Everllence

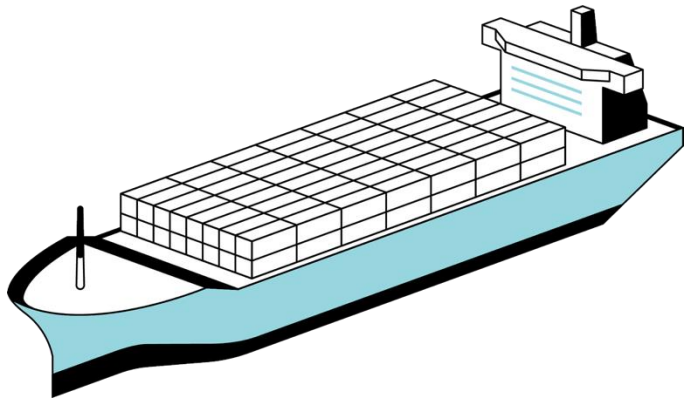
The Future of Two-Stroke Propulsion: Market Drivers, Industry Trends & Everllence Solutions

Greener shipping Summit, Nov 2026
Eugenidis Foundation, Kallithea



Ioannis Dimakopoulos
| Two-Stroke Promotion | November 10th, 2026

Agenda

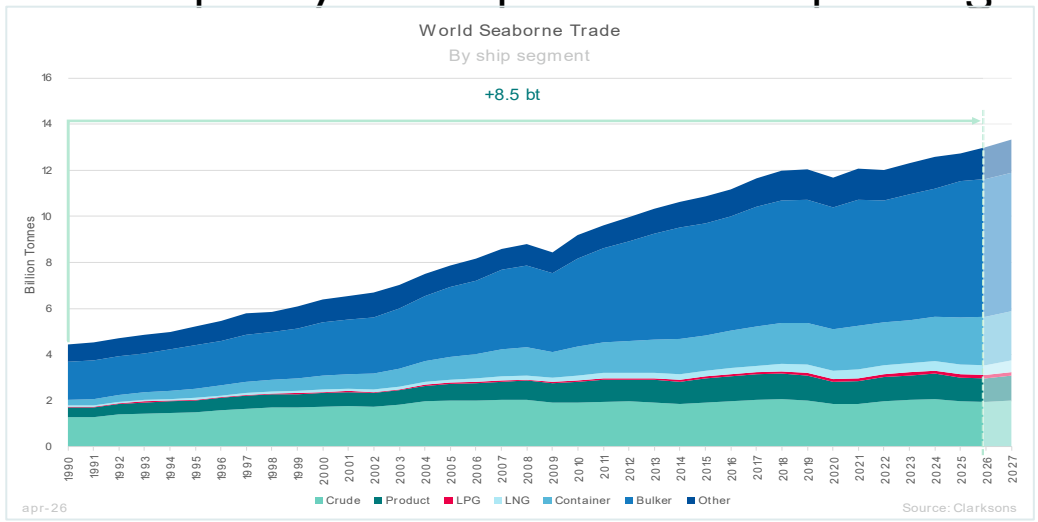


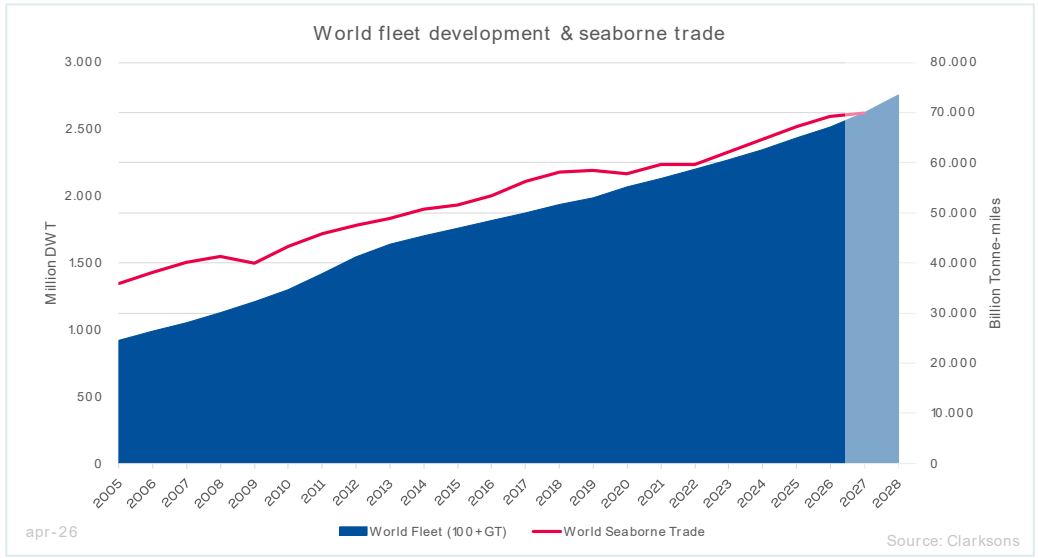
1. Market forces shaping the future of two-stroke propulsion
2. Everllence innovation strategy: Translating industry challenges into engine solutions

1
Market forces shaping the future of two-stroke propulsion

Seaborne trade: +8.5bn tonnes since 1990

Fleet capacity has expanded in step with global trade.





