KONKRET

THE VAHLE COMPANY MAGAZINE | 2025

CLIMATE PROTECTION AT THE QUAY WALL

HIGHLIGHTS

VAHLE

IN 2025, VAHLE SETS BOLD SIGNALS FOR THE FUTURE, INNOVATION, AND GLOBAL REACH.

DEAR READERS,

2025 was a landmark year for VAHLE – in more ways than one. This was especially well demonstrated at the **groundbreaking ceremony for our new production and logistics hall, administration building, and event pavilion in Kamen.** The fact that the Minister President of North Rhine-Westphalia, Hendrik Wüst, and the Mayor of Kamen, Elke Kappen, along with many other invited guests from the worlds of industry, business, and politics, accepted our invitation and took the time to personally celebrate this historic moment together with the shareholder family, the management, the advisory board, and, in particular, our employees, shows that: The new VAHLE campus on Westicker Strasse is much more than a construction project – it is a strong sign for the future of our company and a commitment to the region.

With an investment volume of over 60 million euros, a state-of-the-art corporate headquarters is being built at the site – the largest and most ambitious construction project in our more than 100-year history. In doing so, we are making a clear commitment to the region and our employees, and creating space for innovation, competitiveness, and growth. Following the ceremonial speeches, we celebrated together with our employees – a moment of pride and a sense of pleasant anticipation. You can find impressions and pictures in this magazine (p. 12).

The past year was also a success for VAHLE in economic terms: the order books clearly show that we are on the right track with our strategy and our commitment. Our contactless energy transfer system “CPS 140” has **found its way into Taiwanese semiconductor manufacturing**, the global hotspot for chip production. This important market entry was made possible through close cooperation with our Asian subsidiaries, which provided local contacts and built cultural bridges (p. 10).

VAHLE has long enjoyed an excellent reputation for modernizing and automating ports around the world, and this reputation has now resulted in the largest order in the company's history: VAHLE is electrifying the **port in the Indian metropolis of Mumbai**, with an order volume in the double-digit million range and a use of materials that is nothing short of superlative: More than 66 kilometers of U35 conductor rails will be laid in the PSA port terminal in Mumbai, and the entire steel structure will be almost 10 kilometers long. 300 switch cabinets will be installed, 1,000 current collectors mounted, and 84 kilometers of cable laid. A truly mammoth project for VAHLE (p. 8).

VAHLE also ensures emission protection and climate neutrality in port areas here in Germany: in **Europe's largest seaport in Hamburg**, ferries can draw their energy from the local power grid during layovers instead of running their on-board diesel generators. Power is supplied via the VAHLE U35 conductor rail, special current via the U15 rail, and the SMGX system is used for data transmission. (p. 4)

VAHLE remains broadly positioned thanks to our diverse product portfolio. With an overhead conveyor system spanning over 250 meters, and the VAHLE APOS Optic and SMGM systems in place, we ensure efficient and secure **material handling at Audi’s Neckarsulm plant** (p. 3).

The conductor rail featuring the SMGX system is nearly as long at the world’s **most advanced press plant – the Smart Press Shop** in Halle (Saale). This is where body parts are manufactured that are needed for the all-electric Porsche Macan, among other models (p. 11).

The **Rügenwalder Mill** is certainly one of the most famous mills in Germany. You can also read in this issue why the mill initially only existed in the logo and was not built until a hundred years later. And, of course, how VAHLE ensures that the mill blades are always perfectly positioned in the wind (p. 5).

Finally, I would like to recommend an **interview** we conducted with **Peter Kazander**, known to many as “Mister LogiMAT.” In the interview, he provides fascinating insights into the beginnings and development of what is now Europe's largest intralogistics trade fair in Stuttgart. How he assesses the international markets, what role artificial intelligence will play in the future, and why he is convinced that VAHLE is on exactly the right track with its products and strategic orientation – you can find out all this on page 6.

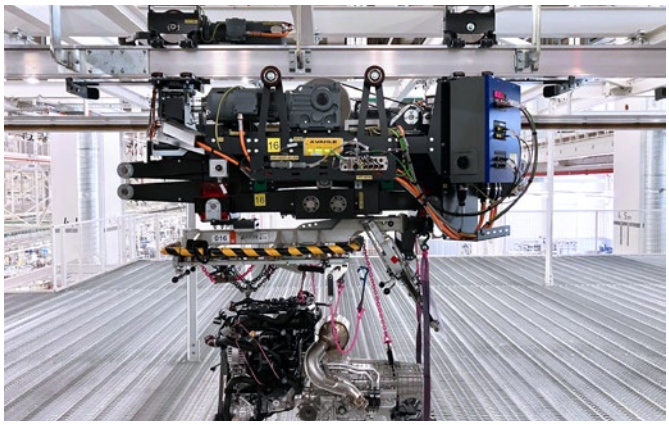
I hope you enjoy reading this edition of “VAHLE konkret”.

