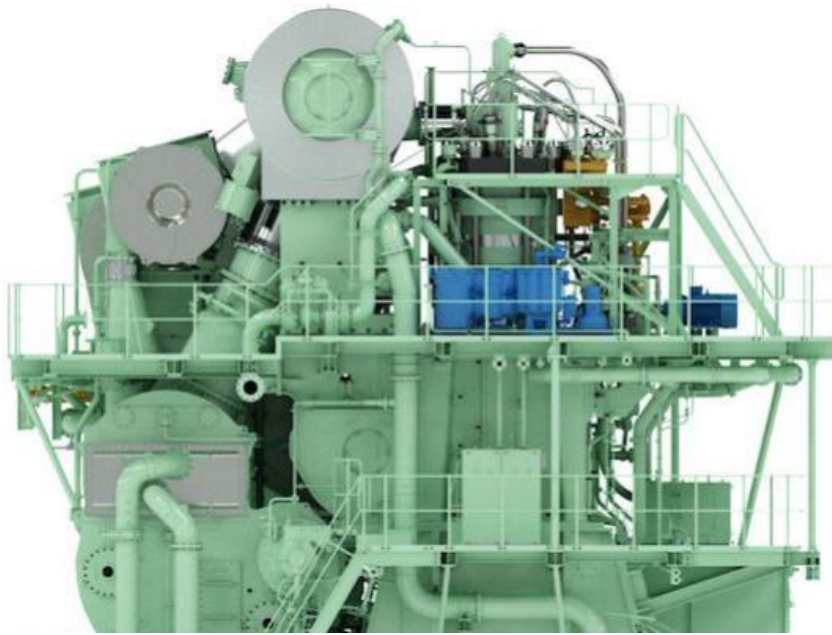


MAN lands first methanol-powered VLCC engine order



China Merchants Energy Shipping (CMES) has ordered a MAN B&W 7G80ME-LGIM engine for a VLCC that is to be built by Dalian Shipbuilding Industry Co for delivery in April 2026.

[Paul Bartlett](#) | Nov 23, 2023

The order, placed by the China Merchants Heavy Industry subsidiary, is the first dual-fuel methanol engine to be installed on a VLCC.

The engine will be built by China Shipbuilding Industry Corporation Diesel Engine Co. Ltd. It will incorporate MAN's exhaust gas recirculation emissions reduction technology.

Related: [China Merchants Energy Shipping orders world's first methanol-fuel VLCC](#)

The contract appears to underpin methanol's steady advance as a future fuel. It follows a recent order by CMES of six, small-bore, seven-cylinder 21/31DF-M GenSets for two 9,300 ceu pure car truck carriers. Both vessels will be powered by MAN B&W ME-LGIM main engines.

MAN Energy Solutions' Head of Two-Stroke Business, Bjarne Foldager, commented: "This is a unique project that represents the first such methanol-burning engine within this particular marine segment and which comes from a major VLCC fleet owner. Taking this, and its recent dual-fuel business with us into account, CMES is definitively a first mover to methanol, which we expect will figure prominently as a future fuel across all vessel segments."

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Thomas S. Hansen, the engine company's Head of Promotion and Customer Support, declared: "Switching to low-carbon fuel is the most effective way to decarbonise the existing maritime fleet and we are currently experiencing an increased interest in methanol-powered engines. In tune with this, we recently expanded our methanol portfolio such that its power range now covers all large merchant-marine vessel applications, including VLCCs. The over 150 ME-LGIM engines ordered and more than 450,000 running hours on methanol already recorded at sea show how capable our concept is."

The ME-LGIM (liquid gas injection methanol) dual-fuel engine is based on the engine firm's ME series of which about 8,500 engines are in service. Working on the Diesel principle, the engine offers carbon-neutral propulsion when operation on green methanol.