TRADE

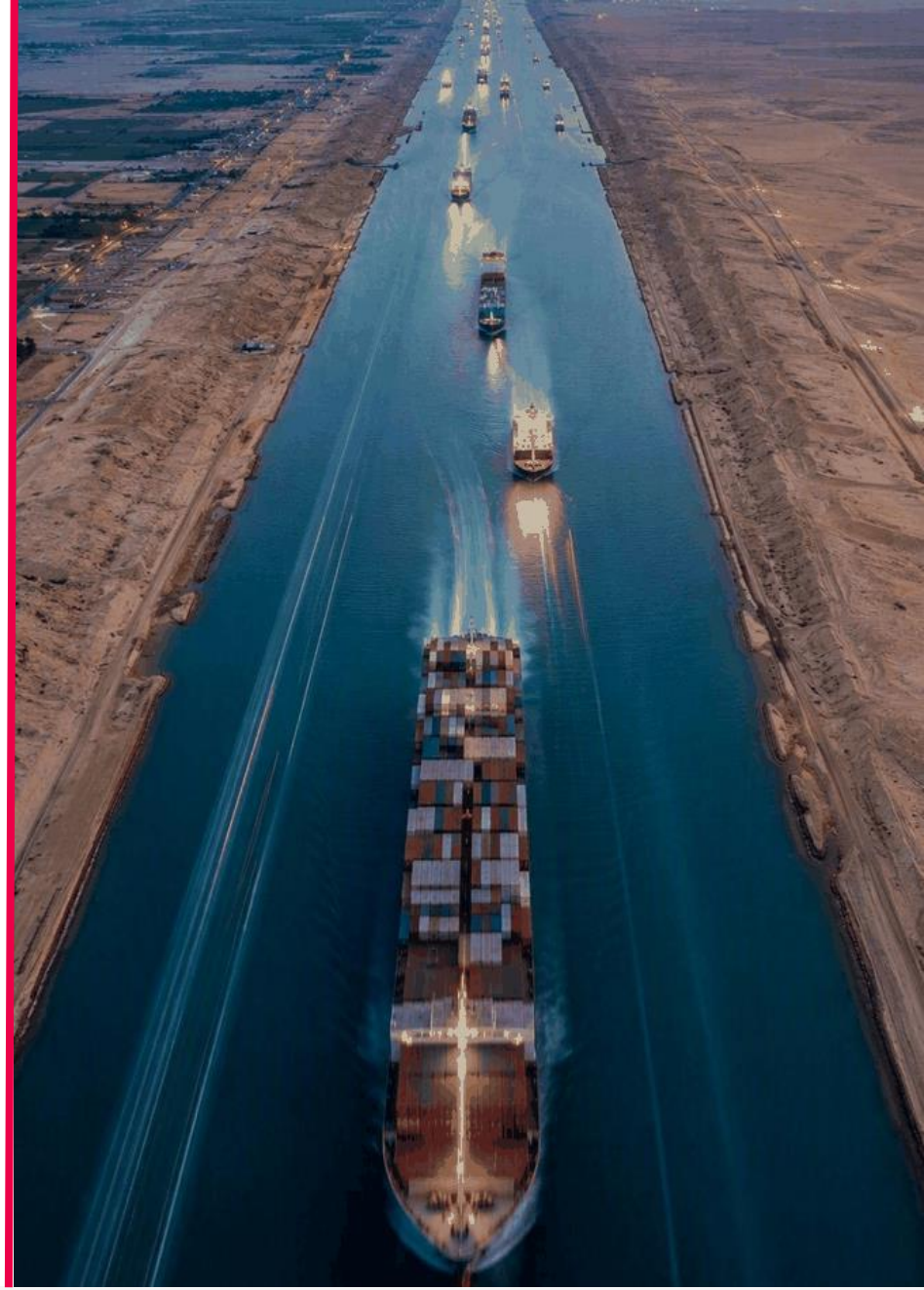
+8.5bn t

since 1990

FLEET

≈2.6bn DWT

late-2020s projection

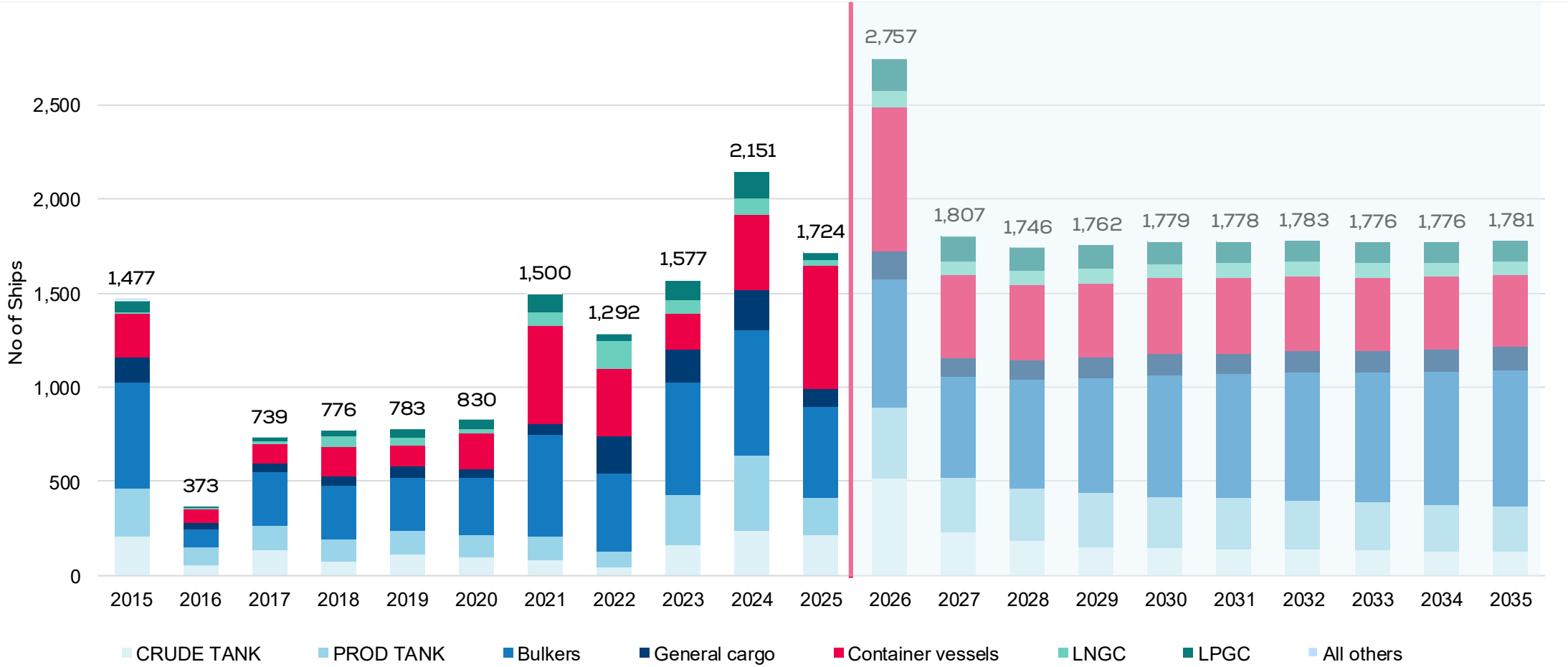


Source: Clarksons (charts)

More cargo. More capacity. More traffic.

Two-stroke Propulsion Contracting Forecast

To cover the predicted trade growth and increase in scrapping volume because of fleet age, an increase in vessel contracting and deliveries is necessary over the next decade