ACHIM DRIES
Managing Director of VAHLE Group

MAXIMUM PRODUCTION SAFETY – POWERED BY VAHLE

EU MACHINERY REGULATION SMARTLY IMPLEMENTED AT AUDI

At the end of the 19th century, knitting machines were still being manufactured at what is now the Audi plant in Neckarsulm, Swabia. But as early as 1906, the first "Original Neckarsulmer Motorwagen" was presented to the public, and last year more than 135,000 cars rolled off the production line here, specifically the Audi A5, A6, A8, and the all-electric Audi e-tron GT model series.



Audi has now implemented a retrofit project in factory hall 11 to meet the requirements of the new EU Machinery Regulation (2023/1230) – with innovative material handling and safety technology from VAHLE. In short, the new directive ensures that machines in the EU are operated safely, reliably, and tamper-proof – to protect employees and ensure transparent, modern manufacturing. Safety was the top priority during the retrofit in Hall 11. Here, engines, front and rear axles are automatically loaded onto overhead conveyor system and transported to the installation stations. VAHLE technology is at the heart of the material handling systems: the **VCS-SMG-SAFE safety controllers** and **VCSX multi-axis controllers** reliably monitor all important safety functions.

This includes the safe shutdown of drives (STO function), the precise measurement of position and speed with **APOS Optic**, and secure communication between vehicles and plant control systems. This enables Audi to meet the highest safety standards (SIL Cat. 3) while flexibly and transparently controlling speed, vehicle spacing, and lifting movements. All overhead conveyor functions are programmed in the plant control system, offering full transparency to the user – unlike typical setups that operate as closed black boxes accessible only to the plant control system supplier. Multiple axes and frequency converters can be controlled in parallel, boosting overall system efficiency. This combination of safety, transparency, and flexibility enables VAHLE to lay the foundation for future-proof, sustainable, and highly automated automotive production at Audi.

VAHLE PROVIDES POWER SUPPLY FOR SHIPS DURING LAYOVERS

BERTHING AND LOADING IN THE PORT OF HAMBURG

The Port of Hamburg is one of Europe's largest seaports and plays a pioneering role in climate protection. The stated goal is complete climate neutrality by 2040.

An essential step on the path forward is expanding shore power infrastructure. While docked, container and cruise ships are to draw clean, quiet, and emission-free power from the local grid – rather than running their onboard diesel generators. This also applies to HADAG's ferry fleet (formerly the Hamburg Steamship Company) with its 27 ships, which are part of Hamburg's public transport system and connect key terminals such as Landungsbrücken, Blankenese, and Elbphilharmonie.

To supply these ferries with data and power from shore, Actemium – serving as general contractor – reached out to VAHLE, building on the success of their joint 2022 project: the Rendsburg suspension ferry. It was now up to VAHLE's engineers to supply shore power to the ferry terminals They are located in a non-public area near the Fish Market in Hamburg-Altona.

Each of the four berths on the floating "pontoon" will have its own dedicated power supply system. Charging is performed at up to 760 amps per system. The ferries dock at the platform bow-first or stern-first – always aligned with the current. In practical terms, they have a power outlet on both rear sides that is used to charge the batteries. Since the ferries can dock forwards and backwards, the position of the power outlet varies in each case. In addition, ships rarely dock at exactly the same position. Olaf Biesterfeldt, VAHLE Field Service, emphasizes: "Our system allows energy and data to be transferred to the ferries easily and securely – this brings real benefits for port operations."

To ensure safe and orderly operation, no cables may be left lying loose on the pontoon for accident prevention reasons. That's why Actemium relies on a VAHLE stinger system originally developed for subway and light rail workshops – now specially adapted for four-pole AC power. Power is supplied via the **U35 conductor rail**, while special current is supplied via the **U15 rail**. The **SMGX** system is used for data transmission. Since the entire system must function reliably at ambient temperatures ranging from -30 to +55 °C, it was additionally equipped with a heating system.

