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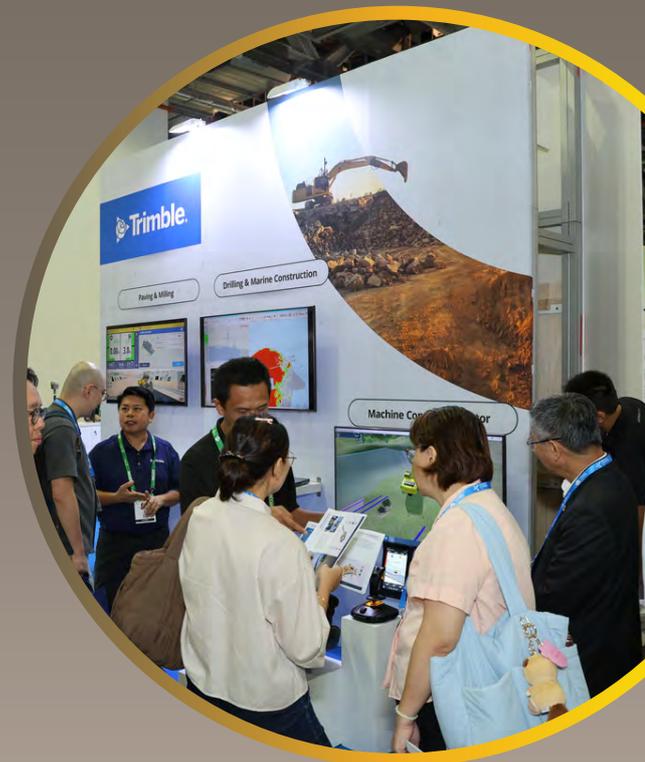
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On the cover:

AiR Digital's AI-powered system for ready-mix concrete operations
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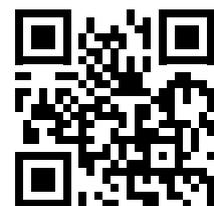
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PC1, Denzai collaborate on renewable energy and infrastructure projects in Vietnam and Philippines

Denzai International Holdings and PC1 Group Joint Stock Company have signed a cooperation agreement to collaborate on renewable energy and infrastructure projects in Vietnam and the Philippines.

This partnership will begin with the Philippines' Camarines Sur Wind Power Project, a 58.5-MW onshore wind farm on Luzon Island. Denzai Philippines, a Denzai Group company, will be responsible for the installation of nine wind turbine generators (WTGs) on the project, commencing work in late March 2026.

Japan-based Denzai Group is a global provider of engineered heavy lifting and specialised heavy transport services. With its overseas headquarters in Singapore, the group operates in 13 countries worldwide. Meanwhile, PC1 is a leading Vietnamese engineering and construction group with six decades of experience in delivering power construction and large-scale infrastructure projects across Vietnam and international markets.

"As the Philippines accelerates its transition toward renewable energy, wind power will play an increasingly important role in strengthening energy security and supporting long-term sustainable growth," said Kohki Uemura, president and CEO of Denzai International. "Projects such as this directly support the country's goals of expanding wind power generation and building resilient energy infrastructure. Through this collaboration, Denzai will contribute its expertise to the successful delivery of the project and to the long-term development of the Philippine wind power sector."

"We see Denzai as a highly capable and reliable partner whose heavy-lift, transport and engineering expertise strongly complements PC1's EPC and renewable energy capabilities," said Dang Quoc Tuong, deputy general director of PC1 Group. "Beyond construction, this partnership creates a strong foundation for developing OEM and operations & maintenance capabilities in both Vietnam and the Philippines, which is a key strategic priority for PC1."

In Vietnam, PC1 is not only an EPC (engineering, procurement and construction) contractor, but also a wind power developer, having jointly developed three wind farms together with Renova of Japan, shared Mr Dang. Today, the group provides operations and control centre (OCC) services for its own wind farms as well as 28 additional projects. "Through this partnership, we look forward to working closely with Denzai to expand maintenance services, deploy specialised equipment, and further develop OEM-related capabilities across these assets."

According to Truong Quang Anh, deputy director of EPC board at PC1 Group and CEO of PC1 Philippines Inc, the Philippines is a key growth market for PC1. Given its importance to the group, he pointed out that "establishing strong, reliable partnerships on the ground is essential to delivering projects successfully. By working closely with Denzai, we aim to strengthen our execution capabilities in the Philippines and accelerate the development of wind power projects through safe, efficient and well-coordinated heavy-lift and logistics solutions."

Murugan Suburamanian, managing director of Denzai Philippines, added, "This agreement marks an important milestone in our partnership with PC1. By combining our respective strengths, technical expertise, and shared commitment to quality and safety,



The partnership between Denzai and PC1 will begin with the Camarines Sur Wind Power Project, a 58.5-MW onshore wind farm on Luzon Island in the Philippines.



Kohki Uemura, president and CEO of Denzai International (left), and Dang Quoc Tuong, deputy general director of PC1 Group, signing the cooperation agreement.



For the Camarines Sur Wind Power Project, Denzai Philippines (a Denzai Group company) will be responsible for the installation of nine wind turbine generators, commencing work in late March 2026.

we are confident this collaboration will deliver reliable and efficient outcomes for the project and create a strong foundation for long-term cooperation." ■

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Two civil contracts awarded for Singapore's Downtown Line 2 extension

Singapore's Land Transport Authority (LTA) has awarded two civil contracts for the Downtown Line 2 extension (DTL2e) at a combined contract value of around S\$735 million.

The first contract, for the design and construction of an underground station (DE1) located along Sungei Kadut Avenue, was awarded to Woh Hup Engineering Pte Ltd. Valued at around S\$285 million, this contract includes building a vehicular bridge to extend Choa Chu Kang North 7 and a pedestrian link-bridge over Pang Sua Canal to enhance connectivity between Yew Tee, DE1 station and the Rail Corridor.

Woh Hup Engineering is a major contractor based in Singapore, which specialises in infrastructure and building projects. It is currently working on the design and construction of Punggol Interchange station for the Cross Island Line (CRL) Punggol Extension (CPE), and CR3 station for CRL Phase 1. The company was also awarded the contract for tunnelling works between DE1 station and DE2 interchange station for the DTL2e project.

The second contract, for the design and construction of the NS6/DE2 interchange station, was awarded to a joint venture between Samwoh Corporation Pte Ltd and China Communications Construction Company Ltd (Singapore Branch). Valued at around S\$450 million, this contract is to build an underground DE2 station on the DTL and a connected aboveground NS6 station between the Yew Tee and Kranji stations on the North-South Line (NSL).

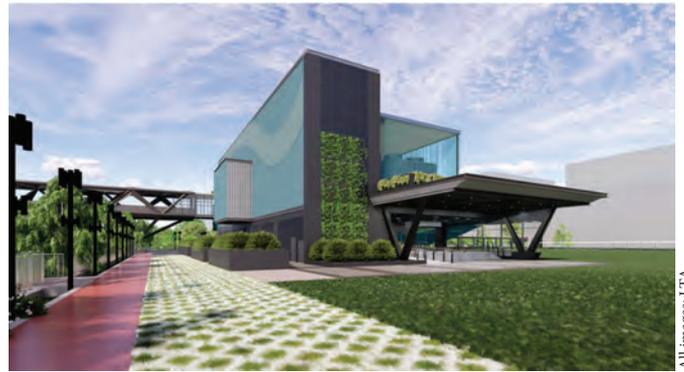
Based in Singapore, Samwoh Corporation is an established contractor that provides civil engineering and construction services. Its completed projects include the Sentosa Gateway Tunnel, and the flyover slip road from Seletar West Link to Seletar Expressway (SLE). The company is currently involved in the enhancement of a section of Loyang Avenue, Telok Paku Road, Nicoll Drive and Changi Coast Road at the Changi Northern Corridor, as well as the enhancement of road networks at the Pan Island Expressway (PIE), East Coast Parkway (ECP) and Changi Flyover at the Changi Southern Corridor.

China Communications Construction has an extensive track record in delivering design-and-build construction services both locally and abroad. It is currently involved in the construction of CR6 Tampines North station, CR15 King Albert Park and CR17 Clementi interchange stations on the CRL, JS8 Boon Lay interchange station on the Jurong Region Line (JRL), and the Johor Bahru – Singapore Rapid Transit System (RTS) Link viaduct and tunnels. The contractor is also working on the construction of the Jurong East Integrated Transport Hub.

Complex ground condition

Located along Sungei Kadut Avenue and Sungei Kadut Central respectively, the DE1 and NS6/DE2 stations will be built concurrently using earth retaining and stabilising structures (ERSS), according to LTA. This is due to expected complex ground conditions in the area, such as hard granite. The works will be carried out within a constrained workspace and in close proximity to the NSL.

LTA and the contractors will implement real-time monitoring of ground stability and relevant safety measures to ensure the safe conduct of construction works and minimise impact to nearby stakeholders and infrastructure. LTA has also performed



All images: LTA



ABOVE AND LEFT: The contract for the DE1 station was awarded to Woh Hup Engineering.



ABOVE AND LEFT: The contract for the NS6/DE2 interchange station was awarded to a JV between Samwoh Corporation and China Communications Construction (Singapore Branch).

a comprehensive Environmental Impact Assessment and will implement all the necessary mitigation measures as outlined in the Environmental Monitoring and Management Plan.

Construction works for the DE1 and NS6/DE2 stations are expected to start in the second quarter of 2026, with passenger service for DTL2e scheduled to commence in 2035. ■

Guangzhou South Station ICC tops out

The International Commerce Centre at China's Guangzhou South Railway Station (Guangzhou South Station ICC) has topped out. Sun Hung Kai Properties (SHKP) is developing this project as a large-scale transit oriented development (TOD) with an overall layout of 'commerce to the east, transport to the west'.

The office component includes One ICC and Two ICC, both of which have now topped out. One ICC is scheduled for completion and handover in the second half of 2026. The retail complex has been officially named Parc Central (Guangzhou South) and is also expected to be completed in the second half of 2026. The first phase of Forest Park, the residential portion, was already handed over in the first half of 2025.

"Guangzhou South Station ICC will become a new landmark in the GBA [Guangdong-Hong Kong-Macao Greater Bay Area], integrating premium business facilities, convenient transport and a diverse mix of uses. It will inject new momentum into the Guangzhou South Station district and contribute to the high-quality development of the GBA," said Sam Lai, general manager of SHKP southern China region.

Guangzhou South Station ICC enjoys a strategic transport advantage with seamless connectivity to Guangzhou South Station, China's busiest high-speed rail station, and direct access to 12 rail lines, including high-speed, intercity and metro services, as well as five expressways. Trips from Hong Kong West Kowloon High-Speed Rail Terminus to Guangzhou South Station can take as little as 47 minutes, linking Guangzhou South Station ICC with SHKP's flagship IGC, which sits directly above West Kowloon Terminus, and ICC nearby.

Moreover, the project capitalises on high-speed rail connectivity to major cities such as Beijing, Shanghai and Hangzhou, where SHKP also boasts major integrated projects, with the fastest services taking under eight hours, extending its reach to key national hubs.

Within Guangzhou, transport connectivity continues to improve with the opening of the Haizhu Bay Tunnel, the Guangzhou East Ring Intercity Railway and the Extension Section of Guangzhou Metro Line 22. As a result, from Guangzhou South Station, it takes just 15 minutes to reach the city centre and 28 minutes to Guangzhou Baiyun International Airport, significantly shortening cross-district commuting times, strengthening links with the city's core business districts and further enhancing the strategic location of Guangzhou South Station. ■



ABOVE: When completed, Guangzhou South Station ICC will become a large-scale transit oriented development (TOD) featuring an overall layout of 'commerce to the east, transport to the west'.

BOTTOM LEFT: The development enjoys a strategic transport advantage with seamless connectivity to Guangzhou South Station, China's busiest high-speed rail station.

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Artelia signs project management contract for Hanoi – Ho Chi Minh City high-speed rail line

French company Artelia has signed a major contract with Vietnam's Ministry of Construction for project management services in preparation for studies on the Hanoi–Ho Chi Minh City high-speed rail line. This contract has been awarded to the EVRC (European Vietnam Rail Construction) consortium, bringing together Artelia, Ineco (Spanish public engineering) and a local partner RCIC.

Described as a priority by the Vietnamese National Assembly, the future Hanoi–Ho Chi Minh City high-speed rail line is one of the country's most ambitious transport projects, with an estimated investment of US\$67 billion. It includes: 1,541 km of new track; a maximum speed of 350 km/hr (320 km/hr in operation); 23 passenger stations and five freight stations; and a reduction in travel time from 30 hours to 5-6 hours.

EVRC's mission is to supervise the entire upstream process in order to guarantee the quality, consistency and robustness of future technical studies. As such, the consortium will assist the ministry in the following tasks:

- Structuring and conducting consultations.
- Selecting and then managing national and international consultants responsible for conducting feasibility studies (FS), front-end engineering design (FEED) studies, site surveys, and field investigations.

According to Artelia, the main objectives of this phase are to precisely define the scope of the project, establish technical requirements, and frame cost estimates for the construction phases. This assignment places EVRC in a central coordinating role, ensuring a methodical, transparent approach that complies with international standards before work begins.

When completed, the new rail corridor will contribute to structural changes in mobility in Vietnam, reduce pressure on the road network, improve logistics, and sustainably support the



Image: Artelia

This is the tentative map for the high-speed rail line. At this early stage, Artelia – as part of the EVRC consortium – will work towards defining the scope of the project, establishing technical requirements, and framing cost estimates for the construction phases.

country's economic growth.

"This contract highlights Artelia's ability to play a leading role in major international mobility projects. With an international experience and strong presence in Vietnam, Artelia will draw on its recognised expertise in managing major infrastructure projects and its know-how in sustainable transport," said Éric Gratton, managing director of Artelia Vietnam.

"The project perfectly reflects our ambition: contributing to the design and implementation of innovative, safe and efficient mobility solutions that benefit local communities and support Vietnam's economic development." ■

OKP wins contract for commuter infrastructure works on Singapore's Jurong Region Line

Infrastructure and civil engineering company OKP Holdings Limited has secured a contract worth approximately S\$87.3 million from Singapore's Land Transport Authority (LTA) for commuter infrastructure works around the upcoming stations on the Jurong Region Line (JRL) project. This 60-month contract commenced on 27 February 2026.

Under the contract, OKP's wholly-owned subsidiary, Or Kim Peow Contractors (Private) Limited, will be involved in the design and construction of high and standard covered linkways to provide sheltered connectivity for pedestrians and commuters within and around upcoming stations along the JRL, new cycling paths and shared paths, as well as footpaths and roadworks in conjunction with the covered linkway works.

The contract also includes associated works such as the reconstruction, modification or reinstatement of affected infrastructure, including retaining walls, drains, roads, street furniture, trees and turfing works within the project precincts.

Previously, OKP's wholly-owned subsidiaries were awarded four LTA contracts totalling S\$617.8 million for the construction of new cycling path networks (CPN) nationwide. These include: a record S\$258.3 million contract for the construction of new CPN in the East region (AM205); a S\$92.9 million contract for the construction of CPN in western Singapore (AM201); a S\$78.3 million contract covering the regions of Central, Kallang, Bukit Merah and Bukit Timah (AM202); and a S\$188.3 million contract for works across seven towns in the East region (AM120). ■

YTL Cement's CDL Academy, Universiti Teknologi Malaysia partner to enhance skills in sustainable construction

CDL Academy, the learning and development arm of YTL Cement Group, and Universiti Teknologi Malaysia (UTM) have signed a memorandum of understanding (MOU) to strengthen collaboration in talent development, applied learning and sustainable construction practices for Malaysia's engineering sector.

The MOU, signed on 9 January 2026, formalises the ongoing partnership between the two organisations and aims to provide students with industry exposure and practical experience, preparing them for careers in the construction sector.

Under the agreement, UTM and CDL Academy will pursue initiatives including professional training programmes, student internships, academic exchanges, workshops, seminars and innovation projects in green building materials, advanced construction technologies and cost management solutions.

UTM is Malaysia's premier university for engineering, science and technology, committed to building partnerships that enrich research output and provide students with real-world learning opportunities. The collaboration with CDL Academy exemplifies UTM's efforts to equip graduates with the skills and experience needed to contribute effectively to the nation's development.

Since its inception in 2019, CDL Academy has delivered over 100 seminars and learning engagements, benefiting more than 10,000 participants across the construction and engineering ecosystem. The collaboration with UTM expands these efforts, supporting the development of industry-ready graduates and



The MOU signing ceremony between CDL Academy and Universiti Teknologi Malaysia was held on 9 January 2026.

addressing emerging needs in sustainable construction and advanced building technologies.

The MOU will be in effect for three years, with opportunities for renewal. Coordinators from both parties will oversee programme development to ensure measurable outcomes for students, researchers and the construction industry. ■

Wirtgen Group appoints Binh Minh as new dealer in Vietnam

The Wirtgen Group has appointed Binh Minh Investment Equipment JSC as its new authorised dealer in Vietnam. From 1 January 2026, Binh Minh represents Wirtgen Group products and technologies for the brands Wirtgen, Vögele, Hamm, Kleemann and Benninghoven, strengthening the group's presence in this dynamic and growing market.

