

The TRAnsverse tug

Reliability, safety and operational excellence - proven in service

Captain Ahmad Hamdy
Country Manager, Bahrain and Liberia

SVITZER



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Captain Ahmad Hamdy

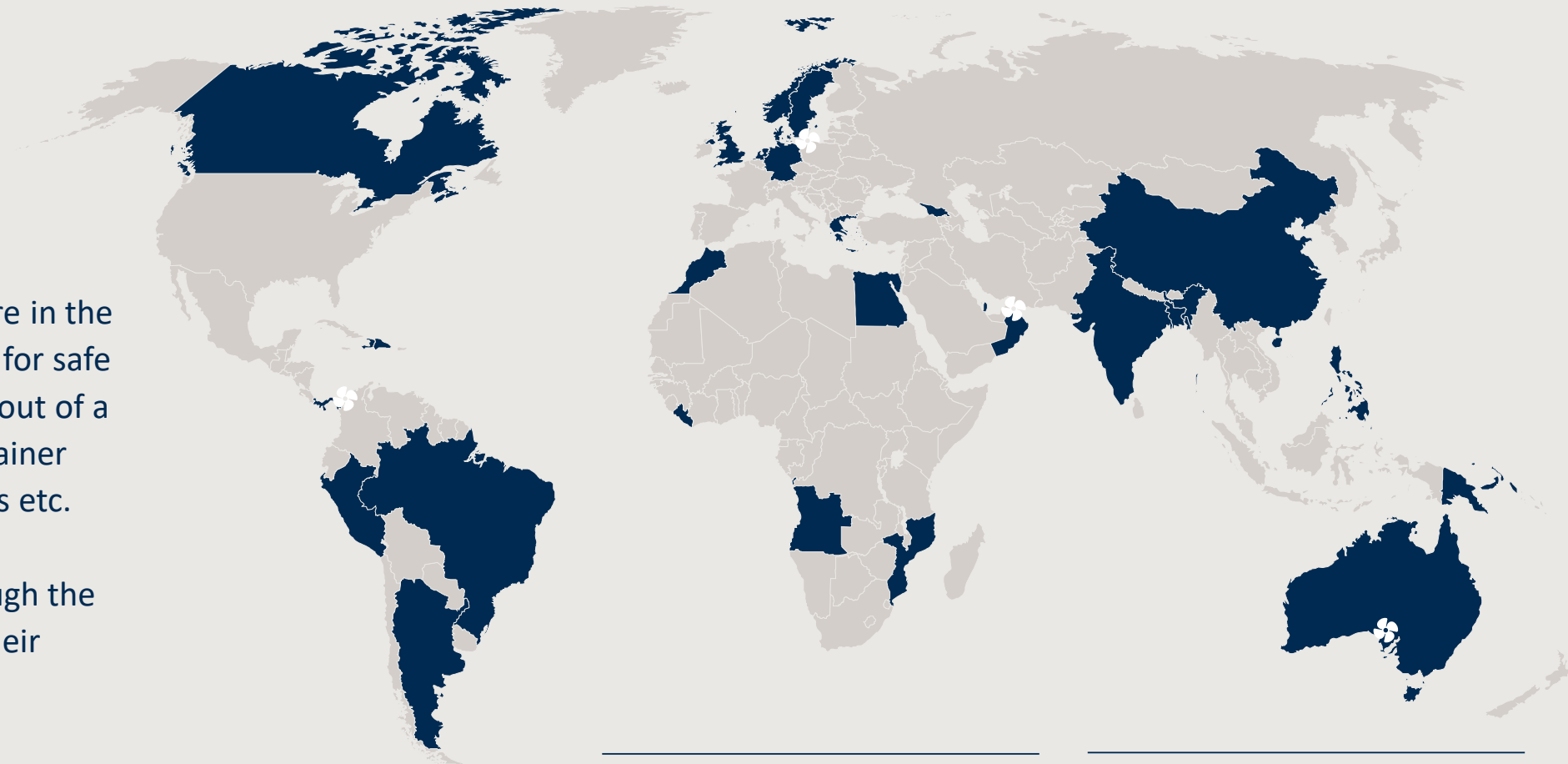
Country Manager, Bahrain and Liberia, Svitzer
Master Mariner, 23 years at sea, 9 years with
Svitzer in 5 countries and 6 ports, as a Tug
Master, Port Manager and Country Manager.



