



Global Survey of Mobile Equipment Deliveries 2024



MARKET SURVEY
ISSUED 2025



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Introduction

This is the fifteenth global survey of mobile port handling equipment deliveries worldwide to be published by PEMA, the Port Equipment Manufacturers Association.

Document Purpose

Based on original data gathered from port equipment manufacturers around the world, the objective of the survey is to determine market size by equipment delivery volumes for:

- Reach stackers for handling laden containers
- Reach stackers for handling empty containers
- Lift trucks for handling laden containers
- Lift trucks for handling empty containers
- 4 x 2 terminal tractors
- 4 x 4 terminal tractors

Delivery figures cover only those manufacturers contributing to the survey. This must be taken into account in using these figures and caution must be applied, as figures do not fully reflect the global marketplace.

Furthermore, the participating manufacturers have changed over the years. Information about current and previous participants of this survey can be found at the end of this document.

About This Document

PEMA is committed to promoting and supporting the global role of port equipment and technology and commissioned this and previous surveys to contribute to the body of port equipment industry knowledge. Since the first survey of 2006/7 deliveries these reports have become an established and well-respected publication in the industry and PEMA extends sincere thanks to everyone who once again contributed information.

Over the past decades a lot of information has been available via the industry media on deliveries of large equipment such as ship-to-shore cranes and yard cranes. However, prior to the publication of these annual surveys by PEMA, there was a dearth of information relating to delivery numbers for smaller equipment classes.

Development

The first PEMA survey of mobile port handling equipment was published in April 2008 and provided figures for equipment deliveries in 2006 and 2007. Deliveries for 2006 and 2007 were reported globally and by three broad geographic regions: EMEA (Europe, Middle East and Africa), Americas and Asia Pacific.

Since the 2008 survey, manufacturers have been asked to be more specific and to report deliveries by the following geographic categories: Europe, North America, Latin America, China, Other Asia, Indian sub-continent, Middle East, Africa and Australasia/Pacific.

This survey of 2024 deliveries follows the same geographic breakdown as 2008-2023. However, for longer-term comparison and trend purposes the geographic breakdown used in the early years can be deployed.

Methodology

The survey research was conducted between February and April 2025, and results were compiled in May 2025. All known equipment manufacturers of the corresponding equipment types were contacted by email and/or telephone.

Confidentiality

Contributors to the survey were given an assurance of strict confidentiality.

The conductors of the survey have signed a confidentiality agreement with PEMA stating that individual company data would not be released by them to any other party, including any officer or member of PEMA, except in fully consolidated and aggregated form.

Furthermore, the release of any and all data must comply with criteria established by outside counsel and all source data will be destroyed within six months of the survey results being released.

Regulatory Requirement

There must be at least five (5) manufacturers reporting deliveries in total for each equipment type and into a geographic region. In some situations, this requirement was not met. In these cases, some consolidation of data for regions has been made in order to ensure regulatory compliance.

Survey Distribution

The full consolidated survey results will be released to PEMA members and to contributors to the survey in 2nd quarter 2025. At a later date the report will be released more generally.

Disclaimer

This survey is based on information provided directly by the equipment manufacturers. Data has not been independently verified. PEMA cannot accept responsibility for the accuracy of the data provided.

This document does not constitute professional advice, nor is it an exhaustive summary of the information available on the subject matter to which it refers.

Every effort is made to ensure the accuracy of the information, but neither the author, PEMA nor any member company is responsible for any loss, damage, costs or expenses incurred, whether or not in negligence, arising from reliance on or interpretation of the data.

Further information papers and surveys from PEMA and partner organisations can be downloaded free of charge in PDF format at: pema.org/members-area/resources/market-surveys

1. Executive Summary

Equipment deliveries for 2024 have not changed significantly compared to 2023 – with the exception of empty container lift trucks (+22% year-on-year).

Deliveries of all other equipment types in 2024 deviated by a maximum of +/- 6% from the previous year's deliveries..

Key Findings

The reach stacker market was up by 5% in 2024, with deliveries exceeding 2,000 units for the 4th consecutive year. It is the only market segment that has experienced long-term growth since 2008.