With its six specialised brands – Wirtgen, Vögele, Hamm, Kleemann, Benninghoven and Ciber – the Wirtgen Group offers a comprehensive portfolio of solutions tailored to the diverse requirements of road construction and mineral processing. For decades, the group has supported customers in Vietnam with its proven technology, strong application expertise and a deep understanding of local market needs.

“With innovative road construction and mineral solutions, the Wirtgen Group is well positioned to address future infrastructure challenges across the region,” said Alessandro Bernacchia, managing director of Wirtgen Singapore Pte Ltd.

Binh Minh brings a well-established market presence and a strong commitment to high-quality sales and after-sales service. Its dedication to customer support will further enhance the accessibility and performance of the Wirtgen Group products and technologies throughout Vietnam.

“Binh Minh is excited to partner with the Wirtgen Group, by adding our sales and aftermarket support capabilities in the road



The Wirtgen Group offers a comprehensive range of machines, plants and technology solutions for the road construction, earthworks and materials processing sectors.

and mineral segments to the unique Wirtgen Group's production systems solutions and application expertise,” said Hoang Minh Chi, general manager of Binh Minh Investment Equipment JSC.

By joining forces, both partners aim to support customers even more effectively, underlining their commitment to innovation, quality and long-term customer partnerships across the Vietnamese market. ■

VinFast to develop new toll road interchange in Indonesia

VinFast Indonesia, a member of Vietnam-based Vingroup, has signed a cooperation agreement with the Subang Regency Government and PT Lintas Marga Sedaya (PT LMS) to develop an interchange on the toll road connecting Cikampek and Palimanan (Cipali Toll Road) in Indonesia.

The agreement, which was signed on 14 January 2026, involves the construction, operation and maintenance of the Manyingsal Interchange at Km 115+500 on the Cipali Toll Road.

As the strategic investor, VinFast Indonesia will fully finance all project-related expenditures, encompassing master planning, feasibility studies, permitting, construction, and ancillary costs, while working in close coordination with the Subang Regency Government to secure approvals from Indonesia's Ministry of Public Works.

The Subang Regency Government will serve as the central coordinating authority, directly overseeing and processing all licensing procedures, including permits for the use of toll road space. It will designate specialised entities to implement the project, coordinate the completion of technical documentation, detailed design, and environmental impact assessments through to official project approval and operational licensing, and conduct periodic monthly supervision and evaluations.

PT LMS – the operator of the Cipali Toll Road – will collaborate in developing technical cooperation programmes within its mandate, while actively engaging in discussions and reaching agreement on detailed operation and maintenance plans under supplementary agreements.

On 15 December 2025, the project received in-principle approval from Indonesia's Ministry of Public Works. Accordingly, the maximum project completion timeline is three years from the date of permit issuance. Upon completion of construction and



VinFast's factory in Subang, Indonesia, was brought into operation in just 17 months, underscoring VinFast's strong execution capability and long-term commitment to sustainable development in Indonesia.

receipt of the Operational Feasibility Certificate (SLFO), all land and interchange assets will be transferred by the Subang Regency Government to the Ministry of Public Works for management in accordance with state asset regulations.

In under two years since entering Indonesia, VinFast has inaugurated its Subang facility, introduced a diversified electric vehicle portfolio, and rapidly expanded its ecosystem, from dealership and aftersales networks to a nationwide charging infrastructure developed in partnership with global charging network developer V-Green, as well as strategic alliances with leading banks and financial institutions.

Through bold policy frameworks and an integrated ecosystem strategy, VinFast aims to accelerate Indonesia's green mobility transition and consolidate its position as a transformative force in the region's sustainable transportation landscape. ■

Leighton Asia secures data centre project in Malaysia

CIMIC Group company Leighton Asia has been awarded the main works contract for a data centre project in Johor Bahru, Malaysia. Construction is scheduled for completion in 2028.

The project forms part of a greenfield campus development covering approximately 29 acres within a wider 86 acre site. The facility will feature up to 57.6 MW of critical IT and network capacity across six colocation buildings, together with administration, operations support, security facilities and associated site infrastructure.

"With over 9 GW of data centre capacity delivered or underway, our group is uniquely positioned to support the digital infrastructure needs of leading technology clients. We bring deep expertise across the full lifecycle – from concept to commissioning – enabling scalable, resilient and future-ready solutions," said Juan Santamaria, executive chairman of CIMIC Group and CEO of ACS Group and Hochtief.

"With an established team already on site and deep regional experience gained from successfully delivering data centre projects across the region, Leighton Asia is ready to deliver this highly



Leighton Asia has been involved in building data centres across Asia, with its latest project in Johor Bahru, Malaysia, scheduled for completion in 2028.

technical project safely and efficiently for our valued client," added Brad Davey, managing director of Leighton Asia.

Leighton Asia has been involved in hyperscale and enterprise data centre projects across Asia, with active and completed works in Malaysia, Indonesia, Thailand, India, the Philippines, Singapore and Hong Kong – leveraging its regional capabilities in civil, structural, MEP and integrated delivery. ■

AG&P, PISL team up for India's first advanced modular EPC and fabrication manufacturing facility

AG&P Industrial (Atlantic, Gulf and Pacific Company of Manila, Incorporated), a wholly owned subsidiary of AG&P International Holdings Pte Ltd, Singapore, and a global pioneer in modular construction and Modstruction technology, has entered into a memorandum of understanding (MOU) with Pragati Infra Solutions Pvt Ltd (PISL), a leading Indian EPC and infrastructure development company, to establish India's first advanced modular EPC and fabrication manufacturing facility located in Andhra Pradesh.

This strategic partnership aims to create a long-term joint venture in India, focused on developing advanced fabrication yards, modular EPC (engineering, procurement and construction) infrastructure, and localised manufacturing for the oil & gas, LNG, and energy transition sectors.

AG&P Industrial and PISL will each hold a 50% stake in the proposed joint venture, which involves an investment of US\$100 million. The facility is expected to be completed by 2027.

The partnership leverages AG&P Industrial's 70+ years of global leadership in modular construction, advanced fabrication and full-asset lifecycle EPFCIC (engineering, procurement, fabrication, construction, installation and commissioning) services, alongside PISL's deep expertise and execution capabilities in industrial infrastructure, renewable energy and large-scale project development across India.

"Our collaboration reflects India's transition from traditional, labour-intensive construction to productivity-driven, industrialised execution models. This shift is fuelling demand for modular infrastructure and integrated delivery solutions that ensure faster, safer and more predictable project outcomes," explained Anupam Ahuja, president of corporate strategy & development at AG&P Global. "By combining AG&P Industrial's proprietary Modstruction methodology with PISL's large-scale project and infrastructure expertise, we will offer the speed, certainty and scalability necessary to realise integrated, modular and future-ready infrastructure solutions for India's rapidly expanding energy, power, digital, industrial, and oil & gas sectors."

"Together, PISL and AG&P intend to develop a world-class



The MOU between AG&P Industrial and PISL was signed during India Energy Week 2026, which took place from 27 to 30 January.

fabrication and modularisation yard in India, aligned with national priorities such as import substitution, energy security and industrial self-reliance," added Shubhendra Mittal, managing director of PISL. "Our platform is designed to closely support marquee EPC players across upstream, midstream, downstream and gas infrastructure projects, while strengthening domestic manufacturing capabilities. In partnership with AG&P Industrial, we will expand in-country manufacturing capacity and jointly develop a state-of-the-art heavy modular fabrication and erection facility, with the core philosophy to maximising production and bring globally benchmarked EPC and fabrication capabilities to India."

The collaboration is poised to support the next phase of India's infrastructure, energy and industrial development, and is aligned with the country's national productivity and digitisation agenda, while delivering to the Government of India's vision of accelerating infrastructure and industrial growth, attracting foreign direct investment and building a globally competitive manufacturing ecosystem under the 'Make in India, Make for the World' initiative. ■

Philippines fast-tracks NSCR Extension project with major milestones

The Philippines' Department of Transportation (DOTr) has achieved two major 'firsts' on the construction of North-South Commuter Railway Extension (NSCR-Ex), demonstrating that this flagship rail project is moving full steam ahead.

The project recently marked the installation of the first main support beam (girder) for the Clark Segment (Contract Package N-04) and the first rail welding ceremony at the Mabalacat Depot (Contract Package NS-01).

According to DOTr, the installation of the initial girder is particularly significant for the public, as people can now start witnessing massive concrete girders being installed in that segment of the NSCR. The second milestone, the rail welding

ceremony, signals that contractors are now ready to install and connect the permanent rails across the project site.

The NSCR-Ex's Contract Package N-04 involves building and civil engineering works for approximately 6.5 km of railway track structure, including the underground station at Clark International Airport (CRK). It also covers the construction of elevated viaduct and bridges, an underground tunnel leading to Clark International Airport Station, and at-grade access to the NSCR depot.

Once operational, the NSCR-Ex will ease traffic congestion and provide a safer, more comfortable journey for the commuters. ■

Singapore's construction demand to stay strong at S\$47-53 bil; government unveils new initiatives

Singapore's construction demand is set to maintain its momentum this year, ranging from S\$47 to 53 billion, similar to 2025, announced the Building and Construction Authority (BCA) on 22 January at the BCA-REDAS Built Environment and Real Estate Prospects Seminar 2026.

At the event, Minister for National Development Chee Hong Tat also announced several initiatives to improve productivity and streamline regulations for built environment (BE) firms, helping them save time, costs and manpower.

Steady construction demand

The sustained construction demand in 2026 will be driven by a number of major projects, including the Changi Terminal 5 (T5) development, Marina Bay Sands Integrated Resort (MBS IR2) expansion, New Tengah General & Community Hospital, Downtown Line 2 Extension and Thomson-East Coast Line Extension.

As at end 2025, preliminary actual construction demand reached S\$50.5 billion, within BCA's earlier forecast of S\$47-\$53 billion. This was higher than the S\$44 billion in 2024. The continued uptrend was mainly attributed to institutional and housing projects.

According to Teo Jing Siong, group director of Strategic Planning and Transformation Office at BCA, the institutional building construction demand is expected to remain strong. Meanwhile, the commercial and civil engineering construction demands are projected to increase.

Other projects likely to be awarded in these three categories (institutional, commercial and civil engineering) include: Tanglin Shopping Centre redevelopment, HarbourFront Centre redevelopment, Home Team Tactical Centre Phase 3A, as well as major roads, viaducts and cycling path networks, to name just a few.

Forecast for 2027-2030

Over the medium-term, construction demand is projected to reach an average of S\$39-\$46 billion per year from 2027 to 2030. "This presents opportunities for our BE firms, given the strong growth trajectory of our construction sector," said Mr Chee.

Besides the Changi T5 development and HDB's build-to-order (BTO) construction, medium-term construction demand is anticipated to be supported by a strong pipeline of large projects, such as the redevelopment of NUH at Kent Ridge, various Junior Colleges, and the development of the new Singapore University of Social Sciences (SUSS) City Campus.

While the medium-term construction demand outlook appears positive, BCA said project schedules may still change due to unforeseen global economic risks. Also, as the Changi T5 development is a one-off project, industry demand could moderate following its completion, potentially reverting to pre-Covid levels.

Based on the contracts awarded in the past few years and the continued strong construction demand forecast for 2026, total construction output is projected to increase to S\$43-\$46 billion in 2026. The average projected output at S\$44.5 billion in 2026 will be around 7% higher than the preliminary estimate of about S\$41.7 billion in 2025. This anticipated continued uptrend is expected to be driven by a consistent high level of construction demand since 2023.



Singapore's Minister for National Development, Chee Hong Tat (above), and Teo Jing Siong, group director of Strategic Planning and Transformation Office at BCA (left), speaking at the BCA-REDAS Built Environment and Real Estate Prospects Seminar 2026.

Looking ahead, Mr Teo pointed out that "firm must prioritise collaborative contracting practices that strengthen value chain partnerships, enable effective management of complex projects and enhance the jobs for workers in the industry."

New key initiatives

Mr Chee called on the industry to continue with its transformation journey to bring greater efficiency. "We cannot become complacent," he stressed. "If we continue business-as-usual, we will soon run into resource constraints, which will then adversely impact the ability of our sector to seize new growth opportunities.

"To deliver on our ambitious building plans, we will need to press on with our transformation efforts to save time, save costs, and to save manpower. Not just the government or industry doing this on our own, individually, but all of us doing this together as an ecosystem."

To that end, Mr Chee highlighted some new key initiatives for the industry:

A). Updated Productivity Solutions Grant

The Productivity Solutions Grant (PSG) has played a vital role in driving industry transformation in the BE sector. It has supported more than 1,100 firms since 2020 in adopting digital solutions to improve productivity.

"To give one example, with the support from PSG, Novaars International implemented an AI-powered facade inspection system, which provided 30% manpower and time savings," shared Mr Chee.

From 1 April 2026 to 31 March 2031, the new PSG tranche will be available to help SMEs build more advanced capabilities to achieve higher productivity. It will:

- Expand support to advanced equipment such as robotics and automation (R&A) that can achieve up to 50% manpower savings for each construction trade activity
- Include more pre-approved digital solutions in focus areas such as digital contract management and coordinated regulatory approvals, further supporting SMEs in advancing their digital capabilities
- Raise grant caps to support longer-term adoption of both digital solutions and advanced equipment, enabling SMEs to make more substantial and sustained productivity investments. SMEs that benefitted from previous PSG tranches are allowed to apply again.

B). Collaborative contracting practices

To support the sector in delivering increasingly complex projects more effectively, BCA has been promoting collaborative contracting with more than 20 ongoing and upcoming pilot projects across both public and private sectors.

Collaborative contracting is “a key enabler,” said Mr Chee, “which provides mechanisms for project parties to resolve issues upstream, share risks and savings, and better manage and save on costs, time and manpower.”

For public sector projects, this takes the form of Option Module clauses under the Public Sector Standard of Conditions of Contract. According to BCA, early feedback from pilot projects, including the Ministry of Health’s Punggol Field Nursing Home, found that the stronger collaborations amongst project parties have improved project delivery and helped achieved project completion ahead of schedule.

In more complex and/or private sector projects, BCA has supported the adoption of NEC4, an internationally recognised collaborative contract form adapted for Singapore. Recently, JTC awarded the first NEC4 target cost contract for infrastructure works at Jurong Innovation District’s CleanTech Park to Eng Lam Contractors, allowing project parties to share cost savings or overruns when they occur.

This collaborative approach has also been extended to the facilities management (FM) sector. In November 2025, BCA awarded the first NEC4 Facilities Management Contract (FMC) in Asia to C&W Services (S) Pte Ltd for the BCA Braddell Campus. This sets a new benchmark on how FM services are procured and managed.

Mr Chee added that firms with more comprehensive transformation plans can also tap on BCA’s Built Environment Technology and Capability grant to build up capabilities in areas such as technology, enterprise and manpower.

C). Enhancing project management skills

BCA is partnering with the Project Management Institute (PMI) to launch an enhanced project management competency framework in the second half of 2026 to keep pace with the evolving needs of the industry.

The enhanced framework will strengthen the existing accreditation scheme by the Society of Project Managers to provide project managers with more structured training and credentials that are recognised both locally and internationally.

“Through this, we will develop a pool of reliable and skilled project managers who can competently help our BE firms deliver projects on schedule, within budget and resources, and also align with quality and safety requirements,” said Mr Chee.

D). BE CARE Charter

Beyond contracts and frameworks, a strong culture is a critical



“We are creating an environment where firms can invest in better ways of doing business, whether that is through new technology, better collaboration, or upskilling their teams,” said Kelvin Wong, CEO of BCA (right).

enabler of effective collaboration. To date, a total of 47 firms have committed to the Built Environment Culture for Appreciation, Respect and Empathy (BE CARE) Charter.

Developed by the Taskforce for Architectural and Engineering Consultants, the charter spells out best practices that stakeholders may undertake to promote well-being and cultivate good working relationships.

GuocoLand, for example, has adopted the BE CARE Charter in its Springleaf Residence project, yielding good outcomes. Going forward, the developer will be adopting the charter for more of its upcoming projects and will be introducing a rewards programme in 2026 to recognise consultants that exhibit strong collaboration and deliver quality projects.

E). Pro-enterprise environment

The government is working with the industry to cut red tape, support innovation and help businesses save time and costs. Recent initiatives include Corenet X’s streamlined plan fee computation, improvements to the Temporary Occupation Licence process for show flat sites, enhancements to the CONQUAS framework for private residential developments, and strengthened regulations to better protect prospective homeowners.

In addition to the above, BCA is streamlining processes to further reduce administrative burden on firms. The validity of the Public Sector Panels of Consultants (PSPC) listings will be extended from one to three years for applications submitted from 1 June 2026, reducing renewal frequency and administrative burden. This gives firms greater certainty to plan their manpower, make longer-term investments and develop their professional practice further.