Global operations

Every 3-4 minutes, somewhere in the world, a ship relies on Svitzer for safe and sustainable towage in or out of a bustling port. Cargo and container ships, tankers, and car carriers etc. depend on our expertise to manoeuvre them safely through the critical first and last mile of their journeys.

With worldwide coverage, more than 4,500 dedicated employees and a fleet of more than 500 vessels, we have operations in four regions across the globe: Americas, AMEA, Europe and Australia.



38
Countries



510
Vessels



46
Terminals



157
Ports

Why we rethought the tug

Two centuries of towage experience, applied to what limits ports today

1

THE CHALLENGE

Vessels are larger, ports are busier, weather is more extreme and operating windows are tighter. Towage sits at a critical interface – when the tug limits a movement, the whole port feels it.



2

THE INSIGHT

Power alone does not solve it. More bollard pull cannot deliver control in congested waterways and tight clearances. What decides outcomes is control, precision and readiness – with safety built in.



3

THE RESPONSE

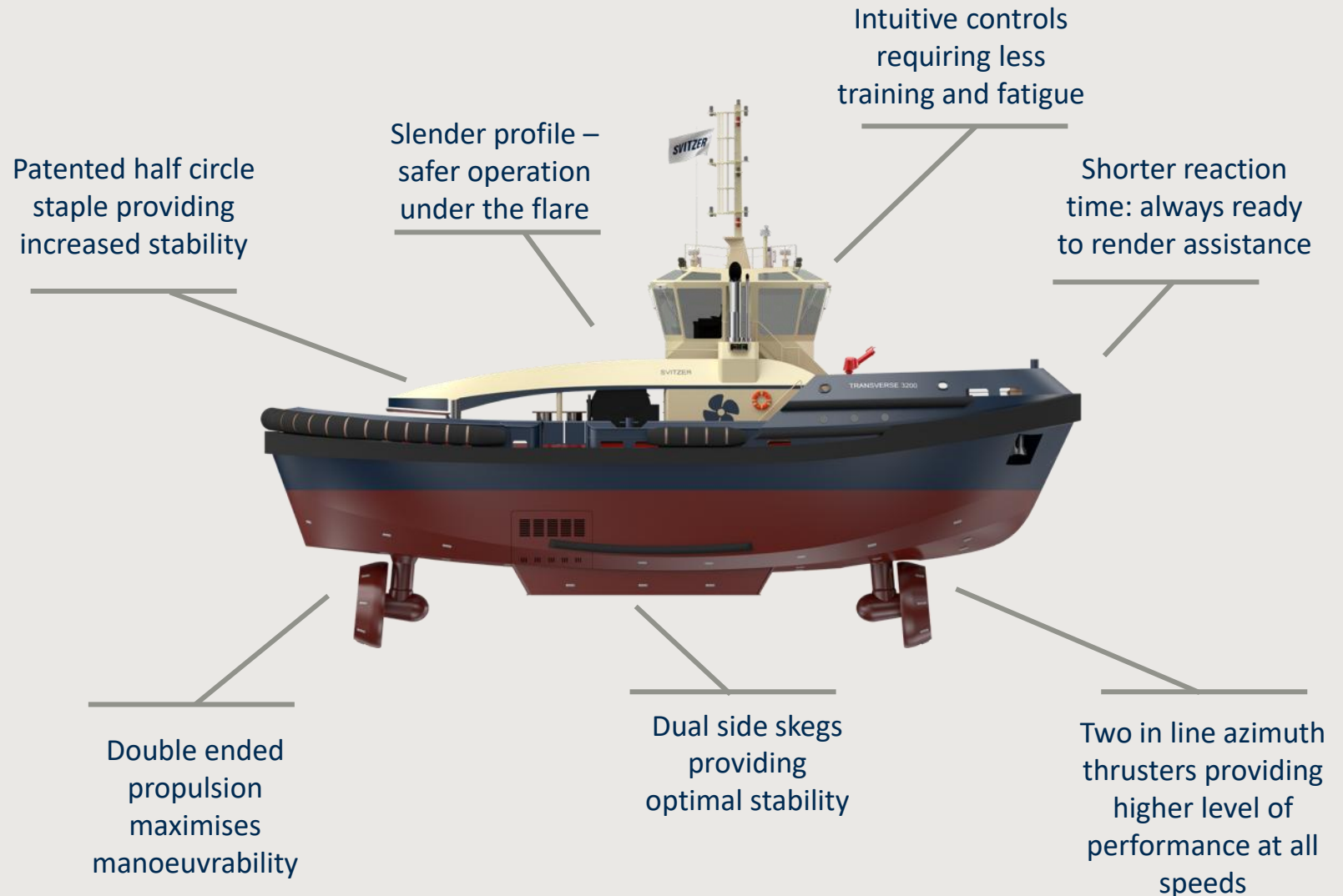
Rethink the tug itself. Together with pilots, crews and port operators, Svitzer designed the TRAnsverse tug to widen the usable operating envelope – unlocking capacity within existing infrastructure.

