

CAPABILITY STATEMENT



COMPANY OVERVIEW

EP Marine & Rail specialises in the non-destructive assessment of marine bollards and associated mooring infrastructure. We support port operators, harbour authorities, marine civil engineering contractors and defence organisations by providing independent structural integrity assessments and safe working load (SWL) verification for critical mooring assets.

CORE SERVICES

- Marine bollard integrity assessment
- Safe Working Load (SWL) verification
- Anchorage and foundation interface assessment
- Ground Penetrating Radar (GPR) investigation
- Eddy current testing
- Advanced, phased-array ultra-sonic testing of critical components
- Condition assessment and technical reporting
- Technical due diligence for refurbishment and upgrade projects
- Maintenance and lifecycle planning support

SECTORS & EXPERIENCE

- Commercial ports & harbour authorities
- Ferry & RoRo terminal infrastructure
- UK Ministry of Defence (MOD) maritime assets
- International defence and naval infrastructure projects
- Energy sector marine facilities and industrial ports
- Marine civil engineering and principal contractors
- International port upgrade and refurbishment projects

KEY DIFFERENTIATORS

- Marine bollard and load-transfer specialists
- Independent, non-invasive NDT with minimal operational disruption
- Verified SWL assessment capability
- Identification of assets operating outside required load capacity
- Proven delivery in live marine environments
- Experience supporting complex port, defence and infrastructure projects

CLIENT OUTCOMES

- Independent verification of structural capacity
- Increased confidence in asset condition and performance
- Identification of hidden defects and subsurface anomalies
- Reduced reliance on intrusive investigation methods
- Improved maintenance and capital investment planning
- Evidence-based asset management and risk reduction

APPLICATION AREAS

Our services are typically required where:

- SWL data is missing, outdated, or uncertain
- Asset condition needs independent checking
- Infrastructure is ageing or deteriorating
- Port upgrades or changes in vessel loading are planned
- Maintenance, refurbishment or replacement decisions require robust evidence
- Works must be delivered in live operational environments