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‘A carbon-neutral future is within shipping’s reach’: MAN Energy Solutions

It has been a busy three years for MAN Energy Solutions. The marine engine and system provider, headquartered in Augsburg, Germany, has seen a sharp increase in demand for dual-fuel LNG engines since the International Maritime Organisation (IMO), the shipping sector’s regulator, confirmed in October 2016 that, on 1 January 2020, it would put into force a global 0.5% sulphur content cap on marine emissions, down from a current 3.5%.

In the beginning, there was plenty of resistance against the new regulation from many in the marine business, says Lex Nijssen, VP, head of Four-Stroke Marine Sales at MAN Energy Solutions.

“Many said they didn’t want to do it, they asked for the cap to be postponed, until some of the big players began to make plans for 2020,” Nijssen says. “A part of the market has now gone for scrubbers. The reasoning is more economic, but also for ships that are older and will be retired. We see many more requests coming in for dual-fuel engines.”



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