Laden container lift truck deliveries decreased slightly by 6% reaching 161 units in 2024 - it is the only market segment that declined year-on-year.

Empty container lift truck deliveries increased by 22% in 2024, but are still below pre-COVID levels of 700 unit deliveries per year.

Deliveries of 4x2 terminal tractors and 4x4 terminal tractors increased only slightly by 1% and 4% The delivery figures for 2024 for both terminal tractor types are 10-12% below the long-term average.

Note

Terminal Tractors:

For regulatory reasons this survey excludes 4X2 tractor deliveries in North America, which is by far the biggest single market for this equipment type.

Reach Stackers:

For regulatory reasons, reach stackers for empty container handling are not reported separately. Less than 60 such units were delivered worldwide per year.

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | Avg. * |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| Reach stackers | 1480 | 796 | 1227 | 1452 | 1504 | 1324 | 1288 | 1403 | 1453 | 1555 | 1784 | 1756 | 1577 | 2050 | 2183 | 2054 | 2156 | 1591 |
| Lift trucks for laden containers | 198 | 110 | 113 | 146 | 178 | 146 | 194 | 204 | 153 | 93 | 63 | 94 | 98 | 76 | 146 | 171 | 161 | 138 |
| Lift trucks for empty containers | 613 | 318 | 467 | 549 | 709 | 671 | 679 | 698 | 705 | 733 | 734 | 712 | 482 | 420 | 569 | 504 | 613 | 599 |
| Terminal tractors 4x2 (excl. North America) | 2843 | 1778 | 1343 | 1727 | 1625 | 1596 | 1947 | 1723 | 1816 | 1918 | 1876 | 1630 | 1482 | 1809 | 1808 | 1548 | 1558 | 1766 |
| Terminal tractors 4x4 | 692 | 404 | 320 | 375 | 414 | 406 | 405 | 468 | 481 | 446 | 445 | 472 | 311 | 415 | 530 | 374 | 388 | 432 |

* average annual unit deliveries since 2008.

2. Reach Stackers

Seven manufacturers contributed delivery numbers to the survey for the year 2024:

- CVS Ferrari
- Hyster
- Kalmar
- Konecranes Lift Trucks
- Liebherr
- Sany
- ZPMC

Key Findings

Global deliveries of reach stackers increased by 5% year-on-year to a total of 2,156 units delivered in 2024. Compared to the previous year, significantly more machines were delivered in three regions (Latin America, Other Asia and Africa), while deliveries to all other regions mostly declined slightly.

Note

Reach Stackers for empty container handling:

Empty container handling reach stacker deliveries have been included in Table 2 below, because again there were less than 60 such units delivered worldwide per year, and therefore regulatory requirement criteria were not met to allow them to be reported separately.

