



# CMA CGM readies methanol retrofits

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CMA CGM

CMA CGM has signed up a series of containerships for a methanol dual-fuel revamp in China, joining the likes of Maersk, COSCO and Hapag-Lloyd.

The French carrier has earmarked its conventionally-fuelled 9,300 teu ships for the project at CSSC Qingdao Beihai Shipbuilding.

The world's third-largest liner ordered its first six methanol-powered boxships at [Dalian Shipbuilding Industry \(DSIC\)](#) in 2022, which was followed by a dozen newbuilds at South Korea's [Hyundai Samho](#), six at [Jiangnan Shipyard](#) and eight more units at [Shanghai Waigaoqiao Shipbuilding](#).

The Rodolphe Saadé-led CMA CGM recently signed a deal with Abu Dhabi-based renewable energy company Masdar to explore long-term green shipping fuel offtake contracts. The cooperation will facilitate the deployment of CMA CGM's new generation of dual-fuel ships ready to use biofuels and e-fuels based on methane and methanol, of which 35 are currently in fleet and 84 in order.

In 2023, methanol became a popular alternative fuel option for ships, with around the same number of orders being received as for those that could run on LNG.

[Maersk](#) and Germany's MAN Energy Solutions set the ball rolling on methanol in June 2023 for the first engine conversion in the middle of 2024. The duo also has a deal in place for the retrofit of the G95 main engines aboard 11 Maersk boxships to dual-fuel.

[Seaspan](#), the world's largest boxship lessor, and German liner Hapag-Lloyd contracted with MAN in July of the same year for 15 methanol dual-fuel engine retrofits, with options for 45 more projects.

[COSCO Shipping](#) also committed a series of its containerships for a methanol dual-fuel conversion at the COSCO Group shipyard, with MAN and Finnish marine technology provider Wartsila selected to provide engines for the project.