

# Terminal Tractor Market by Type, Drive, Tonnage, Propulsion, Application (Airport, Marine, Oil & Gas, Warehouse & Logistics), Industry (Retail, Food & Beverages, Inland Waterways & Marine Services, Rail Logistics, RoRo) & Region - Global Forecast to 2027

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## Abstracts

The global terminal tractor market is projected to grow from USD 802 million in 2022 to USD 1,042 million by 2027, at a CAGR of 5.4% during the forecast period.

Along with a huge reduction in fuel expenses, electric terminal tractors eliminate the need for several maintenance services, such as oil changes, transmission service, fan belt service, air filter service, and other traditional fuel-based engine services. Terminal tractor electrification also eliminates the need to completely replace the engine, as is the case with diesel engines at approximately 25,000 working hours. Such advantages push terminal tractor manufacturers to develop and launch advanced electric versions. For instance, Terberg (Netherlands) introduced electric vehicles with new EV technology, which include the YT203-EV terminal tractor and the BC202-EV body carrier. The performance of the YT203-EV terminal tractor's electric drive system is comparable with that of diesel engines, and the large battery option offers a significantly greater operating range. Additionally, the new battery technology of the YT203-EV terminal tractor has an extended temperature range and can be used worldwide in very cold and warm climates.

Trade using naval transport offers reduced freight costs and is perfect for transporting heavy and bulky goods. As per the Organisation for Economic Co-operation and Development (OECD), the dominant transport mode used in global trade is maritime shipping: around 90% of traded goods are transported through the oceans. Oceans are considered main transport arteries for global trade.

“North America is expected to be the largest market for 4x2 terminal tractors due to the higher use in port terminals.”

Terminal tractors with a tonnage capacity of 20 tons) at port terminals, which, in turn, has increased the demand for terminal tractors with a tonnage capacity of

## Contents

### 1 INTRODUCTION

#### 1.1 STUDY OBJECTIVES

#### 1.2 MARKET DEFINITION

TABLE 1 TERMINAL TRACTOR MARKET DEFINITION

TABLE 2 TERMINAL TRACTOR MARKET DEFINITION, BY PROPULSION

TABLE 3 TERMINAL TRACTOR MARKET DEFINITION, BY DRIVE

TABLE 4 TERMINAL TRACTOR MARKET DEFINITION, BY TYPE

##### 1.2.1 INCLUSIONS & EXCLUSIONS

#### 1.3 MARKET SCOPE

##### 1.3.1 REGIONAL SCOPE

##### 1.3.2 YEARS CONSIDERED

#### 1.4 CURRENCY CONSIDERED

TABLE 5 USD CURRENCY EXCHANGE RATES

#### 1.5 SUMMARY OF CHANGES

#### 1.6 STAKEHOLDERS

### 2 RESEARCH METHODOLOGY

#### 2.1 RESEARCH DATA

FIGURE 1 TERMINAL TRACTORS MARKET: RESEARCH DESIGN

FIGURE 2 RESEARCH METHODOLOGY MODEL

##### 2.1.1 SECONDARY DATA

2.1.1.1 List of key secondary sources to estimate terminal tractor market

2.1.1.2 Key data from secondary sources

##### 2.1.2 PRIMARY DATA

FIGURE 3 BREAKDOWN OF PRIMARY INTERVIEWS: BY COMPANY TYPE, DESIGNATION, & REGION

2.1.2.1 List of primary participants

#### 2.2 MARKET ESTIMATION METHODOLOGY

FIGURE 4 RESEARCH METHODOLOGY: HYPOTHESIS BUILDING

##### 2.2.1 BOTTOM-UP APPROACH

FIGURE 5 TERMINAL TRACTOR MARKET SIZE: BOTTOM-UP APPROACH (APPLICATION AND REGION)

##### 2.2.2 TOP-DOWN APPROACH

FIGURE 6 TERMINAL TRACTOR MARKET SIZE: TOP-DOWN APPROACH

FIGURE 7 MARKET SIZE ESTIMATION METHODOLOGY: (SUPPLY SIDE):

COLLECTIVE MARKET SHARE OF MAJOR PLAYERS IN NORTH AMERICA

2.3 DATA TRIANGULATION

FIGURE 8 DATA TRIANGULATION METHODOLOGY

2.4 FACTOR ANALYSIS

2.4.1 FACTOR ANALYSIS FOR MARKET SIZING: DEMAND AND SUPPLY SIDES

2.5 RESEARCH ASSUMPTIONS

2.6 RESEARCH LIMITATIONS

### **3 EXECUTIVE SUMMARY**

FIGURE 9 TERMINAL TRACTOR MARKET OVERVIEW

FIGURE 10 TERMINAL TRACTOR MARKET, BY PROPULSION, 2022 VS. 2027

FIGURE 11 TERMINAL TRACTOR MARKET, KEY PLAYERS

### **4 PREMIUM INSIGHTS**

4.1 ATTRACTIVE OPPORTUNITIES FOR PLAYERS IN TERMINAL TRACTOR MARKET

FIGURE 12 NEED FOR REDUCED EMISSION FOOTPRINT TO INCREASE DEMAND FOR ELECTRIC TERMINAL TRACTORS, WHICH WILL LEAD TO GROWTH OPPORTUNITIES