Figure 1: Reach stacker deliveries 2024 by region

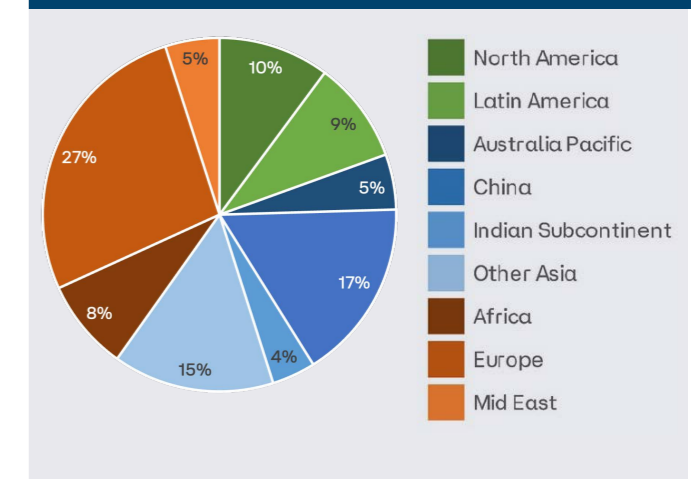


Table 2: Reach stacker delivery trend 2008 - 2024 by region

| | | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--------------|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Americas | North America | 68 | 32 | 47 | 50 | 68 | 66 | 40 | 80 | 68 | 121 | 122 | 148 | 63 | 111 | 154 | 225 | 219 |
| | Latin America | 214 | 106 | 164 | 198 | 171 | 159 | 136 | 144 | 98 | 117 | 87 | 119 | 69 | 71 | 132 | 147 | 201 |
| Asia Pacific | Australia Pacific | 16 | 15 | 24 | 52 | 71 | 91 | 37 | 79 | 92 | 68 | 85 | 107 | 67 | 95 | 96 | 139 | 109 |
| | China | 142 | 68 | 213 | 226 | 199 | 210 | 245 | 228 | 271 | 301 | 423 | 370 | 522 | 799 | 587 | 395 | 357 |
| | Indian Subcontinent | 78 | 38 | 81 | 71 | 89 | 26 | 43 | 83 | 97 | 94 | 92 | 101 | 25 | 55 | 88 | 139 | 86 |
| | Other Asia | 159 | 62 | 148 | 159 | 199 | 180 | 193 | 167 | 155 | 198 | 222 | 170 | 167 | 212 | 250 | 192 | 318 |
| EMEA | Africa | 189 | 200 | 153 | 213 | 239 | 143 | 179 | 162 | 101 | 65 | 175 | 137 | 147 | 145 | 158 | 115 | 180 |
| | Europe | 539 | 207 | 305 | 410 | 388 | 382 | 322 | 399 | 504 | 519 | 517 | 543 | 464 | 508 | 604 | 583 | 579 |
| | Mid East | 75 | 68 | 92 | 73 | 80 | 67 | 93 | 61 | 67 | 72 | 61 | 61 | 53 | 54 | 114 | 119 | 107 |
| Global | | 1480 | 796 | 1227 | 1452 | 1504 | 1324 | 1288 | 1403 | 1453 | 1555 | 1784 | 1756 | 1577 | 2050 | 2183 | 2054 | 2156 |

3. Laden Container Lift Trucks

Five manufacturers contributed delivery numbers to the survey for the year 2024:

- CVS Ferrari
- Hyster
- Kalmar
- Konecranes Lift Trucks
- Sany

Key Findings

Deliveries of loaded container handlers stabilized at a relatively high level of 161 units in 2024, considering that only 63 units were delivered in 2018.

As in previous years, over 50% of global deliveries went to customers in the Americas.

Note

The small number of laden container lift truck deliveries and the limited geographic range of deliveries mean that the usual detailed analysis of this equipment type was not possible.

Figure 2: Laden container lift truck deliveries 2024 by region

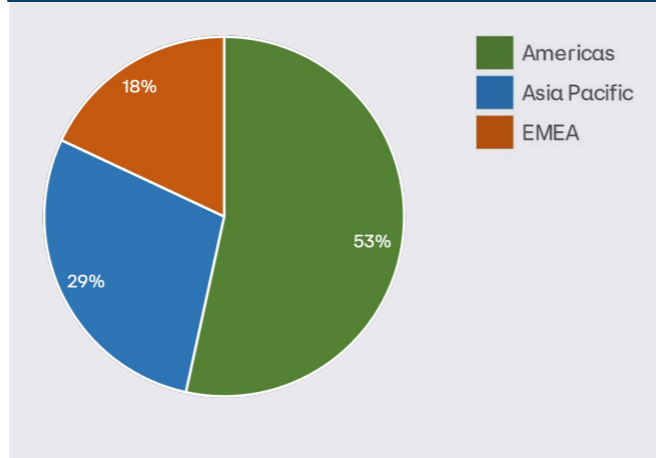


Table 3: Laden container lift truck delivery trend 2008 - 2024 by region

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Americas | 32 | 10 | 21 | 37 | 47 | 44 | 70 | 70 | 46 | 42 | 52 | 69 | 48 | 39 | 51 | 90 | 86 |
| Asia Pacific | 79 | 49 | 30 | 61 | 64 | 44 | 47 | 78 | 48 | 39 | 6 | 19 | 31 | 28 | 88 | 58 | 46 |
| EMEA | 87 | 51 | 62 | 48 | 67 | 58 | 77 | 56 | 59 | 12 | 5 | 6 | 19 | 9 | 7 | 23 | 29 |
| Global | 198 | 110 | 113 | 146 | 178 | 146 | 194 | 204 | 153 | 93 | 63 | 94 | 98 | 76 | 146 | 171 | 161 |