The installation was a particular challenge. Since the system floats on the Elbe and cannot be accessed directly from the shore, materials cannot simply be delivered by truck. Instead, a floating platform with a crane was used, which was naturally subject to the movements of the tides. The stinger carts are lifted onto the pontoon by crane and positioned on the designated rails. Thanks to VAHLE, the diesel engines can be switched off during docking, which means a huge reduction in noise and odor emissions.

A trademark for over 120 years – the iconic mill logo of the Rügenwalder Mill.

VAHLE KEEPS THINGS MOVING IN THE RÜGENWALDER MILL

FROM ADVERTISING TO REALITY – THE RÜGENWALDER MILL KEEPS TURNING

Rügenwalder Mill – the brand stands for Pomeranian liver sausage, Rügenwalder tea sausage and is now also the market leader in vegan and vegetarian sausage and meat alternatives.

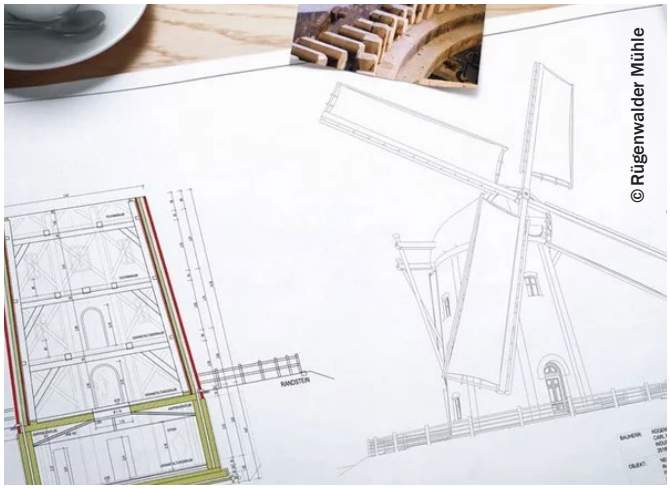
For many years, the distinctive logo featuring a mill with sausage-shaped blades was mistaken for the company's actual headquarters. Far from it – the iconic mill logo has been around for over 120 years, while the actual mill was only opened in 2013. Today, VAHLE ensures it keeps turning.

And this is how it happened: Following Rügenwalder's major advertising campaign in the 1990s, more and more customers asked about the location of the mill they had seen on television so that they could visit it. However, no such mill existed, so the company decided: Then we'll just build one! The Rügenwalder Mill was initially manufactured in the Netherlands. There it was dismantled, transported to Ammerland, and reassembled in Bad Zwischenahn in Ammerland, with a wingspan of 25 meters, a height of 17 meters, and around 25,000 clinker bricks.

The mill can rotate 360° to remain optimally aligned with the wind. Its drive system was initially powered by custom-designed, open-top conductor lines developed by the Dutch construction firm. The downside was that pigeons and other animals entering the mill could contaminate the conductor lines and cause short circuits.

After visiting the site, Olaf Biesterfeldt, a VAHLE sales representative, recommended using the VAHLE **FABA 100 conductor system**. The five-pole, ring-shaped solution enables optimal rotation of the mill.

The current collectors engage horizontally with the wire, protecting them from contamination. Now the iconic mill can run smoothly again – even without its sausage-shaped blades. While salt is still ground at the Rügenwalder Mill today, its primary use is for events, conferences, and celebrations.



A CONVERSATION WITH "MISTER LOGIMAT"

CHALLENGES AND GLOBAL PERSPECTIVES IN INTRALOGISTICS

He not only launched LogiMAT, but also turned it into Europe's largest intralogistics trade fair over the course of two decades: Peter Kazander is considered one of the industry's most influential figures. With his practical perspective as a logistics expert and his keen sense for international developments, he has successfully established the trade fair not only in Stuttgart, but also in China and Southeast Asia. Since 2013, as Managing Director of Logistics Exhibitions GmbH, he has also been responsible for the international formats of LogiMAT, remaining a key voice in global intralogistics.

Peter Kazander talks to VAHLE about developments in intralogistics, technological trends such as artificial intelligence, the importance of sustainability, and opportunities on international markets. A conversation full of insights and clear perspectives.

As long-standing managing director of LogiMAT, Peter Kazander has made the trade fair the leading platform for intralogistics in Europe. With his hands-on perspective and international foresight, he shaped the industry for over two decades.

