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# WinGD and CMB.TECH co-develop large ammonia-fuelled engines

**WinGD and CMB.TECH bring combined expertise to zero-carbon fuel technology in groundbreaking collaboration for fleet of ammonia fuelled bulk carriers.**

Swiss marine power company WinGD and Belgian shipping and cleantech group CMB.TECH have signed an agreement on the development of ammonia-fuelled two-stroke engines. The companies aim to install the ammonia dual-fuel X72DF engine on a series of ten x 210,000 DWT bulk carriers to be built at a Chinese shipyard in 2025 and 2026.

Under this joint development project, CMB.TECH will support WinGD in establishing its ammonia-fuelled engine concept for a large bore engine. CMB.TECH has significant insight into alternative fuels and builds, designs, owns and operates large marine and industrial applications that run on hydrogen and ammonia.

Both WinGD and CMB.TECH believe that ammonia will play a significant role in the decarbonisation of the maritime industry. The series of large bulk carriers powered by WinGD's ammonia engines will be the first of its kind and proof that large sea-going vessels can be powered by zero-carbon fuels.

CMB CEO Alexander Saverys said: "We believe that ammonia is the most promising zero-carbon fuel for deep sea vessels. Our intention is to have dual-fuel ammonia-diesel engines on our dry bulk vessels, container vessels and chemical tankers. Collaborating with WinGD on the development of the first ammonia-fuelled two-stroke engines for our fleet is a pioneering partnership on the road to zero emissions in shipping."

WinGD CEO Klaus Heim said: "This project is a significant step in accelerating our ammonia technology roadmap for a zero-carbon future. Having CMB.TECH's input into the engine development will be invaluable given their alternative fuel expertise and their ship operator's perspective on how an engine concept is implemented and ultimately operated. The project is an opportunity to widen the roll-out of ammonia technology across our portfolio, in line with our previously stated timeframe of introducing the first engine concept in 2025."

These newest engines in WinGD's X-DF portfolio will add ammonia capability to the proven technology of WinGD's X engines. They will be based on the X92B engine, whose market-leading fuel efficiency makes it an ideal starting point for developing large bore ammonia-fuelled engines.

The development project with CMB.TECH is one of several projects WinGD is carrying out with shipowners and engine builders to ensure that dual-fuel ammonia two-stroke engines will be available as the global fleet prepares to adopt green fuels to meet long-term decarbonisation targets.

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**WinGD in brief**

WinGD advances the decarbonisation of marine transportation through sustainable energy systems using the most advanced technologies in emissions reduction, fuel efficiency, hybridisation and digital optimisation. With their two-stroke low-speed engines at the heart of the power equation, WinGD sets the industry standard for reliability, safety, efficiency and environmental design, backed by a global network of service and support. Headquartered in Winterthur, Switzerland since its origin as the Sulzer Diesel Engine business in 1893, today it is powering the transformation to a sustainable future.

WinGD is a CSSC Group company.

For more information visit: [www.wingd.com](http://www.wingd.com)

**CMB and CMB.TECH in brief**

CMB (Compagnie Maritime Belge) is a diversified shipping and cleantech group based in Antwerp, Belgium. CMB owns and operates 150 seagoing vessels in dry bulk (Bocimar), container transport (Delphis), chemical tankers (Bochem) & crew transfer vessels (Windcat). CMB is also active in cleantech (CMB.TECH) and real estate (MCA Facilities, Maritime Campus Antwerp). CMB has offices in Tokyo, Singapore, Hong Kong, Germany, UK and The Netherlands.

[www.cmb.be](http://www.cmb.be)

CMB.TECH is a cleantech company that builds, owns, operates & designs large marine and industrial applications that run on hydrogen and ammonia. CMB.TECH also offers hydrogen and ammonia fuel to its customers, either through own production or by sourcing it from third party producers.

[www.cmb.tech](http://www.cmb.tech)