4. Empty Container Lift Trucks

Six manufacturers contributed delivery numbers to the survey for the year 2024:

- CVS Ferrari
- Hyster
- Kalmar
- Konecranes Lift Trucks
- Sany
- ZPMC

Key Findings

In 2024, 613 empty container lift trucks were delivered worldwide, which is almost exactly the long-term average since the PEMA survey began in 2006. Compared to the previous year 2023, deliveries increased by 22% globally, with only slight declines in Australia Pacific, Africa and Mid East.

Note

For regulatory reasons the Indian Subcontinent and Other Asia have been combined since 2010, also including Australia Pacific in previous years.

Figure 3: Empty container lift truck deliveries 2024 by region

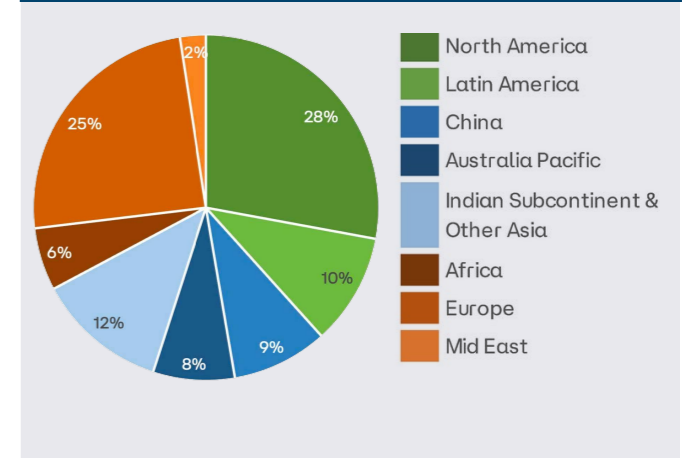


Table 4: Empty container lift truck delivery trend 2008 - 2024 by region

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Americas | | | | | | | | | | | | | | | | | |
| North America | | | 19 | 15 | 41 | 71 | 49 | 55 | 46 | 59 | 68 | 85 | 75 | 43 | 99 | 125 | 171 |
| Latin America | 41 | 23 | 36 | 50 | 48 | 60 | 46 | 50 | 32 | 29 | 39 | 63 | 32 | 43 | 62 | 37 | 64 |
| Asia Pacific | | | | | | | | | | | | | | | | | |
| China | 140 | 73 | 111 | 147 | 168 | 127 | 147 | 155 | 153 | 150 | 186 | 153 | 85 | 96 | 79 | 34 | 55 |
| Australia Pacific | | | 31 | 44 | 54 | 55 | 42 | 47 | 47 | 91 | 44 | 66 | 44 | 35 | 63 | 65 | 47 |
| Indian Subcontinent & Other Asia | 145 | 74 | 79 | 103 | 144 | 140 | 111 | 114 | 155 | 167 | 169 | 118 | 61 | 63 | 74 | 57 | 75 |
| EMEA | | | | | | | | | | | | | | | | | |
| Africa | 80 | 52 | 34 | 43 | 90 | 52 | 61 | 60 | 53 | 42 | 42 | 63 | 33 | 43 | 50 | 45 | 36 |
| Europe | 153 | 73 | 114 | 127 | 132 | 116 | 145 | 154 | 196 | 163 | 154 | 151 | 119 | 83 | 127 | 120 | 150 |
| Mid East | 54 | 23 | 43 | 20 | 32 | 50 | 78 | 63 | 23 | 32 | 32 | 13 | 33 | 14 | 15 | 21 | 15 |
| Global | 613 | 318 | 467 | 549 | 709 | 671 | 679 | 698 | 705 | 733 | 734 | 712 | 482 | 420 | 569 | 504 | 613 |

5. 4x2 Terminal Tractors

Eight manufacturers contributed delivery numbers to the survey for the year 2024:

- Capacity
- Kalmar
- KAMAG
- Mafi
- MOL
- Ottawa
- Sany
- Terberg

Key Findings

Global deliveries of 4x2 terminal tractors remained virtually unchanged at a relatively low level of 1,558 units in 2024, compared to a long-term average of just under 1,800 units per year since 2008.

