

Riga Port Secures First Investor for Offshore Wind Manufacturing Hub

The Port of Riga moved forward with plans to transform the Kundzinsala district into a strategic centre for wind technology manufacturing after securing its first confirmed investor for the proposed industrial complex.

Following an international selection process that concluded in late 2025, the port authority signed an investment agreement with a consortium led by a Lithuanian renewable energy developer together with Baltic financial partners. The agreement marked the first firm commercial commitment to the project and moved the development from planning into the early implementation phase.

The long term concept for Kundzinsala focuses on establishing an integrated industrial zone dedicated to producing key wind turbine components. Planned activities include the manufacturing of towers, nacelles, rotor elements and other heavy steel structures required for both onshore and offshore

wind installations.

To support these operations, the port has planned a series of infrastructure upgrades. These include deep water berths capable of handling large scale turbine components, improved road and rail access, expanded cargo handling areas and upgraded utility systems to support industrial production.

Port officials expect that securing the first investor will encourage additional manufacturers and suppliers to join the project as infrastructure works progress and further lease areas become available. Over time, the initiative could strengthen the Baltic region's role within the offshore wind supply chain by creating a concentrated manufacturing and logistics ecosystem.

The development also reflects a broader trend among European ports seeking to position themselves as industrial hubs supporting the energy transition and capturing greater economic value from the growing offshore wind sector.



First Monopiles for Polish Offshore Wind Project Leave Fabrication Yard

Momentum within Central Europe's offshore wind supply chain continued as EEW Group completed the load out of the first monopile foundations destined for a major offshore wind project in Poland.

The large tubular steel structures, which serve as the primary foundation for offshore wind turbines, were transferred onto transport barges as part of the initial phase of outbound logistics. Additional monopiles were expected to follow as production progressed at the fabrication yard.

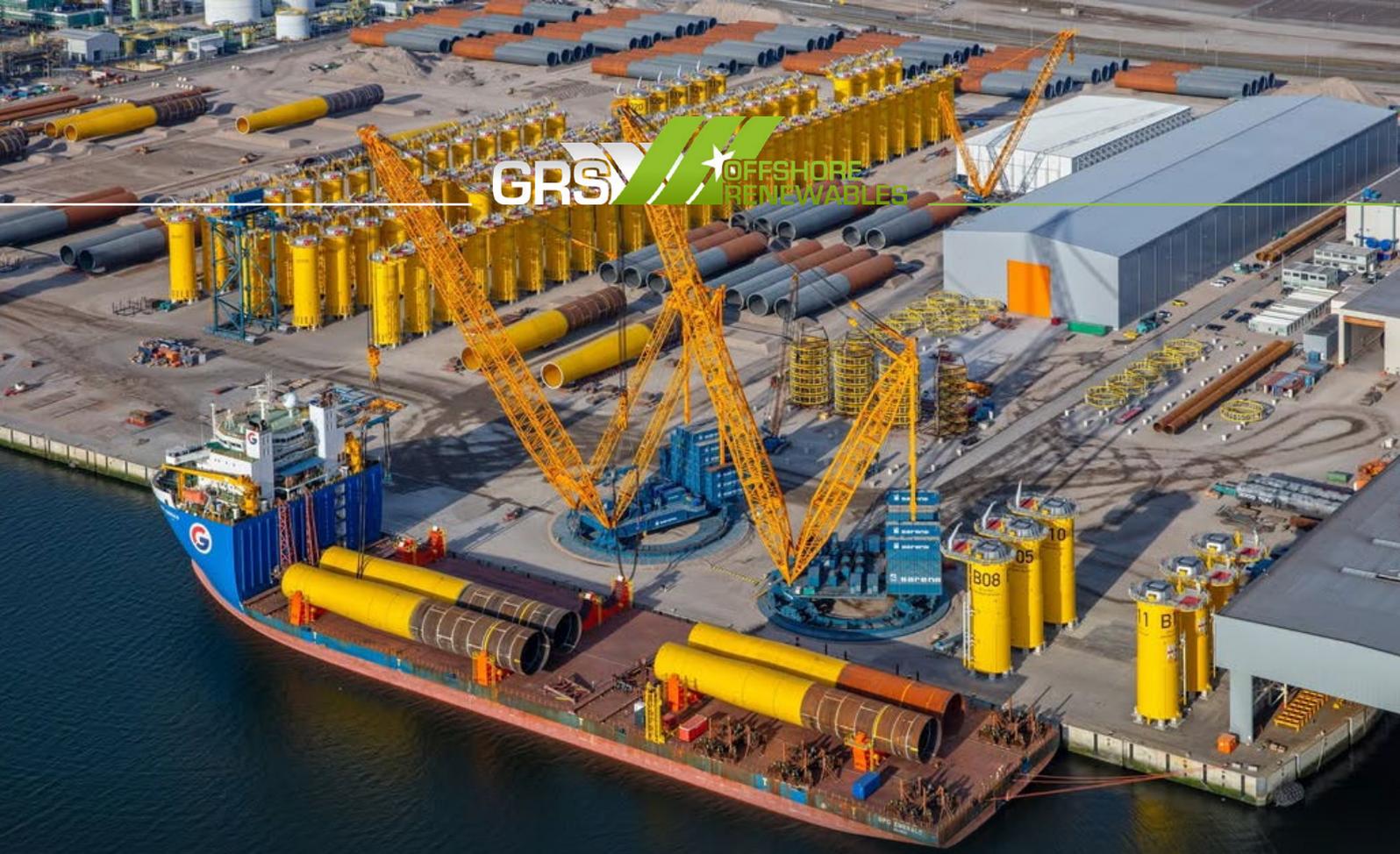
Engineered to withstand the demanding conditions of the Baltic Sea, the monopiles will form the structural base for the wind farm's turbine array once installation activities begin offshore. Their departure from the fabrication facility marked an important transition from manufacturing to the marine installation stage of the project.