4.2 TERMINAL TRACTOR MARKET, BY REGION

FIGURE 13 NORTH AMERICA ESTIMATED TO ACCOUNT FOR LARGEST MARKET SHARE IN 2022

4.3 TERMINAL TRACTOR MARKET, BY APPLICATION

FIGURE 14 WAREHOUSE & LOGISTICS SEGMENT ESTIMATED TO LEAD TERMINAL TRACTOR MARKET FROM 2022 TO 2027

4.4 TERMINAL TRACTOR MARKET, BY TYPE

FIGURE 15 MANUAL SEGMENT ESTIMATED TO DOMINATE TERMINAL TRACTOR MARKET DURING FORECAST PERIOD

4.5 TERMINAL TRACTOR MARKET, BY PROPULSION

FIGURE 16 BEV SEGMENT PROJECTED TO REGISTER HIGHEST CAGR DURING FORECAST PERIOD

4.6 TERMINAL TRACTOR MARKET, BY DRIVE

FIGURE 17 4X4 SEGMENT PROJECTED TO WITNESS HIGHEST GROWTH RATE DURING FORECAST PERIOD

4.7 TERMINAL TRACTOR MARKET, BY TONNAGE

FIGURE 18 50-100 TON SEGMENT PROJECTED TO WITNESS HIGHEST GROWTH RATE DURING FORECAST PERIOD

4.8 TERMINAL TRACTOR MARKET FOR LOGISTICS, BY INDUSTRY  
FIGURE 19 FOOD & BEVERAGES SEGMENT ESTIMATED TO LEAD TERMINAL TRACTOR MARKET BY 2027

## 5 MARKET OVERVIEW

### 5.1 INTRODUCTION

### 5.2 MARKET DYNAMICS

FIGURE 20 TERMINAL TRACTOR MARKET DYNAMICS

#### 5.2.1 DRIVERS

5.2.1.1 Increasing international trade

FIGURE 21 YEAR-ON-YEAR GROWTH OF MERCHANDISE TRADE, 2021 (Q1)–2021 (Q3)

5.2.1.2 Increase in port traffic

FIGURE 22 TOTAL SEABORNE TRADE: 2014 VS. 2019 (MILLION TONS)

FIGURE 23 SEABORNE TRADE SHARE

5.2.1.3 Increase in rail freight

FIGURE 24 RAIL FREIGHT TRANSPORT MAIN UNDERTAKINGS

5.2.1.4 Growing demand from e-commerce and logistics industries

FIGURE 25 GLOBAL RETAIL E-COMMERCE SALES: 2018–2020 (USD TRILLION)

5.2.1.5 Low maintenance cost of battery electric terminal tractors

#### 5.2.2 RESTRAINTS

5.2.2.1 High capital cost in terminal tractor deployment

5.2.2.2 High cost of battery-powered terminal tractors and need for charging infrastructure

FIGURE 26 ELECTRIC TERMINAL TRACTOR VS. DIESEL TERMINAL TRACTOR

#### 5.2.3 OPPORTUNITIES

5.2.3.1 Advancements in terminal tractor drivetrain

FIGURE 27 MAINTENANCE COST COMPARISON: DIESEL VS. ELECTRIC TERMINAL TRACTORS

5.2.3.2 Need for vehicles with low emission footprint may increase demand for electric terminal tractors

FIGURE 28 CARBON AVOIDED IF ALL US AND CANADIAN TERMINAL TRACTORS WERE BATTERY ELECTRIC

#### 5.2.4 CHALLENGES

5.2.4.1 Lack of synchronization with other port equipment

### 5.3 PORTER'S FIVE FORCES ANALYSIS

TABLE 6 PORTER'S FIVE FORCES ANALYSIS

FIGURE 29 TERMINAL TRACTOR: PORTER'S FIVE FORCES

### 5.3.1 THREAT OF NEW ENTRANTS

### 5.3.2 THREAT OF SUBSTITUTES

### 5.3.3 BARGAINING POWER OF SUPPLIERS

### 5.3.4 BARGAINING POWER OF BUYERS

### 5.3.5 INTENSITY OF COMPETITIVE RIVALRY

## 5.4 TRADE ANALYSIS

FIGURE 30 TERMINAL TRACTOR IMPORTS: KEY COUNTRIES, 2017–2021 (USD MILLION)

TABLE 7 IMPORT TRADE DATA OF KEY COUNTRIES, 2021 (USD MILLION)

FIGURE 31 TERMINAL TRACTOR EXPORTS: KEY COUNTRIES, 2017–2021 (USD MILLION)

TABLE 8 EXPORT TRADE DATA OF KEY COUNTRIES, 2021 (USD MILLION)

## 5.5 TRENDS/DISRUPTIONS IMPACTING CUSTOMER BUSINESS

FIGURE 32 REVENUE SHIFT FOR TERMINAL TRACTOR MARKET

## 5.6 KEY STAKEHOLDERS & BUYING CRITERIA

### 5.6.1 KEY STAKEHOLDERS IN BUYING PROCESS

FIGURE 33 INFLUENCE OF STAKEHOLDERS ON BUYING PROCESS OF TOP THREE DRIVE TYPE

TABLE 9 INFLUENCE OF STAKEHOLDERS ON BUYING PROCESS OF TOP THREE DRIVE TYPE (%)

### 5.6.2 BUYING CRITERIA

FIGURE 34 KEY BUYING CRITERIA FOR TOP THREE DRIVE TYPE

TABLE 10 KEY BUYING CRITERIA FOR TOP THREE DRIVE TYPE

## 5.7 CASE STUDIES

### 5.7.1 TERMINAL TRACTORS: 'RUN ON LESS – ELECTRIC' DEMO

TABLE 11 TERMINAL TRACTOR PARTICIPANTS

TABLE 12 BATTERY ELECTRIC TERMINAL TRACTOR PARTICIPANTS IN ROL

5.7.2 ORANGE EV: CASE STUDY BY ANDERSON-DUBOSE OF MCDONALD'S DISTRIBUTION NETWORK

### 5.7.3 BOLTHOUSE FARMS CASE STUDY OF ORANGE EV DEPLOYMENTS

## 5.8 PATENT ANALYSIS

### 5.8.1 INTRODUCTION

FIGURE 35 PATENT PUBLICATION TRENDS (2011–2021)