Compared to 2023, a higher number of deliveries in Asia Pacific and Mid East was offset by the decline in Europe.

Note

North America is excluded due to the limited number of manufacturers serving this region. Given the scale of the excluded North American market, figures reported here are significantly less than the actual world market. Deliveries to Asian Pacific are combined in order to meet the reporting criteria.

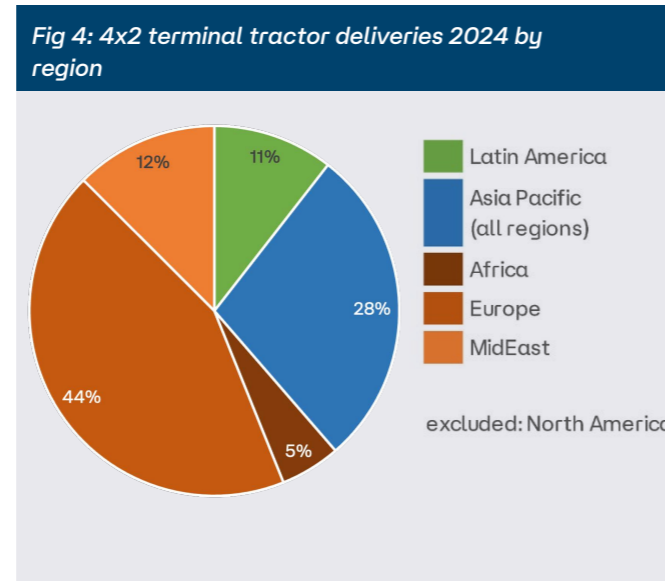


Table 5: 4x2 terminal tractor delivery trend 2008 - 2024 by region

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------------|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Americas | | | | | | | | | | | | | | | | | |
| North America | - excluded - | | | | | | | | | | | | | | | | |
| Latin America | 347 | 134 | 193 | 367 | 256 | 357 | 271 | 288 | 268 | 244 | 195 | 210 | 216 | 185 | 184 | 197 | 164 |
| Asia Pacific | | | | | | | | | | | | | | | | | |
| Australia Pacific | | | | | | | | | | | | | | | | | |
| China | 1019 | 540 | 377 | 578 | 430 | 383 | 487 | 457 | 473 | 524 | 512 | 392 | 307 | 320 | 299 | 305 | 438 |
| Indian Subcontinent | | | | | | | | | | | | | | | | | |
| Other Asia | | | | | | | | | | | | | | | | | |
| EMEA | | | | | | | | | | | | | | | | | |
| Africa | 255 | 204 | 150 | 184 | 209 | 209 | 195 | 149 | 164 | 197 | 139 | 206 | 183 | 159 | 85 | 75 | 82 |
| Europe | 702 | 343 | 366 | 377 | 440 | 504 | 677 | 557 | 678 | 686 | 777 | 797 | 673 | 1067 | 1141 | 895 | 679 |
| Mid East | 520 | 557 | 257 | 221 | 290 | 143 | 317 | 272 | 233 | 267 | 253 | 25 | 103 | 78 | 99 | 76 | 195 |
| Global | 2843 | 1778 | 1343 | 1727 | 1625 | 1596 | 1947 | 1723 | 1816 | 1918 | 1876 | 1630 | 1482 | 1809 | 1808 | 1548 | 1558 |

6. 4x4 Terminal Tractors

Five manufacturers contributed delivery numbers to the survey for the year 2024:

- Kalmar
- Mafi
- MOL
- Ottawa
- Terberg

Key Findings

Global deliveries of 4x4 terminal tractors increased by 4% from 2023 to 388 units in 2024. Deliveries decreased slightly in Europe and increased slightly in the rest of the world.

Since the PEMA survey began covering 4x4 terminal tractors in 2008, an average of around 430 units have been delivered annually, with Europe accounting for 80% of global deliveries.

Note

For regulatory reasons North and Latin America have been combined into Americas. Australia Pacific, China, the Indian Subcontinent and Other Asia have been combined into Asia Pacific.