VAHLE: Mr. Kazander, you essentially invented the leading trade fair LogiMat and shaped it for over 20 years. What are you particularly proud of?
PETER KAZANDER: "Invented" might not be the right word, but yes – I've had the privilege of shaping, running, and evolving LogiMAT from day one. What has worked really well is continuous growth and the fact that what we started on a very small scale in 2003 has now become the largest intralogistics trade fair in the world.

VAHLE: How have the main themes of the trade fair changed over time?
PETER KAZANDER: There used to be companies that built shelves. The next produced forklifts, another packaging, and yet another made software. Nowadays, almost every company calls itself a full-service intralogistics provider. It's quite similar at VAHLE: Over time, the company has evolved from a pure conductor rail manufacturer into a comprehensive solutions provider. Companies are much more diversified nowadays.

VAHLE: Absolutely – and that brings us to the question: Which technological trends do you consider particularly forward-looking?
PETER KAZANDER: Even if the answer sounds boring: at the moment, it's definitely

AI, and not so much for AI's sake, but rather how it can be used to make processes even smarter, faster, or more sustainable.

VAHLE: You mentioned sustainability. People used to say that we just needed to save a little electricity, and then we would be sustainable and energy-efficient. Of course, this will continue to evolve...

PETER KAZANDER: Sustainability definitely plays a huge role. Of course, a device can be designed to consume less energy for the same task. However, there is still much more energy efficiency to be gained, particularly from process optimization. If, for example, I move individual devices less because everything is much better coordinated, that's a huge potential. Process optimization – and with it, energy efficiency – doesn't stop at the warehouse. We're talking about global flows of goods.

VAHLE: That's a fitting lead-in. Let's turn to the international markets. Why are regions such as Southeast Asia and India in particular increasingly becoming the focus of the industry?

PETER KAZANDER: Even though I never talk about politics as a trade fair organizer, there are geopolitical developments. And there are very specific examples, such as Apple or BYD, which are particularly benefiting India and Southeast Asia. The fact that we manufacture in Asia is good for us and good for Asia, but then the question is: where in Asia should I manufacture? And at the moment, the focus is particularly on the ASEAN region and India.

VAHLE: You've mentioned China, Thailand, India... LogiMAT is not only present in Stuttgart today, but also in these countries. What was the original motivation for this internationalization?

PETER KAZANDER: China was more of a coincidence. Others tried to persuade me to export LogiMAT to China and made the country sound very appealing. It was similar later on in Thailand and India. We only ever went abroad because our future local partners invited us to do so. This is incredibly important because there are enormous cultural differences, and you have to respect them. You need partners, otherwise you'll make endless mistakes.

VAHLE: Can you give an example? What is so different about doing business there compared to Europe?

Peter Kazander: Let's take China as an example. They say: Chinese people only conduct business with family or friends. So you invest a lot of time in China. You meet often, get to know each other, without talking much about business. Often, only the last two sentences of a meeting are business-related. In India, it's different; you know where you stand more quickly, which makes it easier for us Europeans. Southeast Asia is diverse. 10 countries, 10 cultures, all more or less different I've always called it culture hopping, and I find it incredibly exciting.

"Europe, Asia, the US, and the Middle East are the athletes – but their starting blocks are not next to each other."

PETER KAZANDER

VAHLE: So would you say that India and Southeast Asia also play a major role for companies looking to tap into new markets, especially for medium-sized companies such as VAHLE?

PETER KAZANDER: Yes. So India, definitely. Southeast Asia is somewhat more diverse in that it comprises different countries and cultures. It is also important to note that "Made in Germany" still carries great value in Southeast Asia and India, and the trade fairs are accompanied by German teams on site. This opens up attractive opportunities for medium-sized companies in particular to tap into new markets.

VAHLE: We talked a lot about Southeast Asia and China earlier. What role will Europe play in global competition in the future?

PETER KAZANDER: If you look at the markets, everyone actually wants the same thing. I've always compared it to a kind of race. We have a few athletes, Europe and Asia and the USA and the Middle East and so on. The finish line is the same for everyone. Everyone wants the same high efficiency, top technology, and cost reduction. The difference is that the starting blocks are not all next to each other. The European starting block is a little further ahead of the Thai or Vietnamese starting blocks. Somewhere along the route there is still a starting block for the USA – and Africa is also at the starting line. Now they all start running, but then comes the second difference: motivation. Europe and the US run to win. Southeast Asia is racing to be in the top 10. And India is racing to reach the finish line faster than China. The mindset is different, but that doesn't change the technologies they need to be successful in the end.