### 5.8.2 LEGAL STATUS OF PATENTS

FIGURE 36 LEGAL STATUS OF PATENTS FILED FOR TERMINAL TRACTORS (2011–2021)

### 5.8.3 TOP PATENT APPLICANTS

FIGURE 37 TERMINAL TRACTOR PATENTS (2011–2021)

TABLE 13 TERMINAL TRACTOR MARKET: KEY PATENTS

## 5.9 SUPPLY CHAIN ANALYSIS

FIGURE 38 SUPPLY CHAIN ANALYSIS: TERMINAL TRACTOR MARKET

## 5.10 TERMINAL TRACTOR MARKET ECOSYSTEM

TABLE 14 ROLE OF COMPANIES IN TERMINAL TRACTOR MARKET ECOSYSTEM

## 5.11 REGULATORY ANALYSIS: EMISSION REGULATIONS

### 5.11.1 TERMINAL TRACTOR

FIGURE 39 NON-ROAD MOBILE MACHINERY EMISSION REGULATION OUTLOOK, 2019–2025

### 5.11.2 SAFETY STANDARDS FOR TERMINAL TRACTORS

TABLE 15 SAFETY STANDARDS FOR TERMINAL TRACTORS

### 5.11.3 LIST OF REGULATORY BODIES, GOVERNMENT AGENCIES, AND OTHER ORGANIZATIONS

TABLE 16 REGULATORY BODIES, GOVERNMENT AGENCIES, AND OTHER ORGANIZATIONS

## 5.12 AVERAGE SELLING PRICE (ASP) ANALYSIS

TABLE 17 AVERAGE REGIONAL PRICE TREND IN 2022 (USD THOUSAND)

## 5.13 TECHNOLOGY TRENDS

### 5.13.1 TERMINAL TRACTOR AUTOMATION

### 5.13.2 IOT FOR AUTOMATED MATERIAL HANDLING

## 5.14 KEY CONFERENCES & EVENTS IN 2022–2023

TABLE 18 TERMINAL TRACTOR MARKET: CONFERENCES & EVENTS, 2022–2023

## 5.15 TERMINAL TRACTOR MARKET SCENARIO

### 5.15.1 REALISTIC SCENARIO

TABLE 19 TERMINAL TRACTOR MARKET (REALISTIC SCENARIO), BY REGION, 2022–2027 (USD MILLION)

### 5.15.2 PESSIMISTIC SCENARIO

TABLE 20 TERMINAL TRACTOR MARKET (PESSIMISTIC SCENARIO), BY REGION, 2022–2027 (USD MILLION)

### 5.15.3 OPTIMISTIC SCENARIO

TABLE 21 TERMINAL TRACTOR MARKET (OPTIMISTIC SCENARIO), BY REGION, 2022–2027 (USD MILLION)

## 6 TERMINAL TRACTOR MARKET, BY PROPULSION

### 6.1 INTRODUCTION

FIGURE 40 TERMINAL TRACTOR MARKET, BY PROPULSION, 2022 VS. 2027 (USD MILLION)

TABLE 22 TERMINAL TRACTOR MARKET, BY PROPULSION, 2019–2021 (UNITS)

TABLE 23 TERMINAL TRACTOR MARKET, BY PROPULSION, 2022–2027 (UNITS)

TABLE 24 TERMINAL TRACTOR MARKET, BY PROPULSION, 2019–2021 (USD MILLION)

TABLE 25 TERMINAL TRACTOR MARKET, BY PROPULSION, 2022–2027 (USD MILLION)

6.1.1 OPERATIONAL DATA

TABLE 26 TERMINAL TRACTOR MODELS, BY PROPULSION

6.1.2 ASSUMPTIONS

TABLE 27 ASSUMPTIONS, BY PROPULSION

6.1.3 RESEARCH METHODOLOGY

6.2 DIESEL

6.2.1 REQUIREMENT FOR HIGH POWER AND COST-EFFECTIVE TERMINAL TRACTORS BY MANUFACTURERS TO DRIVE MARKET

TABLE 28 DIESEL TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 29 DIESEL TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 30 DIESEL TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 31 DIESEL TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

6.3 HYBRID

6.3.1 DEMAND FOR FUEL-EFFICIENT ALTERNATIVES IN DEVELOPING COUNTRIES TO OFFER GROWTH OPPORTUNITIES FOR MARKET PLAYERS

TABLE 32 HYBRID TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 33 HYBRID TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 34 HYBRID TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 35 HYBRID TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

6.4 ELECTRIC

6.4.1 IMPLEMENTATION OF EMISSION NORMS TO LEAD TO DEVELOPMENT OF ALTERNATE FUEL TERMINAL TRACTORS

TABLE 36 ELECTRIC TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 37 ELECTRIC TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 38 ELECTRIC TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 39 ELECTRIC TERMINAL TRACTOR MARKET, BY REGION, 2022–2027



(USD MILLION)

## 6.5 CNG

6.5.1 DEMAND FOR COST-EFFECTIVE TERMINAL TRACTORS IN DEVELOPING COUNTRIES TO BOOST MARKET

TABLE 40 CNG TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 41 CNG TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 42 CNG TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 43 CNG TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

## 6.6 HYDROGEN

## 6.7 KEY PRIMARY INSIGHTS

# 7 TERMINAL TRACTOR MARKET, BY DRIVE

## 7.1 INTRODUCTION

FIGURE 41 TERMINAL TRACTOR MARKET, BY DRIVE, 2022 VS. 2027 (USD MILLION)

TABLE 44 TERMINAL TRACTOR MARKET, BY DRIVE, 2019–2021 (UNITS)

TABLE 45 TERMINAL TRACTOR MARKET, BY DRIVE, 2022–2027 (UNITS)