“The sustained project pipeline gives our industry a solid foundation to build on. We are creating an environment where firms can invest in better ways of doing business, whether that is through new technology, better collaboration, or upskilling their teams,” explained Kelvin Wong, CEO of BCA. “At the end of the day, companies that can deliver quality projects efficiently while taking care of their people will be the ones that thrive. The measures that BCA has put in place are designed to help firms work smarter and achieve success.” ■

All images: BCA



CALENDAR OF EVENTS

// Events in Asia

Digital Construction Asia

31 Mar to 1 Apr 2026

Sands Expo and Convention Centre
Singapore

Website: www.digitalconstructionasia.com

Trenchless Asia

10 to 11 June 2026

Queen Sirikit National Convention Centre
Bangkok, Thailand

Website: www.trenchlessasia.com

MBAM OneBuild & OneWare

5 to 7 Aug 2026

Kuala Lumpur Convention Centre
Kuala Lumpur, Malaysia

Website: www.mbamonebuild.com.my /
www.oneware.com.my

BEX Asia & IBEW

2 to 4 Sept 2026

Sands Expo and Convention Centre
Singapore

Website: www.bex-asia.com / www.ibew.sg

Construction Indonesia

9 to 12 Sept 2026

Jakarta International Expo
Jakarta, Indonesia

Website: www.constructionindo.com

BCT Expo (Building Construction Technology Expo)

16 to 18 Sept 2026

Impact Exhibition and Convention Centre
Bangkok, Thailand

Website: www.bct-construction.com

CBA Expo & Concrete Expo Asia

23 to 25 Sept 2026

Bangkok International Trade and Exhibition Centre

Bangkok, Thailand

Website: www.cba-expo.com /
www.concrete-expoasia.com

Bauma Conexpo India

28 Sept to 1 Oct 2026

India Expo Centre

Greater Noida, India

Website: www.bcindia.com

Bauma China

24 to 27 Nov 2026

Shanghai New International Expo Centre
Shanghai, China

Website: www.bauma-china.com

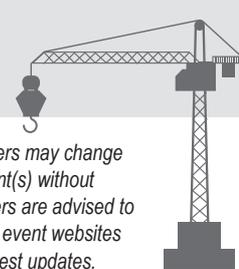
// Events outside Asia

World of Concrete

19 to 21 Jan 2027

Las Vegas Convention Centre
Las Vegas, USA

Website: www.worldofconcrete.com



Note: The organisers may change or cancel their event(s) without prior notice. Readers are advised to visit the respective event websites regularly for the latest updates.

IPAF forms partnership with OHSSAI Foundation

The International Powered Access Federation (IPAF) Middle East & Asia has signed a memorandum of understanding (MOU) with India-based OHSSAI Foundation, reinforcing their shared commitment to advancing health, safety, environment and sustainability (HSE&S) across industries. With this partnership, they aim to:

- Co-develop training initiatives for mobile elevated work platform (MEWP) operators – including in regions where uptake has historically been lower.
- Share best practices and safety guidance tailored to local HSE contexts.
- Amplify safety messaging through joint campaigns, conferences and workshops.
- Leverage OHSSAI's network of safety professionals to spread the reach of IPAF's operator and manager training.

This MOU marks a strategic step in strengthening collaboration with the safety community in India and beyond. By combining OHSSAI's HSE leadership with IPAF's technical expertise, both partners can help make powered access safer for operators, supervisors and the industry as a whole.

Jason Woods, IPAF regional manager for Middle East and South Asia, said, "I am very proud to be part of the MOU signing



The MOU between IPAF and OHSSAI Foundation marks a strategic step in strengthening collaboration with the safety community in India and beyond.

between OHSSAI and IPAF. Knowing the OHSSAI team and their unwavering dedication to health and safety, this partnership marks a significant step forward.

"Members will now benefit from IPAF's strong support in helping keep people safe while operating MEWP equipment. A special thanks to Sanjay Karajigkar and Avdesh Malaiya for their continued focus, commitment and invaluable contributions to the OHSSAI community." ■

IPAF celebrates global training milestone as three million PAL Cards issued worldwide

IPAF has reached a significant global milestone, with three million Powered Access Licence (PAL) Cards being issued since the training programme inception in 1993.

This achievement means that three million operators have been trained to IPAF's internationally recognised standards. The PAL Card is the most widely recognised proof of operator training for mobile elevating work platforms (MEWPs) and mast climbing work platforms (MCWPs). Issued following successful completion of IPAF-approved training, the card demonstrates that an operator has been trained by an IPAF-approved training centre and assessed as competent to operate powered access equipment safely.

The PAL Card programme has grown steadily since its inception. IPAF first began certifying training in 1993, and the distinctive card – credit-card sized, personalised and photo-validated – was officially introduced in 1998. In its first year of issuance, just over 11,000 operators were certified; the PAL Card quickly became popular and helped standardise operator competence globally.

Since then, IPAF has reached several



milestones. In 2014, the federation passed the one million PAL Cards issued mark, followed by 1.5 million in 2017, and over two million by 2020 – during a period that saw expansion of smart card technology that helps integrate the licence with machine security and telematics systems.

IPAF's training programme continues to evolve in line with technological advances, regional regulations, and industry best practice. Digital PAL Cards, available via the IPAF ePAL app, have further enhanced accessibility and verification, making it easier for employers and site managers to confirm operator competence.

PAL Cards are now held by operators in more than 60 countries, supporting safer work at height across construction, industrial maintenance, logistics, facilities

management, and a wide range of other sectors.

Peter Douglas, CEO and managing director of IPAF, said, "Issuing three million PAL Cards is a major milestone for IPAF and for the powered access industry as a whole. Each card represents an individual who has received recognised training and understands the importance of operating equipment safely. This achievement reflects the dedication of our training centres, instructors, members and partners worldwide, and it reinforces our belief that proper training is fundamental to reducing accidents and improving safety at height.

"Effective training is essential to reducing accidents and improving safety culture. By ensuring operators understand not only how to use equipment, but how to assess risk and work responsibly, IPAF training plays a key role in preventing incidents and saving lives. As the powered access market continues to expand globally, we remain committed to working with manufacturers, rental companies, contractors and regulators to ensure that training standards remain robust, relevant, and internationally aligned." ■

World of Concrete unites global leaders to shape the industry's future

World of Concrete (WOC) 2026, the global event dedicated to the concrete construction and masonry industries, concluded on 22 January at the Las Vegas Convention Centre in the US, attracting more than 47,400 registered professionals.

More than 1,300 exhibitors spanned multiple product categories, comprising material handling, concrete producers, construction technology, precast, concrete masonry, concrete reinforcement, cement production, demolition and repair, surfaces and decorative. There were also 284 new exhibitors.

Participating countries included Australia, Canada, Brazil, China, the Czech Republic, Dominican Republic, India, Italy, Belgium, Brazil, Germany, Japan, Korea, Libya, Mexico, New Zealand, the UK, and more. From Singapore, AiR Digital Solutions – the technology subsidiary of global concrete innovation leader Pan-United Corporation Ltd – joined the event for the first time.

“World of Concrete is where the future of concrete and masonry construction is built. We are honoured to be part of a worldwide community that champions innovation, elevates performance and celebrates the artistry of craftsmanship,” said Jackie James, vice president of World of Concrete. “Each year, our exhibitors and attendees come together to connect, collaborate and uncover new opportunities that will continue to shape the industry's future.”

Comprehensive educational programme

The comprehensive WOC 2026 education programme introduced new resources to the community, adding bilingual seminars to the established Spanish track for core classes and incorporating key education highlights and question and answer sessions in Spanish. The event hosted several experts who shared insights on timely topics, such as economics, engineering and future forecasting for the industry.

Wednesday (21 January) began with ‘The Economic Forecast with Ed Sullivan and Pierre Villere’, focusing on navigating economic volatility with strategic insights from distinguished economists revealing critical market projections and sector-specific intelligence. Mr Sullivan, economist at The Sullivan Report and Mr Villere, senior managing partner at Allen-Villere Partners, provided critical information on data-driven cement and construction forecasts, economic analysis, and market outlooks.

Two new engineering courses were introduced this year to discuss concrete construction efficiency and strategic choices, namely ‘Engineering: Designing for Constructability’ and ‘Engineering: Bridging the Gap Between General Contractor & Engineer’. They addressed both strategic design choices and improving construction productivity through enhanced communication.

Other notable features

The Construction Industry Management (CIM) live and silent auctions raised a record-breaking US\$2.3 million for the CIM initiative, which awards students with a four-year Bachelor of Science degree in Concrete Industry Management programmes at five public universities: California State University, Chico; Middle Tennessee State University; New Jersey Institute of Technology; Texas State University; and South Dakota State University.



TOP AND ABOVE: World of Concrete 2026 drew more than 47,400 registered professionals. With over 1,300 exhibitors – including 284 new participants – the event spanned multiple product categories.

The world championship Spec Mix Bricklayer 500 assembled 28 masons from around the world, competing for the title of ‘World’s Best Bricklayer’ along with US\$125,000 in cash and prizes. Mason Grant Helms and tender Keith Helms, both from North Carolina, took home the grand prize.

Interactive sessions – including Epoxy Live!, American Society of Concrete Contractors (ASCC) Decorative Concrete Experience, Artificial Rock Carving Live!, and the Scaffold & Access Industry Association (SAIA) Scaffold Builders Challenge – highlighted cutting-edge techniques while celebrating the exceptional skills and talent driving the concrete and masonry construction industries forward.

“The ability to engage with our largest audience of end-users, understand market sentiment and seeing projects develop, continues to be key at World of Concrete,” said John Paul Marcantonio, president and CEO of Bosch Power Tools North America. “This event is the destination of the year for the industry.”

WOC will return to the Las Vegas Convention Centre on 19-21 January 2027, with education beginning 18 January. ■

Website: www.worldofconcrete.com

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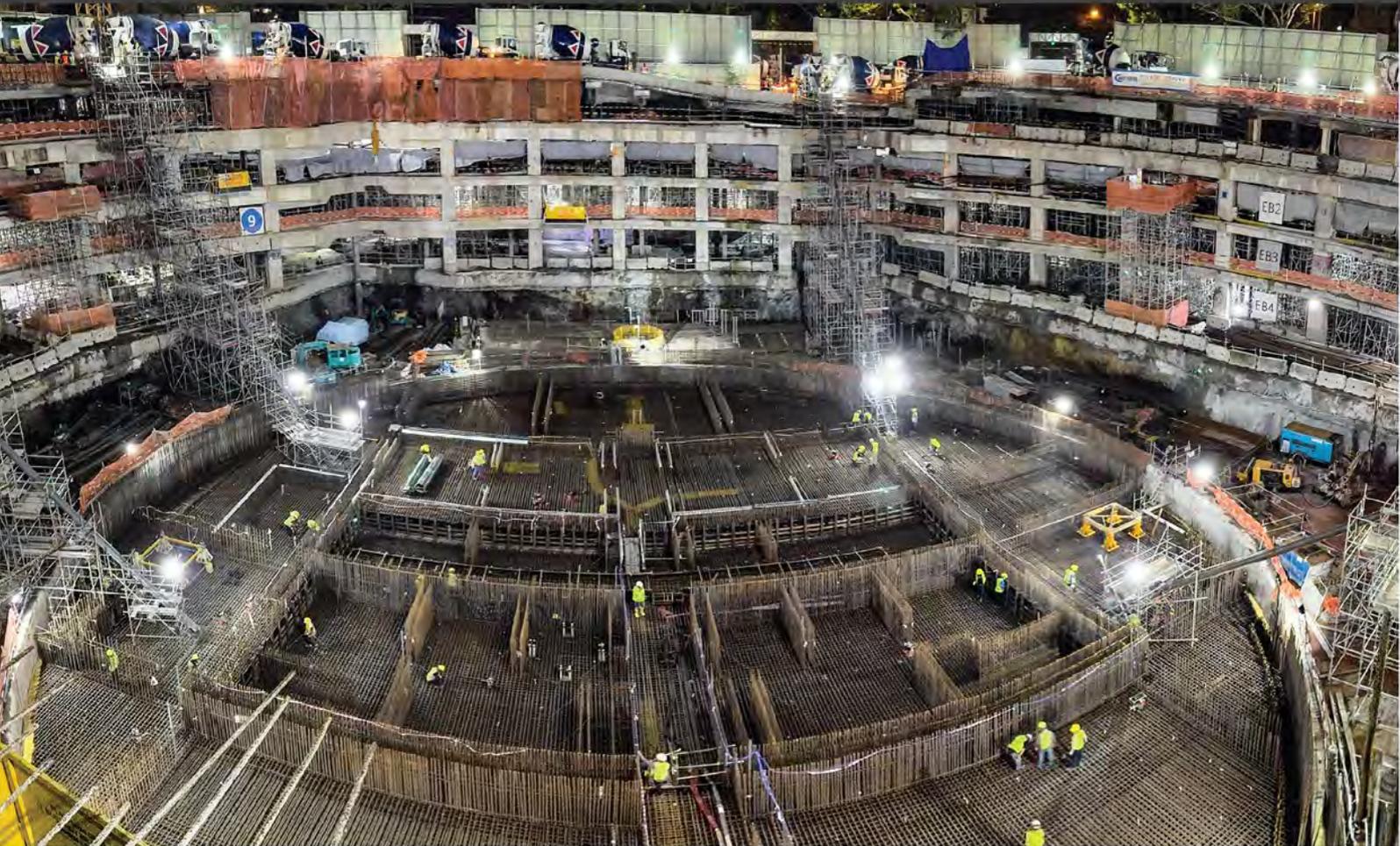


Book your space



AiR DIGITAL: TRANSFORMING READY-MIX CONCRETE OPERATIONS

AiR Digital Solutions – the technology subsidiary of Pan-United Corporation, a Singapore-listed global leader in low-carbon concrete innovation – is transforming the ready-mix concrete (RMC) sector with a highly customisable AI-driven system. *SEAC* spoke to **Seng Mui Mui**, AiR Digital's senior director, to learn more about this advanced intelligent solution and its unique advantages that can even extend to multi-industry use.



AiR Digital's AI-powered operations management system enabled the seamless execution of the 35-hour continuous concrete pour for the raft foundation of The Skywaters – Singapore's tallest building when completed in 2028. Undertaking a project of this scale – which required about one truckload of concrete delivered to the site every two minutes – at a congested location in the central business district would have been extremely difficult and time-consuming with traditional methods.

1). Ms Seng, can you tell us a little bit about AiR Digital Solutions and how it started?

Seng Mui Mui (SMM): AiR Digital Solutions specialises in configurable, AI-powered operations management systems for businesses in concrete and logistics ecosystems.

Pan-United first began developing a digital solution with intelligent automation in 2014 with the goal to optimise every aspect of its RMC end-to-end operations. Over the years, step by step, this proprietary solution has undergone numerous upgrades to address wider industry gaps.

Codified with Pan-United's decades of deep domain expertise and experience in simplifying highly complex RMC operations, our proprietary AiR Digital platform uses machine learning and AI to enable data-driven, automated decision-making in real time from the stages of resource planning, order and dispatch management, right up to fleet optimisation.

What started as an in-house solution for Pan-United today serves over 20 customers in the RMC and logistics space across Southeast Asia, North Asia and Australasia

2). How do your customers benefit from AiR Digital, and in what way does the technology redefine the RMC sector?

SMM: The benefits of our AI-powered solution are wide-ranging, as it enables our customers to:

- Connect workflows, data and people on one unified intelligent platform
- Make real-time, automated decisions across end-to-end operations
- Maximise resource allocation and production capacity
- Reduce delays, wastage and carbon emissions via resource prediction and forecasting

AiR Digital replaces traditional, manual paper-based processes with an AI-powered system that improves efficiency and delivers actionable insights in real time. This capability transforms how RMC producers plan, dispatch and serve customers.

Beyond operational gains, the system also makes the best use of manpower while delivering better service levels and overall customer experience. These benefits have already been proven. For example, we have achieved up to 45% manpower savings, as well as higher productivity from 20% improved fleet utilisation and reallocation of staff to enhance customer support.



The AiR Digital Solutions team at the World of Concrete 2026 international trade show in Las Vegas, USA. From left: Anne Than, director, business development; Seng Mui Mui, senior director; Alvin Chan, senior director; and Raymond Foo, director, AI solutions.



AiR Digital connects workflows, data and people on a unified intelligent platform to provide real-time visibility and actionable insights. Proven benefits include achieving up to 45% manpower savings, higher productivity from 20% improved fleet utilisation and reallocation of staff to enhance customer support.

3). Amid so many options on the market, what sets this one apart?

SMM: Our strength is scalability. We can configure AiR Digital to suit the specific needs of our customers rather than apply a one-size-fits-all approach. By working closely with their local teams, we can provide a solution that best addresses our customers' unique challenges and aligns with their strategic goals.

Also, AiR Digital is regularly updated to remain relevant. It can be integrated seamlessly with existing enterprise resource planning systems by embedding AI into their workflows.