Figure 5: 4x4 terminal tractor deliveries 2024 by region

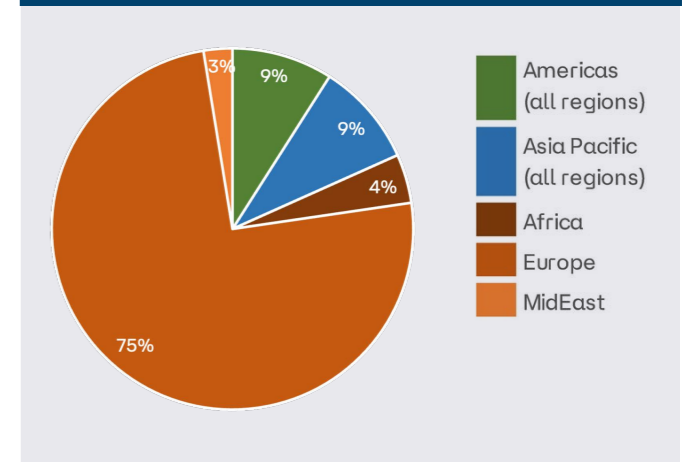


Table 6: 4x4 terminal tractor delivery trend 2008 - 2024 by region

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Americas | | | | | | | | | | | | | | | | | |
| North America | 16 | 5 | 21 | 6 | 21 | 17 | 13 | 22 | 10 | 11 | 29 | 17 | 18 | 37 | 49 | 30 | 35 |
| Latin America | | | | | | | | | | | | | | | | | |
| Asia Pacific | | | | | | | | | | | | | | | | | |
| Australia Pacific | | | | | | | | | | | | | | | | | |
| China | 15 | 20 | 25 | 41 | 30 | 35 | 23 | 29 | 28 | 15 | 28 | 25 | 16 | 13 | 44 | 17 | 36 |
| Indian Subcontinent | | | | | | | | | | | | | | | | | |
| Other Asia | | | | | | | | | | | | | | | | | |
| EMEA | | | | | | | | | | | | | | | | | |
| Africa | 63 | 84 | 36 | 43 | 62 | 23 | 34 | 29 | 34 | 21 | 14 | 14 | 9 | 15 | 18 | 8 | 17 |
| Europe | 583 | 285 | 230 | 277 | 301 | 329 | 325 | 372 | 395 | 396 | 365 | 403 | 258 | 344 | 409 | 310 | 290 |
| Mid East | 15 | 10 | 8 | 8 | 0 | 2 | 10 | 16 | 14 | 3 | 9 | 13 | 10 | 6 | 10 | 9 | 10 |
| Global | 692 | 404 | 320 | 375 | 414 | 406 | 405 | 468 | 481 | 446 | 445 | 472 | 311 | 415 | 530 | 374 | 388 |

7. Survey Participants

Delivery figures cover only those manufacturers contributing to the survey. The participating manufacturers have changed over the years, which must be taken into account when using the figures presented here.

Reach Stackers

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-----------------------|------|------|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| CVS Ferrari | | | | | | | | | | | | | | | | | |
| Fantuzzi Reggiane | | | incorporated in Terex | | | | | | | | | | | | | | |
| Heli | | | | | | | | | | | | | | | | | |
| Hyster | | | | | | | | | | | | | | | | | |
| Indital | | | | | | | | | | | | | | | | | |
| Kalmar | | | | | | | | | | | | | | | | | |
| Konecranes | | | | | | | | | | | | | | | | | |
| Liebherr | | | | | | | | | | | | | | | | | |
| Linde | | | incorporated in Konecranes | | | | | | | | | | | | | | |
| Mitsubishi Logisnext* | | | | | | | | | | | | | | | | | |
| Sany | | | | | | | | | | | | | | | | | |
| Terex | | | incorporated in Konecranes | | | | | | | | | | | | | | |
| TOMAC | | | | | | | | | | | | | | | | | |
| ZPMC | | | | | | | | | | | | | | | | | |