VAHLE: And what developments do you expect to see in intralogistics over the next 5 to 10 years?

PETER KAZANDER: Just one example. AGVs demonstrate how rapidly technology is advancing In the past, it was twelve hours of operation followed by twelve hours of charging. With today's charging technology, it's 18 hours of operation and just 6 hours of charging. But that's still six hours of downtime – that's just nonsense. The AGV needs to run 24 hours a day – and the current has to go to the device, not the other way around. Just like with contactless energy transmission from VAHLE. Hybrid AGVs run flexibly on batteries and recharge them on specific routes during operation, ensuring that they are always ready for use and eliminating downtime. VAHLE has recognized the signs of the times.

VAHLE: If you were to start over again today, would you do everything exactly the same way?

PETER KAZANDER: I think I'd do it the same way again. Above all, I'd do it with the same mindset – and exactly the same team. I am satisfied and delighted that "my" LogiMAT is being continued so successfully by the next generation.

Interested in the full interview?
Simply scan the QR code.

VAHLE ELECTRIFIES PORT IN MUMBAI

STRONG ORDER INTAKE IN A GROWING MARKET

With over 20 million inhabitants, Mumbai is not only the economic center of India, but also a global logistics hub. As part of an ambitious climate plan, VAHLE is electrifying a total of 72 RTGs at the PSA terminal – some as retrofits, some as new builds. The project is considered the largest single order in the company's history and makes a decisive contribution to reducing CO_2 emissions in port operations.

Mumbai in western India is a metropolis of superlatives: with over 20 million inhabitants, it is not only the largest city and economic center in India, but also one of the most populous cities in the world.

The Mumbai Port Trust seaport is a transportation hub that connects India's key markets with the world. Here, too, superlatives reign supreme: the quay wall alone is two kilometers long, the terminal has 24 STS cranes and 72 gantry cranes, six rail sidings with four rail-mounted gantry cranes, and 200 hectares of operating premises. The operator is PSA India (Public Service Authority), a company belonging to the PSA International Group.

PSA India plans to reduce CO_2 emissions at its ports by half by 2030. That is why 90 percent of all cranes should be electric or hybrid-powered by then. In the first stage of expansion, the terminal operator chose a provider whose work ultimately failed to meet its high standards. “That was the door opener,” recalls Jaroslaw Warzecha. “We are already working very successfully with another port operator in India. And when he heard about the difficulties at PSA, he recommended VAHLE for the second expansion phase based on his own positive experiences. Another key to success was that we are directly on site through our own subsidiary in India, enabling us to provide our customers with the best possible service and support.” The result: the largest order in VAHLE's history, with an order volume in the double-digit million range.

A total of 77 blocks with over 66 kilometers of **U35 conductor rails** are being laid at the PSA Mumbai port terminal. They supply a total of 72 RTGs (rubber-tired gantry cranes) with power. Half of these will be converted from diesel to electric operation, while the other half are new and already electric.

This was an enormous task for VAHLE's engineers and technicians: “The entire steel structure, to which the RTGs dock using telescopic arms and from which they draw their power, is almost 10 kilometers long,” explains Ramesh Kumar, Managing Director of VAHLE India. "At the end of the second expansion phase, we had installed over 300 switch cabinets, mounted more than 1,000 current collectors, and laid 84 kilometers of cable. This is a truly mammoth project."

But it is also a major step forward for climate protection: the Port of Mumbai plans to be emission-free by 2050. VAHLE sees a responsibility for itself here and regards itself as an enabler that plays a vital role in terms of sustainability and climate neutrality. Thanks to our innovation, RTGs can now be charged while in motion – and operate electrically even outside the travel lanes VAHLE's technologies are specially tailored to the requirements of the port industry and ensure that energy efficiency is increased and the CO_2 footprint of port terminals is minimized.

THE PROJECT IN DETAIL

Electrification for sustainable port logistics in Mumbai

A total of 72 RTGs are being electrified at the **Bharat Mumbai Container Terminal (BMCT)** on behalf of **PSA India and Doosan** – 36 new cranes and 36 retrofit systems. The project was developed in close cooperation with the **port authority JNPA** and sends a strong signal for climate-friendly container handling.