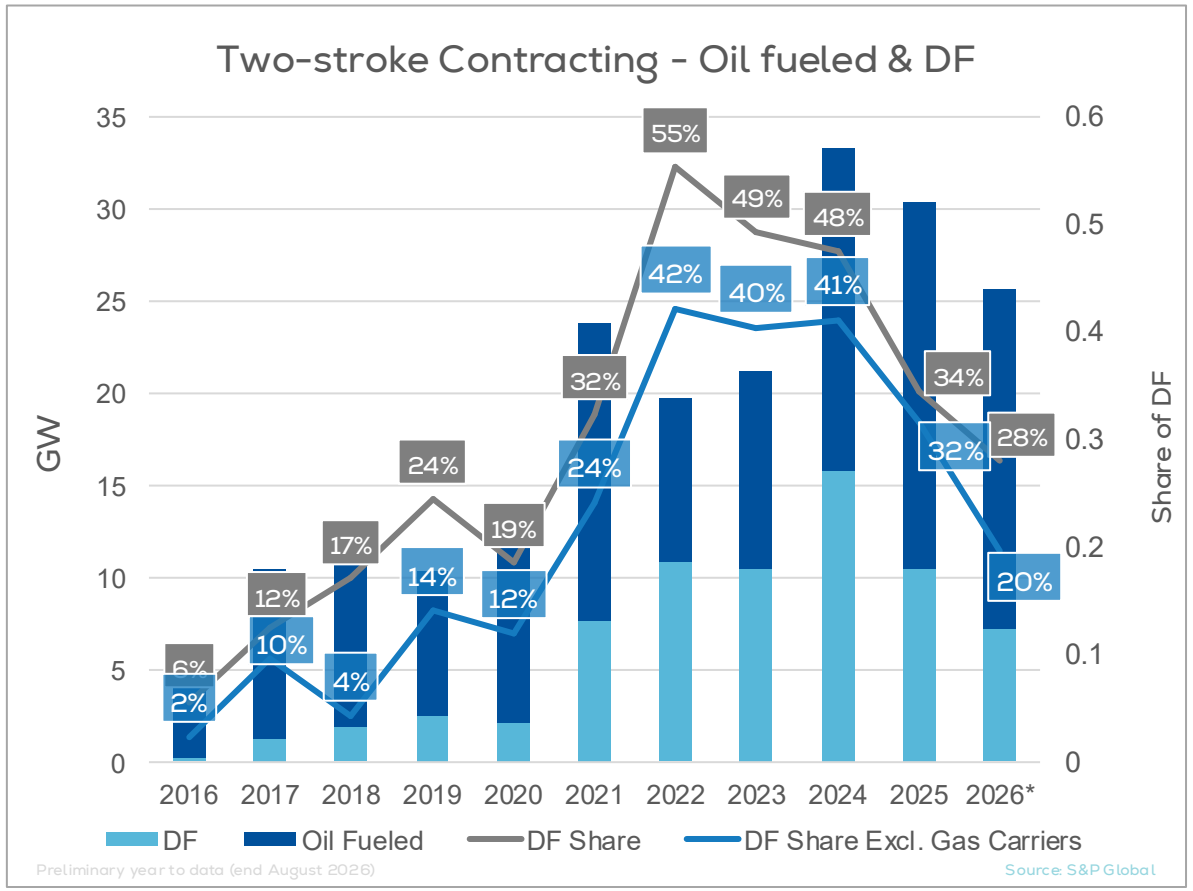


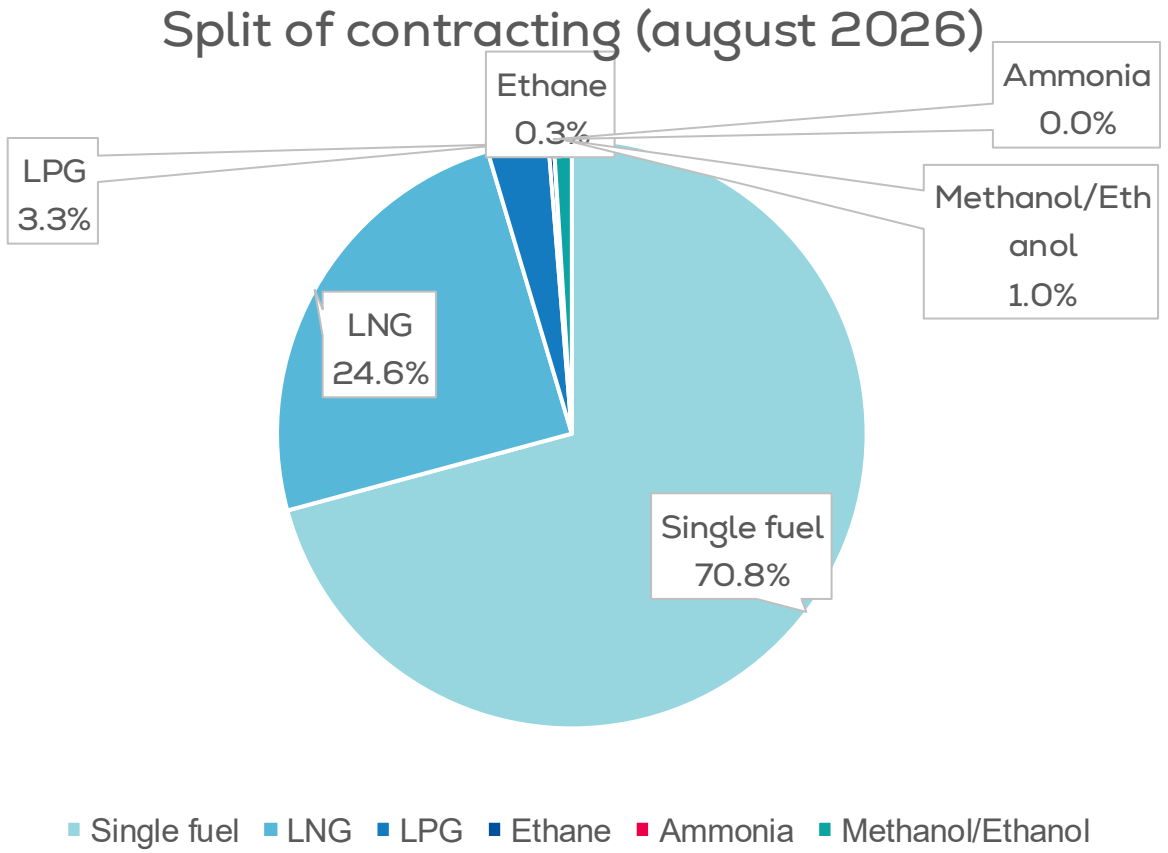
August 2026

Source: Everllence

Conventional and DF two-stroke vessel contracting

DF contracting remains a key part of two-stroke orders, but its share has moderated in 2025–2026.