* incl. Unicarriers, respectively TCM

Laden Container Lift Trucks

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-----------------------|------|------|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| CVS Ferrari | | | | | | | | | | | | | | | | | |
| Fantuzzi Reggiane | | | incorporated in Terex | | | | | | | | | | | | | | |
| Hyster | | | | | | | | | | | | | | | | | |
| Indital | | | | | | | | | | | | | | | | | |
| Kalmar | | | | | | | | | | | | | | | | | |
| Konecranes | | | | | | | | | | | | | | | | | |
| Linde | | | incorporated in Konecranes | | | | | | | | | | | | | | |
| Mitsubishi Logisnext* | | | | | | | | | | | | | | | | | |
| Sany | | | | | | | | | | | | | | | | | |
| Terex | | | incorporated in Konecranes | | | | | | | | | | | | | | |

* incl. Unicarriers, respectively TCM

Empty Container Lift Trucks

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-----------------------|------|------|----------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| CVS Ferrari | | | | | | | | | | | | | | | | | |
| Fantuzzi Reggiane | | | incorporated in Terex | | | | | | | | | | | | | | |
| Heli | | | | | | | | | | | | | | | | | |
| Hyster | | | | | | | | | | | | | | | | | |
| Indital | | | | | | | | | | | | | | | | | |
| Kalmar | | | | | | | | | | | | | | | | | |
| Konecranes | | | | | | | | | | | | | | | | | |
| Linde | | | incorporated in Konecranes | | | | | | | | | | | | | | |
| Mitsubishi Logisnext* | | | | | | | | | | | | | | | | | |
| Sany | | | | | | | | | | | | | | | | | |
| Terex | | | incorporated in Konecranes | | | | | | | | | | | | | | |
| TOMAC | | | | | | | | | | | | | | | | | |
| ZPMC | | | | | | | | | | | | | | | | | |

