capwell
Job Title: Senior Advertising Specialist
T: + 1 610 814 2400 x10611
E: sales@flexicon.com
W: https://www.flexicon.com/
F: + 1 610 814 0600

Fogco Systems, Inc.

600 South 56th Street
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AZ
85226
USA
Contact: Mr Dana Pack
Job Title: Vice President Sales
T: + 1 800 607 6478
E: danap@fogco.com
W: https://fogco.com/

Frigate Teknologies Private Limited

A-1550, 2nd Floor
Green Field Colony
Faridabad
Haryana
121 003
India
Contact: Mr Ajay Hooda
T: + 91 129 2511662
E: marketing@frigate.in
W: www.frigate.in
F: + 91 1166173981

FWS Group

275 Commerce
Winnipeg
Manitoba
R3P1B3
Canada
Contact: Mr Martin Bima
Job Title: Engineer
T: + 1 204 223 8542
E: mbima@fwsgroup.com
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Gama Endustri Tesisleri Imalat Ve Montaj AS

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Söğütözü
Ankara
06540
Turkey
Contact: Mr Mehmet Artun
Job Title: General Manager
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E: industry@gama.com.tr
W: www.gama.com.tr
F: + 90 312 4094360
Other Equipment: Apron feeders, Air slides, Scrapers. One of Turkey's most prestigious leading contracting companies, with experience in constructing industrial and power plants, dams, pipelines, infrastructures and similar. Established in 1959, with clients worldwide, has completed more than 200 significant sized projects internationally.

Gambarotta Gschwendt Srl

Via del Brennero, 316
Trento
Trento
38121
Italy
Contact: Mr Davide Gambarotta
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Design and manufacturing of bucket elevators, pan conveyors, drag chain conveyors, extractors and feeders, palletized product loaders, gate valves, cell feeders, flap valves and screw conveyors used in petrochemical, cement, coal, waste to energy plants and for power generation, steel and heavy industry applications. Other equipment:Sizer, crusher, plow feeder, roller screen, slide gates, spare parts, rotary valves, diverters, expansion joints, transloaders, air slides.

Ganz Danubius HUTI Kft

Vadász utca 47.
Tatabánya
2800
Hungary
Contact: Mr Attila Sasvari
Job Title: Senior Naval Architect
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Suppliers of level luffing harbour grab cranes, floating grab cranes and other bulk handling equipment.

GBS Colombia SAS

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660006
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We are a company providing solutions for material transport through conveyor belt systems, equipment as telestackers, conveyor belts, accessories, and tech about conveyor belt.

Generac Mobile Products Srl

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W: www.towerlight.com/dust-fighters/
Generac Mobile is a manufacturer of mobile lighting towers, dust control units, power generating sets and battery energy storage systems. Founded in 1997, the Italian company is part of the Generac Power Systems group and operates globally.

General Kinematics

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GENMA Solutions

Nantong Rainbow Heavy Machineries Co.,Ltd.
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The proprietary brand GENMA of RHM is established to provide heavy machineries equipment's applied in Industrial Cranes, Metallurgy Cranes, Port Cranes, Offshore Cranes & Bulk Material Handling Equipment's. GENMA is specialized in material handling, which mainly includes 3 parts:
1.Intelligent Port Material Handling Equipment



Photo: Geometrica.

2.Offshore Engineering Equipment
3.Factory and Mines Material Handling Equipment
Besides the standard equipment, GENMA can also provide the tailor-made equipment and solution with the customers. Till now, we have exported the products over 20 countries.Our specialty, your strength- GENMA's methodology, to help multi-industry clients benefiting from our product and service.

Geo - Chem Laboratories Private Limited

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Geo Chem Laboratories PVT Ltd is the leading Commodity Third party Inspection & Testing Company. Our core expertise is inspection, testing and certification of commodities like various Coal, Coke, Minerals, Ores, Metals, Ferro Alloys, Non Ferrous, Fertilizers, Agri commodities, Petroleum Products, pharmaceutical, Oil& Gas, etc many more.

Geometrica Inc

Geometrica

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Job Title: CEO
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Specialists in the design, fabrication and installation of bulk storage domed structures requiring large, column-free interiors, utilizing low maintenance galvanized steel or aluminum. Structures can cover any shaped area, can span over 300m, and can be erected even over operating stockpiles.

Gertech Handling Systems cc

PO Box 4014
Durbanville
Cape Town
Western Cape
7551
South Africa
Contact: Mr Gerrit De Hoog
T: + 27 83 458 2415
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Design and manufacturing of mechanical conveyors (including the industrial Tube & Chain Conveyor), dust extraction and steel silos.

GF MHS Srl

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20037
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Job Title: Managing Director
T: + 39 0 2 91 08 20 02
E: info@gfmhs.it
W: www.gfmhs.it
F: + 39 0 2 91 84 31 47
Other Equipment: Pipe Conveyors.
Please contact us with any Handling System problems, such as lay-out or pollution of your handled product.

Global Manufacturing, Inc.

Global Manufacturing, Inc.
Global Viber Global
VIBRATORS VIBRATORS AIR BLASTERS

1801 East 22nd Street
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Global Manufacturing Inc. manufactures bulk flow aids: industrial vibrators and air blasters. These products have been used in many areas of material handling (some are marked in the associated table). With our expertise, they can also be applied to many other material handling equipment or industrial processes.

Global Technics OÜ

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Global Technics OU designs and supplies advanced railcar unloading accelerators, wagon cleaning systems, and dome-type warehouse cleaning solutions. Our equipment delivers reliable performance, reducing downtime and optimizing bulk cargo handling efficiency across rail, port, and industrial operations worldwide.

Golden West Industries

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17 years experience providing dust control and anti-freeze solutions to the mining and material handling industries.

Gottwald Port Technology

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Grapplers India Pvt Ltd (Essar Industries)

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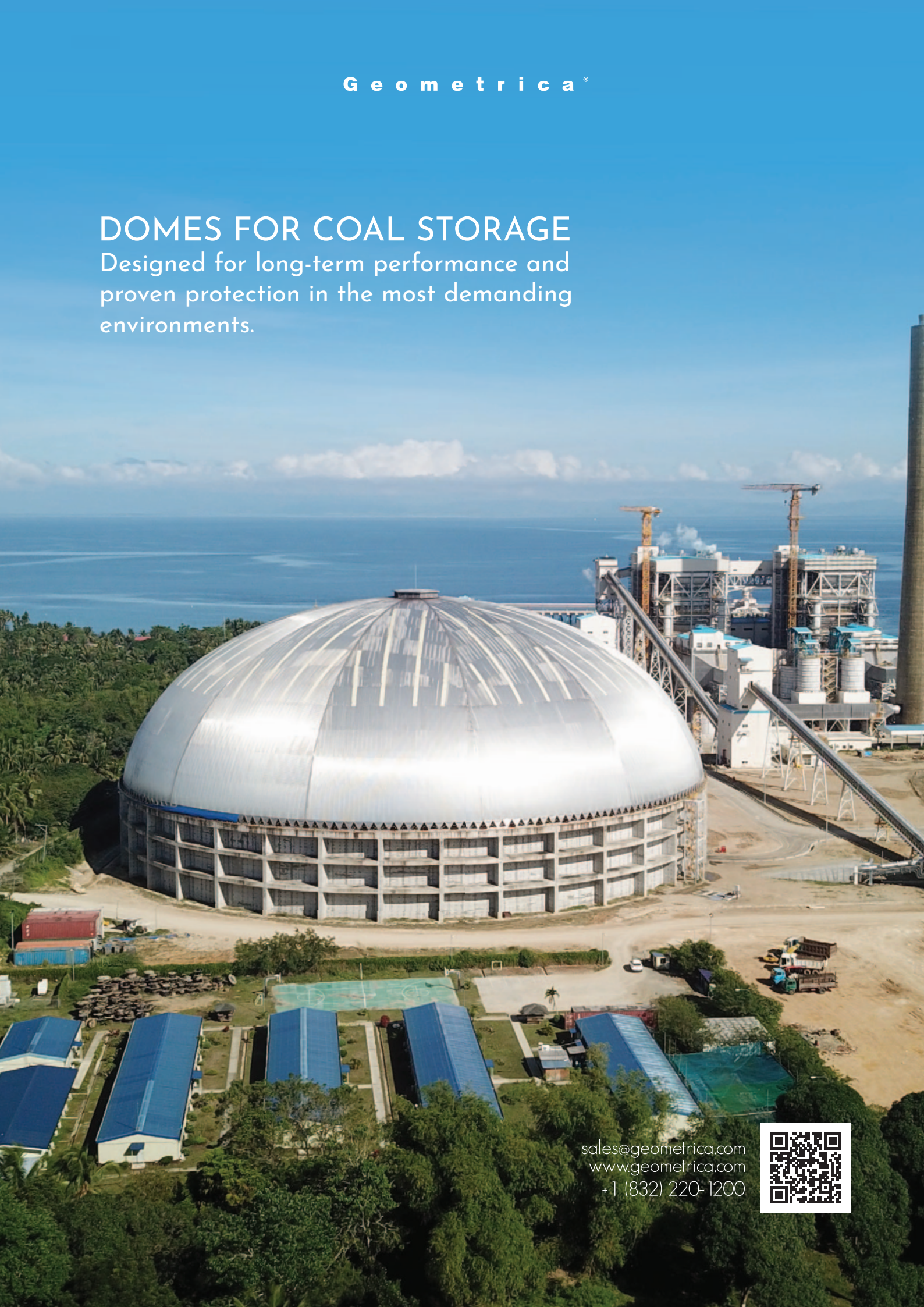
Guttridge Limited

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Guttridge, as part of the Mitchells group of companies, offers a wide range of bulk handling machinery, ideal for moving ores, granules, powders, sand, cement, salt and fertilizers around process plants. All our machines are manufactured to suit customers' individual requirements.

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Guven Grab Machine Inc.

Akse Mahallesi 535. Sk. No: 3/1
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Established in 1984, with it's own manufacturing facilities, Guven Grab and Machine supplies it's range of grabs all over the world. These include radio remote control grabs, electro hydraulic clamshell/orange peel grabs, mechanical double wired grabs and mechanical clamshell/orange peel touch down grabs.

Hackforth Holding GmbH & Co. KG

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Hägglunds stands for groundbreaking direct hydraulic drive technology and unswerving customer focus. Engineered and manufactured in Mellansel, Sweden, Hägglunds hydraulic motors and compact direct drive systems provide superior torque performance, flexibility and reliability to customers worldwide. Hägglunds is a brand of Bosch Rexroth, a leading global supplier of drive and control technologies.

Hammelmann GmbH

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Hapman

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Hatch is a global multidisciplinary management, engineering and development consultancy. Its group companies have more than 10,000 staff in 70+ offices. Its Technologies Business Practice designs and supplies specialized products to all its principal sectors: Metals, Energy and Infrastructure.

Hatch

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Haulder S.A.

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Haver & Boecker Niagara

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Haver & Boecker Niagara is a leading provider in screening, pelletizing and mineral processing plants and systems. The company's mission is to deliver the best of these technologies to customers in the mining, minerals, aggregates, cement, building products, fertilizer and salt and recycling industries. With deep roots and years of experience in these industries, Haver & Boecker Niagara uses its innovative and shared technologies to effectively meet the needs of customers around the world.

Heavy Handling

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Benelux distributor of MANTSINEN hydraulic material handling cranes, Konecranes Lifttrucks and Movella translifters.

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Henan SRON Silo Engineering Co., Ltd.

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Herjimar S.L

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Heyl & Patterson Equipment Member of The HALL Group

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Heyl & Patterson Equipment specializes in custom engineered capital equipment for bulk material handling. We engineer railcar movers, dumpers, stacker reclaimers and barge unloaders, as well as provide replacement parts, upgrades and retrofits for the life of our equipment, which is measured in decades.

HIT S.r.l.

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Hitachi Construction Machinery (Europe) NV

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Hitachi Construction Machinery (Europe) NV's (HCME) main products are hydraulic crawler and wheeled excavators, wheel loaders, rigid dump trucks and special application machinery. HCME provides a broad product line-up that has earned an excellent reputation for performance, reliability and safety.

HKD Blue

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HKD Blue designs, manufacturers, and sells water-atomizing dust control water cannons, spray bars, and pump-and-nozzle assemblies for dry bulk handling and loading facilities.

Hoffmann Inc

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Horizon Conveyor Equipment

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Manufacturers of Steel, Plastic & Aluminium Idler rollers, Conveyor Belt Scrapers and Conveyor Components & Equipment.

HOSCH Fördertechnik Recklinghausen GmbH

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Huebner Speed Monitoring (Pty) Ltd.

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Hycontrol Limited

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Hycontrol is at the forefront of level control, providing precision solutions across a wide range of industries. Hycontrol is the UK's leading silo protection expert with systems that exceed MPA guidance, utilising ground level testing for a safer working environment.
Other equipment includes: level measurement, silo protection.

IBAU HAMBURG

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IBAU HAMBURG supplies installations and components for the transfer, storage and conveying of dry products, including among others fly ash and coal. Our scope includes the engineering and supply of plant components such as ship loaders and unloaders, as well as storage silos.

ICC Commonwealth

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ICCE is a Turnkey Electrical Engineering Company providing electrical and automation solutions for your processes. We provide electrical and automation design, medium & low voltage, MCC panel building, PLC & SCADA software development, IT solutions, installation, commissioning, training, and technical support.