Facility in the terminal

- Total blocks: 77
- Block lengths: 164 m to 253 m (mostly 220.4 m)
- Conductor rails: 66,162 m (4 per block)

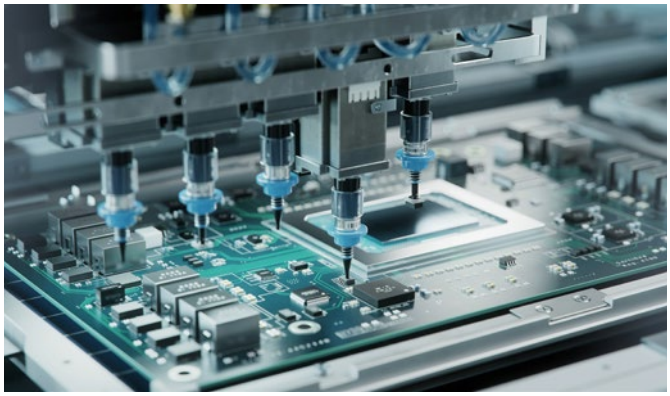
VAHLE System

- System: VAHLE 2+2 (conductor rail + E-arm)
- Rail type: U35/600 AE
- Switch cabinets: 311
- Telescopic arms: 72
- Current collectors: 1,152
- Sensors: 1,224
- Total cable length: approx. 84,240 m

VAHLE SUCCESSFULLY ENTERS TAIWAN'S SEMICONDUCTOR INDUSTRY

A SMALL CHIP FOR HUMANITY – A GIANT LEAP FOR US!

The modern digital world would be unthinkable without semiconductors: these tiny components are found in smartphones, electric cars, and computers, for example – and more than a quarter of global semiconductor production is in Taiwanese hands. Taiwan is essentially the global hotspot for chip manufacturing, led by Taiwan Semiconductor Manufacturing Company Limited, or TSMC for short, the world's largest chip manufacturer. Steffen Fink, Field Application Engineer at VAHLE, sums it up: "If you want to be a player in the semiconductor industry, you have to have a presence in Taiwan or you'll be left behind."



VAHLE's door opener for this strategically important market is called **"CPS140" (Contactless Power Supply)**. This contactless energy transfer is unique worldwide and meets all the requirements for efficiency, safety, and maintenance-free operation demanded by the semiconductor industry. It also impresses with its versatility and reliability.

With a transmission frequency of 140 kHz—seven times that of standard systems on the market – CPS140 offers significant advantages: lower current levels, compact design, and maintenance-free operation. Additional advantages in production environments with high safety requirements: CPS140 generates a particularly weak magnetic field, and the so-called metal-free zone is reduced to a minimum. "This means minimal power losses, minimal heating in areas close to metal, and thus greater safety and efficiency in operation," says Fink. Semiconductor production takes place in strictly climate-controlled clean rooms at a constant temperature of 25 degrees Celsius and a defined humidity level. Any unnecessary heating must be compensated for in a costly and energy-intensive manner. The VAHLE system therefore reduces cooling requirements and thus operating costs.

In addition to its technology, VAHLE also impressed with its SEMI and UL certifications, which are essential for the Asian market, especially the semiconductor sector, and, not least, with the reliability of its system: CPS140 is already running flawlessly and maintenance-free across various industries, such as automotive manufacturing, food logistics, and distribution centers. Market entry was achieved in close cooperation with our Asian VAHLE subsidiaries, which provided local contacts and built cultural bridges. This is because contactless energy transmission is not a visible end product, but rather a core component within complex conveyor systems. "The invisible lifeline, so to speak. Crucial for operations, but not in the spotlight," says Johannes Schipflinger, Product Manager at VAHLE.

The expansion into Taiwan is part of VAHLE's long-term strategy. The focus is also on new semiconductor sites in India, the US, and Europe. "We're not just riding a wave, we've built the right surfboards ourselves," says Schipflinger.


BANG PRESS SHOP

HIGH TECH TAKES OFF

HOW BANG CRANE SYSTEMS TEACHES THE SMART PRESS SHOP TO FLY

The Smart Press Shop in Halle an der Saale is considered the most modern press shop in the world. Just 230 kilometers from the Porsche factory in Leipzig, body parts required for the fully electric Porsche Macan, among other models, are manufactured here on a 13-hectare site.