TABLE 46 TERMINAL TRACTOR MARKET, BY DRIVE, 2019–2021 (USD MILLION)

TABLE 47 TERMINAL TRACTOR MARKET, BY DRIVE, 2022–2027 (USD MILLION)

### 7.1.1 OPERATIONAL DATA

TABLE 48 TERMINAL TRACTOR MODELS, BY DRIVE

### 7.1.2 ASSUMPTIONS

TABLE 49 ASSUMPTIONS, BY DRIVE

### 7.1.3 RESEARCH METHODOLOGY

## 7.2 4X2

### 7.2.1 GROWTH IN LIGHT INDUSTRIES TO FUEL MARKET GROWTH

TABLE 50 4X2 TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 51 4X2 TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 52 4X2 TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 53 4X2 TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

## 7.3 4X4

7.3.1 INCREASE IN CARGO VOLUMES IN DEVELOPED COUNTRIES TO DRIVE MARKET

TABLE 54 4X4 TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 55 4X4 TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 56 4X4 TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 57 4X4 TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

#### 7.4 6X4

7.4.1 INCREASING ADOPTION OF HIGHER LOAD CAPACITY TERMINAL TRUCKS TO DRIVE MARKET

TABLE 58 6X4 TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 59 6X4 TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 60 6X4 TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 61 6X4 TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

#### 7.5 KEY PRIMARY INSIGHTS

### **8 TERMINAL TRACTOR MARKET, BY TONNAGE**

#### 8.1 INTRODUCTION

FIGURE 42 TERMINAL TRACTOR MARKET, BY TONNAGE, 2022 VS. 2027 (USD MILLION)

TABLE 62 TERMINAL TRACTOR MARKET, BY TONNAGE, 2019–2021 (UNITS)

TABLE 63 TERMINAL TRACTOR MARKET, BY TONNAGE, 2022–2027 (UNITS)

TABLE 64 TERMINAL TRACTOR MARKET, BY TONNAGE, 2019–2021 (USD MILLION)

TABLE 65 TERMINAL TRACTOR MARKET, BY TONNAGE, 2022–2027 (USD MILLION)

##### 8.1.1 OPERATIONAL DATA

TABLE 66 TERMINAL TRACTOR MODELS, BY TONNAGE

##### 8.1.2 ASSUMPTIONS

TABLE 67 ASSUMPTIONS, BY TONNAGE

##### 8.1.3 RESEARCH METHODOLOGY

8.2 100 TON TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

#### 8.5 KEY PRIMARY INSIGHTS

### **9 TERMINAL TRACTOR MARKET, BY TYPE**

#### 9.1 INTRODUCTION

FIGURE 43 TERMINAL TRACTOR MARKET, BY TYPE, 2022 VS. 2027 (USD MILLION)

TABLE 80 TERMINAL TRACTOR MARKET, BY TYPE, 2019–2021 (UNITS)

TABLE 81 TERMINAL TRACTOR MARKET, BY TYPE, 2022–2027 (UNITS)

TABLE 82 TERMINAL TRACTOR MARKET, BY TYPE, 2019–2021 (USD MILLION)

TABLE 83 TERMINAL TRACTOR MARKET, BY TYPE, 2022–2027 (USD MILLION)

9.1.1 OPERATIONAL DATA

TABLE 84 TERMINAL TRACTOR MODELS, BY TYPE

9.1.2 ASSUMPTIONS

TABLE 85 ASSUMPTIONS, BY TYPE

9.1.3 RESEARCH METHODOLOGY

9.2 MANUAL

9.2.1 EASE OF MAINTENANCE AND REPAIR TO DRIVE DEMAND FOR MANUAL TERMINAL TRUCKS

TABLE 86 MANUAL TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 87 MANUAL TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 88 MANUAL TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 89 MANUAL TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

9.3 AUTOMATED

9.3.1 INTEGRATION OF AUTOMATION IN LOGISTICS SECTOR TO FUEL SEGMENT'S GROWTH

TABLE 90 AUTOMATED TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 91 AUTOMATED TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 92 AUTOMATED TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 93 AUTOMATED TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

## **10 TERMINAL TRACTOR MARKET, LOGISTICS BY INDUSTRY**

10.1 INTRODUCTION

FIGURE 44 TERMINAL TRACTOR MARKET, LOGISTICS BY INDUSTRY, 2022 VS. 2027 (USD MILLION)

TABLE 94 TERMINAL TRACTOR MARKET, LOGISTICS BY INDUSTRY, 2019–2021 (UNITS)

TABLE 95 TERMINAL TRACTOR MARKET, LOGISTICS BY INDUSTRY, 2022–2027 (UNITS)

TABLE 96 TERMINAL TRACTOR MARKET, LOGISTICS BY INDUSTRY, 2019–2021 (USD MILLION)

TABLE 97 TERMINAL TRACTOR MARKET, LOGISTICS BY INDUSTRY, 2022–2027 (USD MILLION)

#### 10.1.1 OPERATIONAL DATA

TABLE 98 TERMINAL TRACTOR MODELS, BY INDUSTRY

#### 10.1.2 ASSUMPTIONS

TABLE 99 ASSUMPTIONS, LOGISTICS BY INDUSTRY

#### 10.1.3 RESEARCH METHODOLOGY

TABLE 100 BIGGEST AND BUSIEST CONTAINER PORTS TRAFFIC (IN MILLION TEU)

### 10.2 RETAIL INDUSTRY

10.2.1 GROWING RETAIL SECTOR IN DEVELOPING COUNTRIES TO DRIVE TERMINAL TRACTOR MARKET

TABLE 101 TERMINAL TRACTOR MARKET FOR RETAIL INDUSTRY, BY REGION, 2019–2021 (UNITS)

TABLE 102 TERMINAL TRACTOR MARKET FOR RETAIL INDUSTRY, BY REGION, 2022–2027 (UNITS)