IEM FörderTechnik GmbH

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Products include E-ChainSystems - in operation on Ship to Shore Cranes, RTGs, RMGs, Goliath Cranes, Spreaders, Reach Stacker etc. More then 3.000 port equipment applications are running world-wide with igus® E-ChainSystems.

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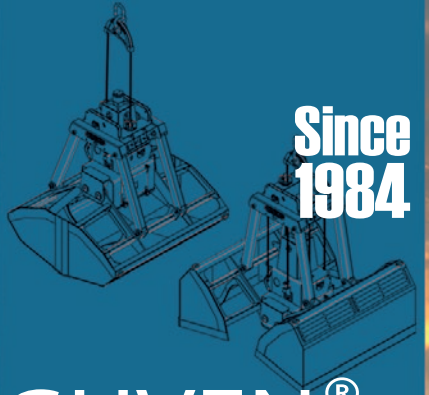
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Imperial Conveying Solutions designs and supplies bulk material equipment including our enclosed "environmentally friendly" conveyors under Multi-Fold and Flexi-Cleat belt designs. We also provide conventional trough conveyors, fixed and radial stackers, sidewall conveyors, tripper conveyors, reversing shuttle conveyors, drag conveyors, and related bulk materials handling equipment.

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Incolab Services main target is to serve the solid fuel industry with own office and laboratories. Most of our laboratories are 17025 accredited. Present in Europe, former USSR, North and South America and North and South Africa.

INDURAD - The Industrial Radar Company
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indurad is a German global supplier of radar-based automation technology. Indurad has successfully implemented advanced automation solutions, globally, to debottleneck material handling processes in mining, marine, and bulk material handling industries. Indurad's proprietary sensors form part of multipurpose solutions, comprising realtime inventory control, 3D stockpile visualisation, high-precision machine positioning, conveyor belt volume flow control, shiploading, and more.

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Using 2D and 3D radars to visualized mining and bulk handing processes, providing automation solutions along the flow chain to safe energy and debottleneck.

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Instral BV is a specialized and leading company in the world of dust protection and dust control. We offer dosing and spraying equipment/systems for dust control treatment (conveyor belts, stockpiles, yards, roads etc) Our C-Force® control additives are applicable for bulk storage and transhipment (coal, sand, iron ore pellets etc.) and at mining sites.

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A global company that provides the bulk container handling system; "CBH" that offers a logistics solution for the transfer of cargo using sealed containers at the port of shipment. When the ship arrives, containers are moved to the dockside and using a gyratory spreader called RAM Revolver, are rotated into the ship's hold using the patented ISG lid lifter and a suppression system that removes dust in the charging process.

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QML Services provides outsourced logistics management services to the mining and resources industries. QML Services is part of the ION Group, utilising QMASTOR Commodity Management software. QMASTOR Metals and Mining solution reduces operational, logistical, marketing and commercial costs by managing the tonnage, quality and value of coal and mineral supply chains.

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iSAM delivers projects for autonomous operation of stacker/reclaimers, ship loaders or grab/pneumatic ship unloaders. This includes 3D collision avoidance, remote control and autonomous operation of multiple machines supervised by only one operator; for green and brownfield projects.

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ISKAR, as being an expert on basic and detailed engineering, manufacturing, assembly, start-up and after-sales services for more than 40 years on the application of various bulk material handling projects in and out of Turkey provides dedicated solutions for his customers. Our values guide us throughout our business life and outlines our behaviours. We care and work for our customer's success. We encourage our colleagues for applying their knowledge on new ideas and projects. ISKAR is a trustful partner from Turkey for your needs.

Isomonte SA
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Specialises in the design and construction of turnkey systems for materials handling, including shiploaders/unloaders, grabs, stacker/reclaimers and conveyor systems.

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Italgru - more than 60 yeaers of crane design and manufacturing experience

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Designs, engineers and manufactures mechanical and hydraulic grabs for all kinds of bulk material.

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Jacobs leads global professional engineering services, delivering solutions for a more connected, resilient, and sustainable world. Our talent force of more than 45,000 provides broad capability across project delivery, technical, environmental, and scientific areas to our clients.

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Jenike & Johanson is the world's leading company in powder and bulk solids handling, processing, and storage technology. Over the past 60 years, we've tested over 19,000 unique powders and bulk solids and worked on more than 9,000 projects, giving our team the broadest real-world and in-depth experience in the industry to address a wide variety of bulk material handling and engineering needs.

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More than 35 years of experience in bulk material handling. Jim Way is an expert belt conveyor accessories manufacturer and meets the ISO 9001 quality standard. We deal with several issues caused by belt mistracking and improve productivity goals.

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Hübner Giessen is considered a market leader in encoder and drive technology with activities in the following industrial sectors: Steelworks and rolling mills, mining, cranes, railways, marine, oil and gas, traction technology, hydroelectric power plants and energy systems.

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Wear-protection materials and services. Engineering, production, and worldwide installation of highly wear-resistant linings and components made of ceramic, metallic and plastic materials for protecting all kinds of bulk handling equipment.

Kardesler Grab & Machine Co.
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Merger of Kenz offshore cranes and Figee harbour cranes. Founded in 1836, Figee designs and manufactures a complete range of bulk handling cranes including the unique and well proven Lemniscate floating grab cranes with capacities from 16-50 tonnes, gantry grab unloaders, single- and double boom cranes, kangaroo cranes.

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KIEPE Industry is a German manufacturer, registered in Löhne, Germany, with manufacturing, engineering, logistics, and service operations based in Düsseldorf, on the Rhine. The company specializes in the production of pull-rope emergency stop switches, belt misalignment and position switches, as well as speed monitoring devices for conveyor belt systems, under the trademark KIEPE ELEKTRIK. Since 2026, Kiepe.Industry has become a dedicated brand within the steute Group, offering specialized solutions for conveyor and bulk material handling applications.

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Kinder Australia delivers innovative solutions to improve and maintain the efficiency of conveyor and bulk materials handling equipment for a variety of products. Imaginative design capabilities, lateral thinking, rigid benchmarking and ability to overcome problems makes Kinder an industry leader.

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Kingfisher specialise in protecting process plant and equipment against wear and abrasion. Offering a complete range of systems to cater for the harshest of operational environments, priding ourselves on offering industry an unbiased solution to the problems encountered when handling or processing bulk solid materials.

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The Kinshofer Group is the one-stop shop for attachments for cranes, excavators, skidsteers and telehandlers worldwide, offering tools for general construction, material handling, demolition, recycling, forestry, landscaping, rail construction/maintenance and mining.

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KOCH Solutions has developed a worldwide reputation for supplying innovative, fully-mobile material handling equipment solutions including mobile conveyors, stackers, loaders and unloaders, stockyard systems, and crushing and sizing equipment.

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Komatsu delivers proven Joy coal handling and crushing solutions, including Joy feeder breakers, reclaim feeders, sizers, and conveying systems. Backed by global engineering, parts and lifecycle support, we help mining and bulk material operations improve safety, reliability and productivity.

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Komatsu Mining Corp offers a wide range of solutions, to surface and underground mining, quarrying, and many other material handling applications. With the Komatsu focus on quality and safety, the crushing and conveying offering ensures customers maintain uptime, while decreasing costs.

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Konecranes is a world-leading group of Lifting Businesses™, serving a broad range of customers, including manufacturing and process industries, shipyards, ports and terminals. Regardless of your lifting needs, Konecranes is committed to providing you with lifting equipment and services that increase the value and effectiveness of your business. See more information on www.konecranes.com

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FOR GREATER BULK HANDLING PRODUCTIVITY Reach out and grab it with eco-efficient Konecranes Gottwald Mobile Harbor Crane technology. Depending on site and operating conditions, our four-rope grab cranes, also available as rail-mounted portal and floating cranes, achieve handling capacities of up to 2,200 tph in continuous-duty bulk handling. Our broad range of products with their smart crane features is supported by dedicated planning and consultancy services and backed by a global service network.

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The coal industry presents many challenges for the storage and reclaim of hard to handle materials. Laidig designs and manufactures fully automated reclaim systems to effectively handle the rugged and abrasive materials associated with these types of heavy-duty applications.

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One of the world's most dynamic and innovative privately owned development, construction and specialist companies. Acquired Barclay Mowlem in 2006, thereby providing additional scale, resources and capability. Offers a Total Solution Partner - bringing finance, development, design, construction and maintenance solutions to clients throughout Australia and the Asia Pacific region.

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Lawrence Industries, Inc. is a fabricator and distributor of TIVAR 88 polymer liners. TIVAR 88 is a low coefficient of friction liner that is used to eliminate sticking, pluggage, ratholing material build-up. TIVAR 88 has excellent wear properties.

LD Ports & Logistics
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LD Ports & Logistics has more than 160 years of experience performing maritime commodity logistics for companies and commodity users worldwide. LDPL offers a full range of reliable and efficient bulk materials logistics solutions in partnership with our clients.

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AGUDIO, with more than 150 years of creativity, innovation and reliability, is the brand dedicated to the engineering and construction of non-standard rope-haul systems for material transportation such as FlyingBelts (conveyor belt suspended on ropes), Ropeways, Cable Cranes and Special Installations. It is part of the High Technology Industries (HTI) group of companies, which unites the companies Leitner and Poma.

Leon Overseas Pte. Ltd

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A member of the Liebherr Group and manufacturer of hydraulic material handlers and other material handling technology and services, as well as attachments and quick coupling systems.

Liebherr-MCCtec Rostock GmbH

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With 7 models available (42 - 208 tonnes capacity), Liebherr offers a wide range of cranes for dedicated coal handling. Due to optimized opening/closing and hoisting speeds, simultaneous functions, increased filling degrees, electronically controlled winch synchronisation etc., outstanding handling figures are being achieved.

Lion Bulk Handling B.V.

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We design, manufacture and commission bulk handling systems for the marine, offshore and onshore industries. If you are building a new ship or a drilling rig, converting an existing ship, equipping an offshore vessel, or simply need spare parts or a feasibility study, Lion Bulk Handling is your partner for Bulk Material Solutions.

Listenow GmbH & Co.

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Other equipment: loading equipment, filters.

Loibl Förderanlagen GmbH

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Loibl is a leading global supplier and manufacturer of customized conveying solutions for bulk materials, from individual components to complex systems. Decades of experience and comprehensive knowledge about the physical requirements of all types of bulk materials make Loibl an essential partner in the development of customized solutions for a wide range of industries and applications.

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BULK.ID is strong in turn-key solutions for the handling and recycling industries. We collaborate with leading German manufacturers who deliver innovative products. A stable German partner and our own engineering, construction, assembly and service departments leads to an ideal collaboration for the customer. Other Equipment - Wind Sifters

M.A.T. Malmedie Antriebstechnik GmbH

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Macawber Engineering, Inc

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MacGregor Sweden AB

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MacGregor is a market leader in sustainable Cargo handling solutions.

Mack Manufacturing Inc

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Manufactures all types of grabs and grapples, both wire rope and hydraulically operated, as well as radio-controlled and diesel operated systems.

Magaldi Power S.p.A.

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MAJOR

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MAJOR is an innovative global manufacturer of wire screens for the aggregate, mining and recycling industries. FLEX-MAT®, the company's renowned line of distinctive lime-green high vibration screens made with OPTIMUMWIRE® "The longest-lasting wire" sets the standard in lowering cost of production per ton by dramatically increasing throughput and wear life while eliminating blinding and pegging. MAJOR masters wire quality, screen manufacturing and the screening process, and provides on-site screening performance assessment and training seminars on screen maintenance and screening efficiency to help producers increase their screening performance and profitability. MAJOR is a Haver & Boecker company.

Mantsinen Group Ltd Oy

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Mantsinen Group is a Finnish manufacturer of material handling machines and attachments, serving ports, terminals and industrial operations worldwide. Our solutions combine high performance, energy efficiency and advanced technology to support safe, productive and sustainable bulk material handling.

Marco – A Terex Brand

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Marco provides the complete design, manufacture and installation of bulk material handling systems across multiple industries including mineral processing, transportation and other specialized areas. For over 80 years, Marco has been providing reliable and durable solutions for its customers.

Marine Inspection LLC

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Martin Engineering

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Martin Engineering makes bulk material handling cleaner, safer and more productive, improving belt conveyors by suppressing dust, reducing spillage, removing carryback and tracking belts. Specialists in belt cleaners, air cannons, vibration, transfer point technologies, dust management, railcar unloading, silo cleaning.

Martin Engineering GmbH

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Since 1944 Martin Engineering has been a worldwide leader in making Bulk Material Handling cleaner, safer and more productive.
Other equipment: Field Services, Safety Products, Flow Aids, Screen Vibrators

Maschinen und Mühlenbau Erhard Muhr GmbH

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MUHR offers a wide range of high quality Bulk Loading Systems (for open and closed, dust-free loading), Loading Spout Positioners, Pneumatical Docking Devices and even Railcar Dumping Systems for economical unloading of trains with open railcars.

Maschinen-und Industriebau Feld GmbH

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High standards, qualified and creative employees, the right technology to meet customers' demands.
High-Tech for preservation of our resources.

Matrix PDM Engineering

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Matrix PDM Engineering, a subsidiary of Matrix Service Company (Nasdaq: MTRX) provides multi-disciplinary engineering, procurement and construction management services to the energy, power and industrial markets in North America and around the world.

Maze MH Ltd

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www.port-consultants.com
Independent Bulk materials handling Engineering consultancy with wide experience in Ports & Terminals internationally. Impartial advice so you get what you want not what your suppliers think you need. Member of the Independent Port Consultants Group.