Industry observers noted that such milestones often signal that offshore construction campaigns are approaching, as the delivery of foundations typically precedes the mobilisation of installation vessels and related marine works.

The shipment also highlighted the growing role of European steel fabrication yards in supporting offshore wind development. As more projects move into construction across the Baltic region, manufacturers have been scaling up production capacity to meet increasing demand for large structural components.

With the foundations now on their way to Poland's offshore lease area, attention is turning toward the next stages of installation and grid connection planning as the project moves closer to operational commissioning.





Setting New Benchmarks: Sarens Completes Twin Giant Crane Lift at SIF

Sarens carried out a significant heavy lift operation at the SIF facility in late January 2026, deploying two of its largest ring cranes in tandem to complete a complex lift. The operation drew considerable interest across the engineered transport and logistics sector due to the scale and coordination involved.

The lift combined the company's newly introduced SGC 170 crane with the upgraded SGC 120/1 unit, allowing the cranes to work together on a single load. By synchronising the lifting power of the two machines, Sarens was able to handle extremely heavy components that might otherwise have required longer project schedules or alternative lifting solutions.

Ring cranes, known for their circular base and high lifting capacity, have become essential tools for large scale industrial projects. They are widely used in sectors such as petrochemicals, power generation and offshore energy where oversized modules must be installed with precision.

At the SIF site, the coordinated use of the two cranes demonstrated how high capacity lifting equipment can be combined to manage increasingly large components. Industry specialists noted that tandem crane operations can help improve efficiency and reduce installation time while maintaining strict safety standards.

The project also illustrated ongoing innovation within the heavy lift sector. As offshore structures and industrial modules continue to grow in size, lifting strategies are evolving to meet these demands without relying solely on specialised offshore crane vessels.

The successful operation at SIF is expected to serve as a reference point for future engineered transport projects where large scale components must be handled in constrained environments.



Ulstein to Build Two 130 m Cable Laying Vessels for OMS Group

Marine infrastructure company OMS Group expanded its subsea capabilities by ordering two new cable laying vessels from Norwegian shipbuilder Ulstein. The ships are designed to support the installation of submarine cables for offshore energy and telecommunications projects.

The vessels will be built according to Ulstein's SX252 design and are expected to measure about 130 metres in length with a beam of approximately 22 metres. Each vessel will be able to transport large quantities of subsea cable while providing accommodation for operational crew and project personnel.

The design includes significant deck space to support remotely operated vehicles, cable handling equipment and trenching tools used during subsea installation campaigns. Key equipment will include a 50 tonne A frame and a towing winch designed to support cable ploughing and burial operations

along the seabed.

Ulstein has also incorporated a hull form intended to reduce vessel motion in challenging sea conditions. Improved stability helps protect sensitive cable systems during deployment and reduces mechanical stress on onboard equipment.

Delivery of the two vessels is scheduled for 2028 from Ulstein's shipyard in Norway. Once completed, they will strengthen OMS Group's ability to install complex subsea networks for offshore wind farms, energy infrastructure and international data connectivity.

The investment reflects growing global demand for submarine cable installation capacity as offshore wind development and digital infrastructure projects continue to expand.

Fleet Expansion Signals Long Term Confidence in Heavy Lift Market

BigLift Shipping strengthened its position in the global project cargo sector by announcing the construction of a new heavy lift vessel. The ship was ordered from Dalian Shipbuilding Offshore Co. Ltd. and is expected to join the company's fleet in 2028.

The vessel will be built as part of the company's established heavy lift series and will feature two mast cranes, each with a lifting capacity of 1,100 tonnes. Working together, the cranes will allow tandem lifts exceeding 2,000 tonnes, enabling the transport and installation of increasingly large industrial components.