Even better, the system can be configured for wider use relating to resource and people management in other industries outside construction.

RIGHT: AiR Digital can be tailored to suit the specific needs of the users rather than apply a one-size-fits-all approach. The solution currently focuses on RMC producers and logistics companies, but it is also ideal for other industries with complex end-to-end operations.



The ready-mix concrete (RMC) ecosystem is highly complex, characterised by tight timelines and high uncertainty. AiR Digital simplifies the whole picture. Users can centrally manage and optimise complex logistics across the RMC supply chain to streamline day-to-day operations.

4). Implementing such a high-tech solution in the traditional concrete sector must be very challenging. What is the main obstacle facing AiR Digital?

SMM: Definitely, not an easy task at all. In fact, the biggest barrier to AI implementation isn't the technology itself, but the trust and comfort with familiar workflows for decision-making.

Nevertheless, we are encouraged by the keen interest of prospects looking to digitalise their end-to-end operations. And we will continue to actively demonstrate how AiR Digital can transform traditional work processes into intelligent and highly optimised operations.

5). Would you mind sharing your global presence and whether you intend to expand further?

SMM: AiR Digital is working with over 20 like-minded companies spanning Southeast Asia, North Asia and Australasia. We have successfully built digital intelligence systems for customers including New Zealand-based independent RMC producer Bridgeman Concrete, Malaysian quarry company East Rock, and Singapore-based concrete product manufacturer Eastern Continent Construction.



We are always looking for opportunities to commercialise our solution beyond our current markets of Southeast Asia, North Asia and Australasia. Our vision is to share our technology and learnings with like-minded companies around the world.

6). On the topic of expansion, is AiR Digital also exploring businesses outside RMC and logistics?

SMM: Our immediate focus is on RMC producers and logistics companies. But you will be surprised, our system can also be applied in different industries with complex end-to-end operations such as manpower allocation.

As we consistently upgrade our solution, we can meet the growing demand for smarter, more sustainable operations across a variety of industries. So yes, we are definitely open to exploring new opportunities to transform other traditional industries beyond RMC and logistics.

7). What will be key for AiR Digital going forward to maintain its competitive edge?

SMM: AiR Digital has come a long way since Pan-United took the first steps to digitalise in 2014. To stay competitive, it is important for us to continually upgrade and evolve our solution — from the technology we use to the modules we develop, to support our customers' operations.

It is also critical for our team to work closely with our users and prospects, and to keep a close eye on the industry and various emerging technologies, so that we can keep pace with industry needs. We strongly believe we can transform and uplift companies across a diversity of industries – to achieve higher operational efficiency and reduce resource consumption, contributing to a more sustainable future for all. ■

Digitalising RMC operations

The ready-mix concrete (RMC) sector is characterised by tight timelines and high uncertainty. To streamline daily operations, AiR Digital's intelligent AI-powered solution optimises and automates tasks throughout the RMC supply chain, thus ensuring greater efficiency, control and performance.

A. Order and dispatch

Issue: Fast-changing customer demands and limited visibility of supply make it difficult to fulfil orders on time, manage capacity and maintain customer trust.

With AiR Digital, orders are automatically scheduled, updated and optimised based on business priorities, pre-set parameters and external variables. **The benefits:**

- Real-time supply visibility for confident order acceptance and confirmation
- Intelligent booking recommendations offer the next best slot to optimise order fulfilment
- Operational resilience to last-minute changes and unexpected disruptions

B. Inventory and resource forecasting

Issue: Planning in silos with limited visibility across the supply chain increases the risk of inventory shortages, stalled production and incurring additional costs.

With AiR Digital, each customer order triggers real-time planning, analysis and automated replenishment to ensure production and delivery stay aligned, uninterrupted and efficient. **The benefits:**

- Integrated procurement and inventory control for optimal resource allocation
- Predictive and proactive replenishment reduce delays and costly downtime
- Improved visibility and seamless coordination strengthen collaboration and supplier partnerships

C. Fleet management

Issue: Uneven job assignments lead to driver dissatisfaction, inefficient fleet utilisation and limited visibility of delivery performance.

With AiR Digital, a transparent, data-driven virtual queue automatically assigns jobs without bias, while real-time delivery performance data is captured for continuous optimisation. **The benefits:**

- Unbiased job distribution and higher fleet efficiency
- Optimised routes reduce time, fuel usage and maintenance costs
- Full visibility of delivery performance for more efficient planning and operations

Website: www.airdigital.sg

All images: Pan-United Corporation (unless stated otherwise)



Construction of Patimban Port in West Java is currently ongoing, with completion expected later this year.

Indonesia's Patimban Port set to complete this year

Contractor PT Wijaya Karya (Persero) Tbk (Wika) is currently undertaking the construction of Patimban Port in Subang Regency, West Java Province, Indonesia. The project is now over 80% complete, with reclamation and pavement works ongoing as part of the main infrastructure. It is expected to be completed in October 2026.

Patimban Port is designed as a strategic logistics hub integrated with key industrial areas in West Java, such as Karawang and Subang. Upon completion, it will help ease congestion at the existing Tanjung Priok Port.

According to Wika, silt curtains were used during dredging to minimise sediment distribution and maintain water quality around the project area. The contractor also adopted cement deep mixing (CDM) technology for soil improvement to enhance the stability of the port structure. This soil improvement method increases the infrastructure's resistance to heavy loads and abrasion, particularly in soft soil conditions.

In addition, Wika has implemented occupational safety and health (OSH) standards across all stages of the project to support the team's zero-accident target. Environmental management is

achieved through environment-friendly construction technologies, sedimentation control and systematic waste management, in line with sustainable development principles.

The Patimban Port project plays a role in creating a new centre of economic growth in the northern corridor of Java Island and strengthening Indonesia's position as a global maritime axis by providing international-standard port infrastructure.

Patimban Port Access Toll Road

Through the Wika-Adhi joint operation, Wika is also constructing the Patimban Access Toll Road. To date, the project's progress has reached over 65%, and it is scheduled for completion by 31 March 2027. This new road aims to improve connectivity between Patimban Port, nearby industrial areas, and the national road network.

Wika said it has employed several innovative methods during construction, especially for Package 4 of the project. One of these is hydraulic static pile driving (HSPD) for spun pile installation on narrow plots near densely populated residential areas. This technique significantly reduces noise, vibration and the risk of



ABOVE AND BELOW: The Patimban Access Toll Road is also under construction and is scheduled for completion by 31 March 2027.



damage to surrounding buildings.

OHS standards and a risk-based safety monitoring system were also applied across all stages of construction. Furthermore, the project prioritises environmental impact management,

construction waste management, and community empowerment through the employment of local labour. ■

All images: PT Wijaya Karya (Persero) Tbk

AI will empower engineers to deliver more resilient infrastructure: Bentley

With countries around the world – including many in Asia – investing in transportation infrastructure such as bridges, tunnels, railways, roads and airports, artificial intelligence (AI) is increasingly being used to develop more resilient projects capable of withstanding severe weather events, like earthquakes, storms, extreme heat and floods.

“If 100 years ago a bridge was supposed to last for 50 years, nowadays it should last for 100-200 years. And in order to do that, we must be able to somewhat predict the conditions under which the infrastructure will operate; this is where AI plays a role,” said Dustin Parkman, vice president, industry solutions group at Bentley Systems, in a recent interview with SEAC.

“We also have ageing infrastructure in many parts of the world, which is under conditions that it was never prepared for. So, AI can help extend the service life of this existing infrastructure,” he added.

“With AI, we can bring in a lot more scenarios around different types of weather patterns and conditions, to get the best predictive model that will support engineering decisions.”

“Over-engineering to some extent is not a bad thing,” said Mr Parkman, who has long been involved in developing technology that allows engineers, contractors and project owners to automate the construction and operation of infrastructure.

“Today’s climate is making the external conditions of our infrastructure worse. On top of that, we’re facing more challenges than ever before, including lack of funding and workforce constraints,” added Burak Boyaci, senior director, software development at Bentley Systems, who currently leads the company’s civil engineering group. “Therefore, whatever we create today has to last longer.”

One modern example of infrastructure designed for long-term durability is the Chenab Railway Bridge in India, which was just opened last year. Dubbed the world’s highest single-arch railway bridge, situated in the treacherous Himalayan terrain, it has a design life of 120 years and can withstand harsh environmental conditions.

Mr Boyaci stressed that, moving forward, engineers should use AI to “predict the future conditions of infrastructure – what could happen in the next 100 or 150 years, and then make the right decisions at the beginning, in order to prevent costly rework later on.”

‘The more detailed we model, the better we understand’

As an engineer, Mr Boyaci highlighted two key aspects essential for project success. “First, the human aspect: we need to educate people on how to design and build resilient, sustainable infrastructure. Second, the technology aspect: it enables us to run various simulations and explore alternative solutions in the early



Bentley Systems’ Dustin Parkman (left) and Burak Boyaci shared with SEAC how AI can create opportunities for engineers and help them design more resilient infrastructure.



During the Year in Infrastructure (YII) 2025 event, Bentley’s iLab team showcased AI capabilities and the potential of the technology in transforming infrastructure development.

stages, which help minimise risks.”

Mr Parkman noted that the underlying issue in infrastructure development typically “has a lot to do with governance, restrictions, contracts, geopolitics, or legal issues. All those peripherals drive up the cost of the project and delay the completion time.”

“By virtually simulating the design and construction process, we can reduce the cost and mitigate the risks,” he pointed out. “The more detailed we can model infrastructure, the better we can simulate and understand its performance, not only as-built but

also post-built – how it's going to react in that ecosystem, what impact it's going to have on the environment, and how it's going to respond to massive seismic or flooding conditions. If we can sort all that out upfront in the early stages of preliminary and conceptual design, we can save up to 10 times in construction costs."

Improving engineering productivity

Although AI technology is still relatively new to the engineering and construction sectors, numerous companies have already adopted it to enhance the quality and efficiency of their projects.

Bentley's Going Digital Awards 2025 saw nearly one-third of award submissions – and almost half of finalists – incorporating AI into their projects to save costs, manpower and time. In Asia, Korean giant Samsung C&T Engineering & Construction has announced its transition to becoming an 'AI-native' construction company, while Singapore has recently established the Built Environment AI Centre of Excellence and unveiled plans to develop AI capabilities nationwide.

As AI progresses and companies continue to implement it more widely across their business functions, the big question is – will AI take over engineers?

"I don't think AI will replace engineers, but it will increase their work productivity. The technology will enable engineers to make better, more informed decisions early on, so that they can focus on higher-value activities instead," said Mr Boyaci. "At the end of the day, engineers will remain accountable for the project."

"AI will help them remove all the tedious, mundane tasks," explained Mr Parkman. "If engineers didn't have to worry about creating drawings, or generating a bunch of paperwork and reports, they can spend more time in the early phases of engineering, especially during conceptual design.

"[The early phases] are the most critical stages of engineering because that's when they get to explore so many alternatives. Imagine if you could explore thousands, or even millions, of options to achieve a result that's going to be 10 or 20 times better than the current state of the art? I think that's the opportunity."

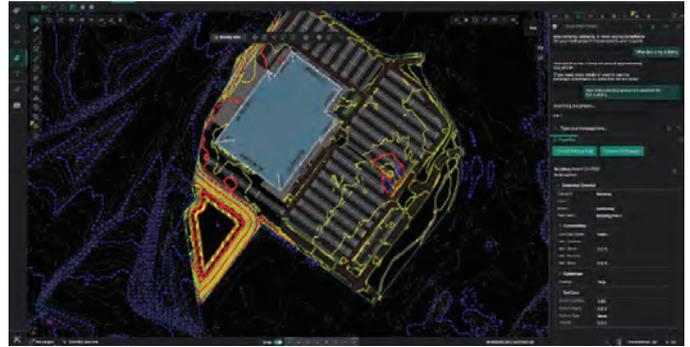
To help engineers improve their workflows and boost productivity, Bentley has introduced a number of AI-powered solutions. Among them are: OpenSite+, the company's first engineering application leveraging generative AI for civil site design that can deliver projects up to 10 times faster; OpenUtilities Substation+ for substation design; and Synchro+ to streamline construction planning and coordination.

With data becoming pivotal in engineering and construction, Bentley CEO Nicholas Cumins has reaffirmed the company's approach to infrastructure AI and the importance of respecting intellectual property. "Our users are in control of their data. They decide if it is used for AI training, and to what extent," he said during the Year in Infrastructure (YII) 2025 conference. "Our users' data is their data, always."

On the uncertain future of climate change impacts, whether AI has the ability to forecast beyond historical patterns, Mr Boyaci said, "AI definitely can run all those scenarios, present multiple possibilities, and provide the costs and trade-offs for each scenario. Using these statistical analyses, engineers can make better choices supported by data."

"It's a matter of confidence interval, how wide do you want to go in that bell curve," added Mr Parkman. "If you have the time and sufficient resources, you can conduct these analyses now. But what AI is going to do is allow you to perform the same tasks much faster and more cost-effectively." ■

Website: www.bentley.com



OpenSite+, Bentley's first engineering application leveraging generative AI for civil site design, can deliver projects up to 10 times faster.



Synchro+ is a next-generation, AI-powered construction application that redefines traditional 4D modelling. It is designed to streamline construction planning and coordination.



Image: Jabatan Kerja Raya Sarawak

Many Asian countries are investing in transportation infrastructure – such as roads, railways, bridges and tunnels – opening up opportunities for AI adoption. Examples include the Sarawak Sabah Link Road Phase 2 in Malaysia (above), a winner of the Going Digital Awards 2025, and the Light Rail Transit (LRT) Jakarta Phase 1B in Indonesia (below), a finalist.



Image: PT Waskita Karya (Persero) Tbk

All images: Bentley Systems (unless stated otherwise)

Singapore unveils first market benchmark for concrete's embodied carbon

CapitaLand Development (CLD) and Climate Group's ConcreteZero initiative have launched 'Concrete Data for Concrete Action' – Singapore's first market-wide reference for examining the carbon footprint of concrete. This benchmark establishes a credible baseline for the embodied carbon intensity of concrete supplied in Singapore, giving the construction value chain a single, shared starting point for the first time.

Developed through collection and analysis of verified environmental data from concrete suppliers, the benchmark represents a weighted average of embodied carbon performance across commonly used concrete mixes.

With the benchmark as a shared rulebook, the value chain is able to identify and choose lower-carbon concrete options. It aligns stakeholders across the built environment on reducing embodied carbon emissions together.

This transparency empowers demand and supply-side industry stakeholders to make informed decisions, while providing



Giovanni Cossu, head of sustainability at CLD, speaking at the launch of 'Concrete Data for Concrete Action'. This benchmark establishes a credible baseline for the embodied carbon intensity of concrete supplied in Singapore, giving the construction value chain a single, shared starting point for the first time.



First panel discussion (from left): Giovanni Cossu of CLD, moderator; Yvonne Soh of the Singapore Green Building Council (SGBC); Prof. Pang Sze Dai of the National University of Singapore (NUS); Sang Lye See of DBS Bank; and Cheong Jiawen of JTC Corporation.

“Developing high-quality spaces that support construction decarbonisation begins with making responsible choices at every stage, including what we build with. This benchmark provides the market with a reference tool to recognise and value low-carbon concrete.”

policyholders with the additional data to support standards across public and private projects. It also contributes to the evolution of certification schemes and helps track progress. In addition, it enables financiers to assess climate risk and support transition pathways.

The benchmark was officially launched on 26 February 2026 at a hybrid seminar that brought together industry leaders from Singapore, across Southeast Asia, and globally. The event was co-hosted by ConcreteZero, CLD and the World Economic Forum's First Movers Coalition.

CLD is the development arm of Singapore-based CapitaLand Group, one of Asia's largest diversified real estate groups. Speaking at the seminar, Giovanni Cossu, CLD's head of sustainability, highlighted that covering almost 70% of the concrete market required strong collaboration with suppliers, other developers, regulators, banks and financiers.

“This market benchmark provides clearer definitions of what low-carbon concrete actually means. This is foundational, [as] investments can't be made in products we can't define,” said Daniel Boero Vargas, lead for industrial decarbonisation innovation, supply and concrete at World Economic Forum, who was also speaking at the seminar.

According to ConcreteZero and CLD, the report's methodology provides a replicable template for future updates and for other markets seeking to develop similar benchmarks.

Accelerating concrete decarbonisation

The built environment accounts for almost 40% of global carbon dioxide emissions, with concrete alone accounting for 8%. By equipping developers, suppliers, regulators and financiers with a common reference point, the benchmark accelerates the transition from isolated pilot projects to systematic market adoption, reducing embodied carbon in construction at scale.

“Developing high-quality spaces that support construction decarbonisation begins with making responsible choices at every stage, including what we build with. This benchmark provides the market with a reference tool to recognise and value low-carbon concrete,” explained Tony Tan, chief corporate officer at CLD. “By aligning developers, suppliers, financiers and policymakers around shared data, it accelerates adoption at scale and helps buyers and investors identify buildings that will remain competitive as sustainability standards rise. This is what building for the long term looks like in practice to CapitaLand Development.”