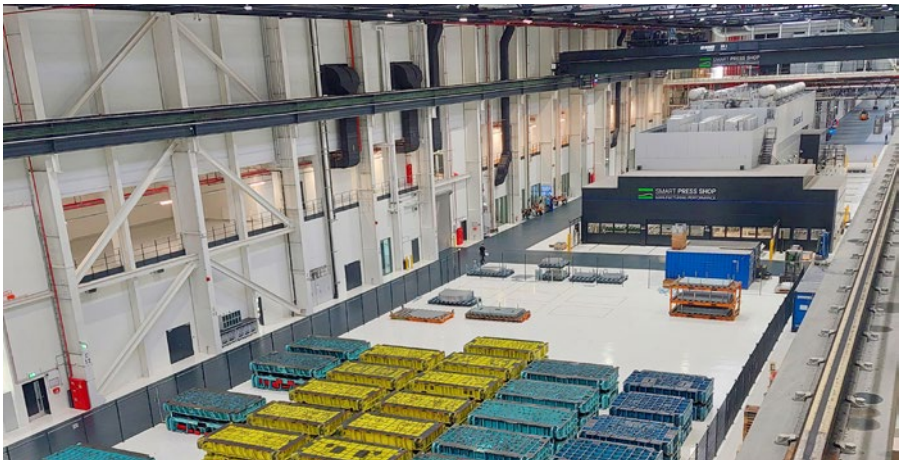
The plant, which was created as a joint venture between Porsche and Schuler, is a showcase project for digitalization and efficiency in forming technology. Above all, because it offers a unique level of process integration: the tool storage and press are located in a shared hall, and the workflows are fully automated and controlled by powerful cranes from BANG Crane Systems. Unlike conventional solutions, where the warehouse and press are physically separated and operated manually, this approach enables a significantly faster, more precise, and more efficient manufacturing process.

What used to be done with muscle power and a lot of time now happens almost as if by magic: two tool transport cranes move tools weighing several tons in tandem mode – precisely, quietly, and at astonishing speed. Six tools are changed fully automatically in less than 25 minutes. That would have taken more than twice as long in the past. Another overhead crane is used to rotate the tools in the tool shop.

These powerful cranes are supplied with energy via a **U35 conductor rail**, and the data is transmitted in an **SMGX system** from VAHLE. All over a distance of 240 m.

In addition to speed, safety is also a top priority at the plant: a 3D scanner on board detects people before they even enter the danger zone. And the crane itself thinks for itself too: thanks to modern sensor technology, intelligent software, and clever data networking, it always knows where it is, where it needs to go, and when it should slow down. This prevents collisions, downtime, and unnecessary movements.

What used to be mere load carriers are now intelligent assistants keeping pace with industry – thanks to VAHLE's complete solution for flexible energy and data transmission, precise positioning, and smart control. That's precisely why the Press Shop rightly bears the attribute “smart.”



GROUNDBREAKING CEREMONY FOR THE NEW HEADQUARTERS IN KAMEN

A BIG MOMENT: VAHLE STARTS A NEW CHAPTER

A milestone for VAHLE

A momentous ceremony on May 9, 2025 marked the official start of construction on the new VAHLE Campus – one of the largest and most ambitious construction projects in the company's more than 100-year history. More than 60 million euros are being invested in a state-of-the-art headquarters at the traditional Westicker Strasse location in Kamen. This is not only a clear commitment to the region, but also a genuine promise for the future.

Present at the symbolic groundbreaking ceremony were: North Rhine-Westphalia Minister President Hendrik Wüst, Mayor Elke Kappen, the VAHLE shareholder family, many employees – and, of course, a great atmosphere. Because it was clear to everyone: something big was happening here.

“For us, Kamen is much more than just a location – it is the heart of our company's history, the root of our success, and a central

component of our vision for the future," emphasizes Achim Dries, Managing Director of Paul Vahle GmbH & Co. KG. "With this investment, we are not only strengthening our competitiveness, but also positioning ourselves as a particularly attractive employer in the region. We are not only investing in buildings and technology here, but also in people, ideas, and our shared vision." And that vision is quite something: by 2027, a four-story administration building, state-of-the-art production halls, and a versatile event pavilion will be built on an area of around 50,000 square meters. This will enable VAHLE to significantly expand its production capacities and meet growing demand.

“VAHLE demonstrates how industrial strength and sustainability can go hand in hand – these are precisely the kinds of projects that North Rhine-Westphalia needs.”

