
Hapag-Lloyd and Seaspn to retrofit 5 vessels to methanol propulsion

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Hapag-Lloyd and Seaspn Corporation enter into a partnership agreement to retrofit and convert five 10,100 TEU container ships powered by conventional MAN S90 engines to dual-fuel engines capable of operating on methanol.

Following the engine retrofit, the vessels will continue to be on long-term charter from Seaspn to Hapag-Lloyd.

Dr. Maximilan Rothkopf, Hapag-Lloyd's Chief Operating Officer (COO), stated: "The methanol retrofit project is a further step in our ambitious sustainability agenda, which aims to achieve the decarbonisation of the entire fleet by 2045. By enabling these vessels to use green methanol as of 2026, we will meet our customers' growing demand for green transportation solutions." Regarding the initiative, Rothkopf also added: "With Seaspn, we benefit from a valued partner with deep experience, a wide supplier network and scale."

Torsten Holst Pedersen, Chief Operating Officer (COO) of Seaspn, commented, "Collaboration between strong and like-minded partners, Hapag-Lloyd and Seaspn, drives innovation. Retrofitting must be an integral part of the strategy if the container shipping industry wants to deliver on its decarbonisation targets."

To achieve its strategic decarbonisation goal, Hapag-Lloyd's investments are not only focused on newbuildings or retrofits (dual-fuel propulsion) and the optimisation of the efficiency of our existing fleet (Fleet Upgrade Program), but also on covering the exploration and sourcing of green fuels. Green methanol is thereby emerging as one of the low emission fuels of the future.

The vessels scheduled for retrofits are the "Seaspn Amazon", "Seaspn Ganges", "Seaspn Thames", "Seaspn Yangtze" and "Seaspn Zambezi". The retrofit is expected to take approximately 80-90 days per vessel starting in the first quarter of 2026. The total investment is estimated at around USD 120 million for the five units.

(Hapag-Lloyd)