McCreath Laboratories

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MCI Mining Construction Group

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The MCI Group is an OEM supplier in the fields of mechanical engineering, opencast mining and material handling. It also specialises with equipment modernisation, refurbishmenthe and overhaul of plant and machinery.

MDG Handling Solutions S.r.l.

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MDG Handling Solutions was founded in 2017 and operates in the field of customized design and production of EP / EPC / EPCM 'turnkey' plants. MDG identifies the best technological solutions for customers specific needs, by proposing itself as 'one source solution', and for production systems, development and assistance. MDG Handling Solutions offers engineering, high-quality manufacturing and mechanical handling services.

MegaDome® Buildings by Harnois

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Megadome designs and manufactures durable, versatile fabric-covered buildings for storage, agriculture, and industrial applications. Known for reliability and strength, Megadome structures deliver cost-effective, long-lasting solutions that adapt to diverse needs and environments worldwide.

MegaRoller Africa

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Brits
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With a history of innovation, research and development spanning over 30 years, Megaroller is entrenched as innovative leaders in manufacturing of long lasting and environmentally sound conveyor idlers for the mining

and bulk material handling industries.
Our ranges of products which incorporate patented technologies have been proven time and time again to outperform competitive products in durability, quality and total cost of ownership.
It is a feather in our cap when a mining house specifies Megaroller as a product description instead of a brand.
"Engineered to last longer than the market standard"

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Leading supplier of cargo hold liners for self unloaders, barges, and other bulk material storage & handling equipment. Products include Dyna-Flo high performance plastic liners and ceramic wear liners.

Merit Technologies India Pvt Ltd
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MERIT Group, established in 1997, is India's market leader for batch load outs, rapid loading systems, in-motion rail cars and truck loading systems.

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Merrick Industries is a leader in continuous weighing and feeding solutions, since 1908. Merrick designs, manufactures, and supports all of our products at our Lynn Haven, Florida plant for the Coal, Cement, Mining, Chemicals, Lime, Gypsum, Steel and Aggregates industries.

Metalkarma Engineering Technologies Pvt Ltd
14, Attibele Industrial Area
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Metalkarma Engineering Technologies (MET) is established 2014 as a manufacturing company to design, manufacture and assemble at site, the prefabricated space frame components to form any geometrically definable space structure. being located in Bangalore, India MET has stamped swiftly its prominence in India and acquired the unquestionable leadership in space frame systems in the entire region by mastering the art and its innovative technology. MET's commitment to excel in quality and economy to exceed customer satisfaction coupled with its quest for R&D has resulted in a giant leap in its production and installation of space frame structures of complex geometries globally from 200,000sqm in 2014 to 600,000sqm pa.

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Metso Minerals Industries, Inc.
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Products include stacker/reclaimers; railcar dumpers/wagon tipplers; grab, continuous and balance unloaders; barge/ship loaders; barge and train positioning systems; mechanical ash handling systems; coal preparation equipment; apron feeders and overland conveyor systems.

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Metso is a frontrunner in providing sustainable technologies, end-to-end solutions and services for the aggregates, minerals processing and metals refining industries globally. By helping our customers increase their productivity, improve their energy and water efficiency and environmental performance with our process and product expertise, we are the partner for positive change.

Metso USA, Inc.
Bulk Materials Handling and Port Solutions
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Products include stacker/reclaimers; railcar dumpers/wagon tipplers; grab, continuous and balance unloaders; barge/ship loaders; barge and train positioning systems; mechanical ash handling systems; coal preparation equipment; apron feeders and overland conveyor systems.

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MGB & Company buys, sells and brokers equipment for processing, conveying, storing and loading materials in the mining, aggregates, frac sand, dry bulk and marine markets. We are driven to build value into every deal for both buyers and sellers.

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Contact: Mr Melton White
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Mideco specialises in fugitive dust management for hoppers and receiving pits. Burnley® Baffles provide passive dust containment in bulk material handling facilities, helping reduce fugitive dust emissions without restricting product flow during truck, rail and ship unloading operations.

Midwest Industrial Supply Inc
1101 3rd St. SE
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Ohio
OH 44707
USA
Contact: Ms Morgan Murphy
Job Title: Marketing Manager
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E: Morgan.Murphy@midwestind.com
W: www.midwestind.com
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Provide a complete line of dust control, erosion control, soil stabilization lubricants, anti-icing and de-icing products that are developed by the company staff of chemists and backed by a complete range of services, equipment, expertise and technical support since 1975.

Midwest International Standard Products, Inc.
105 Stover Road/ PO Box 438
Charlevoix
MI
49720-0438
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Founded in 1967, the company focuses on dust free loading and stockpiling of dry bulk with products including The Paragon Series and the Heavy Duty Mining Series. The Chokefeeder® dust free shiploading systems are used by governments and industries in over 50 countries.

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The OPS Group is a privately owned, 100% Australian owned and operated group of companies, established in 1989 with a core focus on providing professional equipment supply and after-market service to the mining, quarrying, screening, crushing, blockmaking, construction and earthmoving industries.

Mist-Air Dust Suppression Limited
Hillcrest
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mist-air is a flexible dust and odour suppression system which can be adapted to suit all sizes of buildings or operations. It is easily fitted to any site and can be retro-fitted to existing operating sites, ensuring a dust and odour free environment. Over 6,000 systems have been manufactured and installed Worldwide.

Mitsubishi Chemical Advanced Materials Inc.
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Polymer liners for self-unloading ships, hoppers, chutes, bins, railcars, silos. SystemTIVAR Engineering designs, fabricates and installs lining systems worldwide to promote bulk material flow, featuring industry-leading low coefficient of friction and abrasion-resistant TIVAR® family of products.

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Contact: Mr Michael Bailey
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In addition: Silo cleaning services and equipment. Silo, bin, bunker, transport and process vessel cleaning, clearing and unclogging services and equipment.

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Specialist, with over 70 years experience, in engineering and supply of complete bulk material handling systems in all industrial sectors.
In house products line includes screw, chain, belt and pipe conveyors, bucket elevators, stackers and reclaimers.
Worldwide operation.

MRS Greifer- und Maschinenbau Helmstadt GmbH
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Approaching more than 40 years experience in producing all types of grabs. The company's product range includes mechanical grabs, radio-controlled, hydraulic and electro-hydraulic grabs. MRS has an excellent after-sales and repair service, provides spare parts from stock and supplies parts for a long period after delivery.

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N.M. Heilig B.V. (part of Heilig Group) is a European based company specialized in manufacturing bulk handling- and recycling systems.
We provide:
- Custom design & engineering
- High quality production facilities
- Experienced assembly & service staff
We are a family business, with more than 43 years of market experience and more than 250 employees.
Other equipment: Mobile (tracked) stackers, conveyors and feeders.

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Natural Grabs
Toros Caddesi Fethi bey sokak no 11
Natural Business Center
Maltepe
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Contact: Cpt Hayrettin Yakut
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NAVCO (National Air Vibrator Co)
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Navtech Radar
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Oxon
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Navtech's maintenance-free sensors deliver unrivalled sensing for automation in bulk material handling, providing critical safety data when needed most.
Engineered to withstand the harshest of environments including vibration, dirt and high temperatures, they're utilised for collision avoidance and profile monitoring.

Negrini Srl
via E. Torricelli n.4
Castelfranco Emilia
Modena
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Engineers and producers of state-of-the-art grabs, clamshells and buckets.

Nemag BV
Deltastraat 15
Zierikzee
4301 RC
The Netherlands
Contact: Mr Rudy Bovée
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Specialized in the sales, engineering and construction of rope operated grabs for large scale dry bulk handling. The company has a vast record of worldwide deliveries and is recognized as one of the leading grab manufacturers worldwide.
Other equipment: NEMAG Quick Release Links and Rope Pear Sockets.

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NEUERO designs and manufactures a wide range of pneumatic and mechanical ship/barge unloaders, ship/barge loaders and pneumatic conveyors, with high capacities and gentle handling of materials.

NILOS GmbH & Co KG
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Conveyor belt equipment ranges from simple small tools to vulcanising presses up to the planning, construction and commissioning of complete conveyor belt repair workshops. Range of products include hot and cold repair material, along with basic overhauling, reconditioning, maintenance and assemblies.

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Custom engineering and integrated solutions for dry bulk handling: shiploaders manufacturing, dry bulk terminals efficiency analysis & development. Assembling, disassembling, service & maintenance of crane equipment.

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NKM Noell Special Cranes is a global leader in delivering complex and robust lifting and handling equipment to sectors where safety and reliability are major concerns.

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CWA is a multidisciplinary EPCM firm that provides professional services including planning, engineering, procurement, construction management, and maintenance and operations support to industry-leading clients in the bulk materials handling, mining and mineral processing, and ports and marine terminals sectors.

Northern Conveyors
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W: www.northernconveyors.com.au

Northern Heavy Industries Group Co., Ltd.
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110141
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NSL Engineering Pte Ltd
41 Tillock Street
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Sydney
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2045
Australia
Contact: Mr Cameron Hay
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O.Z. HENNLICH ENGINEERING
HENNLICH s.r.o.
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OPS Crushing & Screening
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Orthos Projects Ltd.
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Since 1977 Orthos Projects have designed, manufactured and installed bulk solids raw materials handling plant to the highest specification.
Best qualified to serve the Port, Bulk Handling, Quarry, Foundry, Recycling and related industries, Special purpose machine design, conveyor systems to ISO 9001 (2008).

ORTS GmbH Maschinenfabrik
Schwartauer Strasse 99
Sereetz
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Germany
Contact: Herr Sigvard Orts
T: + 49 451 3988515
E: info@orts-gmbh.de
W: www.orts-grabs.de
F: + 49 451 392374
Made in Germany: Electro-hydraulic grabs, independent diesel-hydraulic grabs, mechanical rope grabs.
For bulk, scrap, dredging, salvage.
Repairs (also grabs from other makers) and spare parts.
Crane-equipment for electro-hydraulic grabs.
Lifting beams (max. load 150t) and flat- frames.

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6400 S. Fiddler's Green Circle
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CO
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Page Macrae Engineering
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With over 65 years of engineering experience, Page Macrae Engineering is regarded as a leading manufacturer of ship cargo handling equipment. The company's bulk handling expertise covers the complete concept, design, build and commission process.
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W: www.parker.com
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Leicestershire
LE4 6GH
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Job Title: Marketing & Sales Director
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F: + 44 116 261 0812
Manufactures a complete range of conveyor systems and components.

PEBCO® Inc
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Job Title: President and COO
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W: www.pebco.com
F: + 1 270 442 5214
PEBCO® designs and engineers a wide variety of products; slide gates, diverters, air slides, dustless loading spouts, dust suppression systems, telescopic chutes, and more for the dry bulk solids industry. From mining to processing plants or loading and unloading transport vessels; anywhere the flow of dry bulk solids needs to be controlled.

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PEINER SMAG Lifting Technologies GmbH
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T: + 49 5341 302 647
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W: www.peiner-smag.com
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PHB is a global leader in material handling, mining, and complex special mechanical solutions, with 150 years of experience and full EPC capabilities worldwide. As part of TSK Group, with an annual turnover exceeding €1 billion and over 1,500 engineers, PHB delivers innovative, tailor-made solutions for challenging industrial projects worldwide.

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W: www.phoenix-conveyorbelts.com
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We build hydraulic and electric cranes from 50 to 2000 tm with a transhipment capacity up to approx. 2000 ton/hour. We are specialized in shipboard cranes, mobile cranes and harbour cranes for dredging, transhipping, hoisting and pile-driving.

Pneumat Systems Inc

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Contact: Mr Bryan Olin
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Port-Trade AS

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Port-Trade is a Danish company with more than thirty years of experience with cargo handling systems, including mobile harbour cranes, container spreaders, bulk handling grabs, and loading equipment.
Port-Trade provides analyses of customer requirements and proposes and delivers complete equipment solutions.

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PRDW Consulting Port and Coastal Engineers

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Precia-Molen Nederland BV

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Procon Engineering Limited

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PSB Inspection

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Inspection, sampling, sample preparation, weight assessment and gas/toxid measurement are part of our service portfolio which we render globally (www.psbinspection.com).

PT Armada Rock Karunia Transshipment

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PT Asian Bulk Logistics

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PT Carsurin

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Established in 1968, PT CARSURIN is the largest privately owned Inspection, Testing and Verification company in Indonesia, with a growing international presence. We provide independent third party services to mitigate risk for our clients across a broad range of industries including Coal. We are the only independent Indonesian member of the International Federation of Inspection Agencies and are the sole Lloyd's Agent in Indonesia.

PT Geoservices

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PT. Bando Indonesia

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PT. Lelangon

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Qingdao Haixi Heavy-Duty Machinery Co.Ltd

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Qingdao Huaxia Rubber Industry Co. Ltd.

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W: www.huaxiarubber.cn
F: + 86 532 8251 9238
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Quarry Mining LLC
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Designs and builds green hoppers, belt conveyors and transhipment plant for coal, cereals, mineral.

