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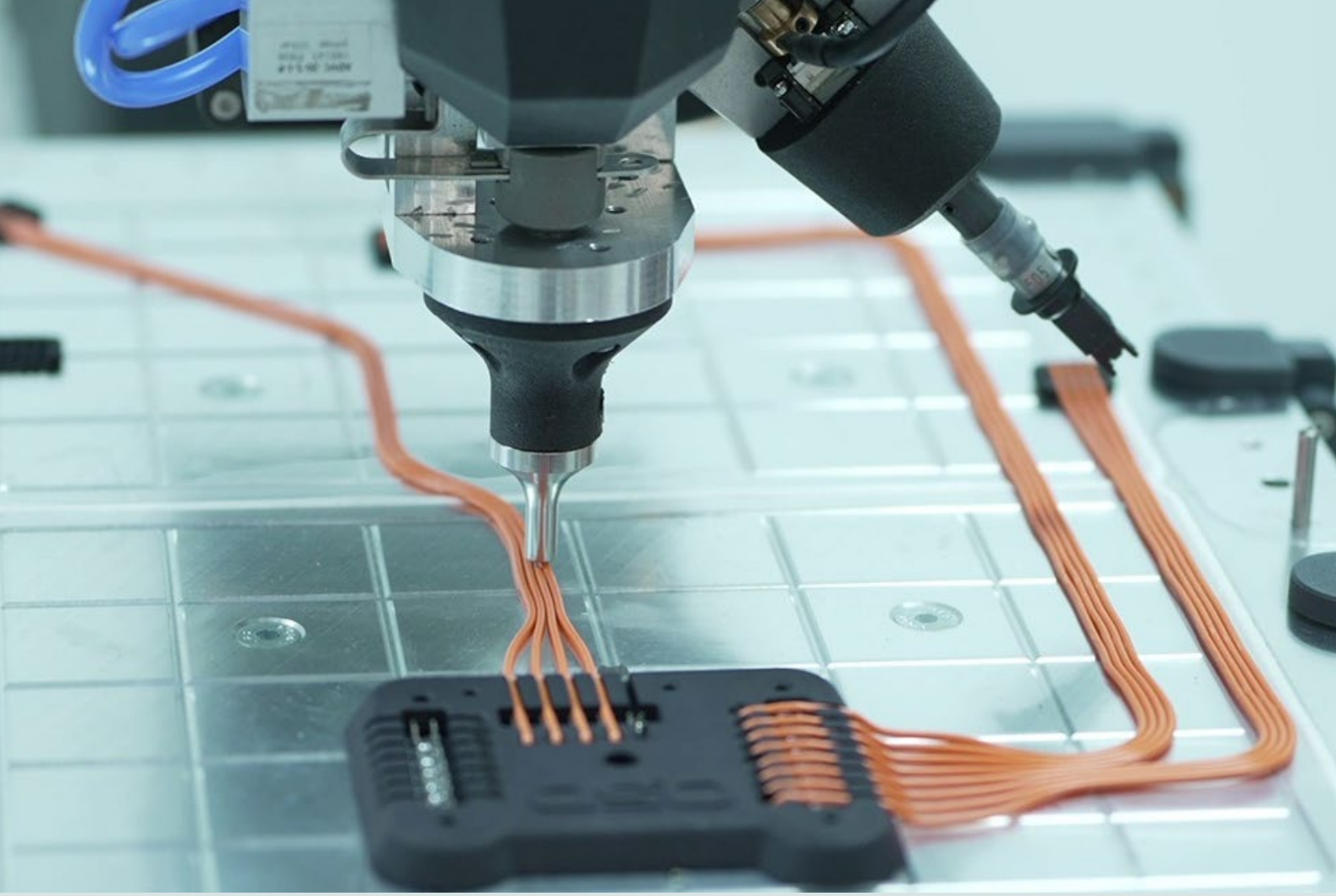
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Q5D and Molrix Selected for U.S. Army Manufacturing Modernisation Initiative

Q5D Technologies (Q5D), the UK robotics company specialising in automated wire harness production, has signed a partnership agreement with Molrix for delivery of three advanced wire harness manufacturing cells to the United States Army.

Under the initial 20-month agreement, Q5D's systems will provide a specialised wire harness automation capability designed to address manufacturing and sustainment bottlenecks not easily supported through traditional suppliers.

The agreement reflects growing military demand for faster, more adaptable manufacturing and repair capability as defence organisations face increasing pressure to sustain, upgrade and scale systems more quickly. Increasingly, militaries are prioritising scalable production, echeloned repair capability and more resilient domestic supply chains alongside traditional procurement approaches.

One system was due to be delivered in support of the Army's SkyFoundry drone-manufacturing initiative, with two additional systems to follow in September 2026 for deployment at U.S. Army Materiel Command's Tobyhanna Army Depot in Pennsylvania.

There, they will support the manufacture

> "Defence readiness is no longer just about stockpiling equipment; it also depends on having the manufacturing capability to sustain and modernise systems as operational demands evolve."

"Our partnership with Q5D brings advanced wire harness automation directly into U.S. Army production and depot environments. Molrix will provide on-the-ground installation, integration and operational support to help deploy these systems quickly and effectively across Army manufacturing and sustainment operations."



and repair of complex wire harnesses for electronic systems, helping improve turnaround times for upgrades, overhaul and depot-level maintenance.

SkyFoundry is a major Army effort to accelerate the production of small unmanned aerial systems, aiming to reach a capacity of 10,000 drones per month this year and ultimately scaling to around one million units annually. The initiative forms part of a wider Army push to scale drone production, reduce reliance on foreign components and strengthen domestic manufacturing resilience as militaries rethink sustainment and repair capability in response to lessons from Ukraine and the rapid evolution of drone warfare.

The announcement also follows growing focus in the U.S. on manufacturing sovereignty and military repair rights, as policymakers and defence leaders push for more agile domestic production capability.

"Modern defence increasingly depends on the ability to manufacture, repair and adapt systems quickly," said Stephen Bennington, CEO at Q5D Technology. "Our systems are designed to help reduce manufacturing bottlenecks, improve repair turnaround times and support more scalable sustainment capability across rapidly evolving production environments."

Q5D's robotic systems automate the manufacture and installation of complex wire harnesses onto 3D structures, supporting agile and scalable production environments where designs evolve rapidly and repair turnaround is critical. Wire harness installation remains one of the slowest and most labour-intensive stages of drone manufacture, creating a significant bottleneck in production and sustainment operations.

Molrix, Q5D's U.S. partner and prime contractor on the deal, will provide first-line technical and operational support to the Army.

"Our partnership with Q5D brings advanced wire harness automation directly into U.S. Army production and depot environments," said Van Sullivan, owner of Molrix. "Molrix will provide on-the-ground installation, integration and operational support to help deploy these systems quickly and effectively across Army manufacturing and sustainment operations."

"Defence readiness is no longer just about stockpiling equipment; it also depends on having the manufacturing capability to sustain and modernise systems as operational demands evolve," said General Edward Daly, former Commanding General of U.S. Army Materiel Command. "Advanced manufacturing and tactical-edge production are becoming central to military readiness and operational agility."

More information on Q5D's wiring automation technology can be found **here**.

About Q5D

Based in Bristol, UK, Q5D manufactures five-axis robotic platforms. These automate the installation of electrical wiring into products, eliminating the need for conventional wiring harnesses. The processes reduce cost, weight, and complexity in automotive, aerospace, and consumer products. They boost manufacturing productivity by up to 10X, improve product reliability, and simplify supply chains. For more information, visit **https://q5d.com.**



Three actions for UK government and industry to unlock regional barriers and boost regional climate tech growth

Vertical Aerospace the global aerospace and technology company pioneering electric aviation, has announced financing commitments of approximately $100 million from existing and new investors to support continued progress toward the certification and commercialisation of its Valo aircraft platform.The investments strengthen the financial position following major technical and commercial milestones, historic public flight demonstrations and growing government and partner support. Commenting on the announcement, Stuart Simpson, CEO of Vertical Aerospace, said: "Following the momentum generated by our progress over the last six months, including our piloted transition demonstrations at Farnborough, we are focused on converting operational progress and partner engagement into continued advancement of our certification and commercialisation strategy. The support, reflected in these financings via new investors alongside further commitments from existing investors, demonstrates strong confidence in Vertical's market position and progress, providing near-term flexibility to execute the next phase of our plan."The additional capital is intended to provide greater financial resilience and support continued progress towards several important programme priorities, including:

- Critical Design Review, which establishes the certifiable design baseline

"The support, reflected in these financings via new investors alongside further commitments from existing investors, demonstrates strong confidence in Vertical's market position and progress, providing near-term flexibility to execute the next phase of our plan."



for its aircraft and enables the build and test of certification-conforming aircraft.

- The opening of Vertical's expanded Energy Centre to triple battery production capacity.
- Development of future production capabilities, including the planned establishmentof production facilities in the UK.
- The retrofit of the Company's third prototype aircraft for hybrid-electric flight testing in the first half of 2027.

Investment Follows Significant Technical and Commercial ProgressThe financings follow a period of significant operational and commercial momentum for Vertical. Earlier this year, the Company became only the second company globally to complete a piloted transition flight in a full-scale tiltrotor eVTOL, a landmark achievement on the path to certification.That momentum continued at the Farnborough International Airshow, where Vertical completed five successful demonstration flights in five days, including the first public piloted eVTOL transition flights at the show, showcasing how its aircraft will operate in real-world environments in front of more than 140,000 trade and public visitors.The Company also recently announced:• Advanced discussions with the UK Government for up to £10 million ($13.5 million) of support for its first full-scale production facilities and further support for next-generation charging technologies.• The expansion of its defence activities through a partnership with Near Earth Autonomy, a proven provider of autonomous flight systems.• Confirmed interest from the UK Ministry of Defence in its hybrid-electric and autonomous capabilities.Joining VERTI-GO, a Honeywell Aerospace-led European initiative to accelerate the integration of eVTOL aircraft into European airspace.
Agreement in Principle with Mudrick Capital
Mudrick Capital's component of the proposed financing, set forth in a non-binding agreement in principle, remains subject to the negotiation and execution of definitive agreements. There can be no assurance that the Company and Mudrick Capital will enter into definitive agreements or that this component of the transaction will be consummated on the terms currently contemplated, or at all. Any description of the Mudrick Capital proposed financing or its terms contained in this press release are intended only as a summary.

About Vertical Aerospace
Vertical Aerospace is a global aerospace and technology company pioneering electric aviation. Vertical is creating a safer, cleaner, and quieter way to travel. Valo is a piloted, four-passenger, Electric Vertical Take-Off and Landing (eVTOL) aircraft, with zero operating emissions. Vertical is also developing a hybrid-electric variant, offering increased range and mission flexibility to meet the evolving needs of the advanced air mobility market. Vertical combines partnerships with leading aerospace companies, including Honeywell, Syensqo and Sonaca, with its own proprietary battery and propeller technology to develop the world's most advanced and safest eVTOL. Vertical has c.1,500 pre-orders of Valo, with customers across four continents, including American Airlines, Avolon, Bristow, GOL and Japan Airlines. Certain customer obligations are expected to be fulfilled via third-party agreements. Headquartered in Bristol, UK, Vertical's experienced leadership team comes from top-tier aerospace and automotive companies such as Rolls-Royce, Airbus, GM, and Leonardo. Together, they have previously certified and supported over 30 different civil and military aircraft and propulsion systems.





Dr Sutapa Choudhary, British Deputy High Commissioner covering TN, Puducherry and Kerala with Mr. K. N Radhakrishnan, Director and CEO, TVS Motor Company at the Norton Atlas rollout event in the august presence of dignitaries from British High Commission.

First Norton Atlas rolls out at Hosur factory

Norton Motorcycles marked the roll-out of the first Atlas models at TVS Motor Company's Hosur manufacturing facility in India.The occasion was marked by a roll-out ceremony at TVS Motor Company's Hosur plant, attended by Dr Sutapa Choudhury, British Deputy High Commissioner for Tamil Nadu, Puducherry and Kerala. Her presence acknowledged the industrial collaboration at the heart of the Atlas: Norton's brand vision, design leadership and engineering direction anchored in the UK, brought to life through

> "We are proudly carrying that legacy forward with a line-up of modern, quintessentially British adventure motorcycles."