TABLE 103 TERMINAL TRACTOR MARKET FOR RETAIL INDUSTRY, BY REGION, 2019–2021 (USD MILLION)

TABLE 104 TERMINAL TRACTOR MARKET FOR RETAIL INDUSTRY, BY REGION, 2022–2027 (USD MILLION)

### 10.3 FOOD & BEVERAGES

10.3.1 INCREASING SPENDING ON FOOD AND BEVERAGES TO FUEL MARKET GROWTH

TABLE 105 TERMINAL TRACTOR MARKET FOR FOOD & BEVERAGES, BY REGION, 2019–2021 (UNITS)

TABLE 106 TERMINAL TRACTOR MARKET FOR FOOD & BEVERAGES, BY REGION, 2022–2027 (UNITS)

TABLE 107 TERMINAL TRACTOR MARKET FOR FOOD & BEVERAGES, BY REGION, 2019–2021 (USD MILLION)

TABLE 108 TERMINAL TRACTOR MARKET FOR FOOD & BEVERAGES, BY REGION, 2022–2027 (USD MILLION)

### 10.4 INLAND WATERWAYS & MARINE SERVICE

#### 10.4.1 CONTINUOUS DEVELOPMENT IN INLAND WATERWAYS AND MARINE

## SERVICE TO INCREASE BUSINESS BY DIFFERENT COUNTRIES

TABLE 109 TERMINAL TRACTOR MARKET FOR INLAND WATERWAYS & MARINE SERVICE, BY REGION, 2019–2021 (UNITS)

TABLE 110 TERMINAL TRACTOR MARKET FOR INLAND WATERWAYS & MARINE SERVICE, BY REGION, 2022–2027 (UNITS)

TABLE 111 TERMINAL TRACTOR MARKET FOR INLAND WATERWAYS & MARINE SERVICE, BY REGION, 2019–2021 (USD MILLION)

TABLE 112 TERMINAL TRACTOR MARKET FOR INLAND WATERWAYS & MARINE SERVICE, BY REGION, 2022–2027 (USD MILLION)

## 10.5 RAIL LOGISTICS

10.5.1 INNOVATION AND RESEARCH PROGRAMS IN RAIL LOGISTICS TO DRIVE MARKET

TABLE 113 TERMINAL TRACTOR MARKET FOR RAIL LOGISTICS, BY REGION, 2019–2021 (UNITS)

TABLE 114 TERMINAL TRACTOR MARKET FOR RAIL LOGISTICS, BY REGION, 2022–2027 (UNITS)

TABLE 115 TERMINAL TRACTOR MARKET FOR RAIL LOGISTICS, BY REGION, 2019–2021 (USD MILLION)

TABLE 116 TERMINAL TRACTOR MARKET FOR RAIL LOGISTICS, BY REGION, 2022–2027 (USD MILLION)

## 10.6 RORO

10.6.1 INCREASING SEAPORT TRAFFIC WORLDWIDE TO DRIVE MARKET

TABLE 117 TERMINAL TRACTOR MARKET FOR RORO, BY REGION, 2019–2021 (UNITS)

TABLE 118 TERMINAL TRACTOR MARKET FOR RORO, BY REGION, 2022–2027 (UNITS)

TABLE 119 TERMINAL TRACTOR MARKET FOR RORO, BY REGION, 2019–2021 (USD MILLION)

TABLE 120 TERMINAL TRACTOR MARKET FOR RORO, BY REGION, 2022–2027 (USD MILLION)

## 11 TERMINAL TRACTOR MARKET, BY APPLICATION

### 11.1 INTRODUCTION

FIGURE 45 TERMINAL TRACTOR MARKET, BY APPLICATION, 2022 VS. 2027 (USD MILLION)

TABLE 121 TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 122 TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 123 TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD

MILLION)

TABLE 124 TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

11.1.1 OPERATIONAL DATA

TABLE 125 TERMINAL TRACTOR MODELS, BY APPLICATION

11.1.2 ASSUMPTIONS

TABLE 126 ASSUMPTIONS, BY APPLICATION

11.1.3 RESEARCH METHODOLOGY

11.2 AIRPORT

11.2.1 INCREASING PREFERENCE FOR AIR ROUTES DUE TO EASE OF RESTRICTION POST-PANDEMIC TO DRIVE SEGMENT

TABLE 127 AIRPORT TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 128 AIRPORT TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 129 AIRPORT TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 130 AIRPORT TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

11.3 MARINE PORT

11.3.1 DEVELOPMENT OF MARINE PORTS BY GOVERNMENTS TO FUEL MARKET GROWTH

TABLE 131 MARINE PORT TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 132 MARINE PORT TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 133 MARINE PORT TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 134 MARINE PORT TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

11.4 OIL & GAS

11.4.1 RISING OIL AND GAS INVESTMENTS TO BOOST MARKET GROWTH

TABLE 135 OIL & GAS TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 136 OIL & GAS TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 137 OIL & GAS TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 138 OIL & GAS TERMINAL TRACTOR MARKET, BY REGION, 2022–2027

(USD MILLION)

## 11.5 WAREHOUSE & LOGISTICS

11.5.1 RISE IN DEMAND FOR WAREHOUSE AND LOGISTIC SYSTEMS TO DRIVE MARKET

TABLE 139 TOP 10 US INDUSTRIAL PROJECTS CURRENTLY UNDER CONSTRUCTION

TABLE 140 WAREHOUSE & LOGISTICS TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 141 WAREHOUSE & LOGISTICS TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 142 WAREHOUSE & LOGISTICS TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 143 WAREHOUSE & LOGISTICS TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

## 12 TERMINAL TRACTOR MARKET, BY REGION

### 12.1 INTRODUCTION

FIGURE 46 TERMINAL TRACTOR MARKET, BY REGION, 2022 VS. 2027 (USD MILLION)