JTC Corporation, the government agency in charge of Singapore’s industrial development, also welcomes the launch of the benchmark – especially given the challenges in measuring embodied carbon. “You cannot manage what you don’t measure,” said Cheong Jiawen, director at JTC’s Future of Buildings & Infrastructure Division during a panel discussion. “Embodied carbon, unfortunately, unlike other forms of carbon such as operational carbon, is invisible to most people. So, this is fantastic, I really applaud the team in establishing a benchmark for concrete selection.”

According to Tan Chee Kiat, deputy CEO for industry development at Building and Construction Authority (BCA), “the findings from this industry-led study signal Singapore’s success in adopting low-carbon concrete. These insights will provide a roadmap for our stakeholders as they transition towards low-carbon developments. I am heartened to see our collective efforts in embodied carbon, supported by carbon management initiatives like the Singapore Building Carbon Calculator and the Green Mark Whole Life Carbon badge, delivering an impact on our built environment.”

For the Singapore Green Building Council (SGBC), the benchmark “validates the council’s long-standing efforts in market transformation for sustainable products,” said Yvonne Soh, CEO of SGBC. “By quantifying baseline emissions across the various concrete strength grades, we can now accelerate the transition to low-carbon concrete with greater strategic purpose and evidence-based action.”

Setting the pace across Asia

As Singapore imports most of its construction materials, the benchmark’s findings extend beyond the city-state, facilitating the wider Asian supply chain transition towards sustainable developments. The report draws on frameworks from the UK and Australia, adapted for Singapore’s market to ensure the data is internationally robust and regionally relevant.

Andrew Minson, concrete and sustainable construction director at Global Cement and Concrete Association (GCCA), said, “The GCCA concrete carbon ratings developed with UNIDO IDDO are designed to be used with local data, and so we enthusiastically welcome the work to establish the current embodied carbon of concrete in Singapore classified by strength. Local current data with global static ratings is the foundation for consistent low-carbon procurement to send meaningful design signals for suppliers.”



TOP AND ABOVE: “By aligning developers, suppliers, financiers and policymakers around shared data, it accelerates adoption at scale and helps buyers and investors identify buildings that will remain competitive as sustainability standards rise,” said Tony Tan, chief corporate officer at CLD.

“Singapore’s embodied carbon benchmark is a critical step forward for Southeast Asia’s built environment,” stressed Mike Pierce, executive director, systems change at Climate Group. “As the country’s first standardised measurement framework for concrete, it gives industry the transparency needed to make informed decisions about low-carbon materials. This exemplifies how government-industry collaboration can accelerate the transition to net zero construction and provides a clear and replicable model for other countries to follow.”

Mr Vargas further pointed out that “Singapore’s role here is particularly significant. As an import-dependent hub with strong regional influence, the demand signal set in Singapore will have an effect across ASEAN supply chains. So when buyers in Singapore move, producers across the region will respond.”

“While operational carbon in buildings is increasingly regulated and addressed, embodied carbon is often seen as the next frontier,” noted Mr Vargas, “and that’s why the materials we choose today will shape emissions for decades to come.” ■

Full report: www.sgbc.sg/market-wide-carbon-benchmark-concrete

All images: CapitaLand Development

SCAL CONSTRUCTION HUB OPENS TO DRIVE INNOVATION, TRAINING AND COLLABORATION IN SINGAPORE'S CONSTRUCTION SECTOR

THE SINGAPORE CONTRACTORS ASSOCIATION LIMITED (SCAL) OFFICIALLY INAUGURATED ITS NEW HEADQUARTERS ON 6 FEBRUARY 2026, MARKING A SIGNIFICANT MILESTONE IN THE ASSOCIATION'S 89-YEAR HISTORY. THE SCAL CONSTRUCTION HUB, LOCATED AT 10 TANNERY LANE, WILL PROVIDE SAFETY TRAINING, INNOVATIVE SOLUTIONS AND INDUSTRY ENGAGEMENT ALL IN ONE PLACE.

FOR THE FIRST TIME, THE FACILITY ALSO BRINGS TOGETHER SCAL AND ITS SUBSIDIARIES – SC2 PTE LTD AND SCAL ACADEMY PTE LTD – UNDER ONE ROOF. COVERING A GROSS FLOOR AREA OF 4,457.25 SQ M, THIS SEVEN-STORY BUILDING HAS ACHIEVED THE BCA GREEN MARK SUPER LOW ENERGY (SLE) CERTIFICATION.

Three core pillars

The new hub has been built “not only for the needs of today but also for the challenges of tomorrow,” said Lee Kay Chai, president of SCAL. “From the outset, it was designed around three core pillars: innovation, training and connectivity.”

The hub's concept of the innovation centre will feature practical construction technologies with scheduled industry showcases, offering contractors hands-on opportunities to explore applications of innovation in their daily work. Such solutions include “robotics and automation, artificial intelligence, sustainability, and more,” shared Mr Lee.

“Here, innovation is not driven by technology, but it is industry-led, addressing problem statements raised by our members and featuring proven solutions that can be tested, adapted and refined to solve real construction challenges,” explained Mr Lee, adding that “this will be complemented by content seminars and year-round engagement with the industry.”

Mr Lee also highlighted the importance of training and workforce development. At the new hub, “trainees can see, touch and engage with cutting-edge technologies – from the use of low-carbon concrete and off-form concrete finishes to green walls, flood protection gates and many super low-energy features.” He pointed out the building's external wall that integrates vertical solar photovoltaic (PV) panels, an innovative solution which is still uncommon in Singapore.

The hub offers a second Construction Safety Orientation Course (CSOC) experiential training centre, alongside SCAL's Gul Circle facility. Mr Lee mentioned that SCAL has introduced an experiential crane for lifting operations, combining theory and practice, “to give trainees a hands-on experience that prepares them for real-world challenges.”

The third pillar is connectivity. “The hub will feature dedicated spaces with multiple touchpoints to support members' companies, providing practical advice on business set-up, grants, regulatory and compliance matters, safety and health guidance and mediation



The new SCAL Construction Hub brings together SCAL and its subsidiaries – SCAL Academy Pte Ltd and SC2 Pte Ltd – under one roof for the first time. This seven-storey building has achieved the BCA Green Mark Super Low Energy (SLE) certification.

services,” said Mr Lee. The mediation and dispute consultation services are delivered through the Singapore Construction Mediation Centre (SCMC).

Speaking at the opening ceremony, Minister for National Development Chee Hong Tat urged the industry to push ahead with the next phase of the built environment (BE) sector’s transformation. He underlined a few of Singapore’s priorities going forward. “First, we need to accelerate productivity efforts across the entire building lifecycle to achieve greater savings in time, costs and manpower, and to overcome our resource constraints.

“The second thing is we need to continue to upskill our people. To support more firms’ transformation efforts, the BCA Academy and SCAL Academy have made available many courses, from advanced construction techniques to green building technologies, digital construction and more.”

Mr Chee further announced the establishment of an ‘Action Team’ to improve productivity in the BE sector (see *Singapore forms ‘Action Team’ to boost productivity in built environment* on page 39). Members comprise representatives from government agencies and the industry (e.g. developers, consultants, contractors, facility managers and academics). SCAL’s Mr Lee is also a member.

Other facilities at the SCAL Construction Hub include: a lounge, where members can network and collaborate; a multipurpose hall, which is configurable for events, workshops and seminars of varying scales; and the Lu Ban Hall, a symbolic gathering space set within the landscaped rooftop garden, honouring construction heritage and values.

Key initiatives

Moving forward, Mr Lee revealed SCAL’s plans to implement five key initiatives – starting with an open house on 7 and 9 February to welcome its members and partners.

TOP RIGHT: Officially opened on 6 February 2026, the SCAL Construction Hub will provide contractors with expanded resources and support.

MIDDLE: President of SCAL Lee Kay Chi (left) and Minister for National Development Chee Hong Tat at the opening ceremony.

RIGHT: A second Construction Safety Orientation Course (CSOC) experiential training centre is available at the new hub. In addition to this, SCAL has introduced an experiential crane for lifting operations to offer a hands-on experience.



Image: SCAL



Image: SCAL





Image: SCAL

The SCAL Construction Hub represents a significant milestone in the association's 89-year history as the voice of Singapore's construction industry.

From March, SCAL will have a monthly member consultation day, offering SMEs (small and medium-sized enterprises) direct access to guidance facilitated by SCAL committees and industry partners. "This will be complemented by quarterly member engagement sessions to ensure regular dialogue and feedback."

Every quarter, SCAL will launch thematic weeks focused on manpower, safety, sustainability and productivity. The programmes will "combine talks, site visits, training activities and practical toolkits to drive real change on the ground."

Next, SCAL will organise bi-yearly or yearly overseas learning trips, "in collaboration with international partners and our

IFAWPCA counterpart associations, to broaden perspectives and learn from global practices," added Mr Lee.

SCAL is a member of IFAWPCA (International Federation of Asian and Western Pacific Contractors' Associations). In April 2025, the 47th IFAWPCA Convention took place in Singapore, hosted by SCAL at the Sands Expo and Convention Centre.

"And finally, we are exploring ways to enhance our members' portal, including an expanded marketplace and a proposed Subcontractor Accreditation Scheme. These initiatives aim to support firms in building capabilities, raising visibility and advancing professionalism across the industry."



Various construction technologies showcased at the opening of the SCAL Construction Hub, including advanced digital tools (left), robotics and automation (right), sustainability solutions, and more.



SCAL said it will continue to work closely with government agencies, including the Ministry of National Development (MND), Building and Construction Authority (BCA), Ministry of Manpower (MOM), and more, to ensure industry transformation efforts are practical, grounded and aligned with national objectives.

“As SCAL approaches its 89 years, our mission remains clear,” asserted Mr Lee. “We are not only to be the voice of the industry but also committed to strengthening our people, fostering continuous improvement, encouraging shared learning and promoting collaboration, so that together, we build an industry that is professional, productive and progressive.” ■

LEFT: Mr Chee (far left) touring the new SCAL Construction Hub during the opening celebration, where he also announced the formation of the Action Team.

Singapore forms 'Action Team' to boost productivity in *built environment*

A new 'Action Team to Improve Built Environment Productivity' has been set up to study and develop measures to achieve greater savings in time, cost and manpower. It is chaired by Minister for National Development Chee Hong Tat, with Alvin Tan, Minister of State for National Development & Trade and Industry as the deputy chair.

Members will consist of “representatives from government agencies and the industry, including developers, consultants, contractors, facility managers and academics,” shared Mr Chee at the official opening of the SCAL Construction Hub. This will allow the team to tap on diverse perspectives from industry stakeholders.

Building upon the ongoing built environment (BE) transformation efforts, the Action Team will consider initiatives to further drive enterprise transformation, reduce regulatory compliance burden, and develop system enablers that benefit the BE ecosystem.

“We will look at actionable things that we can do; we want to translate ideas into action, so that it can benefit the industry,” said Mr Chee. “To make an impact, the Action Team will need to work on challenging issues facing the industry, and relook at how we plan, manage and grow Singapore’s built environment industry.”

The Action Team will focus on three key areas:

- Drive enterprise transformation through the adoption of productive technologies and progressive practices.
- Review the regulatory approach to reduce regulatory compliance burden, support innovation, and improve procurement and contracting practices.
- Support an enabling ecosystem by recommending measures that reap system-level synergies and address industry-wide challenges.

The main committee – of which Mr Chee and Mr Tan are chair and deputy chair, respectively – will be supported by two sub-committees:

- 1). The enterprise transformation sub-committee** will focus on driving firm-level transformation and will identify opportunities to accelerate the adoption and scale-up of productive technologies and progressive methods that can achieve time, cost and manpower savings. It will be co-chaired by Kelvin Wong, CEO of Building and Construction Authority (BCA), and Neil Yong, deputy chairman of Woh Hup (Pte) Ltd.
- 2). The ecosystem & regulatory review sub-committee** will focus on addressing system-level challenges/constraints, as well as driving system-level transformation. Its scope will include

reducing regulatory compliance burden, improving procurement and contracting practices to save time, cost and manpower, and driving collaborations to address industry-wide challenges. It will be co-chaired by Cham Dao Song, deputy secretary (planning) at Ministry of National Development, and Khor Eng Leong, managing director of Shanghai Tunnel Engineering Co (Singapore) Pte Ltd.

“In the coming months, the Action Team will engage widely to hear the views and feedback from our industry stakeholders. We would like to welcome everyone to please share your ideas and your suggestions with the Action Team,” said Mr Chee.

“And please be candid, no need to sugarcoat. If there are some areas that you think we really need to do better, there are some pain points that we need to address, there are some rules that are outdated and need to be updated, please tell us.”

Mr Chee also urged the industry to strengthen “collaborative partnerships to harness greater synergies, reduce inefficiencies and amplify our collective impact.”

“Our plan is to scale up the adoption of collaborative contracting in Singapore, to make it a more pervasive industry norm,” he said. “And we want to encourage more government agencies, as well as private sector developers and firms to come on board.”

SGBuildex platform

Mr Chee further introduced a new data exchange platform, SGBuildex, to increase efficiency. “For example, builders currently submit monthly productivity data manually using Excel templates through BCA’s Electronic Productivity Submission System, but the way the data is submitted is not very productive,” he noted.

From May this year, BCA will automate such submissions using SGBuildex, a data exchange platform. “Contractors can set up the linkages between their worksite biometric authentication systems and SGBuildex, to eliminate the need for manual submissions that currently take up to half a day per month of an employee’s time,” explained Mr Chee.

“This integrated system also uses a unified and simplified data structure for greater data accuracy. So not only does this save time, we also cut down on unnecessary unintended human errors.”

According to Mr Chee, the SGBuildex platform is currently in its voluntary phase. “I would like to encourage everyone to onboard this way of submitting the data for smoother operations, before we look at mandatory implementation for new projects starting from May 2026.” ■

LINTEC & LINNHOFF EMBRACES THE FUTURE WITH DIGITALISATION AND AUTOMATION



GOMACO's new Polymer Paver can pave ultra-thin overlays on all projects.

Automation is redefining how industrial operations are designed, managed and optimised, enabling higher efficiency, stronger quality control, improved safety and better environmental performance, while also building more resilient and adaptable operational systems.

By combining intelligent technologies, innovation-driven engineering, digital platforms and integrated services, Lintec & Linnhoff supports customers in developing smarter, more connected operations where automation becomes a foundation for sustainable progress.



ABOVE: A Lintec CSM4000 asphalt mixing plant helped deliver a major road development programme in Kazakhstan. The plant's intelligent automation system enabled operators to manage mix designs accurately and repeatably, ensuring productivity, quality assurance and schedule reliability on this ambitious infrastructure project.

OPPOSITE: In the Dominican Republic, a Lintec CSD1500 plant produced asphalt for the dam's innovative core design to form a robust, waterproof barrier. Here, advanced plant automation and control systems allowed precise management of mix recipes and production parameters, while intelligent process control supported stable output and operational efficiency throughout the project.

Automation has become a structural requirement for the construction materials and industrial manufacturing sectors. Rising operational costs, labour constraints, increasing quality expectations and growing sustainability pressures are reshaping how facilities are designed, managed and operated. Today, automation is no longer viewed as a future investment or a productivity add-on, but as a strategic foundation for competitiveness, resilience and long-term performance.

At the same time, digitalisation is transforming traditional production environments. Industrial plants are evolving from isolated mechanical systems into connected, intelligent operations where data, software and automation work together to optimise performance in real time. Industry 4.0 frameworks have accelerated this shift by integrating systems across operations, positioning automation at the centre of operational stability, performance optimisation and adaptability. Indeed, according to McKinsey, studies show that digital transformation and automation can increase throughput by 10–30% and reduce machine downtime by up to 50% in industrial environments.

As automation has evolved, its role has expanded beyond task control to system-level intelligence. Sensors, real-time monitoring platforms and intelligent control systems now enable continuous optimisation across entire production processes. Plants increasingly operate as part of integrated networks where performance, maintenance, energy use and quality are managed holistically. This

allows organisations to move from reactive operations to predictive and proactive management models, while also supporting energy efficiency, emissions reduction and broader sustainability objectives.

Intelligent automation

Within this evolving landscape, Lintec & Linnhoff approaches automation not as a standalone technology, but as an integrated operational capability designed into plant systems from the outset. The focus is on building intelligent, connected plant environments that provide consistency, flexibility and long-term performance across diverse applications.

This approach is evident in complex infrastructure projects that demand both precision and reliability. For example, a Lintec CSD1500 asphalt mixing plant deployed on a major dam project in the Dominican Republic was required to produce specialised asphalt mixes for a waterproof core under demanding site conditions. Advanced plant automation and control systems enabled precise management of mix recipes and production parameters, while intelligent process control supported stable output and operational efficiency throughout the project. Features such as double screen drum technology also contributed to reduced fuel consumption, lower maintenance requirements and improved uptime, even in wet and challenging environments.