TVS Motor Company's manufacturing capability and industrial infrastructure in India.A Global Model for Every Norton Market The Atlas is one of the most significant additions to the Norton range in the modern era, engineered for sale across every Norton market – present and future. Both Atlas and Atlas GT models return the storied marque to the adventure and sport-touring segments respectively — categories that together account for a substantial and growing share of global motorcycle sales. The Atlas follows the critically-acclaimed



> **"The first Atlas roll-out at Hosur is a proud moment - one that brings together the best of both Norton and TVS Motor Company: British design and engineering capability with Indian manufacturing excellence, and a shared commitment to quality for customers worldwide."**

Manx R as the next in line as part of Norton's resurgence, which introduced four all-new models at EICMA 2025 across the Manx and Atlas families. Positioned alongside the more road-focused Atlas GT, the Atlas extends Norton's reach without diluting the character the marque demands: a singular focus on design, dynamics and detail, always placing the rider at the heart of the experience.

Designed in Solihull, Built for the World The Atlas has been designed and engineered at Norton's Solihull headquarters. Power comes from a compact 585cc liquid-cooled parallel twin with a 270-degree firing order, mounted in a lightweight steel trellis chassis and managed by Norton's most comprehensive electronics suite to date. At the core of that package is a Bosch six-axis IMU driving lean-sensitive rider aids, five configurable rider modes, fully adjustable KYB suspension, cornering cruise control, an 8-inch TFT display and Norton Rider app connectivity. The Atlas uses a 19-inch front wheel, reinforcing its more all-terrain orientation; the Atlas GT adopts 17-inch wheels at both ends for a road-first setup on the same platform.

The decision to manufacture both models at the TVS plant in Hosur reflects the benefit of Norton's wider operating model under TVS Motor Company ownership. Norton defines the brand, design intent, engineering character and rider experience; TVS Motor provides industrial depth, quality systems, supply-chain resilience and a proven global manufacturing base. With Norton's Solihull, UK facility at full capacity producing the Manx R superbike, Hosur is the obvious choice for production of Atlas and Atlas GT models.

Mr. K. N Radhakrishnan, Director and CEO, TVS Motor Company, said "The first Atlas roll-out at Hosur is a proud moment - one that brings together the best of both Norton and TVS Motor Company: British design and engineering capability with Indian manufacturing excellence, and a shared commitment to quality for customers worldwide. Atlas takes Norton into a highly relevant global segment, and it does so as an unmistakable Norton."

Richard Arnold, Executive Director, Norton Motorcycles, said: "The Atlas name is emblematic of an era when motorcycling was synonymous with adventure. We are proudly carrying that legacy forward with a line-up of modern, quintessentially British adventure motorcycles. With the first Atlas now rolled out at Hosur, our focus turns to the next steps leading up to customer deliveries over the upcoming few months."

What Comes Next The Atlas is expected to go on sale later in Q3 2026. In the UK, pricing starts at £8,250 for the Atlas and from £9,450 for the Atlas Apex variant. Atlas GT pricing and full specifications will be confirmed closer to that model's market launch.

Carrying a Storied Name Forward The Atlas name carries a clear place in Norton history. Introduced in 1962, the original Atlas was an export-focused machine built around a 745cc air-cooled parallel twin – a deliberate step up in displacement and torque from the 650cc Dominator, aimed at the American market's appetite for performance and long-distance ability. Initially produced only for export, it became known simply as the Mighty Atlas, earning a reputation for versatility and high-speed touring capability that few British rivals could match. The name endured until 1968, when it gave way to the Commando.

The all-new Atlas reconnects that spirit with the expectations of the modern adventure rider — updated in every technical detail, but recognisable in intent.



‘There is real value in the Made in Britain mark, ' says lava lamp creator Mathmos, as YouGov poll shows Britons back clearer labelling and visibility for UK-made goods over tariffs and import restrictions

UK shoppers ‘want to buy British, not be forced to’ finds survey

British consumers are far more likely to support clearer labelling and better visibility for UK-made goods than “unfair” import restrictions or tariffs, according to new YouGov data.

The findings, commissioned by Made in Britain, suggest that while support for British manufacturing continues to grow, consumers favour practical measures that help them identify and buy UK-made products – rather than policies designed to limit imports or reduce consumer choice.

Only 13% of consumers surveyed said that import tariffs on foreign-made products would make them more likely to buy British-made goods. Meanwhile, just 17% said that reducing the availability of imported products would encourage them to buy products manufactured in the UK, down from 20% in 2025.

Instead, the findings point towards stronger support for positive incentives and clearer retail visibility. More than a third of consumers (34%) said tax incentives for UK-made products would encourage them to buy British goods, while 46% said clearer labelling to help identify UK-made products would make them more likely to buy British. Additionally, 48% said greater availability of UK-made products on shelves would encourage them to purchase more products manufactured in the UK.

The research suggests that consumers increasingly associate British-made products with trust, quality and authenticity, but want the freedom to make those purchasing decisions themselves rather than through restrictive trade measures.

For Mathmos, the company that invented the Lava Lamp in 1963, being British is an important part of their brand because it is something customers value both in the UK and around the world.

Cressida Granger, CEO of Mathmos, said: “Mathmos is known for quality, design and

> “Consumers want to buy British, but they want to do so because they trust the quality and provenance of UK-made products, not because they are being forced to by being presented with fewer choices. The message from shoppers is clear: make British-made goods easier to identify and more visible on shelves, and people will back them.”

heritage. Making our lava lamps in Britain is central to who we are. It gives every lamp an authenticity that people value, and it is part of what makes a Mathmos lava lamp a premium product. We have been making lava lamps in Britain since 1963, which is something I am immensely proud of.

"There is real value in the Made in Britain mark. We proudly display the Made in Britain trademark on our website and on our original 1960s designs. The logo itself is well conceived, so you can use it in lots of different ways. I have supported the Made in Britain campaign since its beginning because it helps communicate the craftsmanship, quality and heritage that define Mathmos.
"Our glass bottles are made in Yorkshire before they come to our factory in Poole, where every lava lamp is filled by hand. The metal components are spun by specialist manufacturers here in Britain before they are assembled and sent to customers around the world."

This sentiment that clear branding and labelling improve uptake among British customers is shared across sectors. Recently, Portsmouth-based metal fabricator Excell Metal Spinning celebrated the launch of 'The Heritage' range of copper cookware. Handcrafted and 100% British, the pans prominently display their Made in Britain credentials, with their website and branding showing where each part of the product was made. This includes the handles, which were cast in Fareham, the tin lining, which was made in Cannock, and even the tissue paper for the packaging, which was made in Preston.

Curtis Bligh, Head of Marketing Communications for Excell Metal Spinning, said: "The Heritage range of artisanal pans from Excell Metal Spinning is totally sourced and made in Britain. This is a collective of British manufacturers coming together to produce a unique product.

"The Made in Britain accreditation gives us a tangible advantage in a very competitive market. It underpins that we're perceived as high quality, entirely ethical in our practice, and innately sustainable in what we do. That's what that Made in Britain mark really stands for: it really means something, and that's why we have it laser-engraved onto our exclusive new range of celebrity-chef-approved pans."
The interest in British-made products isn't limited to consumers, however, with the majority of Made in Britain's 2,250 members having a B2B (business-to-business) focus. One of those is a Gloucestershire-based manufacturer of solar battery and inverter covers.
Harry Lovell, Founder of Battery Covers Ltd, said: "I've personally always been more inclined to purchase from companies with the Made in Britain certification, because it's rare to see products made in this country and I want to support my fellow countrymen and women.

"We plan to use the trademark on our packaging and branding to hopefully find more people like myself that'll be more likely to purchase from a British company."

John Pearce, CEO of Made in Britain, said: "Consumers want to buy British, but they want to do so because they trust the quality and provenance of UK-made products, not because they are being forced to by being presented with fewer choices – that would be quite unfair indeed. The message from shoppers is clear: make British-made goods easier to identify and more visible on shelves, and people will back them.
"That's exactly why genuinely British manufacturers should bear the Made in Britain trademark on their products – so their customers can easily see it and make a conscious choice to support British manufacturing while benefiting from clear quality and supply chain transparency."
With more than 2,250 manufacturers now using the Made in Britain trademark, the organisation continues to call for improved visibility and promotion of British-made goods across retail environments, helping consumers more easily identify products manufactured in the UK.

For more information on the Made in Britain campaign, visit www.madeinbritain.org.



Hydrogen-powered JCB Hydromax sets 406.320 mph world land speed record

British engineering giant JCB has set a new world land speed record of 406.320 mph with its hydrogen-powered JCB Hydromax.

The car recorded the average speed 400.623 mph in its first run across the Bonneville Salt Flats, and 412.135 mph on its second run, giving the average of 406.320 mph - the fastest a hydrogen internal combustion car has ever travelled.
Driven by Wing Commander Andy Green OBE, the twin engined, 32-foot car completed the two runs required under FIA rules - one in each direction within an hour - comfortably beating the previous FIA-officiated hydrogen internal combustion benchmark of 185.5 mph set by the BMW H2R in 2004. The record is subject to official ratification by the Fédération Internationale de l'Automobile (FIA), the global governing body for motorsport.
In doing so, JCB Hydromax surpassed the 350.092 mph world diesel land speed record set by JCB Dieselmax — also driven by Green, on the same salt, in August 2006.
Twenty years on, JCB has beaten its own benchmark with an engine that produces no CO_2 at the tailpipe.
The speed also exceeds the 303 mph hydrogen fuel cell mark — making JCB Hydromax the fastest hydrogen-powered vehicle of any kind in history.

> "Twenty years ago we came to Bonneville with JCB Dieselmax and showed what British engineering could do with diesel power. Today we have done it again - this time with engines powered by hydrogen."

The record - set in the Category A, Group XIV - Class 7 FIA World Flying Record Start Land Speed Record - was set using two of JCB's own production-based hydrogen





digger engines, producing a combined 1,600 bhp and manufactured at the company's engine factory in Foston, Derbyshire, UK. They are the same engines now powering JCB machines and equipment rolling off production lines in the UK as part of the company's £100 million hydrogen programme.

JCB Chairman Anthony Bamford has led JCB's hydrogen engine project and came up with the idea of a hydrogen world land speed record bid early last year. Lord Bamford said today: "Twenty years ago we came to Bonneville with JCB Dieselmax and showed what British engineering could do with diesel power. Today we have done it again — this time with engines powered by hydrogen. This record was set by production-based engines, the same engines powering JCB diggers right now. That is the point of JCB Hydromax: it shows hydrogen works, and it works today at the highest level with zero emissions."

Andy Green said: "Bonneville is the spiritual home of the world land speed record, and JCB Hydromax has just written itself into that history. The car was terrific — stable, strong and fast. Setting a world land speed record with hydrogen power, twenty years after Dieselmax, is a huge privilege. This record is a huge achievement by a world class team and superb technology."

JCB Engineering Director Ryan Ballard, who is leading the project, said: "This record belongs to the engineering team which took a hydrogen digger engine and made it the fastest of its kind on earth. This has been an amazing challenge from the outset of the it being set in February last year. We came here fully prepared, and the car delivered."

President of the FIA, H.E. Mohammed Ben Sulayem, said: "This is a truly historic milestone for motorsport showcasing how innovation, performance, speed, and sustainability can go hand in hand.

"Motorsport has always been a catalyst for technological progress pushing the boundaries of what is possible. This new land speed record continues this tradition, showcasing the potential of hydrogen combustion for the future of sustainable mobility.

"For over 100 years, the FIA has proudly played a central role officiating land speed record attempts. I would like to thank our Member Club, the Automobile Competition Committee for the United States, for their support during this record attempt and offer my congratulations to Lord Bamford, Andy Green OBE, and to everyone involved in this remarkable achievement."

Wing Commander Andy Green is the fastest man on earth at 763.035 mph, the only person to break the sound barrier on land, and was the driver of JCB Dieselmax when it set the FIA world diesel land speed record of 350.092 mph at Bonneville in August 2006. That record still stands.

The JCB Hydromax broke through the 368.347 mph barrier at the world's leading land speed racing event. The run was completed as part of the Southern California Timing Association's (SCTA) renowned Bonneville Speed Week, setting a new SCTA record in the Blown Gas Streamliner class (AA/BGS, 500+ cubic inches) of 368.347 mph, a major milestone in the car's development programme.