RAM Lifting Technologies
6 Selby Place
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Lancashire
WN8 8EF
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Job Title: PR & Communication
T: + 44 1695 556355
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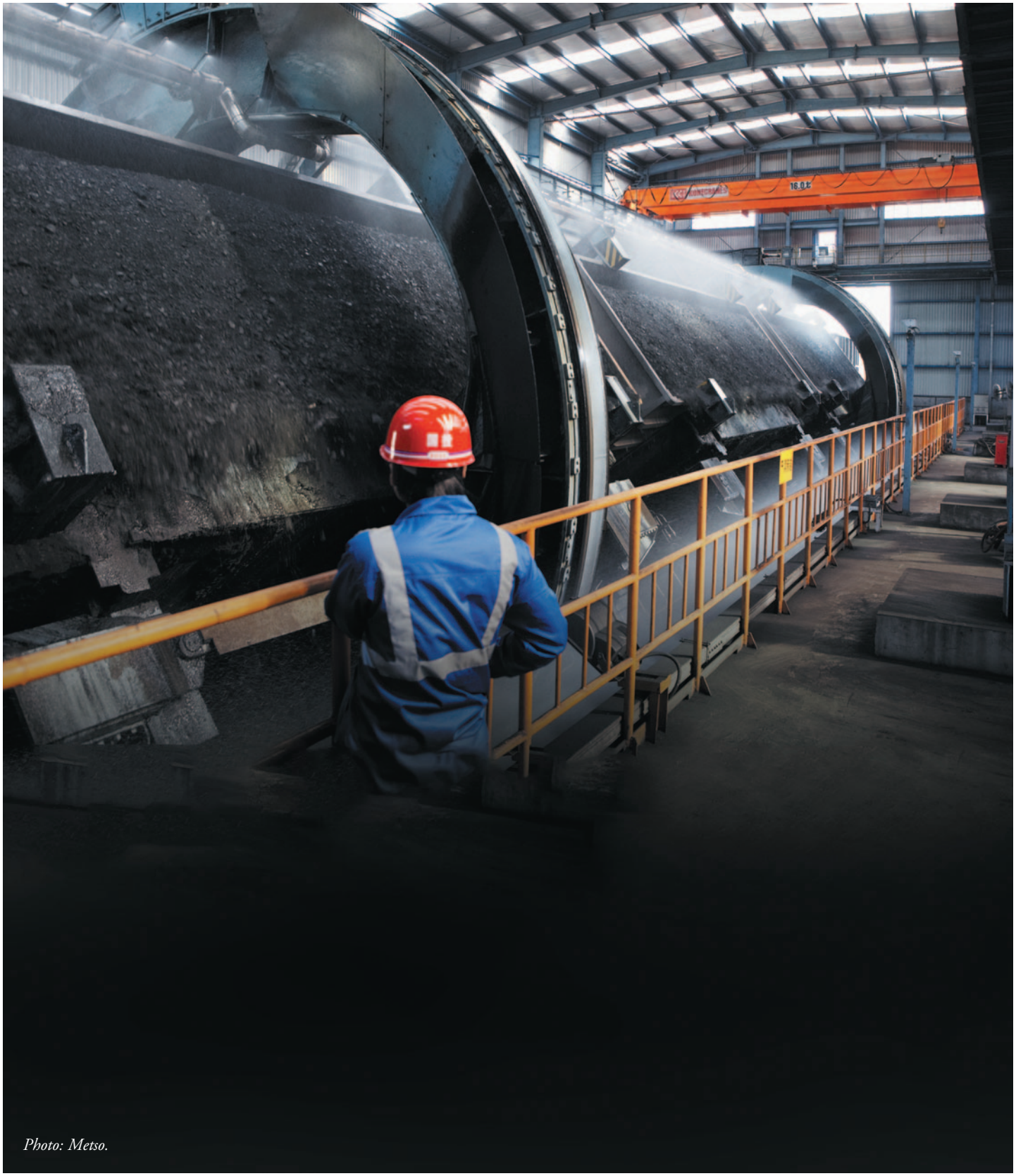


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E: d.nirefois@rblrei-france.com
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F: + 33 2 41 21 19 59
Designs, builds and supplies continuous bulk handling belt conveyor systems and associated equipment, stackers up to 10,000 tph, reclaimers up to 15,000 tph and shiploaders up to 3,000 tph.

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E: Birgit.Bender@rc-inspection.com
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RC inspection is an independent inspection company for quality and quantity control in the market of Solid Fuels, Metals-Minerals, Scrap and Marine Surveys with offices all over the globe.

Real Time Instruments
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RTI manufacture specialist equipment that provide real-time reporting of key quality measures of bulk materials as they are transported on a conveyor belt and by other means. RTI distributes high performance belt weighers and tramp metal detection and removal systems.

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E: communication@reel.fr
W: www.reelinternational.com
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Contact: Mrs Magdulin Abbas
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Contact:
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W: www.richmondengineering.com
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Ronin System Solutions
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Contact: Mr Ross Purcell
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SAS GLOBAL CORP

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ScrapeTec International GmbH
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D-35708
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Contact:
T: + 49 2773 9400 0
E: info@sibre.de
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SIBRE-Siegerland Bremsen manufactures industrial brakes (drum-, disc-, caliper- and storm brakes) and drive components (e.g. drum couplings) and offer an optimum combination of innovative high quality products, easy usage and minimized life-cycle costs, by employing latest manufacturing and quality assurance technologies.

Siebtechnik GmbH
Platanenallee 46
Mülheim an der Ruhr D-45478
Germany
Contact: Mr Günther Liefke
Job Title: Commercial Manager
T: + 49 208 580 100
E: sales@siebtechnik.com
W: www.siebtechnik.com
F: + 49 208 580 1300
Wormscreen, pusher-type and vibratory centrifuges, centrifuges for granular products; decanters for continuous separation of solids from liquids; laboratory centrifugal, size-reduction machines, especially vibratory mills for grinding to ultimate fineness, machines and plants for taking and preparing samples. Horizontal, elliptical and circular motion screening machines, jigs.

Siebtechnik Tema
7806 Redsky Drive
Cincinnati
Ohio 45249
USA
Contact: Mr Mike Mullins
T: + 1 513 489 7811
E: sales@siebtechnik-tema.net
W: www.siebtechnik-tema.com
F: + 1 513 489 4817
Other equipment: Centrifuges/dryers. Manufacture and supply cross-belt sampling systems (up to 3M wide primary cutter) in accordance with ISO standards, screening machines and centrifuges for the coal and other mineral industries. Please visit our web page for additional information.

Siebtechnik Tema BV
PO Box 3220
Rijswijk
GE 2280
The Netherlands
Contact: Mr M P van Delden
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SIEBTECHNIK TEMA Centrifuges Coal centrifuges for coarse and fine coal; Sample taking, sample preparation, complete sampling plants and laboratory equipment; Linear- and circular-motion screening machines.

Siemens AG
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Contact: Ms Katharina Rebbereh
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T: + 49 172 8413539
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Advanced Automation, Digitalisation Solutions and Electrification for the Minerals Industry, such as MES, Stockyard Management, CMS and more.

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SIG - Società Italiana Gomma SpA
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Varese
21055
Italy
Contact: Mr Luca De Stefano
Job Title: Sales Director
T: + 39 0331 365135
E: sig@sig.it
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SIG is one of the European most important producers of elevator as well as rubber conveyor belts. With an experience of more than 80 years manufacturing SIG can easily supply high quality made in Italy fabric and steel cord rubber belts worldwide.

Simplicity Projects Pvt Ltd
G1/1275, RIICO Industrial Area
Rampur
Mundana
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Rajasthan 301019
India
Contact: Mr Anoop Shanker Madan
Job Title: Director
T: + 91 8130308006
E: sppl@simplicityprojects.com
W: www.simplicityprojects.com
Providing customised solutions from concept to commissioning of material conveying systems for the last 40 years.

Sinha BMH Systems India Pvt Ltd

Saraswati Complex
Nimerhati
Makardah
Howrah
West Bengal 711409
India
Contact: Mr Prosenjit Sinha
Job Title: Managing Director
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W: www.sinhaindustries.com/
Sinha BMH Systems is an ISO 9001:2015 certified, vertically integrated engineering firm engaged in the design, engineering, manufacturing, and supervision of erection and commissioning of complete mechanical conveyor systems.

Sly LLC

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Designs and manufactures industrial air pollution control equipment, including baghouse dust collectors, cartridge collectors, wet scrubbers (plate, venturi and eductor) and retractable loading spouts. The company manufacturing facility fabricates in carbon steel, stainless and duplex steels. Production also includes cages.

SMAG PEINER Grabs (India) Pvt. Ltd.

Office no. 504 The Affaires Premises
Plot no. 9, Sector 17,Near Moraj Circle, Palm Beach
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SMB International GmbH

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W: https://www.smb-group.de/
SMB meets the demanding material-related requirements of conveying bulk and bagged goods. The company designs and manufactures high-performance conveying solutions designed for trouble-free long-term operation. Projects all over the world convince fertilizer producers, port operators and industrial specialists of the quality of German engineering.

Smiley Monroe Ltd

23 Ferguson Drive
Knockmore Hill Industrial Park
Lisburn, Co. Antrim
Northern Ireland BT28 2EX
UK
Contact: Mr Tim Monroe
Job Title: Marketing Manager
T: + 44 28 9267 3777
E: sales@smileymonroe.com
W: www.smileymonroe.com
F: + 44 28 9266 3666
Exporting worldwide - experts in the design, manufacture and service of conveyor belts, screening media and conveyor spillage control & dust encapsulation systems for bulk materials handling. Industries served range from quarrying, mining and cement plants to ports, steelworks and power stations.

Sobemai Crane Services BV

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Contact: Mrs Kathleen Breusegem
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T: + 32 50 711801
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W: www.sobemai.com
F: + 32 50 710402
Manufacturer of equilibrated cranes, selling to the international market.

Solitec Engineering

Unit 8
Gilchrist Thomas Industrial Estate
Blaenavon
Gwent NP4 9RL
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F: + 44 1495 790666
Design and manufacture bulk materials handling equipment to food, pharmaceutical, cement, petrochemical and other industries. Product range, typically, consists of screw conveyors, bucket elevators, mixers (various), IBC systems and silo discharge aids. Part of the ROTOLOK Group of companies.

Sotecma

245, boul. Yvon - L'Heureux Nord
Beloeil
Quebec J3G 5R8
Canada
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Canadian company offering turnkey engineering and construction services in bulk handling and flat storage solutions at low cost. The type of structure used is a highly versatile alternative to conventional constructions. The storage shed can be dismantled and be relocated. For more details visit www.sotecma.com.

Spohn + Burkhardt Sicherheitstechnik GmbH

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Contact: Ms Vanessa Henze
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We are a German manufacturer of safety switches for conveyor belts. Our switches are designed for especially rough and demanding environment with many options to customize.

Spraystream

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STAG AG

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STAG bulk material technology for mechanical and pneumatic conveying technology as well as ensilage technology . We are also the ideal partner as a general company for complex assignments for nearly all bulk materials in plant construction.

Standard Industrie

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STANDARD INDUSTRIE International is a specialist in the design and manufacture of equipment to facilitate the handling of powdery bulk products safely. With our methods, you can optimise the performance of production tools while reducing the operating and maintenance costs.

Stantec

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Customized solutions for complex projects.
Our team meets even the most difficult technical challenges in a creative yet practical manner. We take pride in providing innovative solutions that balance production goals with good stewardship, environmental sustainability, and regulatory requirements. Most importantly, we consistently maintain our focus on safety and quality while delivering projects on-time and on-budget.

Stemm Equipos Industriales, S.L.

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W: www.stemm.com
F: + 34 943 333 506
With extensive experience in the bulk handling sector, STEMM manufactures a wide range of grabs for harbour and industrial cranes, especially electrohydraulic clamshell and orange peel grabs and single-rope radio-controlled clamshell grabs with state-of-the-art construction and service concepts.
STEMM is your partner for consulting, manufacturing and servicing around the grab world.
For further information, kindly check our website www.stemm.com.

STM Industriale ApA

Zona Industriale snc
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STM is specialized in the engineering and supply of BELT CONVEYOR SYSTEMS for bulk materials handling facilities. Since 1975 we provide worldwide innovative integrated solutions in order to increase efficiency, reliability and cost savings for the customers' production processes. STM Portfolio includes Belt Conveyor, Pipe Conveyors, Mobile Conveyors, Vertical Conveyors, Stackers, Trippers, Shiploaders.

STM SpA

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40012
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Power transmission manufacturer (gearboxes & electric motors).

Stokman BV

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Strudes Inc

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Strudes Inc. is an engineering consulting company, founded in Montreal in 1984. We specialize in design for heavy industry. We provide full range of engineering services including preliminary and final design, contract evaluation and administration, evironmental studies, schedule development, etc.

STUDIO TECNICO MALNATI SAS

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Our company represents several industrial manufacturers.
We develop basic engineering for solid material handling systems.
Our team is focused on selecting machineries and designing plants for:
- crushing - screening
- handling systems
- rollers and rubber belt
- e-motors and inverters
- process automation
Other Equipment: Telescopic Cascade Chutes

Sucofindo

Laboratory Strategic Business Unit
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Sumitomo Heavy Industries Material Handling Systems Co., Ltd.

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Sumitomo has produced a very wide range of material handling equipment for over 90 years and perseveres in its efforts to improve the efficiency of their leading continuous ship unloading range of machines.

Superior Industries

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Superior Industries, Inc.

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E: info@superior-ind.com
W: www.superior-ind.com
F: + 1 320 585 5644
Superior Industries is the only North American based company to manufacture a complete line of conveying equipment like telescoping radial stackers, mobile shiploaders, truck unloaders and fixed conveyor systems; plus conveyor related components like idlers, pulleys, scrapers and other accessories.

Supreme Manufacturing, Inc.