This capability is particularly relevant for offshore wind and energy infrastructure projects, where foundations, topside modules and other oversized structures continue to grow in scale.

The vessel will also feature reinforced deck strength and flexible cargo stowage arrangements designed to accommodate a wide range of project cargo types while maintaining efficient operations.

Importantly, the ship will be constructed to Finnish Swedish 1A Ice Class standards, allowing year round operations in northern waters. This specification reflects a wider industry shift as operators prepare their fleets for more demanding routes and diverse project locations.

BigLift's investment highlights continued confidence in long term demand from offshore wind developments, energy infrastructure projects and large scale industrial construction worldwide.





New Deck Carrier Begins Operations for Next Generation Offshore Wind Logistics

A specialised deck carrier designed to transport large offshore wind components began its maiden voyage in early 2026, marking an important step in expanding marine logistics capacity for the renewable energy sector.

The vessel, named King One, was built to handle oversized structures such as monopiles, jacket foundations and other components used in offshore wind turbines rated at up to 25 MW. It is the first of four similar vessels currently under construction.

Built at the Dajin Penglai Offshore shipyard by Dajin Heavy Industry, the ship measures around 240 metres in length with a beam of 51 metres. It has a deadweight of approximately 40,000 tonnes and offers a deck area of about 12,000 square metres.

The large deck space allows the vessel to transport multiple heavy components simultaneously and also provides flexibility for carrying large modules from the offshore oil and gas sector when required.

King One was floated out in late 2025 before completing sea trials and certification ahead of its operational debut in 2026. According to the company, the vessel is intended to help address transport challenges associated with the increasing size of offshore wind components.

Dajin Heavy Industry has indicated that it plans to expand its dedicated logistics fleet further, targeting between 10 and 20 specialised deck carriers to support both offshore wind projects and heavy module transport in the coming years.

Weco's Kaizen 2.0 Reaches Offshore Testing Milestone in the North Sea

Wave energy developer Weco advanced its technology programme after successfully deploying the Kaizen 2.0 prototype in North Sea waters. The upgraded wave energy converter was installed offshore following months of assembly and testing on land.

Before deployment, engineers conducted extensive dry testing of critical systems, including the power take off unit and the control platform. The prototype was then lowered into open water where it remained exposed to real sea conditions overnight, marking an important stage in the development process.

Kaizen 2.0 builds on earlier prototypes and incorporates improvements based on lessons learned from previous trials. During the initial offshore exposure, the device's sensors, monitoring systems and communications equipment reportedly

performed as expected, providing valuable operational data.

Several technical and marine partners supported the deployment, including Blue Ecology Contractors, Campusatsea, Tworkboats and Holland Shipyards Group. The project also benefited from regional innovation funding aimed at supporting the development of sustainable energy technologies.

The next phase of testing will involve longer deployments and exposure to more demanding sea states. These trials will help engineers evaluate the durability and performance of the system under real operating conditions.

Progress with Kaizen 2.0 reflects the gradual shift within the wave energy sector from laboratory development toward offshore validation, a key step for companies seeking to demonstrate the commercial potential of ocean wave power.



OFFSHORE EQUIPMENT



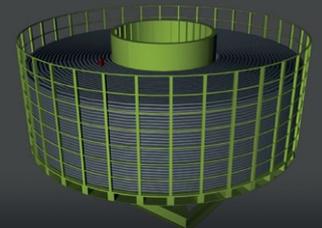
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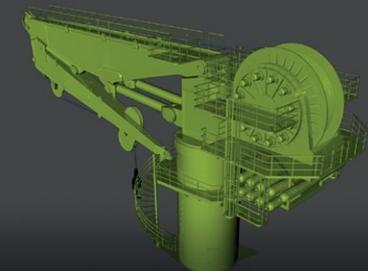
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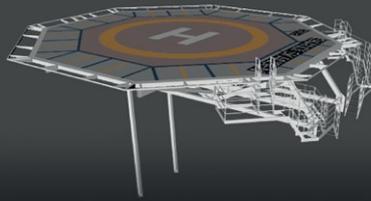
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HELICOPTER DECK



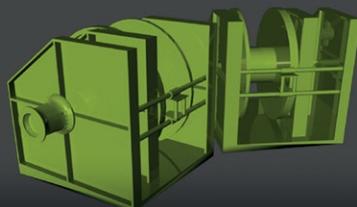
OFFSHORE CONTAINER



CABLE INSTALLATION EQUIPMENT



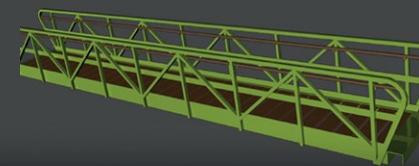
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