Greenjets sets course to become the UK's next aerospace prime

Greenjets, the British aerospace technology company developing propulsion systems, aircraft platforms and launch technologies for the next generation of aviation, has announced a $40 million Series A funding round led by Blossom Capital, Europe's leading Series A venture capital firm, with participation from the NATO Innovation Fund (NIF), the National Security Strategic Investment Fund (NSSIF), and existing investors including Tanglin Ventures, NSFO Family Office and others.

The raise marks a major milestone as Greenjets accelerates the development, production and deployment of the foundational technologies shaping the next generation of aviation.

The announcement comes days after Greenjets was named one of three companies selected by the UK MOD under the Low Cost Air Defence Effectors (LCADE) programme to develop a British low-cost drone interceptor. LCADE is delivered by the National Armaments Director Group as part of LEAP, a five-nation European effort spanning the UK, Poland, France, Italy and Germany, with the UK becoming the first partner nation to put suppliers on contract.

Greenjets develops the foundational technologies that will shape the future of aviation. Its integrated portfolio spans propulsion systems, aircraft platforms and launch technologies, all built on a common technology stack that enables rapid iteration, production at scale and deployment across multiple aerospace applications. This integrated approach underpins the company's ambition to become the UK's next aerospace prime.

The most demanding proving ground

Recent conflicts have demonstrated how rapidly aviation is changing, and how urgently Europe needs affordable technologies that can protect people, critical infrastructure and national resilience.

Greenjets' technologies are helping address that challenge, applying the same advances in propulsion, aircraft integration and manufacturing that underpin a wider aerospace portfolio.

The company is under contract across multiple UK and international programmes, with technologies progressing towards demonstration trials with the UK MOD and partners this year.

Greenjets combines long-term technology development with rapid execution. Over the past year, Greenjets has expanded from 12,000 to nearly 70,000 square feet of UK facilities and is on track to grow from 160 to more than 250 people, supporting the transition from

> "We believe building affordable defensive capability is a necessary response to today's realities, and a natural extension of our mission to advance aviation."





"Greenjets gives aircraft builders what no legacy architecture can: speed, silence, range and instant response, tuned to whatever the mission demands. That is why their propulsion is being designed into platforms across the full spectrum of autonomous flight."

development to production.
The widespread use of low-cost one-way attack drones has fundamentally changed the economics of air defence. Recognising this, the UK Defence Investment Plan commits more than £750 million to short-range counter-drone protection, and more than £5 billion to drones and autonomous systems, all areas where Greenjets' technologies are directly applicable.

Meeting this challenge requires integrated, mission-ready hardware that performs across every dimension that matters: speed, low noise, efficiency, reduced thermal signature and sovereign supply chains.
Greenjets' competitive advantage is underpinned by a growing intellectual property portfolio spanning propulsion, aircraft integration and advanced manufacturing. This shared technology base enables rapid product development across multiple aerospace applications while strengthening the company's position as production scales.

The Series A raise is accelerating Greenjets' transition from development to production, supporting the delivery of thousands of systems over the next 12 months. Alongside production scaling, the investment will accelerate development across the company's propulsion, aircraft and launch technology portfolio, while supporting continued expansion with international partners and customers.

Headquartered in the UK but with operations in Germany, Greenjets is expanding its presence across India, the Middle East and the United States as demand for sovereign aerospace technologies continues to grow.
Co-Founders of Greenjets, Anmol Manohar, CEO, and Guido Monterzino, CTO, commented:
"When we founded Greenjets, our ambition was to develop the technologies that would shape the future of aviation. The conflict in Ukraine has reinforced just how important those same technologies are in protecting lives, strengthening Europe's resilience and enabling the future of flight. We believe building affordable defensive capability is a necessary response to today's realities, and a natural extension of our mission to advance aviation."

Maxim Frenkel, Partner at Blossom Capital, commented:
"Greenjets gives aircraft builders what no legacy architecture can: speed, silence, range and instant response, tuned to whatever the mission demands. That is why their propulsion is being designed into platforms across the full spectrum of autonomous flight. Anmol, Guido and the team stand out for a relentless focus on delivery and customer satisfaction."

Patrick Schneider-Sikorsky, Partner at NIF, commented:
"The speed at which the defence and security drone industry is evolving means that propulsion is the constraint that determines whether an interceptor can close the gap on a 500 km/h target or vice versa. Greenjets is addressing this at the engine and airframe level, meaningfully improving the performance of UAS and CUAS companies, without them having to solve propulsion independently. This is exactly the kind of Allied supply-chain technology we were set up to back."
Edmund Phillips, Investment Partner NSSIF, commented:
"NSSIF is proud to be part of Greenjets future. The company presents a special combination of a deep technological moat and roadmap of high value applications in defence and civil use cases over the long term, with a platform for mass production and rapid iteration that addresses acute defence needs in the present. Greenjets is already making a material contribution to the UK's security and prosperity, and this is set to scale massively."



Enginuity and CEA join forces to strengthen skills policy for UK supply chains and SMEs

Enginuity and the Construction Equipment Association (CEA) have announced a strategic partnership supporting the development of Enginuity's Policy Centre for Supply Chains and SMEs. The partnership combines Enginuity's expertise in skills, workforce intelligence and policy development with CEA's deep industry insight and employer network across the construction equipment sector. Together, the organisations will work to ensure that the voices of manufacturers, engineering businesses and supply chain SMEs are reflected in skills policy, training provision and future workforce planning. Bringing employer voices into skills policy Through the partnership, CEA will contribute sector-specific intelligence, employer perspectives and engagement opportunities to support The Policy Centre's research and policy activity. The two organisations will also collaborate on policy advocacy, workforce development initiatives and industry engagement to help address current and future skills challenges facing the sector. The partnership will also support joint engagement with government and policymakers, helping to ensure that

> "SMEs are central to the sector's strength, and this partnership will help ensure their needs are better understood and reflected in future skills policy and support."



> “This is about making sure support for engineering and manufacturing SMEs is based on real employer need, not assumptions. By working with Enginuity, we can help connect our members with useful programmes, research and policy work that supports the long-term strength of the supply chain.”

skills policy is informed by real-world industry needs and the experiences of employers operating across the supply chain. In addition, the collaboration will provide CEA members with access to insights, research and intelligence generated through The Policy Centre, helping employers better understand emerging skills trends, workforce challenges and opportunities to strengthen their talent pipelines. Supporting workforce growth across the supply chain The partnership reflects a shared commitment to improving workforce capability, productivity and resilience across the UK's engineering and manufacturing supply chains, while supporting economic growth through a stronger skills system. The organisations will work together to identify practical solutions that support employers with recruitment, skills development and workforce planning, ensuring that businesses across the CEA network are equipped to respond to changing industry needs and future growth opportunities. Ann Watson MBE, Chief Executive Officer of Enginuity, said: “Working with the CEA gives Enginuity direct access to valuable employer insight from an important part of the UK engineering and manufacturing supply chain. SMEs are central to the sector’s strength, and this partnership will help ensure their needs are better understood and reflected in future skills policy and support.” Viki Bell, Chief Executive Officer of the CEA, added: “Skills remain one of the biggest issues facing our members, particularly SMEs that are already dealing with day-to-day pressures around recruitment, retention, productivity and business confidence. “Formalising our relationship with Enginuity gives us a stronger route to make sure the views of construction equipment employers are heard where it matters. Our members have first-hand knowledge of the skills gaps affecting the sector, and this partnership gives us a practical way to feed that insight into policy, research and future skills planning. “This is about making sure support for engineering and manufacturing SMEs is based on real employer need, not assumptions. By working with Enginuity, we can help connect our members with useful programmes, research and policy work that supports the long-term strength of the supply chain.”



Convatec completes over £24 million expansion of UK manufacturing site, strengthening supply of advanced wound care solutions

Convatec, a leading medical products and technologies company focused on solutions for the management of chronic conditions, today announces the completion of a multi-year expansion of over £24 million at its manufacturing site in Rhymney, South Wales.A new production line will strengthen Convatec's industry-leading Advanced Wound Care innovation pipeline. The investment builds on nearly four decades of expertise at the Rhymney site, supporting highly skilled manufacturing in the region and reinforcing its role as a centre of excellence for Hydrofiber® Technology, Convatec's proprietary wound care platform that underpins the next generation of wound care innovation and helps manage the burden of wound care. Used in advanced wound care solutions, this technology helps clinicians manage complex wounds and improve patient outcomes. Almost 1.5 billion Aquacel® dressings have been sold worldwide leveraging the technology over the last three decades. The expansion also reflects Convatec's ongoing commitment to the UK life sciences sector. Across its UK

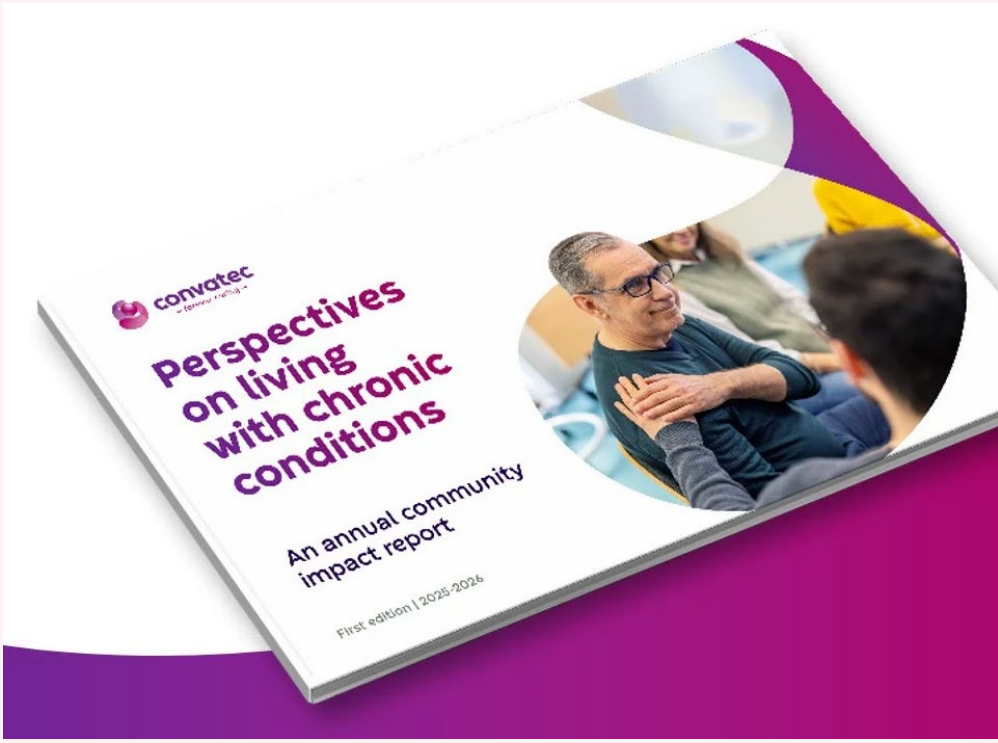
> "The completion of Convatec's multi-year investment of over £24 million is a significant vote of confidence in UK and Welsh manufacturing and in the talented people who work at this site."