TABLE 144 TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (UNITS)

TABLE 145 TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (UNITS)

TABLE 146 TERMINAL TRACTOR MARKET, BY REGION, 2019–2021 (USD MILLION)

TABLE 147 TERMINAL TRACTOR MARKET, BY REGION, 2022–2027 (USD MILLION)

### 12.2 ASIA PACIFIC

TABLE 148 ASIA PACIFIC: LINER SHIPPING CONNECTIVITY INDEX OF MOST CONNECTED ECONOMIES

FIGURE 47 ASIA PACIFIC: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022 VS. 2027 (USD MILLION)

TABLE 149 ASIA PACIFIC: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (UNITS)

TABLE 150 ASIA PACIFIC: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (UNITS)

TABLE 151 ASIA PACIFIC: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (USD MILLION)

TABLE 152 ASIA PACIFIC: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (USD MILLION)

#### 12.2.1 CHINA

12.2.1.1 Increasing cargo through sea routes and growth in e-commerce sector to

drive market

TABLE 153 CHINA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 154 CHINA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 155 CHINA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 156 CHINA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

#### 12.2.2 JAPAN

12.2.2.1 Increase in trade through major marine ports to drive market

TABLE 157 JAPAN: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 158 JAPAN: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 159 JAPAN: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 160 JAPAN: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

#### 12.2.3 SOUTH KOREA

12.2.3.1 Major exports of electronics and automobiles to drive market

TABLE 161 SOUTH KOREA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 162 SOUTH KOREA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 163 SOUTH KOREA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 164 SOUTH KOREA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

#### 12.2.4 INDIA

12.2.4.1 Government initiatives to boost economic growth to drive market

TABLE 165 INDIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 166 INDIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 167 INDIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 168 INDIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)



## 12.2.5 REST OF ASIA PACIFIC

12.2.5.1 Rise in trade volumes from Rest of Asia Pacific countries to drive market

TABLE 169 REST OF ASIA PACIFIC: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 170 REST OF ASIA PACIFIC: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 171 REST OF ASIA PACIFIC: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 172 REST OF ASIA PACIFIC: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

## 12.3 EUROPE

TABLE 173 EUROPE: CONTAINER PORT TRAFFIC (TEU: 20 FOOT EQUIVALENT UNITS), BY COUNTRY, 2016–2019 (MILLION UNITS)

FIGURE 48 EUROPE: TERMINAL TRACTOR MARKET SNAPSHOT

TABLE 174 EUROPE: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (UNITS)

TABLE 175 EUROPE: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (UNITS)

TABLE 176 EUROPE: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (USD MILLION)

TABLE 177 EUROPE: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (USD MILLION)

### 12.3.1 GERMANY

12.3.1.1 Germany estimated to be largest market for terminal tractors in Europe

TABLE 178 GERMANY: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 179 GERMANY: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 180 GERMANY: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 181 GERMANY: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

### 12.3.2 FRANCE

12.3.2.1 Growth in e-commerce to drive market

TABLE 182 FRANCE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 183 FRANCE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 184 FRANCE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021

(USD MILLION)

TABLE 185 FRANCE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027

(USD MILLION)

#### 12.3.3 UK

12.3.3.1 High trade through seaports to drive market

TABLE 186 UK: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021

(UNITS)

TABLE 187 UK: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027

(UNITS)

TABLE 188 UK: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 189 UK: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

#### 12.3.4 SPAIN

12.3.4.1 Warehouse & logistics and marine port expected to be largest segments by volume during forecast period

TABLE 190 SPAIN: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021

(UNITS)

TABLE 191 SPAIN: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027

(UNITS)

TABLE 192 SPAIN: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 193 SPAIN: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

#### 12.3.5 RUSSIA

12.3.5.1 Russia-Ukraine war to impact market

TABLE 194 RUSSIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021

(UNITS)

TABLE 195 RUSSIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027

(UNITS)

TABLE 196 RUSSIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 197 RUSSIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

#### 12.3.6 REST OF EUROPE

12.3.6.1 In terms of volume, marine port projected to be largest application segment

TABLE 198 REST OF EUROPE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 199 REST OF EUROPE: TERMINAL TRACTOR MARKET, BY APPLICATION,

2022–2027 (UNITS)

TABLE 200 REST OF EUROPE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 201 REST OF EUROPE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

## 12.4 NORTH AMERICA

FIGURE 49 NORTH AMERICA: TERMINAL TRACTOR MARKET SNAPSHOT

TABLE 202 NORTH AMERICA: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (UNITS)

TABLE 203 NORTH AMERICA: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (UNITS)

TABLE 204 NORTH AMERICA: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (USD MILLION)

TABLE 205 NORTH AMERICA: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (USD MILLION)

### 12.4.1 US

12.4.1.1 Growth of retail e-commerce market to drive market by volume

TABLE 206 US: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 207 US: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 208 US: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 209 US: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

### 12.4.2 MEXICO

12.4.2.1 Government initiatives to boost economy to drive market

TABLE 210 MEXICO: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 211 MEXICO: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 212 MEXICO: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 213 MEXICO: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

### 12.4.3 CANADA

12.4.3.1 Marine port segment estimated to be largest application segment

TABLE 214 CANADA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 215 CANADA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 216 CANADA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 217 CANADA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

12.5 MIDDLE EAST & AFRICA (MEA)

FIGURE 50 MEA: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022 VS 2027 (USD MILLION)

TABLE 218 MEA: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (UNITS)

TABLE 219 MEA: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (UNITS)

TABLE 220 MEA: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (USD MILLION)

TABLE 221 MEA: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (USD MILLION)

12.5.1 UAE

12.5.1.1 Increasing port expansion and automation activities to drive market

TABLE 222 UAE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 223 UAE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 224 UAE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 225 UAE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