Where are we today?

- Shipyards and engine-builder factories are full due to the historical shipbuilding super-cycle currently unfolding
- Clear measures are required to level out the competitive price gap between fossil fuels and lower emission alternatives
- No solutions fits all! - The long-term fuel mix is expected to be multi-fuel dependent on vessel type, size, trading pattern and customer preference
- The technological solutions required to enable the maritime energy transition are already available

2
Everllence innovation strategy: Translating industry challenges into engine solutions

Dual-Fuel Leadership | Pioneering Fuel Pathways
2150+ Orders

Methane		Methanol	Ethane	LPG	Ammonia
ME-GI	ME-GA	ME-LGIM	ME-GIE	ME-LGIP	ME-LGIA
1260	276	233	97	290	7

2015 — World's 1st **Methane** driven container vessel



2016 — World's 1st **MeOH** driven vessel



2017 — World's 1st **Ethane** driven vessel



2020 — World's 1st **LPG** driven vessel



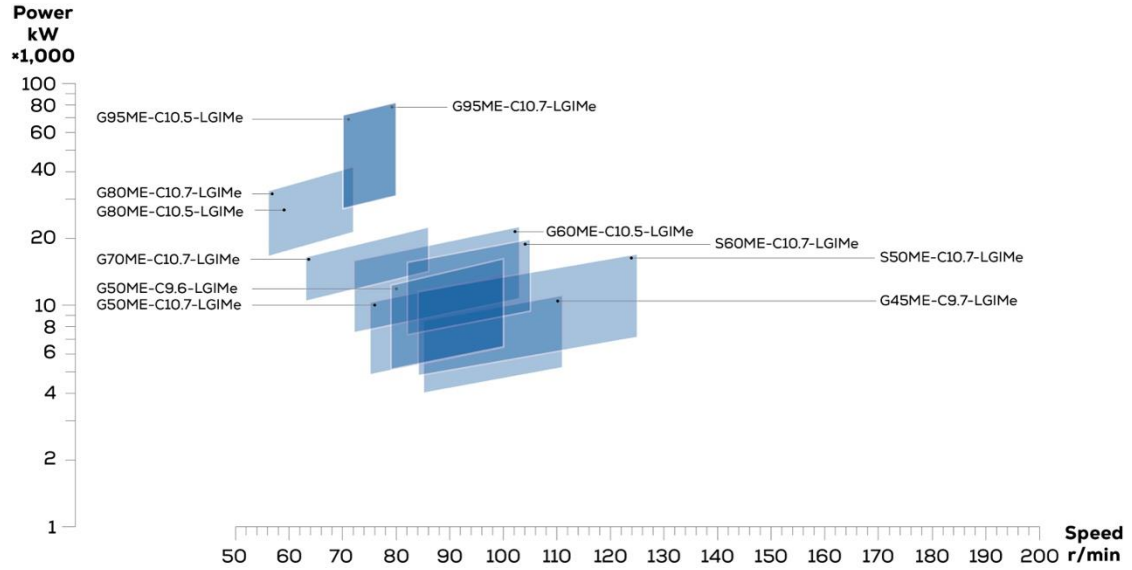
2023 — World's 1st **MeOH** driven container vessel



Everllence releases ethanol fuel capability across ME-LGIM engine portfolio

Following successful R&D tests and in-service validation, Everllence now expands its fuel flexibility with tri-fuel operation on Everllence B&W ME-LGIM engines.