> “By strengthening production in the UK, we can reach more people around the world with trusted wound care solutions, while keeping that expertise firmly rooted in Rhymney and the wider UK life sciences ecosystem.”

and world-class manufacturing capability, and this expansion is a testament to their skill, dedication and pride in serving patients. By strengthening production in the UK, we can reach more people around the world with trusted wound care solutions, while keeping that expertise firmly rooted in Rhymney and the wider UK life sciences ecosystem.” Nick Smith, MP for Blaenau Gwent and Rhymney, said: "The completion of Convatec’s multi-year investment of over £24 million is a significant vote of confidence in UK and Welsh manufacturing and in the talented people who work at this site. Convatec is one of many firms supporting a stronger future for the life sciences sector in Wales, which in turn is benefiting patients across the UK. I was delighted to be here to mark this milestone with the team." The Rhymney site has operated as a manufacturing hub since 1986. Its approximately 100 colleagues produce more than 350 metric tonnes of Hydrofiber® annually, a soft, absorbent material that transforms into a gel on contact with wound fluid, creating an optimal healing environment. It is a core component of products including Aquacel® Extra™, Aquacel® Ag Foam, ConvaFoam™, and Aquacel™ ConvaFiber™, which are used in hospitals and care settings across the UK and globally.

sites, including manufacturing in Deeside and Rhymney, the company continues to invest in the skills, infrastructure and innovation needed to support patients living with chronic conditions around the world. The UK plays a central role in the company's global manufacturing network, producing Advanced Wound Care products that are exported to approximately 90 countries worldwide. Convatec employs approximately 650 colleagues across its UK manufacturing operations. Around 15% are based at the expanded site in South Wales, with the remainder operating out of Convatec’s larger manufacturing site in Deeside. Last October, Convatec announced plans to invest more than £500 million in UK R&D, including establishing a new state-of-the-art R&D hub in Manchester in 2028. Tanja Dormels, President, Advanced Wound Care at Convatec, said: "For nearly four decades, our Rhymney team has built deep expertise



INEOS opens the first full-scale CO_2 storage site in the EU

His Majesty King Frederik X of Denmark officially opened the first full-scale facility for the permanent storage of CO_2 in the European Union. The opening took place at a ceremony at the Port of Esbjerg marking Greensand's move into commercial operation. For the first time, Greensand provides industry across the EU with the infrastructure it needs to transport and permanently store CO_2 and offers a practical route to reducing emissions without shutting down the industries that Europe depends upon. The project, which is led by INEOS Energy alongside Harbour Energy and Nordsøfonden, demonstrates that carbon capture and storage is no longer a future ambition. It is now a reality. INEOS will source CO_2 primarily from Danish biomethane plants. This enables the full CCS value chain to be established and operated using CO_2 volumes that are readily available, while capture projects across industry continue to develop and scale. Once captured, CO_2 is liquefied, delivered by truck to a dedicated CO_2 terminal at Port Esbjerg, shipped aboard Carbon Destroyer 1 - the EU's first purpose-built CO_2 carrier - and injected into the Nini West reservoir, a depleted oil field some 250 kilometres offshore, approximately 1,800 metres beneath the seabed.

> "We are ready to expand capacity to receive CO_2 from industries across Europe. Greensand is open for business, and a new European market for permanent CO_2 storage can now begin to take shape."

In this first commercial phase, Greensand can store up to 400,000 tonnes of CO_2 annually. The site has been designed to expand significantly, with the potential to store up to 4-8 million tonnes each year as demand grows. David Bucknall, CEO of INEOS Energy, says: "For years, CCS in Europe has been defined by plans, targets and ambitions. Today, Greensand brings the EU's first full-scale CO_2 storage site and value chain into operation. It provides a foundation on which future Carbon Capture projects across Europe



NOVEMBER



> "We need solutions that allow industry to remain competitive while reducing emissions. Greensand proves it can be done. This is not a pilot project, a concept or a political ambition. It is a fully operational carbon transport and storage business."

can now build." Europe needs industry, not deindustrialisation

The opening comes at a critical moment for European industry. Europe's energy-intensive industries directly employ almost eight million people and generate roughly €550 billion in value added every year. They are critical to Europe's security of supply, providing the materials that society and depends on: cement for housing, roads and energy infrastructure; steel for power grids, wind turbines and defence; and chemicals used in everything from water treatment and medicines to cable insulation and electronics. These industries face growing pressure from rising costs and international competition. At the same time, the EU is working to meet its own CO_2 capture and storage targets: 50 million tonnes annually by 2030, rising to 250–280 million tonnes by 2040. Europe remains far from that scale. Too often, the debate has been presented as a choice between industrial competitiveness and climate progress. Greensand shows that is a false choice.

Sir Jim Ratcliffe, Chairman of INEOS, said: "Europe will not achieve net zero by closing factories and exporting its jobs. We need solutions that allow industry to remain competitive while reducing emissions. Greensand proves it can be done. This is not a pilot project, a concept or a political ambition. It is a fully operational carbon transport and storage business. The technology works. The storage is ready. The challenge now is creating the right conditions for carbon capture to scale across Europe." With the opening, permanent full-scale CO_2 storage enters operation in the EU. The question that follows is how quickly the EU establishes the regulatory, infrastructure and investment conditions that allow industrial emitters to capture CO_2 at scale. European Commissioner for Energy and Housing Dan Jørgensen said, "This marks an important milestone for Europe. With the launch, here in Esbjerg, of the first fully operational site for offshore carbon storage in the European Union, we prove that carbon storage is a practical reality. We show that we can move from demonstration to deployment. We set out a path for European industries: to continue their transition to a low-carbon future, while maintaining production, investments, and employment in our continent. And we open a new front in the existential fight against climate change." Mads Gade, CEO of INEOS Energy Europe, said: "Greensand starts with biogenic CO_2, but its significance reaches far beyond that first step. We are ready to expand capacity to receive CO_2 from industries across Europe. Greensand is open for business, and a new European market for permanent CO_2 storage can now begin to take shape."



West Midlands crowned Britain's top county for manufacturing job opportunities

New research from Rencol Components has revealed the West Midlands as a hotbed of opportunity for those looking for a job in manufacturing. The region has just under three times more vacancies compared to the national average.As part of National Manufacturing Day), Rencol, a leading supplier of standard parts for engineers and manufacturers, analysed live UK job postings aggregated on Adzuna. The West Midlands topped the table with 67.6 manufacturing jobs advertised for every 100,000 working-age residents, nearly three times the national rate of roughly 24 per 100,000. Rounding out the top five regions are Northamptonshire (64.2 per 100,000), Shropshire (61.4), Herefordshire (53.1) and Worcestershire (49.7). The centre of the UK is also the epicentre for manufacturing with nine of the UK's top ten counties in or around the Midlands. The findings cement the region's status as Britain's industrial heartland as home to major manufacturing employers including Jaguar Land Rover, JCB and Rolls-Royce's aerospace operations. In contrast to sectors like tech, the research found manufacturing opportunities are more prevalent away from Britain's largest cities. Edinburgh ranked last of every county in the UK at just 4.6 jobs per 100,000, with Greater London (5.6) and Greater Manchester (8.0) also among the lowest-scoring counties. Scotland's major cities underperformed across the board, while Fife remains an outlier with the strongest showing of any Scottish county at 32.9 per 100,000.The full study, including the complete county-by-county breakdown and interactive map, is available at: https://www.rencol.com/news/mapped-the-uk-counties-with-the-most-manufacturing-opportunities/ The Midlands' Manufacturing CorridorThe clearest pattern in the results is regional: nine of the top ten counties by opportunity

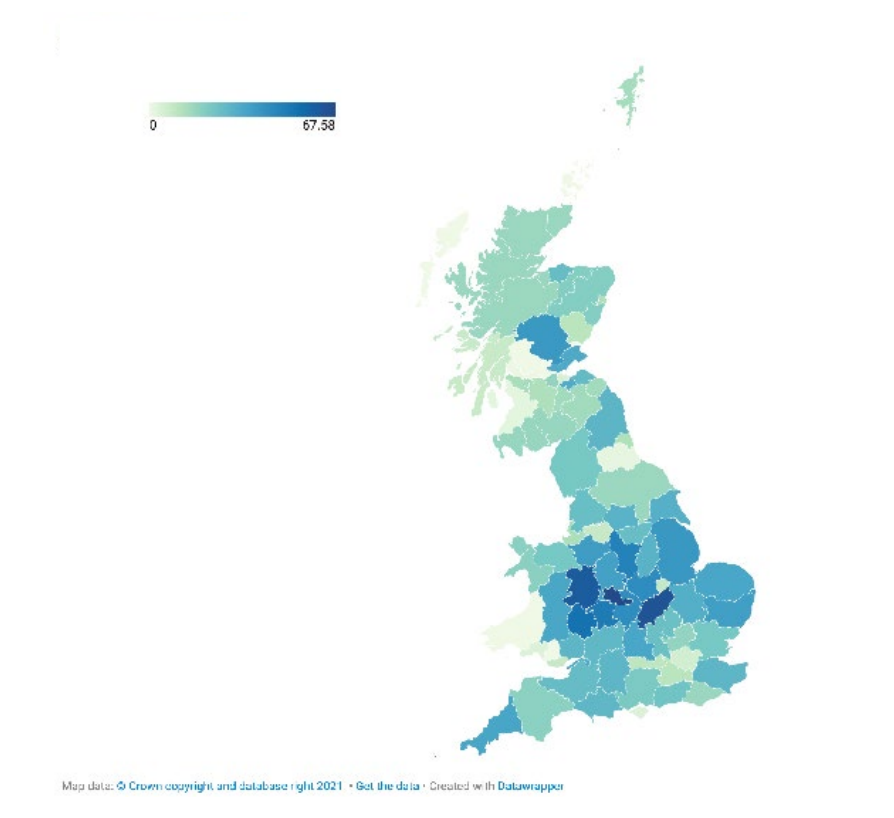
> "The West Midlands topped the table with 67.6 manufacturing jobs advertised for every 100,000 working-age residents, nearly three times the national rate of roughly 24 per 100,000."

sit in or around the Midlands. West Midlands, Northamptonshire, Shropshire, Herefordshire, Worcestershire, Derbyshire, Leicestershire and Warwickshire all place in the top eight, with Lincolnshire close behind in ninth.This aligns closely with the region's industrial reputation. The West Midlands and its surrounding counties have been Britain's industrial heart for over a century, home to established manufacturing employers including Jaguar Land Rover in Warwickshire and JCB in neighbouring Staffordshire, alongside Rolls-Royce's aerospace operations in Derbyshire. These counties continue to generate significantly more manufacturing job opportunities per resident than almost anywhere else in the country today.
Scotland's Cities UnderperformScotland's largest urban centres rank notably poorly on this measure. Edinburgh comes last of every county in the table at just 4.6 per 100,000 adults, with Glasgow (14.5 per 100,000), Aberdeen City (12.3 per 100,000) and Highland (16.2 per 100,000) all sitting in the bottom half. Fife is the exception, landing mid-table at 32.9 per 100,000, comfortably the strongest performance of any Scottish county. Scotland's major urban economies are likely dominated by finance, tourism, energy-sector head offices and public administration rather than manufacturing itself, while a more industrial county like Fife holds up considerably better.Where the Opportunity Is ThinnestEngland's largest service-economy centres rank relatively low, with Greater London at 5.6 per 100,000 and Greater Manchester at 8.0 per 100,000. This is broadly unsurprising: London in particular is dominated by finance, professional services and the public sector, so it would be more surprising if manufacturing scored highly.What to Consider If You're Exploring a Manufacturing CareerNational Manufacturing Day exists to encourage this kind of conversation. If you're thinking of a career in manufacturing, here's what's worth doing first:Visit an open day like Manufacturing Day itself and see how the factory floor works day-to-day. Look into apprenticeships as a way in; many of the UK's largest manufacturers, from food processors to aerospace suppliers, run structured schemes that combine

> "The clearest pattern in the results is regional: nine of the top ten counties by opportunity sit in or around the Midlands."

paid work with qualificationsResearch which local employers are actively hiring, not just which pay best. A county with strong current demand gives you more choice early in your careerThink about which sub-sector suits you: food and drink, automotive, aerospace and renewables all involve very different day-to-day work despite sitting under the same "manufacturing" umbrellaSpeak to people already working in the industry locally where you can. Opportunities can often crop up from local networks and word of mouthFor Rencol Components, this research reflects what we see across the industry every day. As a supplier of standard parts for engineers and manufacturers, we know how much the sector depends on bringing in new talent, whether that's through apprenticeships, local partnerships, or events like National Manufacturing Day, that help open the industry up to people who might not otherwise consider it.

Methodology: Rencol Components analysed live UK job advertisements via the Adzuna API, calculating a manufacturing opportunity score for each county based on manufacturing postings per 100,000 working-age (16-64) residents, using ONS working-age population estimates. The underlying national average is roughly 24 manufacturing jobs per 100,000 working-age adults. Counties with fewer than 1,000 tracked live postings were excluded from the ranking to avoid small sample sizes distorting results.





Ballard closes acquisition of GeoPura, becoming an integrated hydrogen energy solutions provider

Ballard Power Systems Inc., a global leader in hydrogen fuel cell technology, has announced that it has closed the acquisition of GeoPura Limited ("GeoPura"), a leading UK-based provider of zero-emission, hydrogen-based power solutions.Founded in 2019, GeoPura's mission is to deliver reliable, zero-emission power where and when it is required.
The company designs, manufactures, and operates their category defining Hydrogen Power Unit™, or HPU™, that offer clean, low noise, off-grid power with 6-9's reliability.

