



Media Release

Port Equipment Manufacturers Association releases global market surveys on 2014 port equipment deliveries

January 25, 2016 – The [Port Equipment Manufacturers Association](http://www.pema.org) (PEMA) has publically released its latest market surveys on global container port equipment deliveries. Prepared annually, the reports are key elements in the Association's work of providing independent intelligence on handling equipment and technology trends in the ports and terminals sector.

The surveys are divided into three main equipment areas: ship-to-shore container cranes, yard container cranes and mobile port handling equipment, covering reach stackers, FLT's and terminal tractors. The latest editions include detailed global and regional delivery volumes for 2014, as well as delivery trend data for the period 2005-2014.

First launched in 2008, PEMA's equipment surveys provide a wealth of statistics and analysis covering both delivery volumes and evolving trends in equipment specifications. Produced annually each April/May, the reports are available to PEMA members and survey contributors in the year of publication and then released to the public in January of the following year.

Key findings from the three 2014 surveys include:

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- Global **ship-to-shore** (STS) container crane deliveries increased by 40% in 2014 over the previous year, with a total of 233 cranes being delivered. This is almost back to the immediate post-recession volume of STS cranes delivered in 2012. Other Asia (Asia excluding China) was the destination for the largest number of STS cranes with 71 deliveries. Europe was slightly up on 2013 with 48 deliveries, including 18 to Turkey. Latin America received 32 cranes, including 9 to Colombia, followed by Brazil and Mexico with 5 each
- A total of 790 **yard container cranes** were delivered in 2014, including 507 rubber-tyred gantry cranes (RTGs) and 283 rail-mounted gantry cranes (RMGs). While RTG volumes declined slightly, RMG deliveries shot up by 44% compared to 2013, which was in turn a 145% increase over 2012. Some 283 RMGs were delivered in 2014 - the largest annual total since 2007
- Europe and Other Asia received most **RMGs**, with 99 to Europe and 90 to Other Asia. This is in line with the 111 RMGs delivered to Europe in 2013, but a dramatic increase from the 5 RMGs delivered to Other Asia in 2013. RMG deliveries in 2014 included one order of 72 cranes to Singapore
- Of the 99 RMGs delivered to Europe, 63 were specifically identified as **automated stacking cranes (ASCs)**, which were delivered to three terminals: 20 to London Gateway, 32 to Rotterdam World Gateway and 11 to ECT Delta Rotterdam. There were also 30 ASCs delivered to North America and 20 to Australia. The increase in ASC deliveries is a firm indicator of the increasing trend towards terminal automation
- Of the total 507 RTGs delivered, 125 cranes (25%) were identified as **e-RTGs** or variants of e-RTG, powered by electricity rather than diesel to reduce emissions and fossil fuel usage. Of these, 61 were delivered in Europe, 34 in Other Asia and 24 to Latin America. In 2013, manufacturers contributing to the survey only

identified 11% of deliveries as e-RTGs or variants

- **Reach stacker** volumes were down 3% compared with 2013, from 1324 to 1288 deliveries. There was a small decline to Europe, North America and Latin America and increases to China, Indian sub-Continent, Other Asia, Mid East and Africa, but a significant drop in Australia Pacific deliveries from 91 to 37 units
- **Laden FLT**s were up by 34%, from 146 in 2013 to 194 in 2014. This is some way back to pre-recession numbers but still FLT's have lost market share to reach stackers as the machine of choice for most laden container handling
- **Empty FLT**s showed just a 1% increase over 2013, from 671 to 679 units
- **4x2 terminal tractor** deliveries increased 22% over 2013, from 1596 units to 1947, and **4x4 terminal tractor** deliveries were almost identical to 2013. For regulatory reasons, the PEMA survey excludes tractor deliveries in North America, which is by far the biggest single market for this equipment type

“These latest surveys illustrate yet again how PEMA is delivering on its promise to be an independent knowledge resource for the global ports and terminals sector. Our increasingly extensive range of surveys, information papers and recommendations provide the industry with unique insights into key issues facing manufacturers and the industry as a whole,” said PEMA President, Ottonel Popesco.

PEMA's 2015 global delivery surveys are now under preparation and will be released to members and contributors this April/May.

PEMA's equipment delivery surveys, information papers, standards and best practice recommendations are available for download at www.pema.org/publications

Last year, PEMA welcomed 20 new members. This is the largest number of companies

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ever to join the Association in a single year. As of the start of 2016, PEMA has over 90 member companies representing all aspects of equipment design and manufacture, automation, IT and advanced technologies for port and terminal operations.

About PEMA

Founded in 2004, PEMA provides a forum and public voice for the global port equipment and technology sectors. The Association has seen strong growth in recent years, and now has over 90 member companies representing all facets of the industry, including crane, equipment and component manufacturers; automation, software and technology providers; consultants and other experts. www.pema.org

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