



Dr. Andreas Schmid

WinGD AT NOR-SHIPPING EXHIBITION LNG WILL CONTINUE TO BE THE GLOBAL SIGNIFICANT MARINE FUEL

WinGD (Winterthur Gas & Diesel), a leading developer of low-speed gas and diesel engines for marine propulsion, has once again shared its latest technologies and expertise in the maritime industry through distinguished participation at this year's Nor-Shipping 2022. Robban Assafina magazine was there and had the opportunity to meet up with Dr. Andreas Schmid, General Manager-Technology Development, and Andrea Lazzaro, Global Business Development at WinGD. Schmid spoke of the marine engine market's readiness for future technologies, and WinGD's position in all of this, stating that the market is not only ready, but desperate for new technologies since customers need this change. "WinGD has an important role in this change. We are offering our customers different solutions ranging from future fuels that reduce CO2 emissions, as well as different tools that improve the efficiency of the main engine and the whole system on board."

Fuel challenge

And as the industry's efforts are increasing to meet the fuel challenge, WinGD is ensuring that future engine designs match future fuels, looking through main fuels like E-Ammonia and E-Methanol.

"Using the latest simulation and experimental tools, we look into the combustion of these fuels, to understand how they burn in the best way and under what conditions.

Based on these findings we develop the hardware that best suits this kind of combustion while making sure it is easy to manufacture and can be integrated in the best way into the ship", said Schmid, who also spoke of WinGD's support of the other fuels' developments, such as the drop-in fuels or green HFO, which could be lignin based for example.

"This is interesting for most customers especially in the first 5 to 10 years, since the

E-fuels might not be available for most of the customers.

But they will still need to reduce their Green House Gas emissions, so basically they have the option of burning LNG, or using the drop in fuels which aim to directly replace the HFO in the bunker."

LNG

Speaking of LNG in the timeline of the future fuel, Schmid referred to LNG as the fuel of the moment, bridging the gap in the maritime industry to reduce the CO2 emissions until E-Methanol or E-Ammonia are ready for clients.

On the other hand, Andrea Lazzaro, Global Business Development at WinGD, spoke of a slightly different notion regarding LNG, stating that the availability of future fuels like E-Ammonia or E-Methanol is a very long timeline, and so LNG will be around for some time now in the industry.

"It's impossible to think, even in the medium term, that we'll have enough renewable sources to produce Green Ammonia or even Green Methanol for the shipping industry alone, as all sectors will want a piece of the cake.

If we can imagine that in 5 years we are going to switch 100% to Ammonia and Methanol, this is completely unrealistic, and so LNG will have to play a major role in bringing a concrete and immediate contribution to the decarbonization of the global shipping industry.

Not only is LNG available today as a real solution as we wait for future green fuels and technologies, but the direct "drop-in" blending of LNG with both e-LNG and bio-LNG, as they become gradually more available, can achieve a significant further reduction of GHG emissions, without requiring any new technologies or modifications to the existing bunkering infrastructure around the world."