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ME-GI Two-Stroke Engine Continues March towards 1,000 Orders

Newbuildings confirm dual-fuel engine's status as market leader

MAN Energy Solutions reports that its MAN B&W dual-fuel ME-GI engine has had a strong start to the year, confirming its status as the default, dual-fuel methane-fuelled engine. Since its market debut in 2014, the ME-GI has been broadly accepted by all marine segments and is expected to shortly round 1,000 engine orders.

MAN Energy Solutions reports that the strongest interest in the engine has come from the container segment with more than 400 engines ordered, followed by gas and liquid tanker vessels (225+), and car & truck carriers (175+).

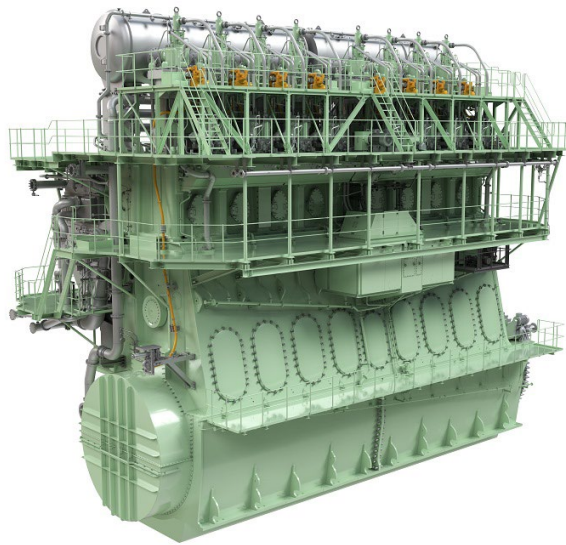
International shipping line, Mediterranean Shipping Company S.A. (MSC), has played a prominent role in the adoption of the ME-GI and has added more than 125 of the two-stroke engines to its fleet, making it the largest ME-GI owner. The same company has also demonstrated its strong support for MAN Energy Solutions' Pump Vaporizer Unit (PVU) and is also the customer with most contracts signed for this product.

Giuseppe Gargiulo – Head of Newbuildings, MSC – said: “The two-stroke ME-GI provides us with the lowest methane slip, best gas consumption, and an attractive pilot-oil consumption as we navigate towards net zero. We have around 150 dual-fuel vessels on our order book currently to make our fleet the most modern and efficient in the industry. It is thanks to world-class suppliers like MAN Energy Solutions that we have been able to achieve this important energy transition milestone for our fleet.”

Bjarne Foldager – Head of Two-Stroke Business – MAN Energy Solutions, said: “The ME-GI engine stands out by virtue of its having the lowest methane slip of any engine in the market. We have recently experienced a huge uptake in orders of ME-GI engines and believe the reason is that LNG is a brilliant transition fuel with which to reach the long-term goal of decarbonising shipping. The LNG supply chain is the most mature and a supply of fossil LNG is available in most key ports around the world. As increased quantities of bio- and synthetic LNG become available at commercially viable prices, the ME-GI engine will allow shipowners to progress even further on the decarbonisation pathway and reach net-zero greenhouse-gas emissions. This, coupled with the ME-GI's market-leading efficiency and technological maturity that have won references in all available market segments, is an achievement we feel justifiably proud of. Every order represents an owner's trust, which is truly humbling.”

Christian Ludwig – Head of Two-Stroke Sales and Promotion – MAN Energy Solutions, said: “With an installed engine-output power base of more than 25 million kW, the ME-GI plays a leading role in terms of numbers, power and running hours against any dual-fuel, two-stroke engine in the market. Since its

introduction – and including its upgrade to the ME-GI Mk II – these engines have formed the backbone of our dual-fuel engine portfolio. Available from 35-bore to 95-bore, these market-leading engines cover most propulsion needs. Even passenger ferries have taken to these engine – and our PVU for that matter – due to their many merits.”



The ME-GI engine

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.