Automation at scale is equally critical for large-volume road construction programmes. In Kazakhstan, five Lintec CSM4000



Budpol's Lintec CC3000D containerised concrete batching plant at work on the A18 highway in southwestern Poland. The plant's automated batching controls, sequencing logic and integrated monitoring systems enabled the reliable production of large concrete volumes under demanding site conditions, while minimising manual intervention and ensuring repeatable quality across different mix designs.

asphalt mixing plants were supplied to help deliver a road development programme covering nearly 1,000 km. These plants combined a containerised modular design with automated control systems, allowing rapid deployment while maintaining consistent production quality across multiple sites. Intelligent automation enabled operators to manage mix designs accurately and repeatably, ensuring productivity, quality assurance and schedule reliability on one of Central Asia's most ambitious infrastructure projects.

In addition to asphalt, Lintec & Linnhoff's automation philosophy extends across concrete batching and materials processing applications. Advanced batching controls, automated sequencing and integrated monitoring systems reduce manual intervention, minimise error and support stable, repeatable production, even under high-volume or time-critical conditions. Across applications, automation offers not just control, but visibility, adaptability and operational intelligence, allowing plants to respond to changing project requirements while sustaining long-term performance.

In Poland, contractor Budpol deployed a Lintec CC3000D containerised concrete batching plant to help build multiple major highway expansion projects, including the 76.5-km A18 motorway in the southwestern part of the country. The plant's automated batching controls, sequencing logic and integrated monitoring systems enabled the reliable production of large concrete volumes under demanding site conditions, while minimising manual

intervention and ensuring repeatable quality across different mix designs. High levels of automation also supported rapid relocation between projects, reduced setup time and stable performance across seasonal conditions, demonstrating how intelligent control systems contribute directly to productivity, flexibility and long-term operational efficiency in large-scale infrastructure applications.

Innovation is embedded within Lintec & Linnhoff's engineering and plant design philosophy. Modular systems and scalable automation frameworks allow customers to evolve their operations over time, upgrading capabilities as technologies advance and business needs change. This ensures that automation investments remain adaptable, resilient and future-ready.

"True automation is not defined by technology alone, but by how intelligently it is integrated into operations. Our focus is on building connected, adaptive plant ecosystems that combine automation, digitalisation and services to deliver long-term operational resilience and sustainable growth," said Jeffrey Ma, chief technology officer at Lintec & Linnhoff.

Lintec & Linnhoff plants have helped deliver some of the world's most prominent construction achievements, including the Hong Kong-Zhuhai-Macau Bridge; Yas Marina Circuit in Abu Dhabi; The Palm Island in Dubai; the Storebaelt Bridge in Denmark; Merdeka 118 tower in Malaysia; and the first polder project in Singapore. ■

Website: www.lintec-linnhoff.com

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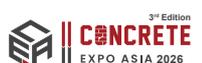
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CHEMGROUT'S NEW GROUT PUMP FOR CONCRETE WITH PEA GRAVEL

The new CG-PG-2C74/H skid-mounted, hydraulically powered grout pump from ChemGrout is specially manufactured for pumping concrete mixtures containing pea gravel up to 10 mm in size.

This latest grout pump is suitable for various applications, including cinder block filling, masonry grouts, insulated concrete forms, self-consolidating concrete, pea gravel extended form and pump, lightweight concrete, and shotcrete spraying.



Equipped with a 10 cu ft (283 l) holding hopper, the CG-PG-2C74/H has a maximum output of 25 gpm (95 l/min) and a maximum pressure of 250 psi (17 bar).

The grout pump is also designed for easy cleanup and low maintenance. Its vibrating screen prevents oversized particles from entering, ensuring consistent material flow.

Weighing 1,240 lbs (562 kg), the CG-PG-2C74/H measures 115-in long, 42-in wide and 45-in high (2,921 mm x 1,067 mm x 1,143 mm). A high-torque hydraulic motor drives the pump. ■

Website: www.chemgrout.com

TOP: The new CG-PG-2C74/H skid-mounted grout pump is capable of handling large volumes of concrete with pea gravel up to 10 mm in size.

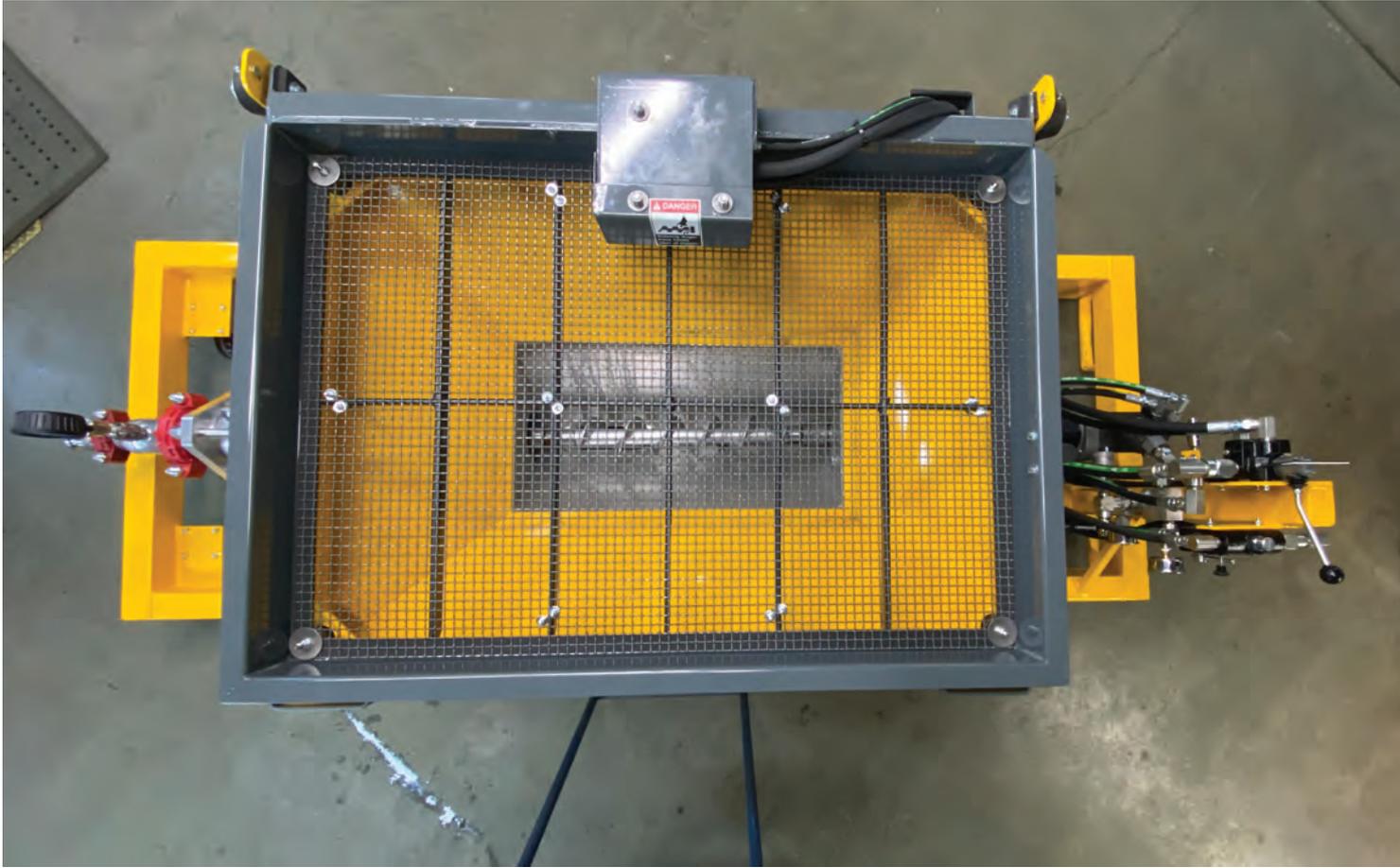
RIGHT: Material is delivered directly from a ready-mix truck into the holding hopper for pumping.



RIGHT: The CG-PG-2C74/H has a 10 cu ft (283 l) holding hopper. The pump delivers a maximum output of 25 gpm (95 l/min) at a maximum pressure of 250 psi (17 bar).

BELOW: ChemGrout showcased the new CG-PG-2C74/H grout pump at Conexpo 2026.





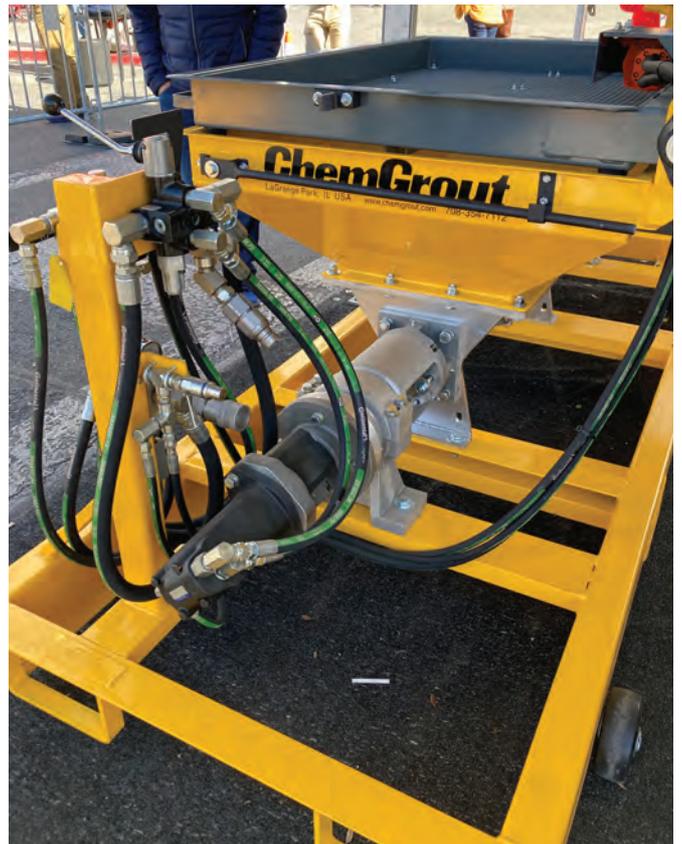
ABOVE AND BELOW RIGHT: The CG-PG-2C74/H grout pump is also designed for easy cleanup and low maintenance. Its vibrating screen prevents oversized particles to enter, ensuring consistent material flow.



The CG-2C74 progressive cavity pump ensures continuous material flow.



The hinged cleanout port provides quick access and easy cleanup.





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HAMM'S DIGITAL SOLUTIONS FOR ROAD CONSTRUCTION AND EARTHWORKS



Roller manufacturer Hamm presented digital solutions for road construction and earthworks at Conexpo 2026. The portfolio incorporates technologies and products that automate and simplify compaction processes, and set new benchmarks in quality, efficiency and process reliability. At the heart of this offering are Smart Compact Pro, Smart Compact for earthworks, Track Assist and WPT Compacting.

Smart Compact Pro and Smart Compact

With Smart Compact Pro, Hamm becomes the first manufacturer in the world to integrate real-time density into the automated compaction process. The new technology will significantly increase the quality of asphalt compaction and the service life of roads, while simultaneously lowering the long-term costs of road construction and renovation. Smart Compact Pro also ensures that compaction targets are achieved with precision, reducing the likelihood of additional expenditure as well as minimising the work involved in removing drill cores.

The new Realtime Density Scan sensor enables precise, real-time density calculation, even during static compaction. According

to Hamm, real-time density had previously been the missing piece of the asphalt compaction puzzle, which is now provided by the manufacturer through Smart Compact Pro. Another benefit is that the system is quick and easy to calibrate using a conventional measuring probe. WPT Compacting also equips operators with a tool to document real-time density data for an in-depth analysis of all performance and machine data. Smart Compact Pro is available for tandem rollers in the HD+ and HX series.

Meanwhile, Smart Compact plays an important role in automated compaction for earthworks. To demonstrate this, Hamm brought the HC 200i C VA compactor to Conexpo. By virtue of an infinitely variable amplitude and a newly developed compaction measurement system, Smart Compact allows compactors to perform automated compaction to the new target value in MPa (MN/m²). The models in question – available in weight classes of 13 t, 20 t and 25 t – not only offer reliable and homogeneous compaction, but also help to make building projects more cost-effective by reducing the number of double passes and lowering diesel consumption. In addition, the direct adjustment of the amplitude effectively prevents jump operation



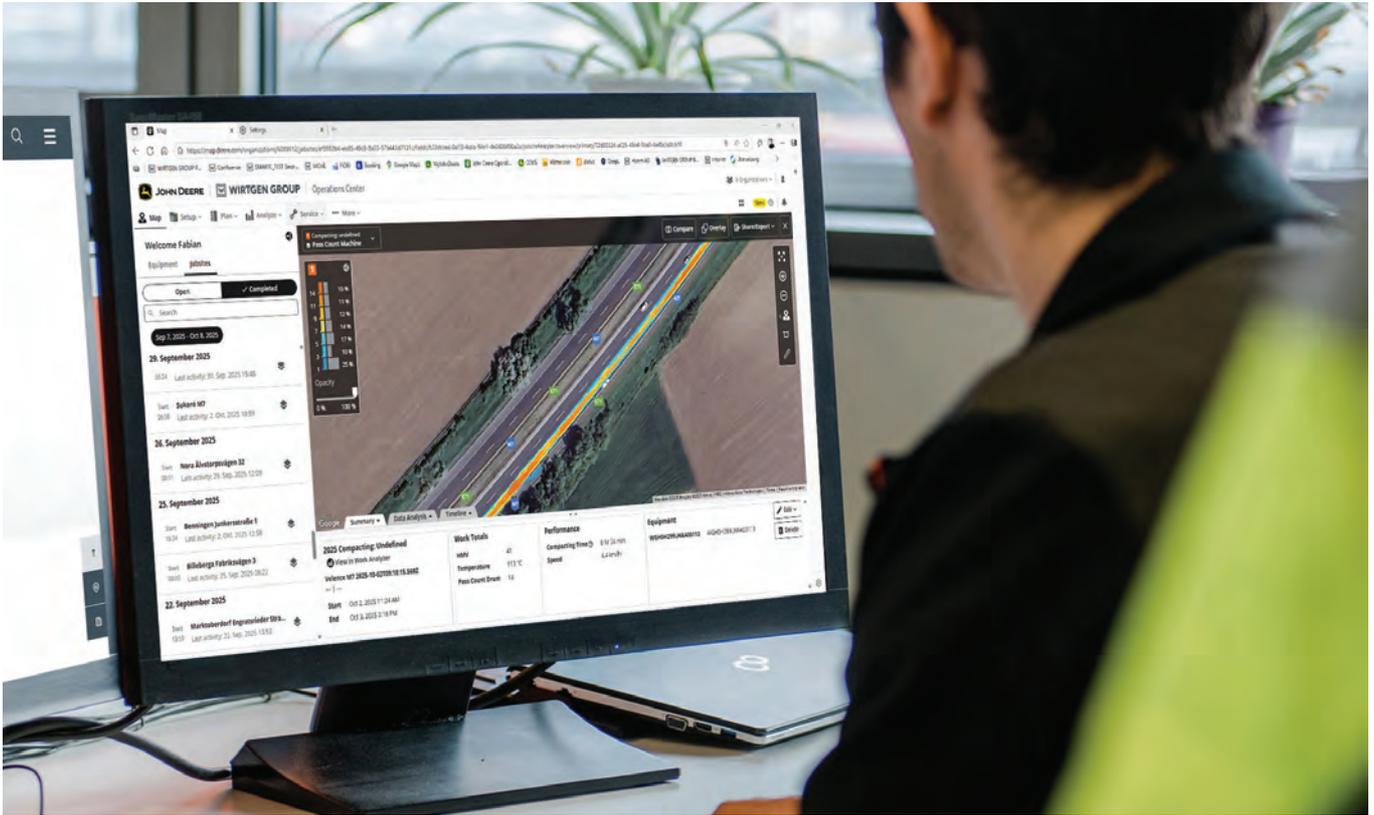
LEFT: Smart Compact Pro automates compaction based on real-time asphalt density. This advanced technology significantly increases the quality of asphalt compaction and the service life of roads, while simultaneously lowering the long-term costs of road construction and renovation.

BELOW (LEFT AND RIGHT): At Conexpo 2026, Hamm showcased the Smart Compact Pro system to the media, highlighting its significance.

OPPOSITE: Hamm's Smart Compact system plays an important role in automated compaction for earthworks.

BOTTOM: The Track Assist Android app from Hamm provides the operator with the key compaction parameters, such as the number of double passes, real-time density values, temperature limits, reversing points or even the degree of compaction and compaction progress.





and over-compaction, while protecting the machine and its operator from mechanical loads. What's more, it makes the VA drum an energy-efficient system overall.

Track Assist and WPT Compacting

The new Track Assist app for Android marks the next phase in the development of the Smart Doc app and offers drivers an enhanced experience in asphalt construction and earthworks. It provides information on important compaction parameters, such as double passes, real-time density, temperature limits, changes in compaction value, reversing points or the proportion of jump operation. In the next stage of development, Track Assist will become a fully-fledged assistance system that allows operators to compare compaction targets with up-to-date actual results.