12.5.2 SAUDI ARABIA

12.5.2.1 Marine port segment estimated to lead market during forecast period

TABLE 226 SAUDI ARABIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 227 SAUDI ARABIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 228 SAUDI ARABIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 229 SAUDI ARABIA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

12.5.3 SOUTH AFRICA

12.5.3.1 Revival of maritime transport sector expected to drive market

TABLE 230 SOUTH AFRICA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 231 SOUTH AFRICA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 232 SOUTH AFRICA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 233 SOUTH AFRICA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

#### 12.5.4 REST OF MEA

12.5.4.1 Marine port estimated to be largest application segment in 2022

TABLE 234 REST OF MEA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 235 REST OF MEA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 236 REST OF MEA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 237 REST OF MEA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

#### 12.6 REST OF THE WORLD (ROW)

FIGURE 51 ROW: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022 VS 2027 (USD MILLION)

TABLE 238 ROW: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (UNITS)

TABLE 239 ROW: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (UNITS)

TABLE 240 ROW: TERMINAL TRACTOR MARKET, BY COUNTRY, 2019–2021 (USD MILLION)

TABLE 241 ROW: TERMINAL TRACTOR MARKET, BY COUNTRY, 2022–2027 (USD MILLION)

#### 12.6.1 BRAZIL

12.6.1.1 Brazil estimated to dominate RoW terminal tractor market in 2022

TABLE 242 BRAZIL: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 243 BRAZIL: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 244 BRAZIL: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 245 BRAZIL: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

## 12.6.2 CHILE

12.6.2.1 By volume, warehouse & logistics segment estimated to dominate market

TABLE 246 CHILE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 247 CHILE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 248 CHILE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 249 CHILE: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

## 12.6.3 ARGENTINA

12.6.3.1 E-commerce expected to witness significant growth

TABLE 250 ARGENTINA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 251 ARGENTINA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 252 ARGENTINA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 253 ARGENTINA: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

## 12.6.4 OTHERS

12.6.4.1 Warehouse & logistics and airport segments projected to register high CAGRs

TABLE 254 OTHERS: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (UNITS)

TABLE 255 OTHERS: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (UNITS)

TABLE 256 OTHERS: TERMINAL TRACTOR MARKET, BY APPLICATION, 2019–2021 (USD MILLION)

TABLE 257 OTHERS: TERMINAL TRACTOR MARKET, BY APPLICATION, 2022–2027 (USD MILLION)

