

# **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

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