With WPT Compacting, Hamm provides a high-performance tool for monitoring, documenting and analysing operations on construction sites. All process data – including the real-time density from Smart Compact Pro – is channelled into the central construction site and fleet management tool from the Wirtgen Group, the John Deere Operations Center, for accurate analysis and visualisation in a variety of views. Another feature is machine communication both between rollers and between rollers and pavers. ■

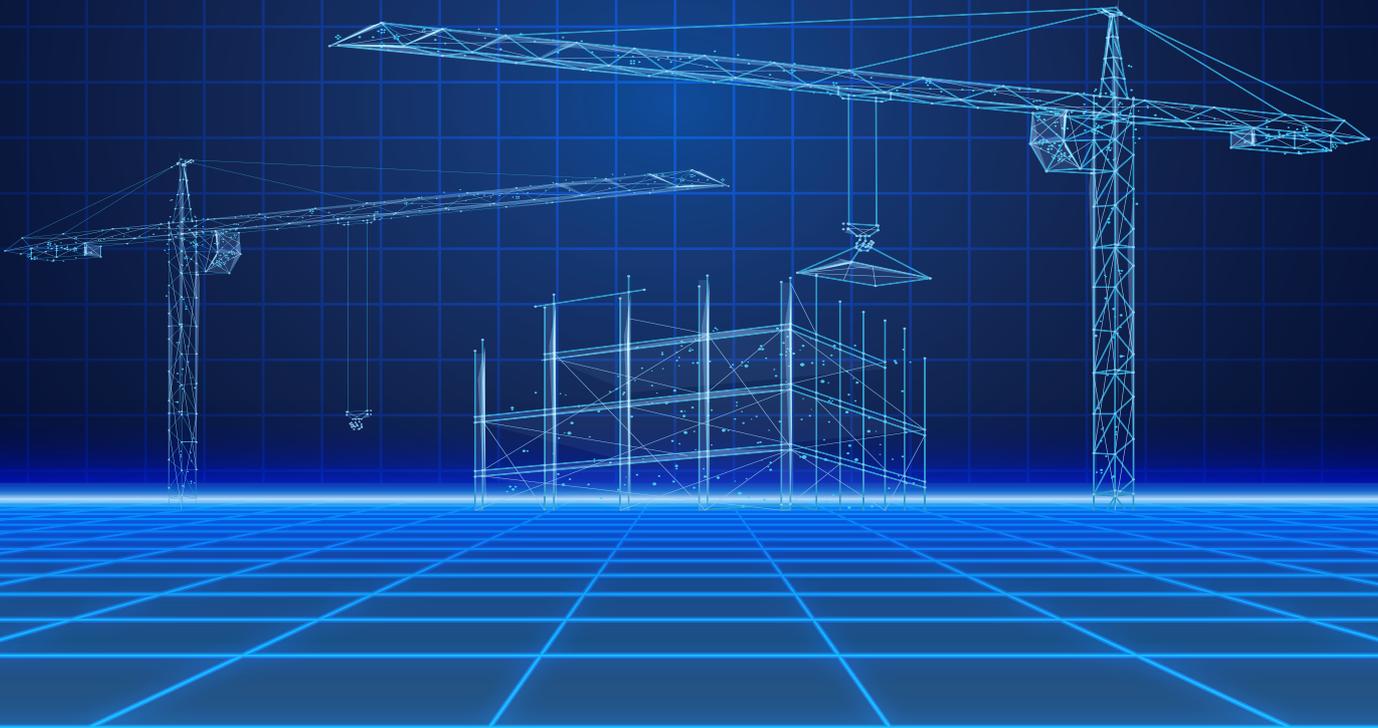
Website: www.wirtgen-group.com



TOP: All performance and process data, including real-time density, is available in WPT Compacting, where it can be used for documentation, analysis and detailed reporting for a specific construction site.

ABOVE: A Hamm compactor on display at Conexpo 2026. The manufacturer spotlighted its digital solutions for road construction and earthworks during the event.

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LIEBHERR'S DEEP FOUNDATION EQUIPMENT

HS 8100.2 duty cycle crawler crane

Liebherr has equipped the HS 8100.2 duty cycle crawler crane with 15% more engine power than its predecessor, and the maximum winch line pull of 2 x 295 kN has been increased by 9%. This updated crane can now be used with heavier slurry wall grabs – both mechanical and hydraulic.

In dragline operation, the increased engine power results in better digging force, while in dynamic soil compaction, the drop weight can be raised again more quickly. The rope can be changed more easily, thanks to the newly designed rope lock on the winches. The booms of the HS 8070.1, HS 8100.1 and HS 8100.2 dual power are compatible with the new model and are interchangeable for Liebherr customers.

The HS 8100.2 is built for user-friendliness, easy maintenance and high safety. Railings and platforms now remain on the uppercarriage during transport – just like the access ladder for service work on the roof, which has been integrated into the uppercarriage.

Featuring a compact width of 3.5 m and a weight of only 60 t, the uppercarriage and the undercarriage can be transported in one piece, ensuring fast set-up and availability on the jobsite. As an option, the crawler side frames can be removed using a self-loading system.

The repositioned tank neck is accessible via the platforms on the uppercarriage. It is no longer necessary to climb onto the roof of the crane to carry out this work. For all main drives of the HS 8100.2, fill level indicators on the operator's monitor help simplify and reduce machine servicing. If work begins when it's dark, the operator can use a remote control to light up the cab access and enter safely.

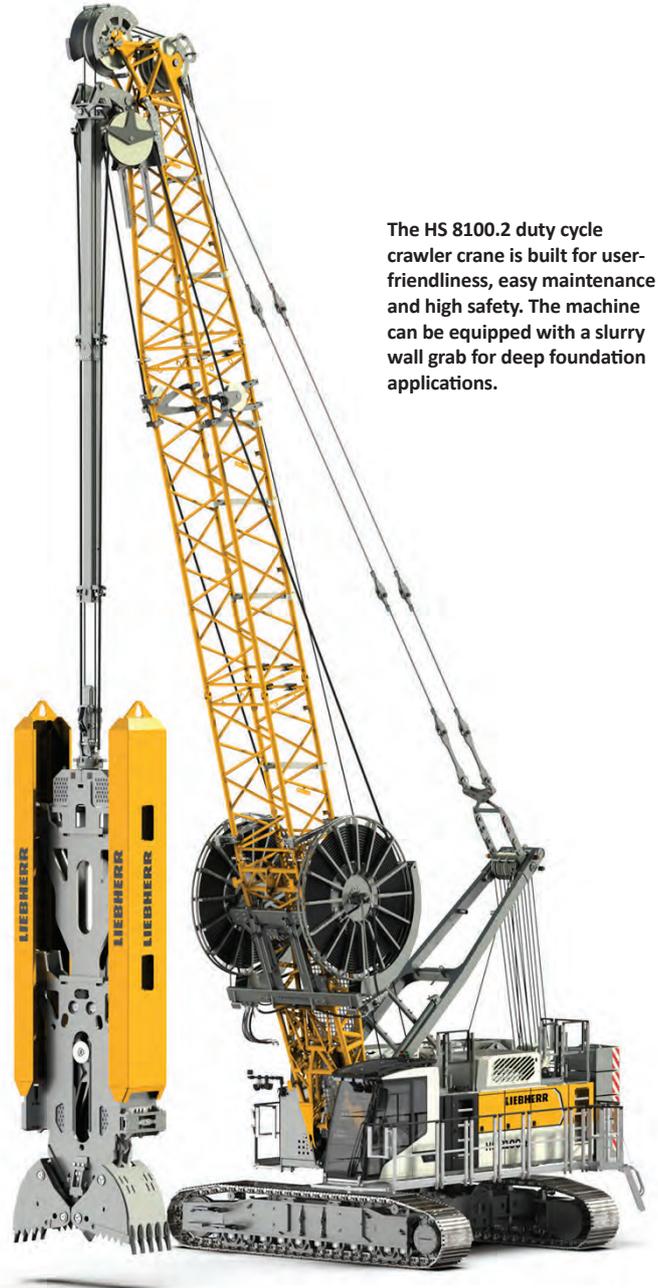
LB 35 drilling rig

The latest generation of Liebherr's LB 35 drilling rig is ideal for Kelly drilling, continuous flight auger drilling and double rotary drilling. For applications with full or partial displacement equipment, the maximum drilling depth has been extended to 37.5 m, thanks to the new lattice boom extension. This corresponds to an increase of 6 m.

The LB 35 is powered by a 450 kW diesel engine and delivers 350 kNm of torque, with a maximum winch line pull of 300 kN. Thanks to the parallel kinematics, the machine offers a large working area, enabling short working cycles.

The leader top is designed for different drilling axes, making the LB 35 suitable for a wide range of applications. Both the leader and the counterweights feature a modular design for high flexibility. The machine can be transported in one piece with a folded leader, reducing set-up time and facilitating efficient movement between jobsites.

The working processes of the LB 35.1 can be automated using a variety of assistance systems, thus increasing efficiency as certain work steps are completely taken over by the machine's control



The HS 8100.2 duty cycle crawler crane is built for user-friendliness, easy maintenance and high safety. The machine can be equipped with a slurry wall grab for deep foundation applications.

system. Examples include the drilling assistant to automate the concreting process during continuous flight auger drilling; slack rope monitoring to prevent undesired loosening of the rope with the aid of the winch control; and automatic leader alignment to align the leader to the previously set inclination angle.

The LRB 19 piling and drilling rig on display at Conexpo 2026. The machine can be used for a wide range of applications in deep foundation work.



The new overload protection of the Kelly winch ensures that the locked Kelly bar automatically stops the crowd winch if the maximum permissible load of the Kelly winch is exceeded. The rope length measurement of the auxiliary winch measures the length of the unwound rope, which is helpful when inserting reinforcement cages, for example. Locking of the Kelly bar's telescopic sections is made significantly easier due to the Kelly visualisation system in the LB 35.1.

Thanks to the real-time display of the Kelly bar's locking recesses on the cab monitor, the operator is permanently informed about the actual distance to the next locking recess. Colour indications inform when the bar can be locked. Furthermore, false positioning of the Kelly bar during the shake-off process is indicated through a warning signal.

In the new cab, Liebherr has focused on ergonomics and operating comfort. This is achieved with an orthopedic operator's seat, individually adjustable monitors and a cool box for food. The new refuelling position of the machine, which is easily accessible from the crawlers, also increases convenience on the jobsite.

LRB 19 piling and drilling rig

The new LRB 19 piling and drilling rig can be deployed on a wide range of deep foundation projects. For piling or vibrating applications, the machine is fitted with the H 6 hammer or the LV 23 and LV 23 F vibrators, all from Liebherr. Drilling with Kelly equipment, double drilling head, full displacement equipment and continuous flight auger or soil mixing are further areas of application. The name LRB 19 reflects the maximum travel distance of the sledge: 19 m.

The various attachments can be easily exchanged using the hydraulic quick connection system. All hydraulic, mechanical and electrical connections are automatically coupled. This significantly reduces the set-up time and prevents connection errors. A new hose sledge ensures that there are no more obstructive hoses during use, which makes the installation of sheet piling much simpler. When drilling, the optional pulling device can increase the pull force of the LRB 19 by 110 kN.

This new piling and drilling rig is the successor to the Liebherr LRB 16 and LRB 18 models. Powered by a 450 kW diesel engine, the LRB 19 features the BAT 180.1 rotary drive with a maximum torque of 180 kNm, as well as a low transport weight of



The LRB 19 piling and drilling rig features the BAT 180.1 rotary drive with a maximum torque of 180 kNm.

48.2 t including 8 t of counterweight and auxiliary winch. The compact design allows for transportation in one piece with the vibrator attached, making mobilisation between jobsites straightforward and more flexible.

The LRB 19 is also equipped with a self-assembly system for the counterweight, so no additional crane is required. The all-round platform with railings on the uppercarriage enables high accessibility and safety during maintenance work or inspections on the machine. The optimised arrangement of the LED headlights provides excellent visibility in the work area, even at night.

All Liebherr assistance systems for deep foundation applications are available for the LRB 19. The LIPOS positioning system uses the latest satellite technology to support the operator in precisely aligning the attachment tools during drilling or piling operations. During continuous flight auger drilling, the concreting process is automated thanks to the drilling assistant. The pre-defined parameters are implemented by the control system. These can be adjusted during the drilling process, if necessary. The vibro-replacement process also runs automatically, thanks to the vibro-assistant.

Working area restriction helps the operator to monitor the rotation range, working radius or machine height (height



The LB 35.1 drilling rig is powered by a 450 kW diesel engine and delivers 350 kNm of torque. For applications with full or partial displacement equipment, the maximum drilling depth has been extended to 37.5 m, thanks to the new lattice boom extension.

adjustment). As soon as the operator tries to move the machine into the pre-defined restricted area, it stops automatically and thus prevents possible collisions. Other assistance systems, such as ground pressure visualisation or eco-silent mode, increase the efficiency of the machine and the comfort of the operator. ■

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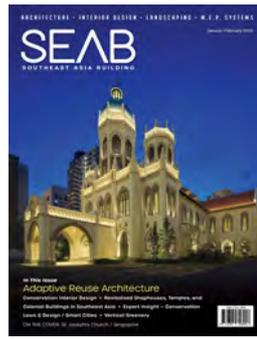
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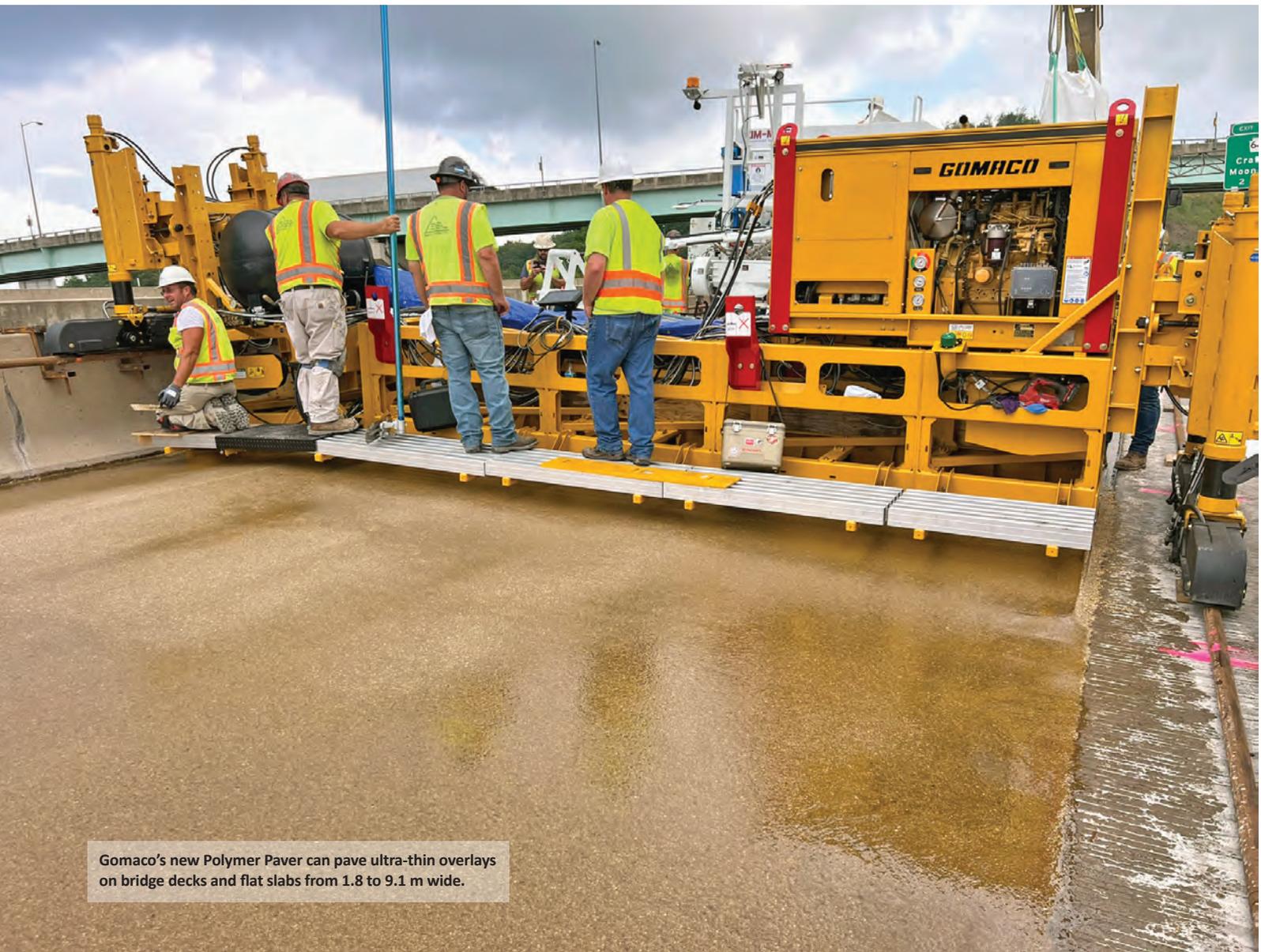
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Gomaco's new Polymer Paver can pave ultra-thin overlays on bridge decks and flat slabs from 1.8 to 9.1 m wide.