# 13 COMPETITIVE LANDSCAPE

## 13.1 OVERVIEW

### 13.2 TERMINAL TRACTOR MARKET SHARE ANALYSIS, 2021

TABLE 258 TERMINAL TRACTOR MARKET SHARE ANALYSIS, 2021

FIGURE 52 TERMINAL TRACTOR MARKET SHARE, 2021

### 13.3 REVENUE ANALYSIS OF TOP LISTED/PUBLIC PLAYERS

FIGURE 53 REVENUE ANALYSIS OF TOP LISTED/PUBLIC PLAYERS, 2019–2021

13.4 COMPANY EVALUATION QUADRANT: TERMINAL TRACTOR

MANUFACTURERS

13.4.1 STARS

13.4.2 EMERGING LEADERS

13.4.3 PERVASIVE PLAYERS

13.4.4 PARTICIPANTS

FIGURE 54 COMPETITIVE EVALUATION MATRIX: TERMINAL TRACTOR

MANUFACTURERS, 2021

TABLE 259 TERMINAL TRACTOR MARKET: COMPANY FOOTPRINT, 2021

TABLE 260 TERMINAL TRACTOR MARKET: COMPANY PROPULSION FOOTPRINT, 2021

TABLE 261 TERMINAL TRACTOR MARKET: COMPANY REGION FOOTPRINT, 2021

13.5 SME EVALUATION QUADRANT

13.5.1 PROGRESSIVE COMPANIES

13.5.2 RESPONSIVE COMPANIES

13.5.3 DYNAMIC COMPANIES

13.5.4 STARTING BLOCKS

FIGURE 55 TERMINAL TRACTOR MARKET: COMPANY EVALUATION MATRIX FOR SMES, 2021

TABLE 262 SME: REGION FOOTPRINT

TABLE 263 SME: DRIVE FOOTPRINT

TABLE 264 SMES: DRIVE & REGION FOOTPRINT

13.6 COMPETITIVE SCENARIO

13.6.1 NEW PRODUCT DEVELOPMENTS

TABLE 265 NEW PRODUCT DEVELOPMENTS, 2018–2022

13.6.2 DEALS

TABLE 266 DEALS, 2018–2022

13.6.3 OTHER DEVELOPMENTS, 2020–2022

TABLE 267 OTHER DEVELOPMENTS, 2020–2022

## **14 COMPANY PROFILES**

(Business overview, Products offered, Recent Developments, MNM view)\*

14.1 KEY PLAYERS

14.1.1 KALMAR

TABLE 268 KALMAR: BUSINESS OVERVIEW

FIGURE 56 KALMAR: COMPANY SNAPSHOT

TABLE 269 KALMAR: PRODUCTS OFFERED

TABLE 270 KALMAR: DEALS

TABLE 271 KALMAR: OTHER DEVELOPMENTS

14.1.2 KONECRANES

TABLE 272 KONECRANES: BUSINESS OVERVIEW

FIGURE 57 KONECRANES: COMPANY SNAPSHOT

TABLE 273 KONECRANES: PRODUCTS OFFERED

TABLE 274 KONECRANES: DEALS

14.1.3 TERBERG SPECIAL VEHICLES

TABLE 275 TERBERG SPECIAL VEHICLES: BUSINESS OVERVIEW

FIGURE 58 TERBERG SPECIAL VEHICLES: COMPANY SNAPSHOT

TABLE 276 TERBERG SPECIAL VEHICLES: PRODUCTS OFFERED

TABLE 277 TERBERG SPECIAL VEHICLES: NEW PRODUCT DEVELOPMENTS

TABLE 278 TERBERG SPECIAL VEHICLES: DEALS

TABLE 279 TERBERG SPECIAL VEHICLES: OTHERS

14.1.4 LINDE MATERIAL HANDLING

TABLE 280 LINDE MATERIAL HANDLING: BUSINESS OVERVIEW

FIGURE 59 LINDE MATERIAL HANDLING: COMPANY SNAPSHOT

TABLE 281 LINDE MATERIAL HANDLING: PRODUCTS OFFERED

TABLE 282 LINDE MATERIAL HANDLING: NEW PRODUCT DEVELOPMENTS

TABLE 283 LINDE MATERIAL HANDLING: DEALS

14.1.5 CAPACITY TRUCKS

TABLE 284 CAPACITY TRUCKS: BUSINESS OVERVIEW

TABLE 285 CAPACITY TRUCKS: PRODUCTS OFFERED

TABLE 286 CAPACITY TRUCKS: NEW PRODUCT DEVELOPMENTS

TABLE 287 CAPACITY TRUCKS: DEALS

TABLE 288 CAPACITY TRUCKS: OTHER DEVELOPMENT

14.1.6 MAFI TRANSPORT-SYSTEME GMBH

TABLE 289 MAFI TRANSPORT-SYSTEME GMBH: BUSINESS OVERVIEW

TABLE 290 MAFI TRANSPORT-SYSTEME GMBH: PRODUCTS OFFERED

TABLE 291 MAFI TRANSPORT-SYSTEME GMBH: NEW PRODUCT DEVELOPMENTS

14.1.7 AUTOCAR LLC

TABLE 292 AUTOCAR LLC: BUSINESS OVERVIEW

TABLE 293 AUTOCAR LLC: PRODUCTS OFFERED

TABLE 294 AUTOCAR LLC: DEALS

14.1.8 MOL (MOL CY)

TABLE 295 MOL (MOL CY): BUSINESS OVERVIEW

TABLE 296 MOL (MOL CY): PRODUCTS OFFERED

TABLE 297 MOL (MOL CY): NEW PRODUCT DEVELOPMENTS



#### 14.1.9 GAUSSIN

TABLE 298 GAUSSIN: BUSINESS OVERVIEW

TABLE 299 GAUSSIN: PRODUCTS OFFERED

#### 14.1.10 TICO TRACTORS

TABLE 300 TICO TRACTORS: BUSINESS OVERVIEW

TABLE 301 TICO TRACTORS: PRODUCTS OFFERED

TABLE 302 TICO TRACTORS: NEW PRODUCT DEVELOPMENTS

TABLE 303 TICO TRACTORS: DEALS

#### 14.2 OTHER PLAYERS

##### 14.2.1 SANY GROUP

TABLE 304 SANY GROUP: COMPANY OVERVIEW

##### 14.2.2 HOIST MATERIAL HANDLING, INC.

TABLE 305 HOIST MATERIAL HANDLING, INC.: COMPANY OVERVIEW

##### 14.2.3 BLYYD

TABLE 306 BLYYD: COMPANY OVERVIEW

##### 14.2.4 BATTLE MOTORS

TABLE 307 BATTLE MOTORS: COMPANY OVERVIEW

##### 14.2.5 ORANGE EV

TABLE 308 ORANGE EV: COMPANY OVERVIEW

##### 14.2.6 DAYSWORTH INTERNATIONAL

TABLE 309 DAYSWORTH INTERNATIONAL: COMPANY OVERVIEW

##### 14.2.7 CHINA SINOTRUK INTERNATIONAL CO., LIMITED.

TABLE 310 CHINA SINOTRUK INTERNATIONAL CO., LIMITED.: COMPANY OVERVIEW

##### 14.2.8 CHENGLI SPECIAL AUTOMOBILE GROUP CO., LTD.

TABLE 311 CHENGLI SPECIAL AUTOMOBILE GROUP CO., LTD.: COMPANY OVERVIEW

##### 14.2.9 AB VOLVO

TABLE 312 AB VOLVO: COMPANY OVERVIEW

##### 14.2.10 HYSTER-YALE GROUP

TABLE 313 HYSTER-YALE GROUP: COMPANY OVERVIEW

##### 14.2.11 DONGFENG COMMERCIAL VEHICLE COMPANY LIMITED

TABLE 314 DONGFENG COMMERCIAL VEHICLE COMPANY LIMITED: COMPANY OVERVIEW

##### 14.2.12 TRANSPORTER INDUSTRY INTERNATIONAL GMBH

TABLE 315 TRANSPORTER INDUSTRY INTERNATIONAL GMBH: COMPANY OVERVIEW

##### 14.2.13 REFUDRIVE

TABLE 316 REFUDRIVE: COMPANY OVERVIEW

\*Details on Business overview, Products offered, Recent Developments, MNM view might not be captured in case of unlisted companies.

## **15 RECOMMENDATIONS BY MARKETSandMARKETS**

15.1 NORTH AMERICA EXPECTED TO DOMINATE TERMINAL TRACTOR MARKET

15.2 ELECTRIC TERMINAL TRACTOR MARKET - KEY FOCUS AREA

15.3 CONCLUSION

## **16 APPENDIX**

16.1 INSIGHTS FROM INDUSTRY EXPERTS

16.2 DISCUSSION GUIDE

16.3 KNOWLEDGESTORE: MARKETSandMARKETS' SUBSCRIPTION PORTAL

16.4 AVAILABLE CUSTOMIZATIONS

16.5 RELATED REPORTS

16.6 AUTHOR DETAILS

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