What makes the TRAnsverse tug superior?

Power, stability, responsive, intuitive

What we have created with Robert Allan is a leading tug design for all forms of Harbour and Terminal Towage operations

- Very high performance on direct and indirect towing
- Exceptional manoeuvrability
- Energy efficient operations



Omni-directional Hull Form and Propulsion

A Unique, Fully Scalable Towing Arrangement

Transverse In Brief:

- Competitive CAPEX
- Lower OPEX
- Faster Turnaround Time In A Port
- Fuel Savings And Emissions Savings
- Increased Weather Envelope
- Agile Assistance In Confined Space
- Addresses Any Port Pain Points



Suitable For **All Types** Of Harbour And Terminal Towage Operations

What makes the TRAnsverse tug superior?

Power, stability, responsive, intuitive



Centre-lead forward (reverse indirect)

- Highly manoeuvrable and can be operated in tight spaces such as canals and locks.
- Can provide steering force on the bow at low speed
- No need to sail around the bow/stern for pushing



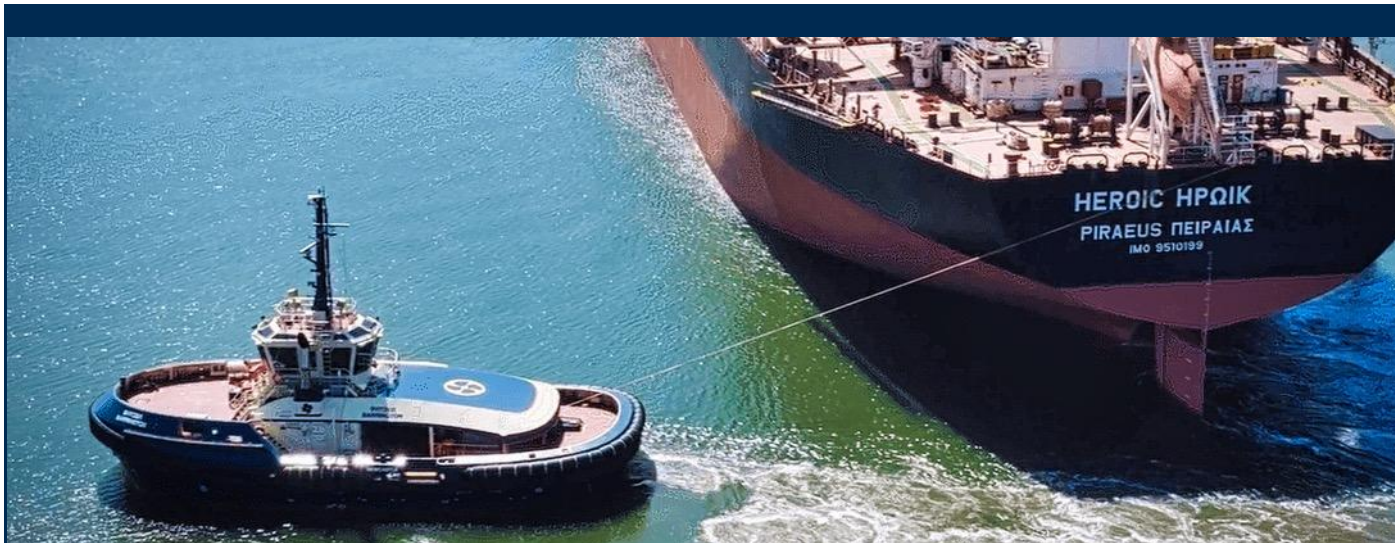
Centre-lead forward (bow-to-bow)

- Svitzer's operational limit is 6 knots for connecting and disconnecting the towline
- For many of our assisted vessels, the minimum speed is greater than 5 knots.
- **TRAnsverse enables safer operations in this mode, due to the double ended design allowing for easier positioning and higher margins on manoeuvrability in the event of single drive failure**

What makes the TRAnsverse tug superior?