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Synergy Engineering

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Contact: Ms Nicole Neuman
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W: http://www.synergy-eng.com
Synergy Engineering is internationally renowned for our electrical engineering & automation Design & Supply for materials handling industry. For mining, we deliver turnkey IPCC systems for expansion and debottlenecking projects unique expertise in SRC drive technology.

Tadano Infrastructure Solutions Ltd.

8-1 St Luke Tower
Akashi Cho
Chuo-Ku
Tokyo 104-0044
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E: kyoko.tomita.b8t@tadano.com
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F: + 81 3 5550 5366
In addition: Multi-purpose gantry cranes
TIS has supplied a lot of coal handling equipment and systems with cutting edge technology for world-wide customers and has had a world leading delivery record of the continuous ship unloaders.

TAKRAF GmbH

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W: www.takraf.com
F: + 49 341 2423 610
With more than a century of experience and tradition in the field of open cast mining, bulk materials handling, and port facilities, the company is proud of its worldwide standing. Services offered: planning, design, fabrication, erection and after sales service of machines, systems and complete plants.

Tamtron Group

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TAPC - Total Air Pollution Control

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TBA Group

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UK
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Job Title: Marketing Specialist
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Plan, track and manage all cargo types, manned/automated assets and people right across your terminal or terminal network. TBA Group are a global software & consultancy business offering integrated solutions to simplify the operations of ports, terminals and warehouses.

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TBK Group BV
Groot Overeem 7
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Utrecht NL-3927 GH
The Netherlands
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T: + 31 318 745 740
E: backoffice@tbkgroup.com
W: www.tbkgroup.com
The TBK Group delivers practical, innovative, and sustainable solutions which minimize waste, pollution and dust emissions around your conveyor belt.

TD Micronic
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Contact: Mr Alastair Boyd
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T: + 1 604 594 9191
E: admin@tdmicronic.com
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F: + 1 604 594 9193
TD Micronic is a long time industry leader in Belt Weighing World. We have 0.1% accuracy with Measurement Canada, NTEP. We recently joined with Control Systems Technology in Australia to further provide accurate bulk weighing world wide.

techNaero aps
Blaabaervej 3
Haslev DK-4690
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Contact: Mr Anders Larsen
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Other equipment: Silo systems

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Since 1982, Tecpro Australia has specialized in providing reliable technical solutions to the mining industry, in Australia and overseas. Our range varies from spray nozzles, ergonomic guns and stainless steel hose reels to evaporative cooling, dust and odour suppression systems.

TEHNOROS
6/A, Bolshoi Smolenskiy ave.
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TEHNOROS, established in 1991, designs and manufactures complicated materials handling equipment. Over the years company carried out hundreds unique and complicated projects for the backbone enterprises of metallurgical, mining, chemical and nuclear power industries, ports and terminals, shipbuilding industry.

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International Brand Marketing
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E: info@tele-radio.com
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Tele Radio are experts on safe wireless and radio remote control. Our main business areas are within industry, industrial-, lift, mobile-, doors, gates and barriers applications. We also offer remote controls for hydraulic machinery.

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Tele Radio are experts on safe wireless and radio remote control. Our main business areas are within industry, industrial-, lift, mobile-, doors, gates and barriers applications. We also offer remote controls for hydraulic machinery.

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F: + 44 28 82 25 22 11
Specialist manufacturers of mobile bulk material handling systems for the Ports/Inland terminals, Mines, Quarries, Steel Mills, Cement Plants and Powerstation industries globally. The mobile range of equipment offers unrivalled flexibility for the operator, reducing costs in Cap-Ex Investment compared to fixed installations, fuel and labour. Equipment includes; mobile shiploaders/unloaders, mobile stackers, mobile truck unloaders, mobile reclaim hoppers, mobile rail wagon loaders/unloaders and mobile link conveyors. We have supplied and support some of the world largest blue chip companies.

Tenova S.p.A.
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Provides a full range of high capacity bulk materials handling equipment for coal and other minerals and ores. Its range of CSUs and shiploaders are amongst the largest capacity machines operating worldwide.

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Job Title: Group Marketing Manager
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Terex Deutschland GmbH (Fuchs a Terex Brand)
TEREX | FUCHS
Industriestr. 3
Bad Schönborn
76669
Germany
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Job Title: Sales & Marketing Director
E: jens.koerting@terex.com
W: www.terex.com/fuchs
Fuchs a Terex brand offers: Loading machines from 19 to 150to operating weight and up to 28m reach. Complete solutions designed for your specific purpose.

Teufelberger Seil Ges.m.b.H
Vogelweiderstr. 50
Wels 4600
Austria
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F: + 43 7242 413 120
TEUFELBERGER is a globally successful enterprise specialized in manufacturing high performance wire ropes for various crane applications such as bulk handling for more than 225 years. TEUFELBERGER operates six manufacturing sites worldwide and possess a close-knit network of distribution partners worldwide.

The Grab Specialist B.V.
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We supply all types of bulk handling grabs like clamshells in single line/remote control/electro-hydraulic/2-line and 4-line . Grabs can be supplied in standard design or to clients specification. We stand for good advice, quality, short delivery times and good service.

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We design and manufacture ADSTM Dust Suppression Systems. Our systems are able to work under the most demanding weather conditions. ADSTM DSS helps to take care of the environment, reduce the losses of processed material, maintain safely working environments and free of accumulation of material and most importantly to reduce the risks of workers getting silicosis.

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Thermo Scientific branded products are a specialty line of industrial in-motion weighing, inspection, monitoring and control equipment. These products, formerly branded as Ramsey, are used for process control, production monitoring and automation in the coal and minerals mining, cement, construction and aggregates industries, among others.

THIELE GmbH & Co KG
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Contact: Mr Mohamed Saffour
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F: + 49 2371 947 295
More than 80 years experience in the engineering and manufacturing of conveyor chain systems such as round steel chains, bushed conveyor chains, forged conveyor chains and cardan chains, including all attachments.

Thor Global Enterprises Ltd.
839 Westport Crescent
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ON L5T 1E7
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Contact: Mr Aby Schneider
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Thor Global Enterprises Ltd. is a leading manufacturer of bulk material handling equipment for applications ranging from mining, recycling and aggregate to agriculture, coal, mineral and port terminals. Founded in 1969, Thor Global has grown significantly over the years in order to provide innovative solutions with unparalleled service and technology worldwide.

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TINAMU is a spin-off from the Swiss Federal Institute of Technology Zürich (ETH Zurich). We provide a turnkey solution for drone-based inspection automation, consisting of a dashboard that visualizes relevant information, analytics software running on a secured cloud, and the drone system connected to a communication network. Real-time insights are directly delivered to the asset owners, allowing supply chain and inventory managers to get trust, visibility and control over their inventory, in the cloud, at the push of a button.

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TMSA Bulk Handling Technology
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Headquartered in Brazil with offices in Latin America, TMSA, is one of the largest suppliers for bulk material handling equipment to Port Terminals, Grain or Oilseed Processing Industries. Portfolio includes high capacity grain cleaners, enclosed belt conveyors, shiploaders among others.

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We have played a role in maritime logistics with a cumulative 10,000 units of grab buckets that connect ships and land. We will continue to add new value to dry bulk transportation.

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RDS Technology (Topcon Positioning Group) was formed in 1969 and specialises in the design and manufacture of on-board weighing scales for loaders (LOADMASTER α 100, LOADMASTER α50), excavators (LOADEX 100) and rigid dump trucks (WEIGHLOG α 10).

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Other equipment: Plough feeders, Trippers, Side discharge loaders, Barrel reclaimer, Port crane, Special duty crane, Steep inclined conveyor.
A TATA Group company providing service to all sectors in bulk material handling & processing system on EPC basis or EP basis.

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Geodesic Domes and longitudinal covers for dust control and to protect against material loss
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Triodetic Domes can be installed over operation Stockpile without downtime.

Tru-Trac Rollers (Pty) Ltd
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Tsubakimoto Bulk Systems Corp.
Ryokuchieki Building 3rd F,
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Produces bulk handling systems equipment, bucket, flow and pan conveyors.

ULMA Conveyor Components
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Other equipment: Shunting Systems.
Vollert shunting systems are the ideal solution for rail-bound in-plant loading and shunting operations handling all kinds of materials (bulk cargo, liquids etc) - ranging from stationary shunting systems to free-moving shunting robots with diesel or electric drive.

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Vortex manufactures quality slide gates, diverters, iris valves, loading spouts, and aerated equipment for handling dry bulk solids. Our products can be specifically designed for individual applications in the agriculture, bakery, cement, chemical, coal, food, milling, mineral, pharmaceutical, plastics, and rubber industries.

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VSR is a privately owned German engineering company, manufacturing machinery and equipment. Our national and international clients are mainly in the heavy and bulk goods industry (eg energy, chemical, coal, cement, feed and recycling industries). For more than 45 years the name VSR Industrietechnik GmbH has stood for experience, expertise, quality and sustainability. Our six established product groups are: VSR BLASTER® air cannons; VSR DUSTEX® dust suppression system / fog blower; VIBREX® Conveyor-belt scrapers; LINEX® conveyor-belt centralizing idler; CAREX® sealing system for transfer chutes; VSR VIBMATIC® VSR stress reduction procedure.

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Weba Chutes specializes in innovative bulk materials handling solutions, providing customized chutes and flow control systems to optimize operations in mining and industrial sectors. Committed to quality and efficiency, Weba Chutes enhances productivity and reduces operational costs for clients worldwide.

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Wolf Material Handling Systems is a premier provider of engineering, design and manufacturing of bulk material handling systems. Wolf has supplied some of the largest material handling systems in North America.

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Wolf Point Engineers & Contractors (a Division of North Alabama Fabricating Company, Inc.) is a leading EPC Firm specializing in the implementation of Bulk Material Handling Systems for numerous industries including but not limited to the Power Mining, Pulp and Paper Industries.

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World class, high quality concrete dome builder for storage of a multitude of dry bulk materials, including coal. DOMTEC has broad experience with reclaim systems. Projects are delivered around the world on time and within budget.

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Wuvio supplies innovative and proprietary products to combat dust during handling and storage of dry bulk. Our aim is to suppress dust in an effective and sustainable way. Our solutions are tailor-made for your specific situation.

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World-famous manufacturer of cranes and large steel structures. Products include quayside container cranes, gantry cranes, shiploader/unloaders, bucketwheel stackers and reclaimers, portal and floating cranes, engineering vessels and big steel bridge structures etc.

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COAL HANDLING EQUIPMENT SUPPLIED

KEY

SL	=	shiploaders
SUL	=	ship-unloaders
GL	=	grab loaders
GUL	=	grab unloaders
G	=	grabs
CSU	=	continuous ship-unloaders
BL	=	barge loaders
BU	=	barge unloaders
SU	=	self-unloaders & equipment
BE/L	=	belt conveyors/loaders
S	=	stackers
R	=	reclaimers
S/R	=	stacker/reclaimers
C	=	conveyors & accessories
F-EL	=	front-end loaders
H	=	hoppers
MHE	=	mobile bulk handling equipment
Cr	=	crushing
Sc	=	screening
Bln	=	blending
Wg	=	weighing
S&I	=	sampling & inspection
DC	=	dust control & suppression
DC&A	=	drives, controls & automation
ES	=	enclosed storage
SS	=	stockyard systems
RL/U	=	railcar loaders/unloaders
CBH	=	containerized bulk handling
EC	=	engineering consultants
O	=	other



	SL	SUL	GL	GUL	G	CSU	BL	BU	SU	BE/L	S	R	S/R	C	F-EL	H	MHE	Cr	Sc	Bln	Wg	S&I	DC	DC&A	ES	SS	RL/U	CBH	EC	O
4B BRAIME Components														✔										✔					✔	✔
A.E. Automation Pvt Ltd (Factory)	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔			✔	✔	✔	✔	✔		✔	
A.E. Engineers (S) PTE Ltd	✔	✔	✔	✔		✔	✔	✔		✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔
AAF International																							✔							
ABB AB	✔		✔	✔							✔		✔											✔					✔	
Abbey Rollers Limited																														
ABC Engineering LLC																									✔					
ABIAC																														
Ability Engineering LLC																														
ABOPR Pressedienst B.V.																														
Achenbach GmbH Metalltechnik														✔																
Advanced Conveyor Technologies Inc (AC Tek)										✔	✔	✔	✔	✔															✔	
AFM International Inc.	✔										✔															✔				✔
Ag Growth International (AGI)														✔																✔
Agilitus Pty Ltd																														
Agrico Sales, Inc.	✔						✔			✔	✔			✔		✔									✔		✔			
Air Spectrum																							✔							
AJ Edmond Company																														
Alekon Cranes OÜ																														
Alex Stewart International Corporation Ltd																						✔								
Alfred H Knight																					✔	✔								
Alpine Bulk Materials Handling GmbH	✔	✔		✔			✔			✔	✔	✔	✔	✔		✔	✔	✔	✔	✔						✔			✔	
Alpine Canada																														
ALS																						✔								
ALS Inspection UK Limited																					✔	✔								
AMECO Group	✔	✔					✔	✔			✔	✔	✔							✔					✔	✔	✔		✔	✔
Anindya																						✔								✔
Anvil Innovations					✔																									
Applied Conveyor Tech'y, Inc. DBA The ACT Group										✔	✔			✔		✔		✔	✔				✔	✔			✔		✔	✔
ARAH EDAR (M) SDN.	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔		✔	
ArcelorMittal Global Ports																														
Ardelt Kranbau GmbH		✔	✔	✔			✔	✔								✔											✔		✔	✔
Arlona Engineering					✔					✔	✔			✔		✔											✔			
ASGCO "Complete Conveyor Solutions"														✔										✔					✔	
Ashton Bulk Ltd																														
ASPEC																													✔	
Astec	✔	✔					✔	✔	✔	✔	✔		✔	✔		✔	✔	✔	✔					✔		✔	✔			✔
Astec Bulk Handling Solut's																														