* incl. Unicarriers, respectively TCM

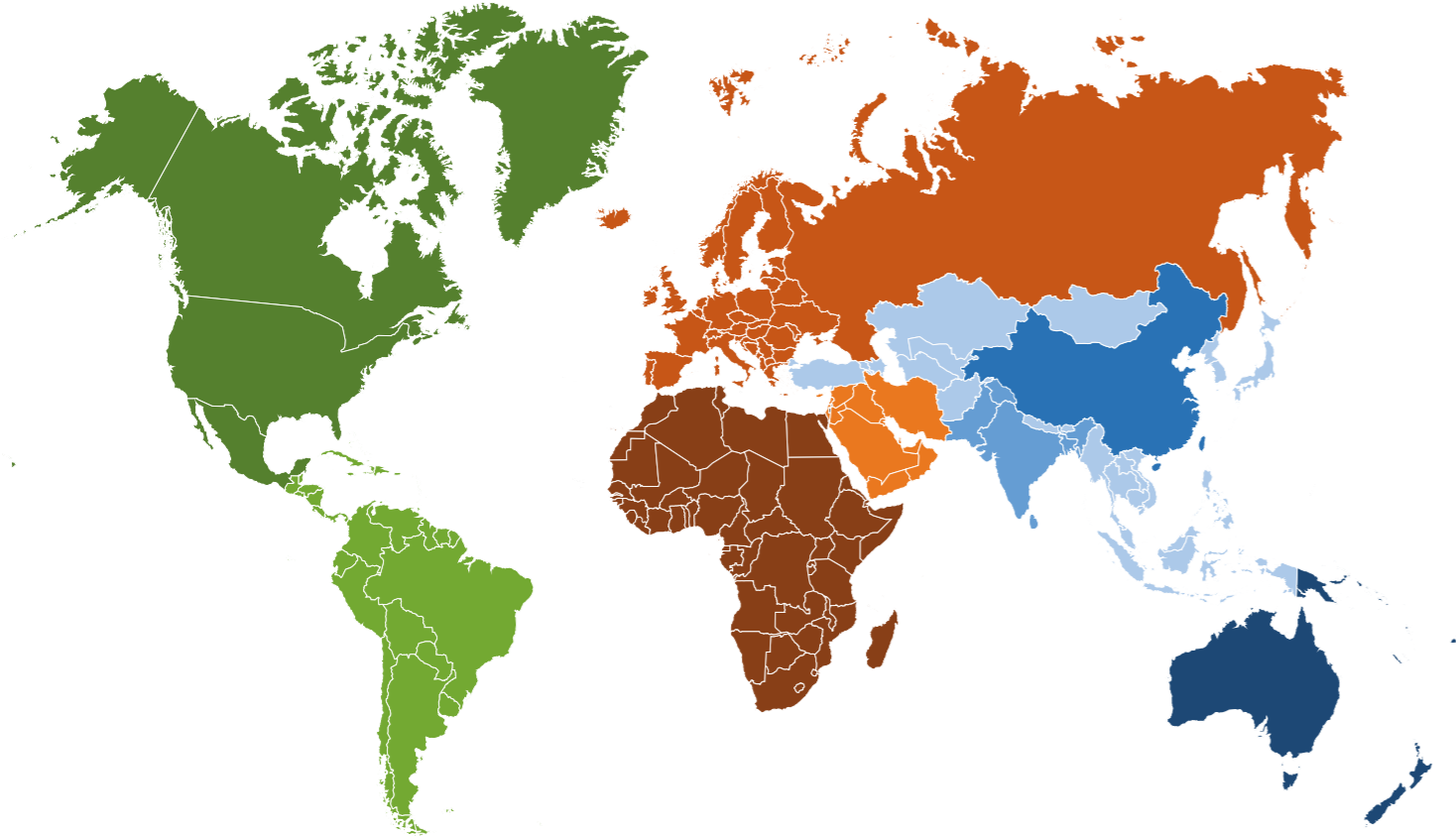
4x2 Terminal Tractors

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity | | | | | | | | | | | | | | | | | |
| CVS Ferrari | | | | | | | | | | | | | | | | | |
| Kalmar | | | | | | | | | | | | | | | | | |
| KAMAG | | | | | | | | | | | | | | | | | |
| Konecranes | | | | | | | | | | | | | | | | | |
| Mafi | | | | | | | | | | | | | | | | | |
| MOL | | | | | | | | | | | | | | | | | |
| Ottawa | | | | | | | | | | | | | | | | | |
| Terberg | | | | | | | | | | | | | | | | | |

4x4 Terminal Tractors

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity | | | | | | | | | | | | | | | | | |
| CVS | | | | | | | | | | | | | | | | | |
| Kalmar | | | | | | | | | | | | | | | | | |
| Konecranes | | | | | | | | | | | | | | | | | |
| Mafi | | | | | | | | | | | | | | | | | |
| MOL | | | | | | | | | | | | | | | | | |
| Ottawa | | | | | | | | | | | | | | | | | |
| Terberg | | | | | | | | | | | | | | | | | |

8 . Definition of Region



Americas:

- North America
- Latin America

EMEA

- Africa
- Europe
- Mid East

Asia Pacific

- Australia Pacific
- China
- Indian Subcontinent
- Other Asia

About PEMA

Founded in late 2004, PEMA's mission is to provide a forum and public voice for the global port equipment and technology sectors, reflecting their critical role in enabling safe, secure, sustainable and productive ports, and thereby supporting world maritime trade.

Chief among the aims of the Association is to provide a forum for the exchange of views on trends in the design, manufacture and operation of port equipment and technology worldwide.

PEMA also aims to promote and support the global role of the equipment and technology industries, by raising awareness with media, customers and other stakeholders, forging relations with other port industry associations and bodies; and contributing to best practice initiatives.

Membership

PEMA membership is open to:

- Manufacturers and suppliers of port and terminal equipment
- Manufacturers and suppliers of components or attachments for port equipment
- Suppliers of technology that interfaces with or controls the operation of port equipment
- Consultants in port and equipment design, specification and operations

Please visit pema.org for more information or email info@pema.org.

PEMA was constituted by agreement dated 9 December 2004 as a non profit making international association (association internationale sans but lucratif / internationale vereniging zonder winstogmerk).

PEMA is governed by the Belgian Law of 27 June 1921 on 'associations without a profit motive, international associations without a profit motive and institutions of public utility' (Articles 46 to 57).

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**Port Equipment
Manufacturers
Association**

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