Higher towline force at higher assisted-vessel speeds — proven

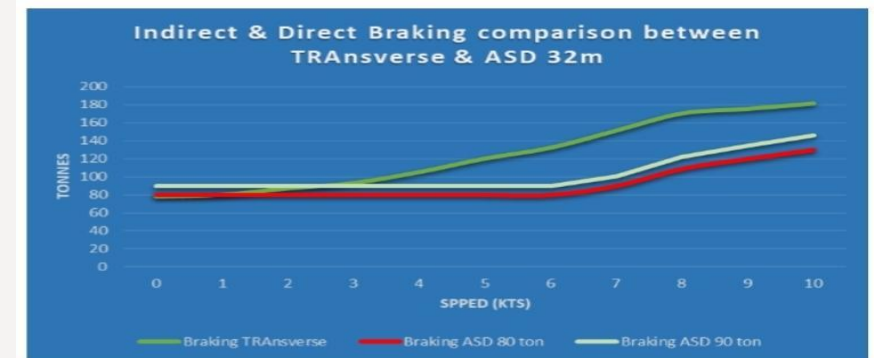
TRAnsverse Tug maintains **high towline forces** while matching the assisted vessel's **high speed**, delivering effective steering and braking performance at speeds where conventional ASD tugs typically experience a **significant reduction in force**.



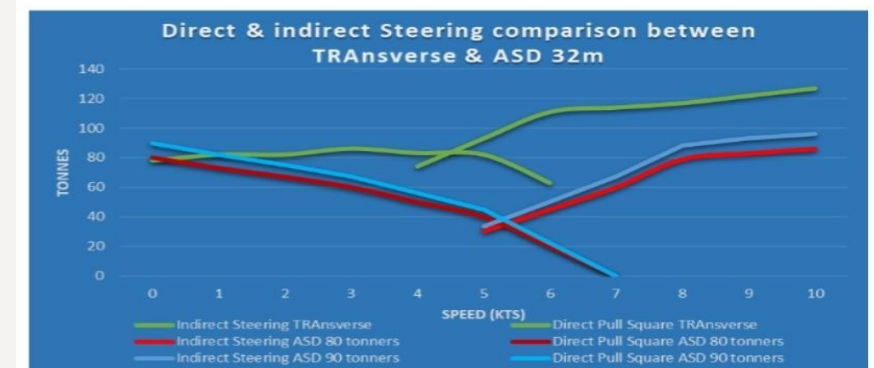
Svitzer Barrington assisting a bulker at Newcastle, Australia

Trials evidence • TRAnsverse vs ASD 32 m

Braking force (t) by speed (kts)



Steering force (t) by speed (kts)



3,000 safe tug jobs delivered

Marine service excellence every day

3,000 jobs
in 18 months (and counting)



● Proven in demanding ports

- In the confined waterways and locks of the Netherlands
- At the world's largest coal export port in Newcastle, Australia (challenging weather, sea & large vessel classes)

● Outstanding fuel efficiency

Svitzer Taurus is among the most fuel-efficient tugs operating in IJmuiden, Amsterdam

Svitzer Balder



● Pilot-endorsed performance

Pilots highlight Svitzer's tug responsiveness, escort capability and maneuverability.

● Scaling up

Balder, the world's largest electric escort tug, recorded 88 t bollard pull and 150+ t steering force in sea trials (2026).

● The fleet of the future

3 in 4 Svitzer's 20+ tug order book are TRAnsvErse tugs – 26 m to 35 m, in electric, hybrid and diesel configurations.

Thank you!

Learn more at
[Svitzer.com](https://svitzer.com)