	SL	SUL	GL	GUL	G	CSU	BL	BU	SU	BE/L	S	R	S/R	C	F-EL	H	MHE	Cr	Sc	Bln	Wg	S&I	DC	DC&A	ES	SS	RL/U	CBH	EC	O
TLAS-SSI Co. Inc					✔																									✔
AUMUND Foerdertechnik GmbH (AUMUND Group)										✔				✔		✔														
Aurecon																													✔	
Aurecon																														
Axiochos Ltd																														
Basic Machinery Co. Inc.																														
Bateman Manufacturing																														
Bauer Gear Motor GmbH																								✔						
Bauflex-Engineering LLP																														
Bedeschi SpA	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Beijing HaoSheng Tran'n Technology Co., Ltd.																														
BEIJING RETTAR TECHNOLOGY CO., LTD.																										✔		✔	✔	✔
Belt Conveyor Guarding	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔			✔	✔	✔	✔	✔			✔		✔	✔			
Belt Tech Industrial																														
Beltscan Systems										✔				✔								✔		✔						✔
Bendezu Port Equipment GmbH																														
Benetech GmbH																														
Benetech USA										✔				✔						✔			✔						✔	
BEUMER Group GmbH & Co KG	✔						✔			✔	✔	✔	✔	✔		✔	✔							✔		✔	✔			✔
BITNER Kabel GmbH	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔									✔		✔		
Bleste SIA Port Equipment																														
Blue Water Misting																							✔							
BLUG Credeblug S.L.	✔	✔	✔	✔	✔	✔	✔	✔	✔														✔	✔		✔				
BMH Global Pty Ltd										✔	✔			✔		✔	✔	✔	✔		✔	✔	✔	✔		✔	✔	✔	✔	
Bogaert Transmission														✔																
Borghi Assali srl																								✔						✔
BossTek																							✔							✔
Bray Process Control																														
Brelko Conveyor Products														✔									✔							✔
Breston B.V.																														
Bridon-Bekaert Ropefs Group Global HQ														✔																✔
Bruks Siwertell AB	✔	✔				✔	✔	✔		✔	✔	✔	✔	✔		✔	✔						✔	✔	✔				✔	
Bruks Siwertell AB	✔										✔	✔	✔	✔				✔	✔						✔	✔				
Bruks Siwertell AB	✔										✔	✔	✔	✔				✔	✔						✔	✔				
BSP ENGINEERING S.R.L																														
BTW Plant Solutions - a division of BT-Wolfgang Binder GmbH																														
Bulk Cargo Handling BVBA																														
Bulk Material Equipment																														
Bulk Storage Inc																														
Bureau Veritas																														
Bureau Veritas																						✔								
Bureau Veritas Fuels																						✔								
Buttimer Engineering	✔	✔							✔	✔				✔		✔	✔						✔	✔					✔	
BV Beco					✔																									
BVS Cranes	✔	✔																						✔						✔
C Spencer Ltd																														
Cachapuz – Weighing & Logistics Systems, Lda										✔											✔			✔					✔	✔
Calim Grab Industry			✔	✔	✔											✔	✔													
Cambelt International LLC										✔		✔		✔			✔								✔		✔			
Capotex																														
Caterpillar (UK) Ltd.																														
Caterpillar SARL	✔	✔					✔	✔							✔															✔
Cavotec SA																	✔													✔
CCTEGIEC																														
CDM Systems, Inc	✔	✔					✔	✔						✔													✔			✔
Changsha Kaiyan Instruments Co. Ltd																														
CHIA Espirales														✔		✔							✔						✔	
China Huadian Engineering Co., Ltd																													✔	✔
CICSA Group	✔	✔										✔	✔	✔																
Cimbria A/S																														
Cintasa Americas										✔	✔			✔			✔									✔				✔
CINTASA S.A.U.										✔	✔			✔		✔	✔				✔									
Cita Logistics Pty Ltd																						✔								
Civettini Italo & c sas (CFS Handling)					✔																									
Claudius Peters Projects GmbH	✔					✔	✔	✔	✔	✔	✔	✔	✔	✔			✔	✔		✔				✔	✔	✔	✔		✔	✔
Claudius Peters Technologies S.A.S										✔	✔	✔	✔	✔		✔										✔				
Cleveland Cascades Ltd																							✔							
Clough Limited	✔	✔	✔	✔		✔	✔	✔			✔	✔	✔	✔		✔		✔	✔	✔			✔		✔	✔	✔		✔	
CNBM International Engineering Co., Ltd.		✔								✔	✔	✔	✔																	
Coal Control																														
COBRA Europe SAS														✔																
Coles Associates	✔	✔		✔		✔				✔	✔	✔	✔	✔													✔			

	SL	SUL	GL	GUL	G	CSU	BL	BU	SU	BE/L	S	R	S/R	C	F-EL	H	MHE	Cr	Sc	Bln	Wg	S&I	DC	DC&A	ES	SS	RL/U	CBH	EC	O
Comatec Process and Automation Oy																													✔	
Commodity Inspection Services																						✔								
Conductix -Wampfler Australia																														✔
Conductix-Wampfler Americas	✔	✔				✔	✔	✔			✔	✔	✔	✔		✔								✔		✔	✔		✔	✔
Conductix-Wampfler GmbH																								✔						✔
Consep Pty Ltd																			✔			✔								
Continental														✔																
Continental Construction (Memphis)																														✔
Control Systems Technology Pty Ltd																					✔									
Conveyor Dynamics, Inc.														✔																
CONVIR JSC	✔									✔	✔			✔		✔	✔										✔		✔	
Coperion										✔				✔					✔		✔									✔
Cotecna Inspection SA																						✔								
CPS Projects (Pty) Ltd	✔	✔		✔												✔								✔					✔	
Cranes Machinery Co. Ltd (CMC)																														✔
Cromex Makine ve Dis Ticaret Ltd. Sti.					✔																									
CRS - Container Rotation Systems Pty Ltd																														✔
CSSC Huahai Marine Equipment Co., Ltd																														✔
CST Covers																									✔					
CST Storage												✔				✔									✔					✔
Dalian CIMC Special Logistics Equipment Co.																														
Dalian Huarui Heavy Industry International CO																		✔	✔	✔						✔				
Dalian Start Engineering Co Ltd	✔	✔	✔	✔		✔	✔	✔			✔	✔	✔				✔	✔	✔	✔						✔	✔	✔	✔	✔
Dana Industrial	✔	✔				✔				✔	✔	✔	✔	✔				✔						✔		✔	✔			
DCL, Incorporated	✔						✔				✔			✔		✔							✔			✔	✔			✔
De Regt Conveyor Systems														✔																
DELLNER BUBENZER Germany GmbH	✔	✔				✔			✔	✔	✔	✔	✔	✔			✔	✔						✔			✔	✔	✔	
Delta Ducon														✔													✔			✔
Demag Cranes & Components GmbH																														
DeMarco Industrial Vacuum Corporation	✔	✔					✔	✔				✔															✔			✔
DemcoTECH Engineering	✔			✔			✔			✔	✔	✔		✔	✔	✔	✔			✔	✔	✔	✔	✔	✔	✔	✔		✔	✔
Den Bakker Dustcrusting Technology b.v.																							✔							
Deutsche Großwälzlager GmbH																														
Disab Vacuum Technology AB																	✔						✔							✔
Dome Technology, LLC																									✔				✔	✔
Don Valley Engineering Co																														
Donaldson Filtration Deutschland GmbH																							✔							
Doppelmayr Transport Technology GmbH										✔				✔																✔
Dos Santos Universal	✔					✔	✔	✔	✔	✔	✔			✔			✔												✔	✔
Dry-Bag A/S																														✔
DSM Shipbrokers/Shiptrade																														✔
DURO FELGUERA, S.A.	✔	✔	✔	✔		✔		✔		✔	✔	✔	✔	✔		✔		✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	
Dust Solutions Inc																							✔							
DustCone Hopper Systems																														
E-Crane Worldwide	✔	✔	✔	✔	✔		✔	✔								✔	✔										✔	✔	✔	
EDGE INNOVATE. (NI)	✔						✔			✔	✔			✔		✔		✔	✔								✔			
EFM Design Services Pvt																														
Egis Ports																													✔	
Elecon Engineering Company Ltd	✔						✔			✔	✔	✔	✔	✔		✔		✔	✔	✔	✔			✔	✔	✔	✔			
Elecon Singapore PTE Ltd.	✔						✔			✔	✔	✔	✔	✔		✔		✔	✔					✔			✔		✔	✔
ELETTROTEK KABEL																														
EMG Automation GmbH																														
EmiControls																														
EMS-Tech Inc	✔	✔				✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔						✔	✔	✔	✔			✔	✔
ENBL (Kunshan) Machinery Co. Ltd					✔											✔	✔													
Enduride																														
Engicon nv (Geldof)	✔									✔	✔	✔	✔	✔		✔		✔			✔		✔		✔					
Engineering Services Hamb																														
Engineering System Solutions, ES2																														
EPN Solutions																														
EQUIPO LLC			✔	✔	✔																									
Eriez														✔					✔			✔								✔
Esch Group bv																								✔						

	SL	SUL	GL	GUL	G	CSU	BL	BU	SU	BE/L	S	R	S/R	C	F-EL	H	MHE	Cr	Sc	Bln	Wg	S&I	DC	DC&A	ES	SS	RL/U	CBH	EC	O
ESI Eurosilo BV											✔	✔	✔							✔					✔	✔			✔	
ESL Power Systems, Inc.																														
Euromec S.r.l.					✔																									
Euro-Tramco BV						✔								✔																
Excel Machinery																														
F. Harley & Co. Pvt. Ltd.																							✔							
Fabtech International Ltd																														
FAM Minerals & Mining	✔	✔	✔	✔			✔	✔		✔	✔	✔	✔	✔		✔	✔	✔	✔	✔				✔	✔	✔	✔			✔
FAMAK SA	✔			✔	✔						✔	✔	✔	✔											✔					
Fenner Dunlop Americas																														
Fenner Dunlop Conveyor Belting										✔				✔																
Fenner Dunlop Conveyor Belting Europe										✔	✔	✔	✔	✔																
Fenner plc														✔																
Flender GmbH																								✔						
Flexco														✔																
Flexco Europe GmbH										✔				✔																
Flexicon Corporation																														
Fogco Systems, Inc.																							✔							
Frigate Teknologies Private Limited																														
FWS Group																														
Gama Endustri Tesisleri Imalat Ve Montaj AS	✔	✔	✔			✔				✔	✔	✔	✔	✔		✔		✔	✔	✔					✔	✔				✔
Gambarotta Gschwendt Srl	✔	✔				✔			✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔		✔	✔
Ganz Danubius HUTI Kft					✔											✔														✔
GBS Colombia SAS	✔									✔	✔			✔		✔	✔													
Generac Mobile Productsl																							✔							
General Kinematics																														
GENMA Solutions	✔	✔	✔	✔		✔				✔						✔	✔													
Geo - Chem Laboratories Private Limited																					✔	✔				✔				
Geometrica Inc																							✔		✔					
Gertech Handling Systems														✔									✔		✔					
GF MHS Srl	✔						✔			✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔		✔		✔	✔	✔		✔	✔
Global Manufacturing, Inc.		✔				✔			✔							✔	✔						✔				✔			
Global Technics OÜ																											✔	✔	✔	✔
Golden West Industries																							✔							
Gottwald Port Technology																														
Grapplers India Pvt Ltd (Essar Industries)																														
Günter Jung GmbH																														
Gurtec GmbH																														
Guttridge Limited		✔				✔				✔				✔		✔			✔		✔									
Guven Grab Machine Inc.					✔																									
Hackforth Holding GmbH & Co. KG																														
Hägglunds																								✔						
Hammelmann GmbH																														
Hangzhou Huaxin Mechanical & Electrical Engineering Co., Ltd.																														
Hapman														✔			✔													
Hasel Machinery Inc																								✔						
Haskoning India Pvt Ltd																														
Hatch	✔	✔	✔	✔		✔	✔	✔		✔	✔	✔	✔	✔		✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	
Hatch																														
HAUK & SASKO Ingenieurgesellschaft																														
Haulder S.A.																														
Haver & Boecker Niagara																			✔											✔
Heavy Handling	✔	✔	✔	✔	✔		✔	✔									✔													✔
HEKO Ketten GmbH																														
Henan SRON Silo Engineering Co., Ltd.																														
Herjimar S.L																														
Heyl & Patterson Equipment Member of The HALL Group	✔		✔	✔	✔		✔	✔		✔	✔	✔	✔	✔		✔	✔						✔	✔			✔	✔	✔	✔
HIT S.r.l.																														
Hitachi Construction Machinery (Europe) NV																														✔
HKD Blue																							✔	✔						
Hoffmann Inc																														
Horizon Conveyor Equipment										✔	✔	✔	✔	✔								✔								
HOSCH Fördertechnik Recklinghausen GmbH														✔																✔
Huebner Speed Monitoring (Pty) Ltd.																														
Hunan Tona Machinery Technology Co., Ltd																														
Hycontrol Limited																✔						✔			✔				✔	✔
IBAU HAMBURG	✔	✔				✔	✔	✔						✔											✔		✔			
ICC Commonwealth																														
ICCE d.o.o.	✔	✔	✔	✔		✔				✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔			✔		✔	✔		✔	✔
IEM FörderTechnik GmbH																														