Utilising Ballard fuel cell modules at their core, these advanced systems convert hydrogen into clean electricity. GeoPura also produces green hydrogen, generated via electrolysis, at its dedicated production facilities and transports it with the UK's largest compressed hydrogen distribution fleet.The acquisition transforms Ballard into an integrated hydrogen energy solutions provider. The combination of GeoPura's HPU™ platform, fuel production, and logistics with Ballard's advanced fuel cell technology, creates a turnkey Energy-as-a-

> "Together, we combine world-leading fuel cell technology with proven hydrogen power production and infrastructure expertise to deliver reliable, zero-emission energy where and when it's needed."

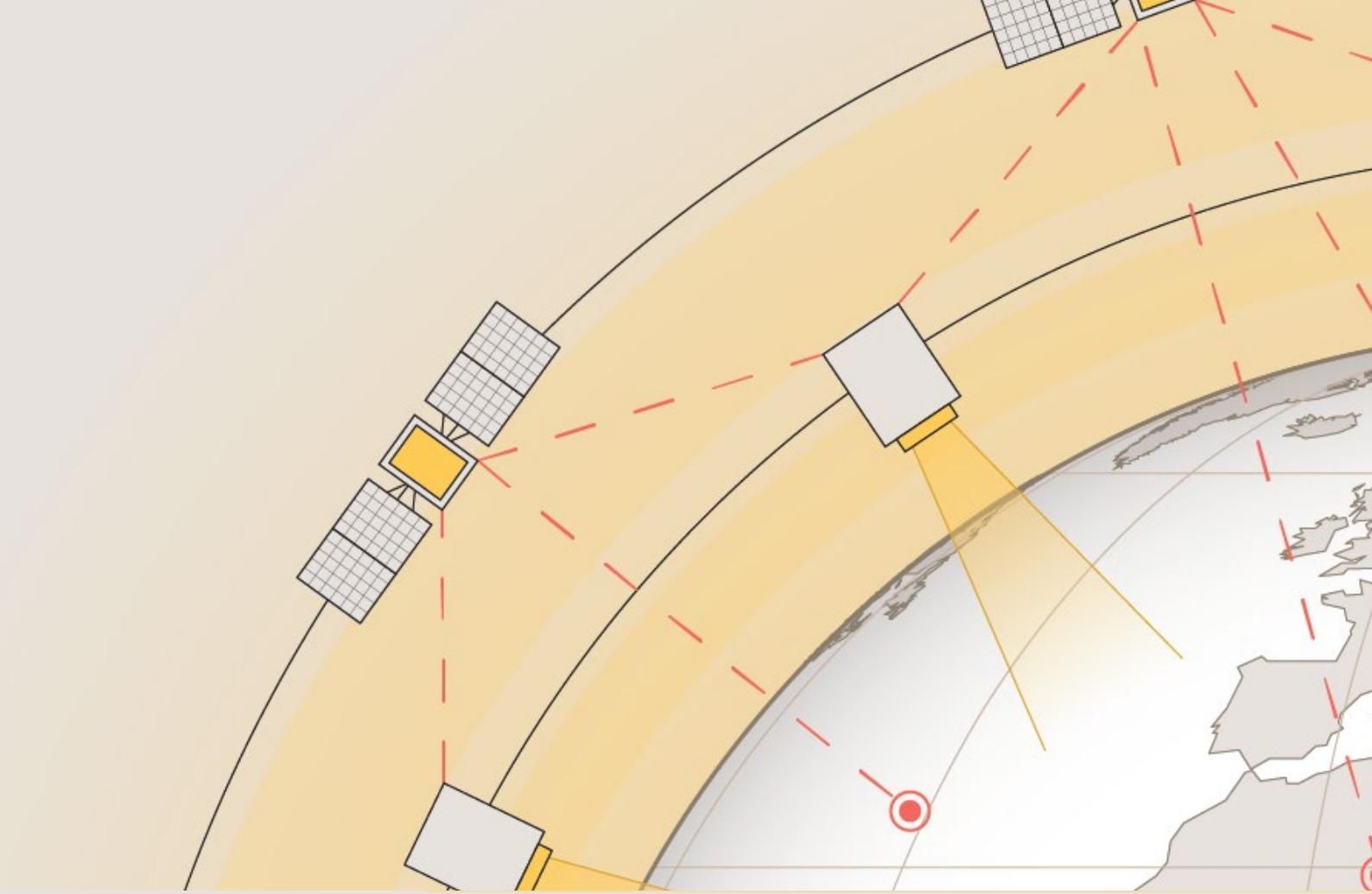


> "By bringing GeoPura's clean power generation platform together with Ballard's fuel cell stack engineering under one roof, we provide our customers with a single, integrated source for reliable zero-emission power."

capture value across the entire hydrogen ecosystem."Andrew Cunningham, who now takes the role of Ballard's President, added, "Uniting with Ballard creates a stronger, more resilient partner for customers facing increasingly complex energy challenges. Together, we combine world-leading fuel cell technology with proven hydrogen power production and infrastructure expertise to deliver reliable, zero-emission energy where and when it's needed. From replacing fossil fuel generation and overcoming grid constraints to strengthening energy security and protecting local air quality, we provide a practical solution to some of the most pressing power challenges facing businesses today. I'm energised to lead our combined team as we take these capabilities to more customers and markets around the world and execute on our shared growth vision."The transaction agreement includes total upfront consideration of £275.0 million, comprising £82.5 million in cash, 49,584,212 newly issued Ballard common shares and restricted share units which will be settled in 12 months for an additional 1,084,540 Ballard common shares. On a pro-forma basis, former GeoPura shareholders hold approximately 14.1% of Ballard's outstanding common shares. Ballard may pay up to £27.5 million in additional contingent consideration upon GeoPura's achievement of specified post-closing financial milestones.Effective with closing, Andrew Cunningham has assumed the role of President of Ballard, reporting directly to Chief Executive Officer Marty Neese. In addition, Andrew Cunningham and Lord Richard Harrington, former UK Business and Industry Minister and Chairman of GeoPura, have joined Ballard's Board of Directors as nominees designated by the former GeoPura shareholders.

Service (EaaS) solution enabling Ballard to serve customers as a one-stop zero-emission energy solution provider. This end-to-end capability strengthens Ballard's market presence across Europe, offers new commercial opportunities into North America, while reinforcing its long-term path toward sustainable profitability and accelerated growth.GeoPura's category defining HPU2™, 500kW system containing Ballard Fuel Cell Modules."Today marks a pivotal milestone in Ballard's evolution as we officially welcome GeoPura to our organisation," said Marty Neese, Chief Executive Officer of Ballard."By bringing GeoPura's clean power generation platform together with Ballard's fuel cell stack engineering under one roof, we provide our customers with a single, integrated source for reliable zero-emission power. This strategic combination enhances our competitive advantage across Europe and North America and positions Ballard to





Open Cosmos Raises €300 Million To Accelerate Real-Time Intelligence And Connectivity From Space

Open Cosmos, the European leader delivering satellite infrastructure, connectivity and real-time intelligence, has secured €300 million in funding as governments and enterprises accelerate investment in secure, space-based systems.

The round, led by European investors, includes participation from Lightrock, ETF Partners, Institut Català de Finances (ICF), Entrepreneurs First and two major international pension funds. Other participants include Convex Group, National Security Strategic Investment Fund (NSSIF), Phoenix Court (home of LocalGlobe and Latitude) and Claret Capital Partners.

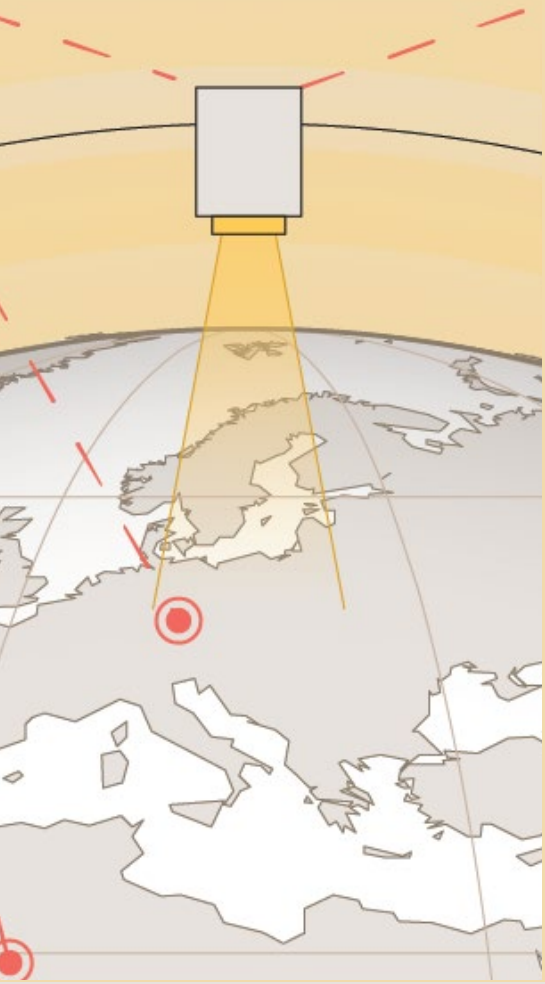
The funding will expand Open Cosmos' satellite mass manufacturing capabilities and accelerate the delivery of intelligence and connectivity services by expanding ConnectedCosmos, OpenConstellation and DataCosmos.

> "Space infrastructure is becoming as critical as energy, digital networks and transport. Governments and enterprises increasingly require secure communications and operational data delivered through resilient systems."

Strengthening Europe's sovereign space capability

Open Cosmos is now one of the continent's fastest-growing satellite manufacturers, delivering five consecutive years of profitable growth and a high mission success rate in orbit for customers including European governments, space agencies and large energy and infrastructure companies.

Capable of manufacturing one satellite a day from its current four factories across



> "The conditions for building world-leading space companies have now converged in Europe. The leadership team at Open Cosmos has demonstrated the calibre of ambition required to convert this expertise into substantial commercial results and has achieved this at remarkable pace."

Europe, it recently launched the next-generation satellites of its OpenConstellation, a shared satellite constellation. This aims to reduce the delivery of Earth observation (EO) intelligence from up to 48 hours to as little as 30 minutes, while enabling onboard AI processing and inter-satellite communications for real-time intelligence services.

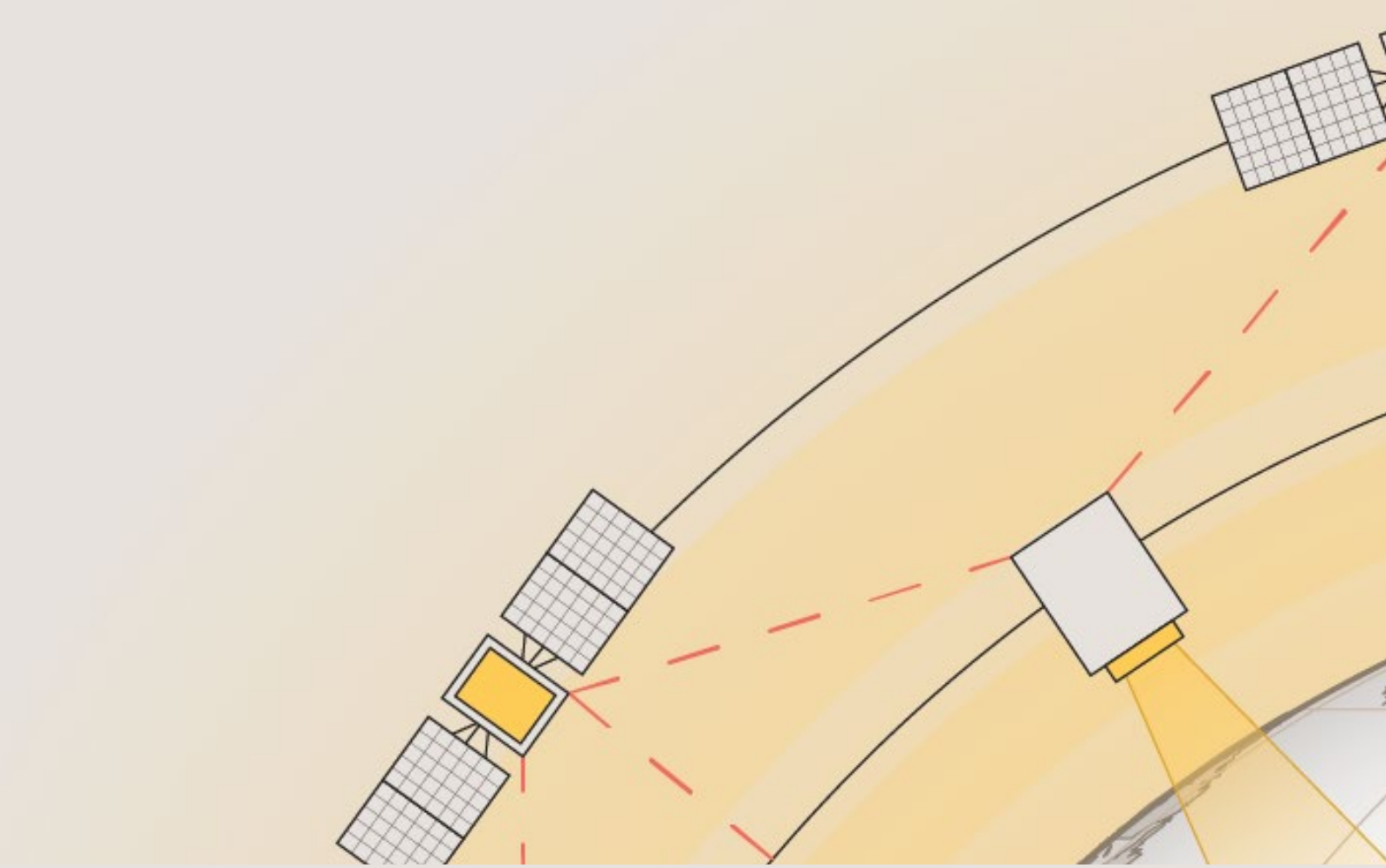
The company has also demonstrated its ability to execute at exceptional speed. Within two months of securing access to Liechtenstein'sKa-band spectrum filings, Open Cosmos had already launched its first ConnectedCosmos satellites. With $370 million+ signed in customer contracts over the past three and a half years, the company is rapidly bringing interoperability, data diversity and high reliability to the sovereign systems emerging across Europe and in countries seeking their own solutions.