HENDRIK WÜST
Minister President of North Rhine-Westphalia

“VAHLE is as much a part of Kamen as the leaning tower of the Pauluskirche, the Seseke River, and the old mining shaft tower.”

ELKE KAPPEN
Mayor of the City of Kamen

High tech meets sustainability: The new VAHLE Campus

The storage area also meets the latest requirements, featuring an automated small parts and pallet warehouse as well as a honeycomb warehouse. Sustainability plays a central role in this: the building is being constructed in accordance with the highest ecological standards and incorporates, among other things, a photovoltaic system and a heat pump for sustainable energy generation – in line with the company's own strategy.

Minister President Wüst praised the project as a model for the future for the whole of North Rhine-Westphalia: "VAHLE shows how industrial strength and sustainability go together perfectly. These are precisely the kinds of projects we need to further advance North Rhine-Westphalia as a modern, climate-friendly, and competitive location.

After the official part, the celebration was in full swing: the management team, shareholder family, VAHLE employees, partners, and guests enjoyed a relaxed atmosphere under Kamen’s bright blue sky – with currywurst, fries, and cold drinks. Many also took the opportunity to get a picture of the new VAHLE campus in the truest sense of the word: the future company headquarters could be admired both on display boards and via video projection. Some guests even tried on the VR headset, which allowed them to “stroll” through the new headquarters and production halls.

All in all, it was a perfect day to celebrate this milestone in the company's history in style – with a clear view ahead: toward the future. Towards VAHLE Campus.

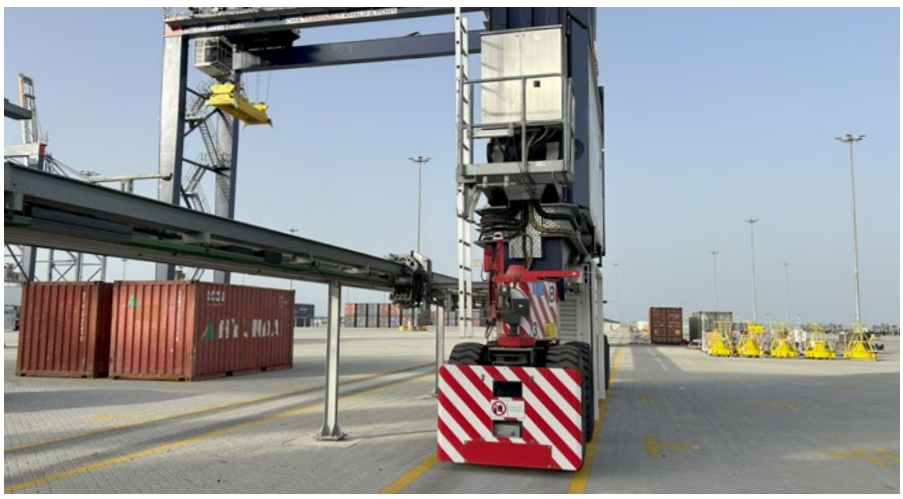
Think globally, act locally

Two weeks earlier, it had already become clear that Paul VAHLE GmbH & Co. KG had long since become more than just a “hidden champion” in the field of energy and data transmission and automation.

VAHLE CEO Achim Dries accompanied Minister President Hendrik Wüst as a member of the official North Rhine-Westphalia business delegation to the United Arab Emirates. The aim of the trip was to strengthen economic ties and explore new opportunities for cooperation for companies from North Rhine-Westphalia. Achim Dries showcased how innovative and sustainable solutions from North Rhine-Westphalia are being put into practice using two impressive examples: the automated container terminal at Port Khalifa in Abu Dhabi and the world’s largest Ferris wheel, Ain Dubai. In the port of Abu Dhabi, conventional diesel generators have been replaced by electrical systems from VAHLE – an important contribution to reducing CO_2 emissions. At the same time, efficiency, safety, and process stability in daily port operations have been significantly improved. Technology from Kamen is also featured in Ain Dubai: VAHLE supplied the customized conductor rails for the power supply to the 48 luxury cabins.

“In addition to the power supply, safety also plays a key role,” emphasizes Achim Dries. “Our special conductor rail ensures that lightning strikes at heights of over 250 meters are safely discharged.”

The international visibility of such projects underscores VAHLE's innovative strength and shows how regional expertise can have a global impact. With solutions that set standards in both technology and ecology, the company is positioning itself as a reliable partner for the industry of tomorrow.



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