Press release

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World's Most Powerful Methanol Engine Announced

With 'latest, remarkable milestone', MAN Energy Solutions continues decarbonisation push

MAN Energy Solutions has announced that it will deliver the world's most powerful two-stroke methanol engine in June 2025. The engine, an MAN B&W 12G95ME-C10.5-LGIM (-Liquid Gas Injection Methanol) type rated at 82,440 kW @ 80rpm, is currently being built by Chinese licensee, CSSC-MES Diesel Co., Ltd. (CMD).

The engine is the first of 12 bound for a series of 12 × 24,000 teu container vessels currently under construction: seven at Nantong COSCO KHI Ship Engineering Co., Ltd. (NACKS) for shipowner, Orient Overseas Container Line Ltd. (OOCL); and five at Dalian COSCO KHI Ship Engineering Co., Ltd. (DACKS) for shipowner, COSCO Shipping Lines Co., Ltd. Each engine will also feature MAN Energy Solutions' proprietary EGRTC (Exhaust Gas Recirculation Turbocharger Cut-out) emissions system, the largest two-string EGR system on a two-stroke engine to date.

Bjarne Foldager – Head of Two-Stroke Business – MAN Energy Solutions, said: "At MAN Energy Solutions, our vision of 'Moving Big Things to Zero' motivates everything we do in developing the engine technology to operate on those fuels vying for prominence in the future market. This latest, remarkable milestone – the world's most powerful methanol engine – is just the latest fulfilment of that. By harnessing the potential of methanol, we are bringing the maritime industry closer to zero-emission solutions and we fully expect methanol to figure prominently as a future-fuel across all segments. Our thanks go to CMD, OOCL and COSCO Shipping, valued partners with whom we continue to share so many highlights."

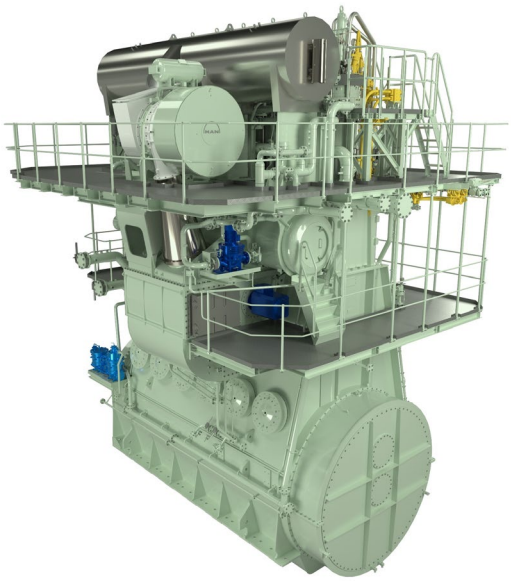
Christian Ludwig – Head of Two-Stroke Sales and Promotion – MAN Energy Solutions, said: "As we move towards a multi-fuel future, interest in methanol has grown steadily. To date, between newbuild engines and retrofits, we have won over 230 ME-LGIM references that have accumulated over 600,000 hours running on methanol alone. With ME-LGIM technology reaching 10 years in the market, it represents mature, proven technology and reflects MAN Energy Solutions' ability to develop attractive technology to enable shipping's carbon transition. Furthermore, while methanol produced from renewable sources is an attractive marine-fuel option due to its low carbon-intensity, an engine using green methanol can even provide carbon-neutral propulsion – adding to the benefits the ME-LGIM brings to the table."

About the MAN B&W ME-LGIM engine

MAN Energy Solutions developed the ME-LGIM dual-fuel engine for operation on methanol, as well as conventional fuel. The engine is based on the company's proven ME-series, with its approximately 8,500 engines in service, and works

according to the Diesel principle. When operating on green methanol, the engine offers carbon-neutral propulsion for large merchant-marine vessels.

Methanol carriers have already operated at sea for many years using the engine, and, as such, the ME-LGIM has a proven track record offering great reliability and high fuel-efficiency.



Rendering of the MAN B&W ME-LGIM engine

Picture from the Factory Acceptance Test of the new ME-LGIM at CSSC-MES Diesel Co., Ltd. (CMD) in China

MAN Energy Solutions enables its customers to achieve sustainable value creation in the transition towards a carbon neutral future. Addressing tomorrow's challenges within the marine, energy and industrial sectors, we improve efficiency and performance at a systemic level. Leading the way in advanced engineering for more than 250 years, we provide a unique portfolio of technologies. Headquartered in Germany, MAN Energy Solutions employs some 14,000 people at over 120 sites globally. Our after-sales brand, MAN PrimeServ, offers a vast network of service centres to our customers all over the world.