Scaling Europe's integrated space platform

Space is increasingly becoming a critical layer of sovereignty and strategic autonomy for both companies and governments. Global space investment from venture capital reached $11.3 billion in the first half of 2026, up from $10.1bn across all of 2025, reflecting sustained investor confidence in the sector. In particular, European governments are treating space systems as core infrastructure, investing in sovereign communications and EO capabilities to reduce reliance on non-European infrastructure and strengthen national and economic security.

Governments increasingly need secure satellite communications, Earth observation and real-time operational intelligence without the cost and complexity of building independent space infrastructure. Over the past decade, Open Cosmos has developed the technology needed to create an intelligence layer around Earth where satellites observe, connect and work together to better understand the world. It brings together OpenOrbit, which designs, builds and operates satellites; OpenConstellation, which enables governments and organisations to share satellite infrastructure; ConnectedCosmos, which securely links satellites and Earth through sovereign broadband and IoT communications; and DataCosmos, which transforms imagery and sensor data into real-time operational intelligence.

For example, an OpenConstellation satellite could detect an unusual increase in temperature over a forest and use onboard AI to identify it as a potential fire. It then relays that intelligence via ConnectedCosmos directly to relevant users, including firefighters or aircraft in the area, even where terrestrial internet is unavailable. The system could task additional satellites and draw on terrestrial IoT sensors to provide further information and cross-check what is happening on the ground. If terrestrial communications were disrupted, ConnectedCosmos could also provide resilient 5G connectivity to teams responding to the emergency. By combining sensing, connectivity and AI into a single system, governments and enterprises can monitor, understand and respond to events on Earth in near real time.



The new funding will accelerate the deployment of these capabilities by expanding ConnectedCosmos, growing OpenConstellation and DataCosmos, and scaling the engineering, manufacturing and software teams across Open Cosmos' operations in the UK, Spain, Portugal and Greece, where it employs close to 400 people.

Rafel Jorda Siquier, Founder and CEO of Open Cosmos, said: "Space infrastructure is becoming as critical as energy, digital networks and transport. Governments and enterprises increasingly require secure communications and operational data delivered through resilient systems. But infrastructure alone isn't enough. The real value comes from the intelligence that relays what's happening on Earth in real time and the global connectivity to deliver it.
"By bringing together satellites, secure communications and AI-powered data services, we're creating a system that transforms information from orbit into something that governments and enterprises can act on. This investment allows us to accelerate that vision, satisfying the satellite manufacturing orders that governments and large companies are placing for our reliable and high-performance satellites and delivering the sovereign services the world needs."
Space Minister Baroness Lloyd said: "This landmark investment represents a major vote of confidence in Open Cosmos and Britain's growing space sector.
"Our new UK Space Strategy recognises the increasing importance of satellite communications in all our lives, from connectivity to defending our country, and companies like Open Cosmos are vital for advancing that infrastructure.
"Following previous UK government support, it is great to see the company continuing to grow, with investment that will help unlock high-skilled jobs and growth that will benefit people across the UK."

Ashish (Ash) Puri, Partner at Lightrock, said: "Lightrock is delighted to be leading Open Cosmos' funding round and supporting this European leader as it enters its next stage of growth in the space economy. The work of Open Cosmos, and the wider space infrastructure sector, underpins global energy, communications, security, and sustainability efforts. Open Cosmos' stellar mission record, manufacturing capability, and scientific expertise position it to become a global leader in this critically important sector, and we look forward to supporting the company on this journey."

Patrick Sheehan, Managing Partner at ETF Partners, said: "The conditions for building world-leading space companies have now converged in Europe. The leadership team at Open Cosmos has demonstrated the calibre of ambition required to convert this expertise into substantial commercial results and has achieved this at remarkable pace. Open Cosmos is already an exceptional business, and we believe it has the potential to become one of Europe's defining infrastructure companies."

Saul Klein, co-founder and chair of Phoenix Court, said: "Rafel and the team have spent a decade turning world-class science and engineering into real industrial capability, building a profitable space company that can manufacture satellites at scale and deliver critical sovereign infrastructure. When we give ambitious founders the time and capital to build, Europe can challenge the best in the world and the proof is right here in Open Cosmos."



Somers Forge begins work on a new generation of Royal Navy anchors

Somers Forge have now begun forging the shank for a new generation of Royal Navy anchors, representing one of the largest naval anchors to be built in Britain in more than 70 years.

The anchors are being produced to support vessels in the Queen Elizabeth–class aircraft carrier fleet, including HMS Queen Elizabeth and HMS Prince of Wales.

Production will be rooted firmly in the Midlands. They will work alongside two fellow Midlands manufacturers, Solid Swivel and Goodwin Castings, creating a regional supply chain that brings every stage of the anchor's manufacture back to the heart of British industry.

This collaboration not only supports the Royal Navy but also showcases the strength of Midlands manufacturing and the importance of resilient, local supply chains in modern defence production.

Throughout the project, the entire manufacturing process will be overseen and certified by Lloyd's Register, ensuring the anchors meet the highest international maritime standards.

Forging anchor shanks is nothing new for Somers; it forms part of our long industrial heritage. As far back as the early 1900s, they were producing components for the marine and naval industries, including the Olympic-class ocean liners. Between 1910 and 1911, we manufactured an anchor shank for the famous ocean liner RMS Titanic.

The steel was cast by John Rogerson & Co in Newcastle, before being forged at Somers. It was then transported to the Noah Hingley works a few miles away for shackle manufacture and final fabrication, before undergoing testing at the nearby Lloyd's Proving House.

Measuring an impressive 18 feet 6 inches in length, the Titanic anchor shank was so large that it had to be transported to Dudley railway station by a team of 20 Clydesdale horses, a reflection of the scale of the forging work undertaken by Somers at the time.

"This collaboration not only supports the Royal Navy but also showcases the strength of Midlands manufacturing and the importance of resilient, local supply chains in modern defence production."





Inside PECO: 80 years of British manufacturing

Since 1946, PECO has been at the forefront of the model railway hobby, designing, engineering and manufacturing products trusted by railway modellers across the globe. As they celebrate their 80th year, they are reflecting on a remarkable journey that has seen PECO grow from a small Devon business into the world's leading manufacturer of model railway track, while remaining true to British manufacturing heritage.

Today, PECO continues to design and manufacture its products from its headquarters in Beer, Devon, supplying independent model shops, specialist retailers and railway enthusiasts throughout the UK and more than 35 countries worldwide.

PECO was founded in 1946 by Sydney Pritchard, who established the business in nearby Branscombe following the Second World War. His innovative approach to product design, including the development of a patented railway coupling, laid the foundations for what would become one of the most respected names in model railways.

> "Nearly eight decades later, PECO remains a family-owned British manufacturer, with product development, engineering and manufacturing continuing to take place in Devon."

Nearly eight decades later, PECO remains a family-owned British manufacturer, with product development, engineering and manufacturing continuing to take place in Devon.

Every PECO product begins its journey at their Devon headquarters, where experienced teams design, engineer and manufacture an extensive range of products for railway modellers.

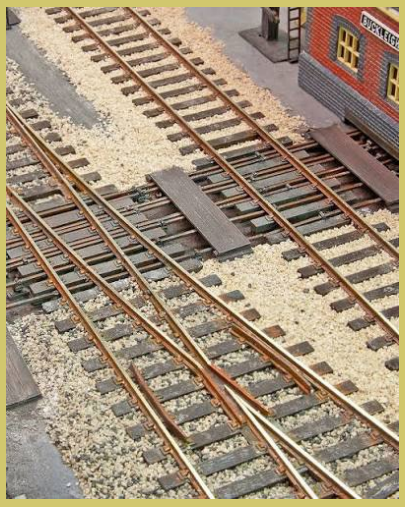
The catalogue includes:

- Model railway track
- Track accessories
- Rolling stock
- Plastic kits
- Scenic products
- Lineside accessories
- Electrical products
- Publications

PECO is best known for its Setrack and Streamline track systems, which have become the preferred choice for railway modellers in multiple gauges and scales around the world.

From beginners building their first layout to experienced exhibition modellers, PECO products have become synonymous with reliability, quality and realism.







Today they support:

- More than 300 independent retailers across the UK
- Customers in over 35 countries
- Thousands of model railway clubs and societies
- Railway modellers of every skill level

The continued investment in product development ensures PECO remains at the forefront of the hobby while supporting the independent retailers who are at its heart. PECO commitment to the hobby extends far beyond manufacturing.

They publish two of the world's leading railway modelling magazines:

- Railway Modeller
- Continental Modeller

These long-established publications continue to inspire railway enthusiasts with layout features, modelling techniques, product reviews and the latest hobby news.
Located alongside PECO headquarters in Beer, Pecorama has welcomed generations of visitors since opening in 1975 and remains an important part of the PECO story.

Visitors can enjoy:

- The Beer Heights Light Railway
- Beautiful award-winning gardens
- A model railway exhibition
- Harburn Hobbies Model Shop
- Seasonal events throughout the year

Pecorama operates on selected dates throughout the year. For the latest opening dates and visitor information, please visit the Pecorama website before planning your visit.
Behind every PECO product is a skilled team whose knowledge and experience have helped shape the company for generations. Many have dedicated decades of service to PECO, with some celebrating over 50 years with the business. Their expertise, craftsmanship and passion continue to play a vital role in maintaining the quality customers expect.

As PECO celebrates its 80th year, the focus remains firmly on the future.

They continue to invest in:

- New product development
- British manufacturing
- Sustainable production methods, including the use of recycled plastics where possible
- Supporting independent retailers
- Growing our international presence
- Inspiring the next generation of railway modellers

While the hobby continues to evolve, the commitment remains unchanged... to produce high-quality, British-made model railway products that inspire creativity and support railway modellers around the world. Working closely with retailers, distributors and modelling communities worldwide, PECO remains committed to delivering innovative, British-manufactured products, exceptional service and long-term support for the model railway industry.