	SL	SUL	GL	GUL	G	CSU	BL	BU	SU	BE/L	S	R	S/R	C	F-EL	H	MHE	Cr	Sc	Bln	Wg	S&I	DC	DC&A	ES	SS	RL/U	CBH	EC	O
Igus GmbH																								✔						✔
Ima Engineering Ltd																														
IMASA																														
Imeca Cranes	✔	✔	✔	✔			✔	✔																					✔	✔
IMO Germany																														
Imperial Conveying Systems, LLC	✔						✔	✔	✔	✔	✔	✔		✔		✔		✔			✔					✔	✔		✔	
Impro Solutions Inc																														
Incolab Services BV																					✔	✔								
indurad - The Industrial Radar Company	✔	✔				✔	✔	✔		✔	✔	✔	✔	✔		✔	✔	✔	✔				✔		✔	✔	✔			
indurad GmbH	✔	✔				✔				✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔			✔		✔	✔			
Inenco SAC																														
Innomotics GmbH																														
INOCON Industrial Plants						✔								✔																
Instral B.V.																							✔							
Intermodal Solutions Group																												✔		✔
Intermodal Solutions Pty																														
International Crane Factory																														
ION																														✔
iSAM AG Gesellschaft für angewandte Kybernetik	✔	✔	✔	✔		✔	✔	✔			✔	✔	✔								✔			✔		✔	✔		✔	
IŞIK Engineering																														
ISKAR Mühendislik Ltd	✔	✔	✔	✔						✔	✔			✔		✔	✔												✔	
Isomonte SA	✔	✔			✔						✔																			
Italgru S.r.l																														
J & B Grijpers b.v.					✔																									
Jacobs	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔						✔	✔	✔	✔	✔		✔	
James A. Redding Co																														
Jansen & Heuning																														
Jenike & Johanson Inc.	✔									✔	✔	✔	✔	✔		✔	✔	✔	✔	✔			✔		✔		✔	✔	✔	✔
JFE Engineering Corp																														
Jiangsu QunShuo Heavy Industry Equipment Co																														
Jiangsu Rainbow Heavy Industries Co., Ltd.																														
Jiangsu ZDPM Manuf. Co.,Ltd																														
Jimway Enterprise Co., Ltd	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔			✔	✔								✔	✔			
Johannes Hübner Fabrik elektrischer Maschinen	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	
JSC LNK Industries														✔																
Kalenborn Kalprotect GmbH & Co. KG	✔	✔				✔			✔	✔	✔		✔	✔		✔		✔	✔							✔	✔		✔	✔
Kardesler Grab & Machine																														
KenzFigee Group B.V.	✔	✔	✔	✔			✔	✔								✔							✔				✔			✔
Kiepe.Industry GmbH														✔										✔						✔
Kilic Engineering																														
Kinder Australia Pty Ltd														✔									✔						✔	✔
Kingfisher Industrial Ltd	✔	✔				✔			✔					✔		✔		✔	✔							✔				
KINSHOFER GmbH					✔												✔							✔			✔			✔
Kiruna Wagon AB																														
Kleemann GmbH														✔				✔									✔			
KMK Consulting Engineers	✔						✔		✔	✔	✔	✔	✔	✔		✔	✔									✔	✔		✔	
Knight Industrial Equipment																														
KOCH Solutions GmbH	✔	✔		✔		✔	✔	✔		✔	✔	✔	✔	✔		✔		✔	✔	✔	✔		✔	✔	✔	✔	✔			
Komatsu Mining Corp												✔			✔			✔												
Komatsu Mining Corp. Gp										✔	✔	✔	✔	✔	✔	✔		✔												
Konecranes Finland Corp.		✔	✔	✔				✔																✔						
Konecranes Port Solutions - Konecranes GmbH	✔	✔	✔	✔			✔	✔									✔				✔									✔
Kotta Container Company																														
Krech Ojard & Associates																														
Kröger Greifertechnik GmbH & Co. KG					✔																									
Kumera Corporation																														
Kumera Getriebe GmbH																														
Kumera Getriebe GmbH																														
LA STEPHANOISE																														
Laidig Systems Inc												✔				✔													✔	✔
Laing O'Rourke	✔	✔												✔																✔
Larsen & Toubro Limited																														
Lawrence Industries, Inc.														✔		✔														
LD Ports & Logistics																														✔
LEITNER S.p.A (AGUDIO)										✔				✔															✔	✔
Leon Overseas Pte. Ltd																														
Liebherr-Hydraulikbagger G.			✔	✔	✔		✔	✔							✔		✔										✔			✔
Liebherr-MCCtec Rostock G.	✔	✔	✔	✔			✔	✔																						
Liebherr-MCCtec Rostock G.																														
Lion Bulk Handling b.v.																														
Listenow GmbH & Co.	✔	✔					✔	✔						✔									✔				✔			✔
Loibl Förderanlagen GmbH	✔	✔									✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔
Lorbrand																														
LSL Consulting Pty Ltd																														
Lybover	✔	✔			✔	✔	✔	✔			✔	✔	✔	✔		✔		✔	✔				✔						✔	✔
M.A.T. MALMEDIE ANTRIEBSTECHNIK																														

	SL	SUL	GL	GUL	G	CSU	BL	BU	SU	BE/L	S	R	S/R	C	F-EL	H	MHE	Cr	Sc	Bln	Wg	S&I	DC	DC&A	ES	SS	RL/U	CBH	EC	O
Macawber Engineering, Inc														✔																
MacGregor Sweden AB			✔	✔					✔	✔				✔		✔												✔		
Mack Manufacturing Inc					✔																									
Magaldi Power S.p.A.																														
MAJOR																			✔											
Mantsinen Group Ltd Oy	✔	✔	✔	✔	✔		✔	✔																						✔
Marco – A Terex Brand	✔	✔					✔	✔		✔	✔			✔		✔	✔										✔			
Marine Inspection LLC																														
Martin Engineering										✔				✔									✔				✔		✔	✔
Martin Engineering GmbH														✔								✔	✔						✔	✔
Maschinen und Mühlenbau Erhard Muhr GmbH	✔						✔	✔		✔				✔						✔							✔			
Maschinen-und Industriebau Feld GmbH	✔				✔		✔			✔				✔		✔														
Matrix PDM Engineering																													✔	
Maze MH Ltd	✔	✔		✔	✔					✔	✔	✔	✔	✔	✔	✔	✔		✔		✔					✔		✔	✔	
McCreath Laboratories																						✔								
MCI Mining Construction Gp	✔	✔					✔	✔			✔	✔	✔	✔			✔	✔												
MDG Handling Solutions.	✔	✔				✔			✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔
MegaDome® Buildings by Harnois																										✔				✔
MegaRoller Africa														✔															✔	
Mentor Dynamics	✔							✔	✔						✔	✔	✔		✔											✔
Merit Technologies India Pvt Ltd							✔			✔				✔		✔	✔				✔	✔	✔	✔			✔			
Merrick Industries														✔						✔	✔									
Metalkarma Engineering Technologies pvt ltd																														
Metso	✔						✔	✔		✔	✔	✔	✔	✔				✔	✔					✔	✔		✔			
Metso																														
Metso Minerals Industries	✔		✔	✔	✔	✔	✔	✔			✔	✔	✔	✔											✔		✔			✔
Metso Sweden AB	✔			✔			✔	✔		✔	✔	✔	✔	✔			✔	✔	✔	✔				✔		✔	✔			
Metso USA, Inc.	✔		✔	✔	✔	✔	✔	✔			✔	✔	✔	✔											✔		✔			✔
Meyland NV																														
MGB & Company	✔												✔	✔		✔		✔	✔							✔				
MHM Mobile Heavy Mach'																														
Mideco Jia Pty Ltd																✔							✔							
Midwest Industrial Supply																							✔							
Midwest International Standard Products, Inc.	✔	✔																					✔				✔			✔
Mineral Processing Sol'ns	✔		✔	✔	✔		✔			✔	✔		✔	✔		✔	✔	✔	✔	✔							✔			
Mist-Air Dust Suppression Limited																							✔							
Mitsubishi Chemical Advanced Materials Inc.	✔	✔				✔	✔	✔	✔	✔				✔		✔													✔	✔
Mitsui Miike Machinery Co., Ltd.																														
Mobile Conveying Services Pty Ltd																														
Moffatt & Nichol																													✔	
Mole Master Services Corporation™																✔									✔					✔
Monolithic Constructors.																									✔					
Motridal SpA	✔					✔	✔	✔		✔	✔	✔	✔	✔		✔		✔	✔	✔	✔		✔		✔				✔	
MRS Greifer- und Maschinenbau Helmstadt		✔	✔	✔	✔																									
MTECK Cranes																														
N.M. Heilig B.V.	✔	✔					✔			✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Nanjing Port-Machinery & Heavy-Industry Manufac'e Co., Ltd (NPHMC)																														
Nantong UP Machinery Engineering Co., Ltd																														
Natural Grabs					✔																									
NAVCO (National Air Vibrator Co)																														
Navonus NV																														
Navtech Radar	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔		✔		✔	✔						✔		✔	✔			
Negrini Srl					✔																									
Nemag BV			✔	✔	✔		✔	✔									✔													✔
Neuero Industrietechnik GmbH	✔					✔	✔	✔																						
NILOS GmbH & Co KG						✔			✔	✔	✔	✔	✔	✔			✔		✔					✔		✔	✔		✔	✔
NK Tehnologija SIA	✔						✔			✔				✔		✔	✔						✔						✔	✔
NKM Noell Special Cranes																														✔
NMH s.r.o																														
Noell Crane Systems (China) Ltd																														✔
Norda Stelo																														
Norda Stelo Inc.	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔
Northern Conveyors														✔																
Northern Heavy Industries Group Co., Ltd.																														
NSL Engineering Pte Ltd																														
o.z. HENNLICH ENG'g	✔						✔																✔							
OPS Crushing & Screening																														
Orthos Projects Ltd.				✔										✔		✔		✔	✔	✔	✔		✔	✔					✔	

	SL	SUL	GL	GUL	G	CSU	BL	BU	SU	BE/L	S	R	S/R	C	F-EL	H	MHE	Cr	Sc	Bln	Wg	S&I	DC	DC&A	ES	SS	RL/U	CBH	EC	O
ORTS GmbH Maschinenfabrik					✔																									✔
Overland Conveyor Co																														
P.T. Mitra S.K. Analisa test.																						✔								
Pacific Automation																														
PAGE MACRAE ENGIN'G					✔											✔	✔				✔		✔							✔
Pakiet																														✔
Parker Hannifin														✔								✔	✔	✔						✔
Parker Plant Ltd	✔									✔				✔				✔	✔				✔							
PEBCO® Inc	✔	✔				✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔						✔	✔			✔			✔
Peinemann Cranes																														
PEINER SMAG Lifting Technologies GmbH					✔																									✔
Penkert GmbH	✔																						✔							
Peterson Control Union																						✔								
Pfister Waagen Bilanciai GmbH																					✔									
PHB Weserhütte, S.A.	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔		✔	✔			✔				✔	✔	✔	✔		✔	
PHOENIX Conveyor Belt Systems GmbH										✔				✔																
PLM Cranes B.V.			✔	✔			✔	✔	✔																					
Pneumat Systems Inc																✔											✔			✔
Polymer Industries - Ultrapoly Division																														✔
Port Contractors																														
Port-Trade AS	✔	✔	✔	✔	✔					✔						✔	✔													
Powerscreen														✔				✔	✔											✔
PRDW Consulting Port and Coastal Engineers																													✔	
Precia-Molen Nederland														✔		✔					✔									
Premier Tech Chronos b.v.																														
Procon Engineering Ltd																				✔	✔					✔				
ProStack																														
PSB Inspection																		✔	✔	✔	✔	✔								
PT Armada Rock Karunia Transshipment																	✔													✔
PT Asian Bulk Logistics																														
PT Boma Bisma Indra																														
PT Bukaka Teknik Utama																														✔
PT Carsurin																						✔							✔	
PT Geoservices																						✔								
PT Jakarta Prima Cranes																														✔
PT Mitra Bahtera Segar'ati																														
PT Pamapersada Nusant.																														
PT SpanSet Indonesia																														✔
PT Thiess Contractors Indon'a																														
PT Trans Power Marine																														
PT. Bando Indonesia														✔																
PT. Lelangon																														
PT. Meratus Advance																														
PT. Thermialindo Sarana Labortoria																						✔								
QCA Systems Ltd.	✔	✔	✔	✔		✔	✔	✔		✔	✔	✔	✔	✔		✔						✔	✔	✔	✔	✔	✔	✔	✔	
Qingdao Haixi Heavy-Duty Machinery																														
Qingdao Huaxia Rubber Industry Co. Ltd.	✔	✔				✔				✔	✔	✔	✔	✔			✔	✔	✔							✔				
Quanergy																														
Quarry Mining LLC	✔						✔	✔			✔			✔		✔		✔	✔				✔			✔				
Qube Ports & Bulk																														
QuorEka												✔	✔							✔	✔	✔		✔		✔			✔	
R & S Srl / Roncuzzi - WAM Group	✔	✔	✔	✔			✔	✔	✔	✔	✔	✔	✔	✔	✔	✔					✔	✔	✔	✔		✔	✔		✔	✔
RAM Lifting Technologies	✔	✔	✔	✔	✔		✔										✔						✔		✔		✔			
Rapat Corporation																														
RBL REI																														
RBL-REI France										✔	✔	✔		✔		✔				✔	✔					✔				
RC Inspection B.V																						✔								
Real Time Instruments																	✔			✔	✔	✔	✔						✔	✔
Redaelli Tecna S.p.A.																														
REEL Möller GmbH	✔													✔											✔		✔		✔	✔
Reel S.A.S.	✔	✔												✔																
Reel S.A.S.	✔	✔												✔																
REMA TIP TOP AG	✔	✔				✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔		✔	✔			✔	✔	✔	✔	
RENK Aktiengesellschaft Werk Augsburg																														
REPA Conveyor Equipment B.V.	✔	✔	✔	✔		✔	✔			✔	✔	✔	✔	✔	✔		✔					✔								✔
RHC Deutschland GmbH	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔						✔		✔			✔	✔		✔	
Richmond Engineering	✔	✔	✔	✔		✔	✔	✔			✔	✔	✔	✔			✔								✔		✔	✔		✔	
Richwood Industries, Inc.														✔																✔
RIEGL Laser Measurement Systems GmbH																														
RIKON A/S	✔	✔	✔	✔	✔		✔	✔									✔							✔						✔
RINA Consulting S.p.A.	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔				✔		✔													✔	
Ringspann GmbH																								✔						
Rocktree Logistics	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔				✔	✔	✔				✔	✔	✔	✔	✔	✔				✔	