GOMACO'S NEW POLYMER PAVER AND GP348 PLACER/SPREADER SLIPFORM PAVER

Gomaco has introduced its Polymer Paver for the ultra-thin overlay market. Unveiled at Conexpo 2026, the machine can pave overlays on bridge decks and flat slabs in widths from 1.8 to 9.1 m.

The Polymer Paver's all-welded steel frame sections use bolted connections for easy width adjustments. The welded polymer paving pan sections are available in widths to match the frame sections. Vibration is generated by sectional rotary eccentrics

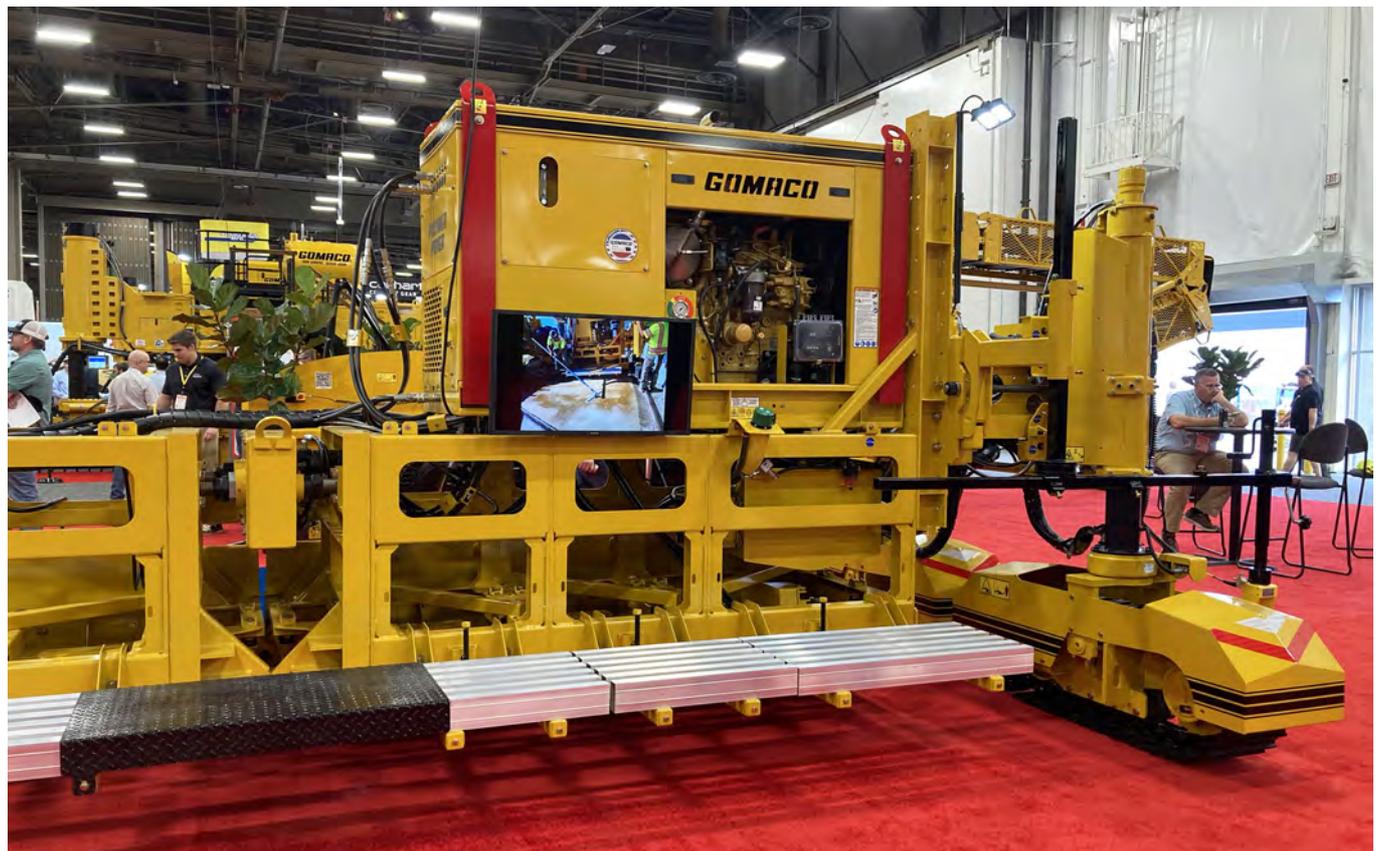
supported by ball bearings, and is coordinated to start and stop with the machine's movement. A dual-drive, 229-mm variable-speed auger spreads the material ahead of the paving pan.

The Polymer Paver is powered by a 52-kW diesel engine, which requires no DEF (diesel exhaust fluid). Its four tracks enable easy operation and loading/unloading, while a four-bogie option allows paving up against a barrier wall.

The Polymer Paver is also equipped with Gomaco's G+ control



ABOVE AND BELOW: The Polymer Paver is equipped with Gomaco's G+ control system for grade and steering. The machine made its world debut at Conexpo 2026, which was held on 3-7 March in Las Vegas, the US.





The Polymer Paver's four tracks enable easy operation and loading/unloading, while a four-bogie option allows paving up against a barrier wall.

system for grade and steering. A 254-mm full-colour display gives the operator control over all paving machine functions. The system is multi-lingual and can toggle between metric and imperial settings. The tethered control display is magnetically mounted and can be positioned where the operator prefers for optimal visibility.

Gomaco GP348 placer/spreader slipform paver

Gomaco is building on the success of the GP360 and GP460, the industry's first combination concrete slipform pavers and placer/spreaders on two tracks. This year at Conexpo 2026, the company introduced the GP348 four-track for enhanced jobsite and job-to-job mobility. As a placer/spreader with a 1,219-mm belt, the machine can place at widths up to 11 m. As a concrete slipform paver, it can pave widths up to 9.1 m.

The GP348 is built on the framework of the Gomaco four-track GP3 slipform paver with the ability to convert the prime mover into a concrete placer/spreader. The prime mover is equipped with vibrator circuits for paving and auger drive circuits for placing. Controlling the new technology is enabled by the exclusive G+ digital control system, which manages the control conversion needed for each application while also bringing on board machine-to-machine (M2M) communication, sonic sensors, 3D machine guidance, and more.

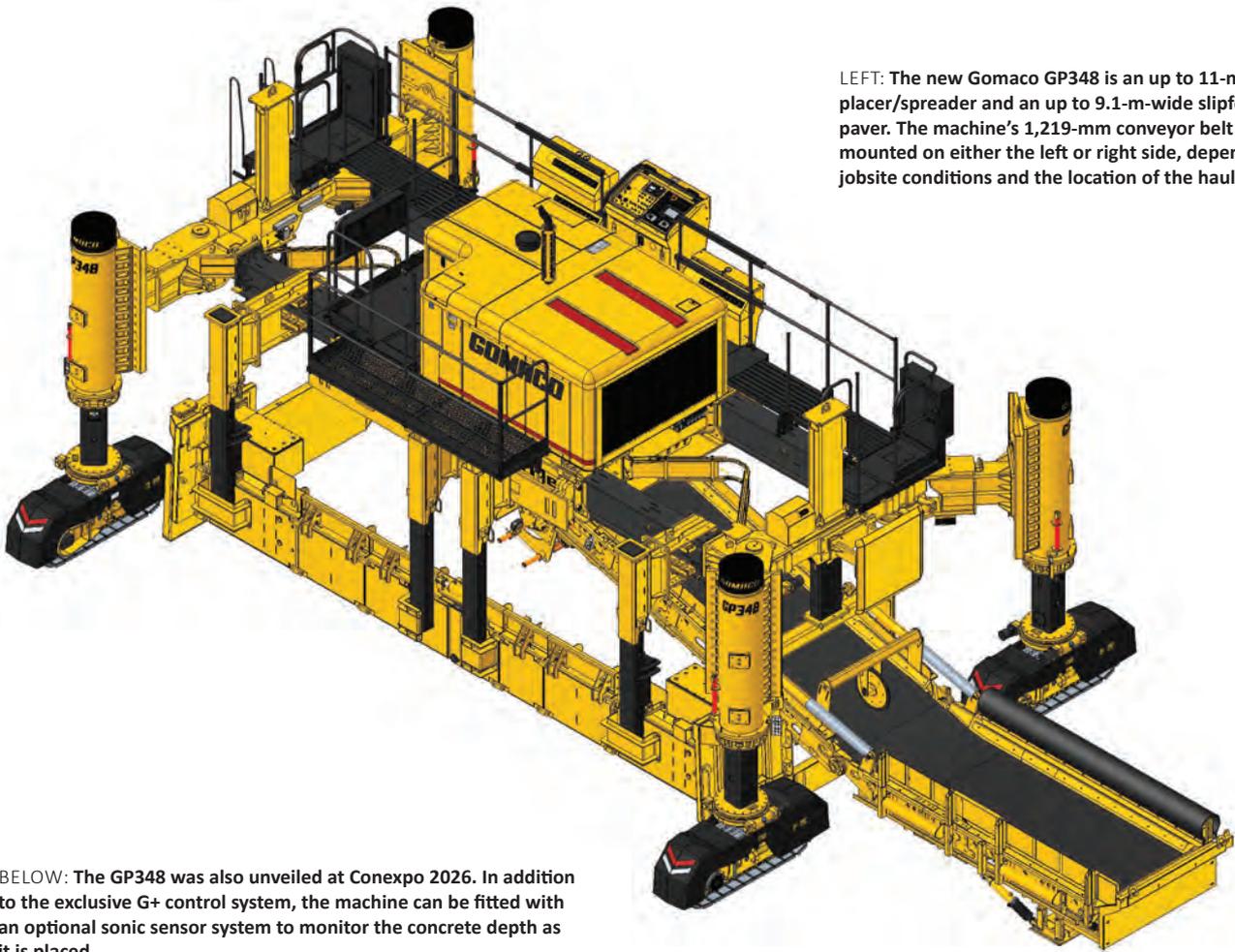
Rotary-censored slew drives on the leg pivots work seamlessly with the G+ control system. Operators can automate transitions from transport to paving mode, significantly reducing setup time and improving efficiency. The four-track design enhances stability and on-site manoeuvrability, while the compact transport footprint allows the machine to be hauled on a single semi-tractor trailer (either as a placer or paver), minimising downtime between pours.

The GP348 is powered by a Caterpillar C7.1 turbocharged diesel engine, which efficiently drives the conveyor belt and distributes concrete across the grade. This high-volume, 1,219-mm conveyor belt can be mounted on either the left or right side, depending on jobsite conditions and the location of the haul road. It has a discharge speed of up to 150 m/min for fast and efficient concrete placement. A controllable material deflector directs the flow of concrete at the discharge end of the conveyor for placement accuracy. A dual-drive auger system moves the material to the centre or outer areas and across the strike-off.

In addition, the GP348 is available with an optional sonic sensor system to monitor the concrete depth as it is placed. Information from the sonic sensors is utilised by the G+ control system on the paver using M2M communication to provide an optimum and consistent head of concrete in front of the paver. ■

Website: www.gomaco.com

LEFT: The new Gomaco GP348 is an up to 11-m-wide placer/spreader and an up to 9.1-m-wide slipform paver. The machine's 1,219-mm conveyor belt can be mounted on either the left or right side, depending on jobsite conditions and the location of the haul road.



BELOW: The GP348 was also unveiled at Conexpo 2026. In addition to the exclusive G+ control system, the machine can be fitted with an optional sonic sensor system to monitor the concrete depth as it is placed.



VARIOUS ALL TERRAIN, CRAWLER AND ROUGH TERRAIN CRANES FROM TADANO



The 250-t-capacity AC 5.250L-2 all terrain crane is equipped with a 79 m main boom.

All terrain cranes

The AC 5.250L-2 all terrain crane delivers a 250 t capacity in the five-axle class, with a 79 m side-pinning main boom. Self-erecting extensions from 5.8 to 30 m enable a maximum system length of 109 m. At Conexpo 2026, the crane featured a new bi-fold jib, 10 m / 19 m plus 1.1 m adapter, expanding application versatility. Optimised rigging includes remote control, self-levelling outriggers and automatic counterweight rigging.

Equipped with IC-1 Plus crane control, the AC 5.250L-2 maximises real-time lifting performance – making it ideal for urban construction and tower crane assembly. The Surround View camera system is available as an option, allowing operators to easily position the crane on the construction site.

The AC 6.300-1 all terrain crane has a 300 t capacity on six axles, combining a compact footprint with an 80 m main boom and best-in-class lifting capacity on a fully telescoped boom. Designed for tight jobsites and tall challenges, the crane can be fitted with an optional luffing jib for an exceptionally strong chart.

A new removable outrigger box enhances transport logistics for the AC 6.300-1, while shared components across the Tadano AC family minimise spare parts requirements. Fast, efficient rigging supports safe setup and reduced downtime, resulting in powerful, flexible lifting performance for modern construction demands.

Tadano's all terrain cranes offer a range of boom lengths and lifting capacities that adapt easily to diverse lifting tasks. They feature all-wheel steering and advanced suspension systems –

ensuring smooth highway travel, tight cornering and excellent off-road capability.

Rough terrain cranes

The Evolt eGR-1000XLL-1 rough terrain crane delivers a maximum lifting capacity of 90.7 t, matching the performance of the GR-1000XLL-4 in a fully electric, ultra-quiet design. Its 51 m five-section boom and optional 10.1 m / 17.7 m bi-fold jib provide a maximum lifting height of 68.3 m. A 226 kWh lithium-ion battery enables up to seven hours of lifting, or a typical work cycle of five hours of lifting plus 8.7 km of travel, on a single charge.

With crane operation noise reduced to 99 dB – 9 dB lower than diesel models, the eGR-1000XLL-1 is ideal for urban and regulated jobsites. Equipped with Lift Visualiser, the crane features improved operator visibility, safety and precision.

The GR-1600XL rough terrain crane has a maximum lifting capacity of 145 t and a maximum lifting height of 92.3 m. Its six-section boom extends from 13 to 61 m and can be fitted with a 10.3 m / 18 m bi-fold jib for greater reach. Powered by a 270 hp Cummins engine, Eco Mode helps cut fuel consumption by up to 40%.

Other highlights of the GR-1600XL include the AML-C system, which detects asymmetrical outrigger positions and calculates available lifting capacity accordingly; the standard Hello-Net telematics system, which supports fleet monitoring and maintenance planning; and self-removable counterweight and outrigger boxes, which simplify transport and help reduce overall operating costs.



The AC 6.300-1 all terrain crane delivers a 300 t capacity on six axles. Designed for tight jobsites and tall challenges, this model can be fitted with an optional luffing jib for an exceptionally strong chart.



LEFT: The CC 24.400-1 lattice boom crawler crane has a maximum lifting capacity of 400 t and a maximum load moment of 5,168 tm.

RIGHT: The Evolt eGR-1000XLL-1 rough terrain crane is fully electric, making it ideal for urban and regulated jobsites. The unit is shown here at Conexpo 2026.





The Evolt eGR-1000XLL-1 is powered by a 226 kWh lithium-ion battery.



LEFT: Equipped with Lift Visualiser, the Evolt eGR-1000XL-1 features improved operator visibility, safety and precision.

BELOW: The GR-1600XL rough terrain crane offers a maximum lifting capacity of 145 t and a maximum lifting height of 92.3 m.



LEFT: With full pick-and-carry capability and lifting capacities up to 4° out of level, the GTC-600-2 telescopic boom crawler crane excels in bridge, power transmission and foundation applications.

Crawler cranes

The CC 24.400-1 lattice boom crawler crane delivers a maximum lifting capacity of 400 t and a maximum load moment of 5,168 tm, providing outstanding performance across a wide range of applications. Despite its compact size, this crane offers impressive load capacities throughout its working range.

Common, interchangeable counterweight components shared across Tadano CC models minimise storage and transport costs while improving fleet flexibility. The optional quick connection system allows the CC 24.400-1's basic structure to be split into manageable components for easier transport. A fall protection system increases safety during assembly and disassembly.

The GTC-600-2 telescopic boom crawler crane has a maximum lifting capacity of 54.4 t and features a 34.7 m full-power boom with 8.8 m / 15.2 m extension and jib options. With full pick-and-carry capability and lifting capacities up to 4° out of level, the crane excels in bridge, power transmission and foundation applications.

The GTC-600-2's 85% gradeability enhances jobsite mobility. Equipped with the Tadano AML-C system featuring automatic out-of-level load chart switching, along with standard remote control for rigging, the crane delivers smooth, precise operation and maximum versatility on demanding jobsites. ■

Website: www.tadano.com

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