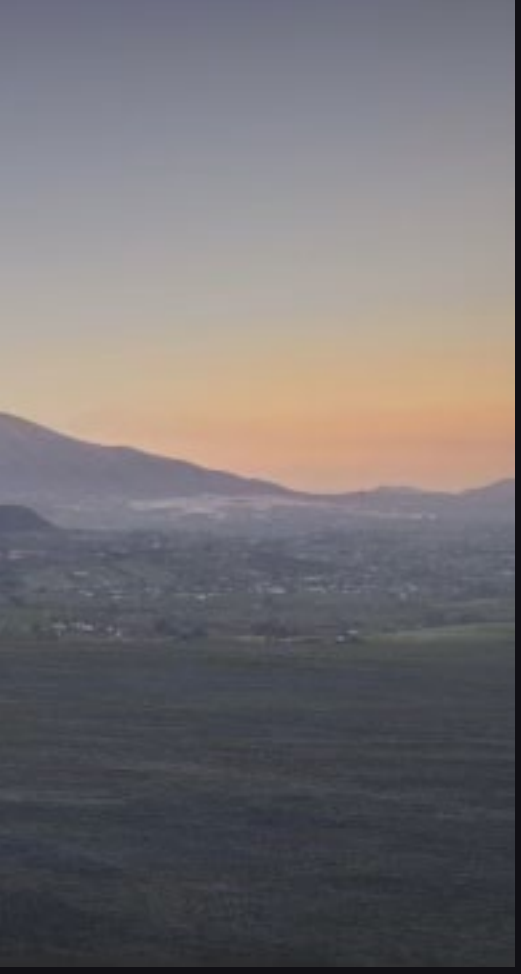
Range Rover electric: A new era for the original luxury SUV

Range Rover, The Original Luxury SUV, is now available with electric propulsion, heralding a new era of enhanced refinement and capability. Built in Solihull – the home of Range Rover since 1970 – the first ever electric Range Rover marks a major milestone for the brand. Quieter, more effortless, more responsive, and with more torque than any Range Rover to date, Range Rover Electric combines peerless design with exceptional refinement and breath-taking modernity. Electric propulsion enhances Range Rover's inherent characteristics of effortless performance, timeless luxury and uncompromising capability, with a reduction in cabin noise. Seamlessly integrating electric propulsion into a flexible architecture that was engineered for it from the outset, Range Rover Electric features twin permanent magnet 260kW electric motors generating up to 550PS and 850Nm of torque. The majority of Range Rover clients will be able to complete their typical daily journeys without the need to recharge thanks to a range of up to 372 miles (WLTP)1, and a real-world range of up to 333 miles (535km).

Martin Limpert, Managing Director, Range Rover: "Range Rover Electric is the result of a decade of considered engineering and technological development, setting a new benchmark for The Original Luxury SUV. Electric propulsion is perfectly suited to the exquisite refinement of Range Rover, elevating the sense of calm and secluded sanctuary for occupants.

"At the same time, Range Rover breadth of capability is uncompromised thanks to the combination of a powerful, adaptable electric powertrain and advanced chassis technologies that make every Range Rover peerless, accomplished and desired. They

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took testing and development programmes even further than originally intended to ensure Range Rover Electric is genuinely the most accomplished Range Rover ever."New technologies enable precise control in all environments, including Intelligent Driveline Dynamics (IDD) which distributes rear torque from 100 per cent to zero per cent to prevent loss of traction, and Integrated Traction Management (ITM) which controls motor speed within 50 milliseconds and manages slip up to 100 times quicker than an ICE vehicle equivalent. Integrated Traction Management works in concert with the new Single Pedal mode, providing owners exceptional control to smoothly pull away up to 33-degrees with ease – a slope as steep as a black-diamond ski run – or complete a rolling climb ascend up to 45-degree slopes.

Matt Becker, Vehicle Engineering Director, JLR: "The defining characteristic of Range Rover Electric is its ability to perform across every surface, with effortless comfort and refinement. They have worked tirelessly to ensure it retains those qualities. From challenging low-grip and rough terrain to smooth, high-speed roads, it remains incredibly composed and refined, with a real sense of control and confidence. The responsiveness and precision of the new driveline control systems, enabled by electric propulsion, perfectly support this."When it comes to charging away from home, using the fastest available 350kW rapid DC public chargers, Range Rover Electric can charge from 10-80 per cent in around 22 minutes or add 220km in 10 minutes (WLTP) when the vehicle is charging at its maximum charge rate.

"The defining characteristic of Range Rover Electric is its ability to perform across every surface, with effortless comfort and refinement."

The first ever electric Range Rover is powered by a usable 118.5kWh lithium-ion double-stack battery consisting of 344 prismatic cells delivering outstanding energy density. The advanced 800-volt architecture provides fast, adaptable split-charging capability.

Twin permanent magnet 260kW electric motors produce 20% more torque than other motors of the same size and feature silicon carbide semiconductors which enable remarkable switching speeds measured in microseconds, balancing efficiency with exceptional performance on all surfaces.

Range Rover Electric will complete 0-60mph in as little as 4.3 seconds, with power enabling overtaking speeds from 50-75mph in as little as 2.7 seconds5.

Away from the vehicle, clients can remain connected to their Range Rover Electric via the new Range Rover App. With access to a suite of useful functions in the palm of their hand, clients can initiate cabin purification or the heated steering wheel, check their vehicle is locked, its live location and look at the current charge status and predicted driving range.





The app also provides the ability to select and schedule charging when the vehicle is parked and plugged in – for example at home – to help make the most of lower charging tariffs.

In the UK and Europe, clients have access to over one million public chargers, while in North America clients get access to the Tesla Supercharger network, with built-in NACS compatibility. At home, an elegant new optional Range Rover home charger ensures every journey begins with a full charge.

Range Rover Electric has undergone exhaustive virtual and physical global testing and development to ensure a customary Range Rover experience. Tested in -40°C temperatures in Arjeplog, Sweden, the heat of the Dubai desert and JLR's own Eastnor Castle facility in the UK, Range Rover Electric has completed over 1.5 million kilometres and over a quarter of a million hours of testing in the virtual and physical worlds.

> "Range Rover Electric production at Solihull brings together more than five decades of Range Rover manufacturing expertise with the latest electrification and advanced manufacturing technology."

New technologies maximise its electric potential – including innovative range prediction features and advanced ThermAssistTM heat management system which optimises driving range, charging speeds, battery longevity and performance in extreme temperatures, adding up to 25 miles of range and a 40% reduction of heating energy use. Over 300 patent applications have been filed for Range Rover Electric – the most for a single vehicle in the brand's history. To help maximise the safety and quality of the battery, JLR's new battery testing laboratory subjects live batteries to extreme multi-axis vibration and shock testing in -40°C to +90°C. This combined with the high strength aluminium enclosure, means Range Rover Electric is built to withstand high impact knocks and jolts, while advanced safety features exceed industry standards.

For serviceability and maintenance, each Range Rover Electric comes with a Battery Digital Twin which provides over 900 diagnostic data points and coupled with JLR's leading Software Over the Air capability6, allows Range Rover to proactively maintain clients' vehicles. Range Rover Electric's advanced propulsion comes with an eight-year or 100,000-mile warranty.

To support production of Range Rover Electric, JLR has transformed its Solihull manufacturing facility, combining advanced manufacturing, digital technology





> "Electric propulsion is perfectly suited to the exquisite refinement of Range Rover, elevating the sense of calm occupants."

and a major investment in electrification skills. Powering this transformation, 9,000 manufacturing employees in Solihull have now been upskilled for electrification, with a further 1,500 colleagues trained across JLR's wider West Midlands footprint.

Nigel Blenkinsop, Chief Operations Officer, JLR: "Range Rover Electric production at Solihull brings together more than five decades of Range Rover manufacturing expertise with the latest electrification and advanced manufacturing technology. Range Rover creates significant value across the UK and Europe. Its production in Solihull supports thousands of businesses, with more than two-thirds of supplier spend directed to UK and European suppliers." JLR's wider manufacturing network, including its Electric Propulsion Manufacturing Centre in Wolverhampton7, will support Range Rover Electric production. The site now produces battery packs and electric drive units alongside internal combustion engines, making it the UK's largest internal combustion engine and electric powertrain production facility. Its first phase of redevelopment covers 40,000m2 and has required more than two million hours of planning, engineering, construction and commissioning over four years. The transformation has added 13 battery and electric drive unit manufacturing lines, supported by nine kilometres of conveyors and 182 kilometres of power and data cabling – a length greater than the River Thames. Advanced AI-enabled scanning cameras are integrated into the quality checking process during Electric Drive Unit manufacturing, ensuring critical components fit perfectly as well as meet Range Rover Electric's exacting refinement standards. Additionally, every battery cell is performance-tested before insertion into a battery pack, which is again assessed for assembly integrity and performance before it's fitted to a Range Rover Electric at Solihull.

Efficient and sustainable: Rolls-Royce presents new marine propulsion systems and service at SMM 2026

Rolls-Royce Power Systems will showcase new technologies for efficient and more sustainable shipping at SMM 2026. The focus will be on propulsion systems, sustainable fuels, intelligent automation and comprehensive service offerings – all with the aim of making fleets fit for the future.

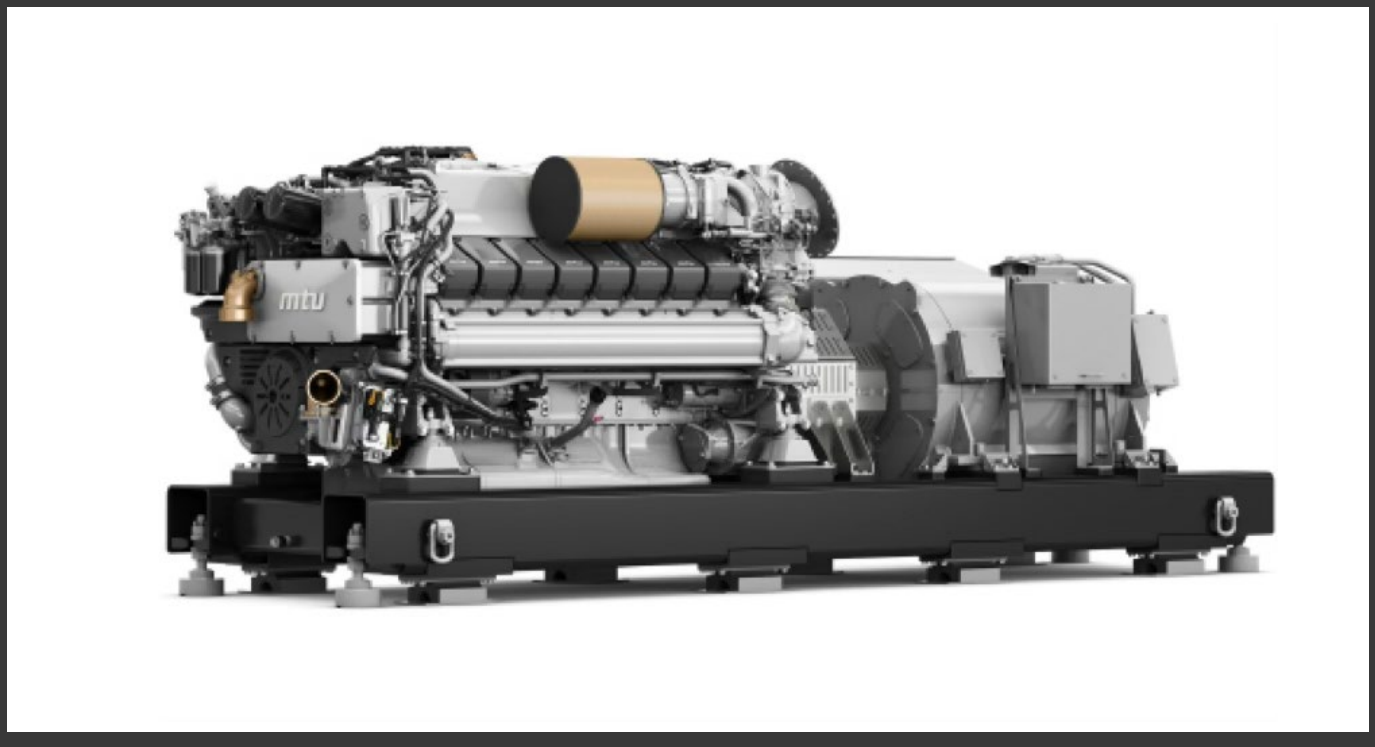
The new mtu Series 2000 variable-speed generator sets will be a highlight, offering industry-leading power density and enabling up to 15 per cent lower fuel consumption and CO_2 emissions compared with constant-speed gensets. The variable speed adapts optimally to different load profiles – ideal for electric and hybrid vessels that demand maximum efficiency, reliability and flexibility. Noise and vibration levels are also reduced, significantly enhancing on-board comfort.