	SL	SUL	GL	GUL	G	CSU	BL	BU	SU	BE/L	S	R	S/R	C	F-EL	H	MHE	Cr	Sc	Bln	Wg	S&I	DC	DC&A	ES	SS	RL/U	CBH	EC	O
Ronin System Solutions													✔		✔						✔	✔		✔	✔	✔				✔
Rossi S.p.A.	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔						✔	✔	✔		
Rotobec																														
Roxon Oy	✔						✔			✔	✔	✔		✔		✔	✔									✔				✔
Royal Haskoning DHV	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	
Rubb Buildings Ltd																							✔		✔					
Rud Chains																														
RULMECA HOLDING S.P.A.																														✔
SABS Mining & Minerals																						✔							✔	
SAMMI S.r.l.	✔	✔					✔	✔		✔	✔	✔	✔	✔		✔		✔			✔	✔	✔	✔	✔	✔	✔		✔	✔
Sampling Associates International																						✔								
SAMSON Materials Handling Ltd (AUMUND Gp)	✔	✔					✔			✔	✔					✔	✔						✔				✔			
Sandvik Mining and Rock Solutions																														
SANY Europe GmbH			✔	✔	✔		✔	✔			✔				✔		✔											✔		
SANY Marine																														
SAS Global Corp																														
SBEC (Pty) Ltd																														
Scantech International Pty																				✔		✔	✔							✔
SCHADE Lagertechnik mbH (AUMUND Group)	✔										✔	✔	✔							✔					✔	✔	✔			
Schrage Rohrkettensystem GmbH Conveying Systems																														
Schulte Strathaus GmbH & Co. KG														✔					✔				✔							
Scorpio Engineering BMH Pvt. Ltd	✔	✔	✔	✔		✔	✔	✔	✔	✔				✔		✔	✔			✔	✔		✔		✔			✔	✔	
ScrapeTec International														✔									✔							
Seabulk Inc	✔								✔																				✔	✔
Sempertrans Conveyor Belt Solutions GmbH														✔																
SENNEBOGEN Maschinenfabrik GmbH	✔	✔	✔	✔			✔	✔									✔													
Sensor Technology Ltd																					✔			✔						
SERAM SA	✔		✔	✔			✔	✔								✔													✔	
SESCOTRANS (SAE)	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔			✔	✔	✔			✔	✔
SEW-EURODRIVE GmbH & Co KG																								✔						
SGS (Nederland) BV																						✔								
SGS Canada Inc																				✔	✔	✔			✔				✔	
SGS Minerals Services																						✔								
Shandong Kaiyuan Heavy Machinery Co., Ltd.																														
Shanghai Global Mach'y																														
Shanghai Guanbo Mach'y Equipment Co.,Ltd					✔																									
Shanghai Janus Grab Co.			✔	✔	✔											✔														
Shanghai Yo-Pi Port Machinery Co. LTD																														
Shanthi International	✔	✔	✔	✔	✔	✔	✔	✔		✔																				
Shi.E.L.D. Services srl	✔		✔	✔	✔		✔		✔	✔				✔	✔	✔	✔			✔		✔	✔						✔	
SIA Graviti			✔	✔	✔											✔												✔		
SIBRE - Siegerland Bremsen GmbH														✔										✔						✔
Siebtechnik GmbH																		✔	✔			✔								
Siebtechnik Tema																			✔			✔								
Siebtechnik Tema BV																		✔	✔			✔								✔
Siemens AG																								✔						✔
Siemens AG																														
Siemens Nederland NV																								✔						
Siethom Group																														
SIG - Società Italiana Gomma Spa	✔	✔				✔				✔	✔	✔	✔	✔			✔	✔								✔				
Simplicity Projects Pvt Ltd		✔				✔	✔			✔	✔	✔	✔	✔		✔	✔	✔	✔			✔	✔		✔	✔		✔		
Sinha BMH Systems India Pvt Ltd														✔		✔			✔				✔						✔	
Sly LLC																							✔							
SMAG PEINER Grabs (India) Pvt. Ltd.																														
SMB International GmbH	✔	✔					✔	✔		✔	✔	✔	✔	✔															✔	
Smiley Monroe Ltd														✔				✔	✔				✔						✔	
Sobemai Crane Services	✔				✔		✔	✔																			✔			
Solitec Engineering Ltd														✔		✔														
Sotecma	✔	✔							✔	✔	✔	✔	✔	✔			✔	✔	✔	✔	✔		✔		✔	✔	✔		✔	
Spohn + Burkhardt Sicherheitstechnik GmbH														✔										✔						
Spraystream																							✔							
STAG AG										✔				✔											✔		✔		✔	
Standard Industrie	✔	✔								✔				✔			✔	✔	✔	✔			✔		✔	✔	✔	✔	✔	✔
Stantec	✔	✔				✔				✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	
Stemm Equipos Industriales, S.L.				✔	✔	✔		✔	✔									✔												✔
STM Industriale ApA	✔						✔			✔	✔			✔		✔	✔	✔	✔						✔					
STM SpA																								✔						✔
Stokman BV		✔					✔	✔						✔												✔				

	SL	SUL	GL	GUL	G	CSU	BL	BU	SU	BE/L	S	R	S/R	C	F-EL	H	MHE	Cr	Sc	Bln	Wg	S&I	DC	DC&A	ES	SS	RL/U	CBH	EC	O
Strudes Inc	✔	✔			✔	✔	✔			✔	✔	✔	✔			✔		✔	✔	✔	✔	✔	✔		✔	✔	✔		✔	
STUDIO TECNICO MALNATI SAS										✔				✔				✔	✔		✔	✔		✔					✔	✔
Sucofindo																														
Sumitomo Heavy Industries Material Handling Systems	✔	✔		✔		✔	✔	✔			✔	✔	✔	✔											✔	✔				
Superior Industries																														
Superior Industries, Inc.	✔	✔					✔	✔		✔	✔	✔	✔	✔		✔											✔			
Supreme Manufacturing.																														
Synergy Engineering Ltd	✔	✔				✔	✔	✔		✔	✔	✔	✔	✔		✔	✔	✔	✔				✔	✔			✔	✔	✔	
Tadano Infrastructure Solutions Ltd.	✔	✔	✔	✔		✔		✔		✔	✔	✔	✔	✔												✔		✔	✔
TAKRAF GmbH	✔	✔	✔	✔		✔	✔	✔		✔	✔	✔	✔	✔				✔	✔	✔						✔	✔			
Tamtron Group																														
Tank Connection																									✔					
TAPC - Total Air Poll'n Control																														
TBA Group																								✔						✔
TBK Group bv														✔				✔	✔				✔							
TD Micronic	✔									✔	✔	✔	✔	✔							✔									
techNaero aps														✔									✔							
Tecpro Australia																							✔							✔
TEHNOROS	✔		✔	✔	✔	✔					✔	✔	✔				✔			✔							✔		✔	✔
Tele Radio		✔												✔										✔	✔		✔			
Tele Radio i Lysekil AB	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔		✔	✔					✔	✔	✔	✔	✔	✔		
Telestack Limited	✔	✔					✔	✔		✔	✔	✔	✔	✔		✔	✔			✔			✔	✔		✔	✔			✔
Tenova S.p.A.	✔	✔		✔		✔	✔	✔			✔	✔	✔	✔		✔				✔					✔	✔	✔		✔	
Terex																														
Terex Deutschland GmbH (Fuchs A Terex Brand)	✔	✔			✔		✔	✔		✔							✔						✔				✔			
Teufelberger Seil		✔		✔				✔	✔	✔				✔																✔
The Grab Specialist b.v.					✔																									
The Hilliard Corporation																														
The Raring Corporation																							✔							
Thermo Fisher Scientific										✔				✔						✔	✔	✔		✔						
THIELE GmbH & Co KG												✔	✔	✔				✔								✔				✔
Thor Global Enterprises.	✔						✔	✔	✔	✔	✔			✔		✔	✔												✔	
Thorwesten Vent																														
Tinamu Labs AG																														
TMEIC																														
TMSA Bulk Handling Technology	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔		✔			✔	✔	✔	✔	✔			✔	✔			✔
Tobu Jukogyo Co, Ltd.					✔											✔														
Topcon Positioning Sys.																					✔									
TPI Engineered Systems																														
Trans-Global Solutions, Inc																														
Trans-Global Solutions, Inc														✔																
Transship LTD																														
TRF Limited (TATA)	✔	✔	✔	✔			✔	✔		✔	✔	✔	✔	✔	✔	✔		✔	✔	✔			✔				✔			✔
Triodetic																							✔		✔					
Tru-Trac Rollers (Pty) Ltd																														
TSP Korea																														
Tsubaki Conveyor Systems India Pvt. Ltd																														
Tsubaki Kabelschlepp GmbH	✔	✔	✔	✔		✔	✔	✔	✔		✔	✔	✔											✔		✔	✔			
Tsubakimoto Bulk Systems														✔																
ULMA Conveyor Components																														
Veenstra Machinefabriek	✔																						✔							
Verstegen Grijpers BV					✔																									
Vibco Inc														✔		✔							✔				✔			
Vibrafloor		✔				✔		✔				✔														✔	✔			
Virta Inc.	✔	✔								✔	✔	✔	✔	✔		✔	✔	✔	✔	✔			✔	✔	✔	✔	✔	✔	✔	✔
VIVO consult s.r.o.																														
Vollert Heavy Duty Solut's GmbH Anlagenbau GmbH																											✔			✔
Volvo																	✔													
Vortex Global Limited	✔						✔																✔				✔			✔
VSR Industrietechnik	✔	✔	✔								✔	✔	✔	✔									✔							✔
Wajax																														
WAMGROUP S.p.A.																														
Waterson Terminal Services																														
WeatherSolve Structures																							✔							
Weba Chutes																													✔	✔
WEG																														
Weightron Bilanciai Ltd																														
Weilong																								✔						✔
Weir-Motion Metrics																														
Westmar Advisors	✔	✔												✔		✔							✔				✔		✔	
Wirtech AG														✔																
Wolf Material Handling Systems	✔	✔					✔	✔	✔	✔	✔	✔	✔	✔		✔	✔										✔			
Wolf Point Engineers & Contractors	✔		✔	✔			✔	✔		✔	✔	✔	✔	✔		✔		✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	
Wölfer by WiCHMANN E																								✔						
Wood																														
World Domes																									✔					✔
Wuvio International																							✔							
ZAO SMM (CJSC SMM)																														
ZPMC - Shanghai Zhenhua Heavy Industries Co. Ltd	✔	✔	✔	✔			✔	✔			✔	✔	✔	✔										✔					✔	

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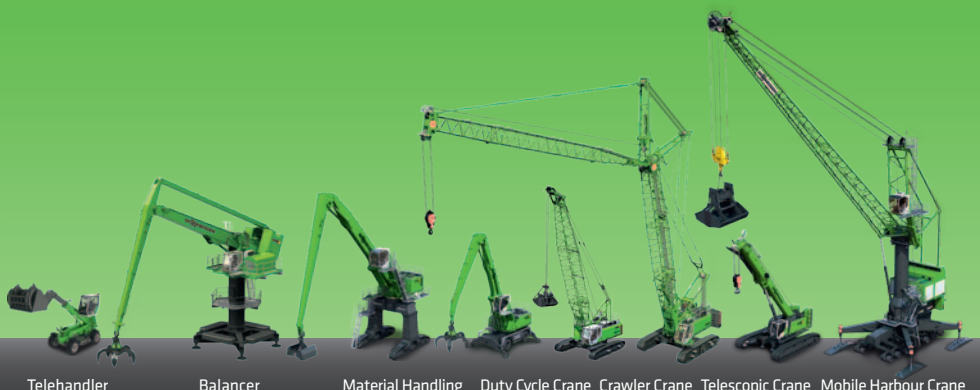
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