

Ethanol debut for WinGD as Maersk vessel makes landmark US bunkering and voyage

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WinGD has recorded the first in-service operation of its X-DF-M/E alcohol fuel engine platform on ethanol fuel, following a successful bunkering and voyage in the US. The 9,000 TEU container ship *Tangier Maersk*, owned by the Maersk shipping line, successfully sailed from Houston to New York on ethanol fuel.

The vessel took on the bunker at the Port of Houston in late September, with the world's largest bioethanol producer POET supplying fuel for the WinGD X82DF-M/E engine powering the vessel. The occasion marked the first marine bunkering of a 100% bioethanol blend in the US, and the first ever in-service bunkering of ethanol to a WinGD engine.

As well as highlighting the increasing availability of bioethanol to marine markets – POET alone produces 3 billion gallons a year across 35 sites – the sailing marks a milestone in the operational record of WinGD's alcohol fuel engine platform. The first X-DF-M/E engine capable of using methanol entered service in 2025, with multi-alcohol fuel capability added this year – enabling both methanol and ethanol fuel to be used on six mid-sized sister vessels ordered by Maersk.

WinGD Vice President Research & Development Sebastian Hensel said: "The use of bioethanol as a marine fuel is a natural progression for WinGD after successful operating experience with methanol using the same engine platform. This debut, a result of the strong momentum of Maersk in validating the use of this cost-effective low-carbon fuel, enabled us to confirm important operational and safety functions. This landmark will give added confidence to ship operators considering bioethanol as an emerging route to maritime decarbonisation."

The successful bunkering operation was the result of strong collaboration between several partners, with Maersk providing the vessel, Kirby Corporation providing fuel transportation and bunkering, and the Port of Houston overseeing port coordination. The US Coast Guard also supported the project by verifying that regulatory requirements to conduct the bunkering operation had been met.

Emma Mazhari, Maersk's Vice President Energy Markets said: "Bioethanol is a scalable, lower-emission fuel option that can offer greater flexibility in how the maritime industry approaches its transition to lower-carbon fuels. This operation is an important step in exploring how bioethanol can be incorporated into marine fuel supply chains."

The chemical similarities between methanol and ethanol mean that both can be used in WinGD's X-DF-M/E engines, with injection optimised for either fuel or for similar performance with both fuels. This flexibility means that operators can switch between the two fuels in the same engine depending on greenhouse gas emissions reduction requirements, cost and availability –

delivering a more cost-effective transition towards net-zero emissions from international shipping.

ENDS

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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 - supported by Global Service by WinGD, which delivers tailored 24X7 lifecycle engine support through Swiss engineering excellence, dependable maintenance, rapid global response, and genuine parts to keep engines performing at their best.

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.

For more information visit: www.wingd.com
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