The product range comprises compact and powerful units in 8V to 16V variants, suitable for passenger ferries, SAR vessels, offshore support vessels, yachts and patrol boats. This range is complemented by the new SCR exhaust after-treatment solution, which meets the strictest IMO Tier III emission standards and paves the way for more sustainable shipping.

Rolls-Royce also sets the standard in automation. With mtu NautIQ, bridge solutions and data analytics, ship operators are empowered to manage their fleets safely, efficiently and sustainably – whether for newbuilds or retrofits.

The service portfolio supports customers throughout the entire lifecycle of their vessels. Extended maintenance intervals, in-situ maintenance and industry-leading warranties ensure maximum availability and cost-effectiveness. Rolls-Royce Power Systems stands for technological openness, bespoke customer solutions and 100 years of maritime experience. "As a company within the Rolls-Royce Group, we actively evaluate, research and invest in future technologies to offer our customers the right propulsion technology for their fleets – both today and in the future – and support them with the expertise of our engineers and our service team throughout the entire service life of their vessels," explained Dr Lukas Köhler, Senior Vice President Global Marine & Mining at Rolls-Royce Power Systems.

Press photos for download can be found at the Media Centre (mtu-solutions.com).





Cambridge Aerospace Announces $300M Series C Raise

Air defence company Cambridge Aerospace has announced the closure of its Series C round with $300M dollars of investment at a $3.4B valuation. The round will support Cambridge Aerospace's continued exponential growth as the company expands manufacturing capabilities to deliver on existing and new contracts, while continuing to invest in the spiral development of existing products and bringing the next generation of capabilities to market.The round was led by DFJ Growth and supported by Lux, Accel, Lakestar, Never Lift, Ora Global and Elad Gil & Co. The addition of DFJ Growth and their expertise in rapidly scaling technology, combined with the continued support from early investors, shows the confidence in Cambridge Aerospace as they continue to deliver on contracts and invest in new technology.Since the company's $200M raise at a $1.3B valuation at Series B, co-led by Elad Gil & Co and Spark Capital, in April of this year, the company has received several contracts from the UK Ministry of Defence including to provide low-cost interceptors for the UK Armed Forces. The initial contract was announced by the Defence Secretary at the London Defence Conference, and the Low-Cost Effectors & Autonomous Platforms (LEAP) programme was announced in July.Formed less than two years ago, the rapid growth of the company has been driven by the distinct backgrounds of the leadership team with Professor Steven Barrett, the CEO, bringing extensive engineering expertise from his background as a leading aerospace engineer, CCO Chris Sylvan bringing his experience of more than a decade serving in the Royal Marines followed by working in emerging defence technology and Junaid Hussain, founder of several emerging technology companies.Two-thirds of the company's over 250 employees work in highly skilled technical and engineering roles, while also drawing on the skills of veterans of Allied armed forces. It is this

> "This raise is testament to the incredible work of the entire Cambridge Aerospace team."

talent pool that has allowed the company to successfully develop and deliver their first product, Skyhammer in such a short period, and this talent that will be bringing the next product, Starhammer, to market in 2027, with the company continuing to significantly increase its workforce. As well as the UK, the company has a presence in Germany, Poland, Norway, Ukraine, and Australia.Cambridge Aerospace CEO, Steven Barrett said: "This raise is testament to the incredible work of the entire Cambridge Aerospace team. By bringing together the best talent in the world with a singular mission to protect Allied skies from threats we have achieved a huge amount already. The addition of these funds will allow us to continue to scale our manufacturing and our delivery to meet the pace of threats, and the needs of Allied nations."Randy Glein, DFJ Growth Founder and Managing Partner said: "Cambridge Aerospace is solving one of the most pressing challenges of modern warfare. They have developed an affordable and accurate counter UAS system for eliminating the inbound threats and battlefield chaos caused by low-cost aerial attack drones. We surveyed the global landscape and identified Cambridge as having the best team and technology to build the most advanced and modern air defence infrastructure for Europe and its allies."Defence Secretary, Wes Streeting MP said: "This valuation is a great vote of confidence in Britain. Cambridge Aerospace's Skyhammer is an example of the low-cost interceptor missiles our Armed Forces need to deter adversaries and keep our country safe." "It is exactly what our unicorn scheme is designed to create – British start-ups scaling into billion-pound companies, creating skilled jobs, cementing the UK's position at the forefront of defence innovation."



Government brings British Steel into public ownership to protect UK steelmaking

The Government has taken British Steel into public ownership to protect UK steel production. The move followed the Steel Industry (Nationalisation) Act receiving Royal Assent, after Ministers concluded public ownership was necessary to protect the national interest.

Steel plays a vital role in the UK economy, supporting construction, transport, energy infrastructure, defence and the Modern Industrial Strategy.

> "This is a momentous day for British Steel, and everyone connected with our business – our dedicated employees, our valued customers and suppliers."

Maintaining production at British Steel's Scunthorpe site is essential to preserving domestic steelmaking.

After assessing the impact on the economy, infrastructure and national security, the Business Secretary concluded government ownership was the best way to secure the company's future and protect UK steelmaking and supply chains.

This follows wider sector support, including the first Steel Strategy, published in March

and backed by up to £2.5bn, which aims for up to 50% of steel used in the UK to be made domestically.

Additional measures include reducing tariff-free steel import quotas by 51%, £500m for Tata Steel's Port Talbot green steel transformation, and annual energy cost support worth hundreds of millions through the Supercharger and British Industrial Competitiveness Scheme.

The Government intervened in April 2025 to keep British Steel's blast furnaces running and prevent a closure threatening production, supply chains and thousands of jobs. Ministers and officials have since sought a long-term solution.

Despite extensive discussions, no agreement was reached with former owner Jingye that would secure the company's future while delivering taxpayer value.

Parliament has provided the necessary powers, and government has decided public ownership is the right course.

Following Royal Assent and the transfer, the Act requires an independent valuer to assess potential compensation.

Regulations establishing the scheme are expected in autumn. The new leadership team, comprising newly appointed Non-Executive Directors, will prioritise stabilising operations, safety, production and working with management, trade unions and staff towards a commercially sustainable, low-carbon business.

Domestic steel is critical to the Government's plans to reindustrialise Britain, strengthen resilience and reduce reliance on overseas supply chains.

Public ownership enables the Government to stabilise the company and explore its long-term future, including private investment.

British Steel Interim CEO Allan Bell said: "This is a momentous day for British Steel, and everyone connected with our business – our dedicated employees, our valued customers and suppliers, and the tens of thousands of people in our supply chains and local communities. Much more than that, it is an historic day for Britain and UK manufacturing – one which safeguards our future and strengthens national security and infrastructure.

"We are grateful to the UK Government for the decisive action it has taken, and the support it has given our business – and our people – during such a challenging period. Together, we look to the future with great optimism and will work together to make the world-class steel Britain needs now and for decades to come."

Community Union General Secretary Roy Rickhuss CBE said: "We at Community offer our thanks to this Government for passing this important piece of legislation, which will help to secure the long-term future of the UK's steel sector.

"Steel is the lifeblood of so many communities in the UK and this new law will help to safeguard thousands of jobs, ensuring greater stability in an industry which has had to weather many storms in recent years."

Charlotte Brumpton-Childs, GMB National Secretary, said: "The Government has taken timely, decisive intervention on British Steel - as it has throughout this process.

"It's no exaggeration to say Ministers have saved the UK steel industry. But the hard work to keep it alive starts here; beginning with a commitment to public infrastructure projects to buy British".

The move builds on the Government's March Steel Strategy, outlining plans to revitalise the sector, restore sustainable domestic production and secure steel's role in infrastructure, defence and clean energy.



"Much more than that, it is an historic day for Britain and UK manufacturing – one which safeguards our future and strengthens national security and infrastructure."



Major contract funds new nuclear deterrent submarines

The Government has awarded a new £5.9bn contract to BAE Systems funding critical work to progress the nation's Dreadnought Class nuclear deterrent submarines towards entry into service

Work on first of class, Dreadnought, continues apace at BAE Systems' shipyard in Barrow-in-Furness, ready for delivery to the Royal Navy in the early 2030s. The contract also covers continued progress on the build of boat two, Valiant, and fabrication and outfitting of the remaining two boats, Warspite and King George VI, which are in the early stages of construction.The four-boat Dreadnought Class programme will replace the existing Barrow-built Vanguard fleet, ensuring continuation of the UK's critical Continuous at Sea Deterrent capability. They will be the biggest, most powerful and technically advanced submarines ever built for the Royal Navy.The BAE Systems contract forms part of a wider £8.4bn package approved by parliament

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> “The Dreadnought programme is a truly national endeavour. In the last financial year, BAE Systems’ Dreadnought supply chain spend was £1.3bn, taking the total spent so far to £8.9bn across more than 1,500 UK suppliers.”



Dreadnought supply chain spend was £1.3bn, taking the total spent so far to £8.9bn across more than 1,500 UK suppliers.The Dreadnought programme supports approximately 30,000 jobs across the country, with more than 7,000 people currently working on it at BAE Systems alone.In September 2025, His Majesty King Charles III visited Barrow-in-Furness to bestow Royal Port status on the town, recognising the contribution it makes to UK defence. That contribution continues to grow; £1bn has been invested in the BAE Systems Submarines site and its workforce has expanded from 11,000 to approximately 16,000 over the past four years.Ensuring that growth is felt across the town and the surrounding area, BAE Systems continues to invest heavily in community and training facilities and is working alongside central and local Government as part of the Team Barrow partnership to deliver improvements via the £200m Barrow Transformation Fund.

for the Ministry of Defence (MOD). The build programme is being delivered in collaboration with the MOD’s Defence Nuclear Enterprise, the partnership of organisations that operate, maintain, renew and sustain the UK’s nuclear deterrent. The Dreadnought programme is of vital strategic importance to the UK, underpinning the security of our nation and our allies for decades to come.Its delivery depends on the strength of our national industrial base, with thousands of skilled workers right across the country playing their part in the mission to deliver this critical capability to the Royal Navy. Charles Woodburn, BAE Systems Chief Executive said: “The Dreadnought programme is a truly national endeavour. In the last financial year, BAE Systems’





High NA EUV reaches new readiness milestone with first high-volume Logic product

ASML Holding has reported that Intel Foundry is using ASML's High NA EUV technology on the Intel 18A process node to produce a subset of its Intel® Core™ Ultra Series 3 processors.This milestone marks an important step in demonstrating High NA EUV readiness in a production environment. ASML and Intel have worked closely for decades to advance lithography technology and support the continued scaling of semiconductors. The high numerical aperture extreme ultraviolet (High NA EUV) lithography process is an important next step in EUV lithography, developed by ASML to enable more precise patterning for advanced chip manufacturing. The Intel® Core™ Ultra Series 3 processors, code-named Panther Lake, are built on Intel 18A. The use of High NA EUV to pattern specific layers of these products provides ASML and Intel Foundry with helpful data to further refine system setup, up time and manufacturing implementation. This paves the way towards broader adoption, utilising the full capabilities of the technology. "With increased resolution and better process control, the introduction of High NA EUV marks a substantial development in semiconductor lithography," said Christophe Fouquet, ASML President and CEO. "We are proud to play a role in enabling the smaller, denser patterning that will accelerate advancements in AI and other emerging technologies." "This milestone reflects the close technical collaboration between Intel and ASML and shows how High NA EUV can be integrated into advanced semiconductor manufacturing at scale," said Naga Chandrasekaran, Executive Vice President and General Manager of Intel Foundry. "By qualifying the High NA EUV process option on select Intel 18A product layers, our existing fleet of tools are providing customers with increased output, while we develop future options to achieve leading-edge performance, density and manufacturing flexibility on upcoming nodes." In 2024, Intel and ASML completed integration of the industry's first commercial High NA EUV lithography system at the company's Hillsboro, Oregon, R&D site. Intel Foundry was also the first company to install and pass acceptance testing of the second generation, TWINSCAN EXE:5200B, which builds on the TWINSCAN EXE:5000 and increases output and overlay accuracy, along with an improved light source. With this announcement, Intel Foundry is first in the industry to ship high-volume logic product using High NA EUV.

"With increased resolution and better process control, the introduction of High NA EUV marks a substantial development in semiconductor lithography."

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