- The ethanol capability is introduced for both currently available engines and legacy engines, adhering to both newbuild and retrofit demands.



Everllence B&W ME-LGIMe engines available for newbuildings. Detailed performance data will be made available by request through MarineProjectEngineering2S@everllence.com. Online CEAS reports are expected to be available by Q4 2026.

ME-LGIM: Ethanol Operation

Already in service

X-Press Feeders
45.475 følgere
2md. • Redigeret •
+ Følg

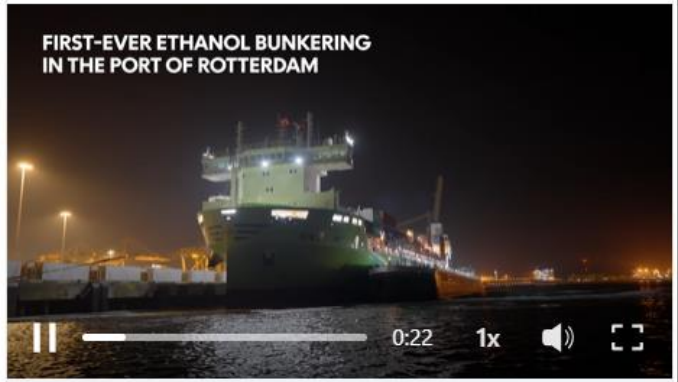
X-Press Feeders successfully completed the bunkering of an ethanol-methanol marine fuel blend aboard our vessel, Eco Levant in the Port of Rotterdam on 23 May 2026, marking another ... mere

Vis oversættelse

Port of Rotterdam
128.315 følgere
2md. • Redigeret •
+ Følg

Milestone! Last weekend, the container vessel Eco Levant has been successfully bunkered with ethanol in the port of Rotterdam. It's the first time in Rotterdam that a vessel ... mere

Vis oversættelse



First-ever ethanol bunkering in the port of Rotterdam

CMA CGM
1.737.248 følgere
1md. •

A first for Brazil. A milestone for shipping BR

Our very own CMA CGM IRON was successfully supplied with bioethanol at the Port of Santos Brasil, marking the first bioethanol bunkering operation for a deep-sea containership in Brazil.

Delivered in partnership with Copersucar, Bunker One, Ageo Terminais and Everllence, this pioneering operation demonstrates the potential of bioethanol as an alternative marine fuel and marks an important milestone in the maritime industry's energy transition. It also contributes to strengthening the Port of Santos as a key hub for lower-carbon marine fuels.

This achievement reflects our commitment to advancing practical solutions that help accelerate the decarbonization of maritime transport.

Vis oversættelse



A.P. Moller - Maersk
2.560.195 følgere
1md. •

We continue to explore ethanol as a fuel for the future. Following successful trials on Laura Maersk, we recently scaled up and bunkered our large dual-fuel vessel, Antonia Mærsk, with 100% ethanol on 9 July at APM Terminals Barcelona at Port de Barcelona ES

Drawing on our experience with methanol, we are working with port authorities and partners to establish the infrastructure and operational procedures needed to support ethanol bunkering at key ports.

Ethanol is one of several pathways we are exploring to diversify our low-emission fuel portfolio, with the ambition of enabling rapid uptake and helping create a new liquid marine fuel market. Realising this ambition will require both continued investment across the value chain and the development of supportive regulatory frameworks.

#Decarbonisation #Bunkering #Fuel #Maersk

Vis oversættelse



The first LGIA's journey

Press release
Copenhagen, 20/04/2026

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Ammonia Engine Passes "Huge Milestone" en Route to Commercial Debut

Successful FAT stands testament to strong engineering concept, continues ME-LGIA's smooth development

Everllence has announced the successful Factory Acceptance Test (FAT) of its first ammonia-burning engine built by licensee, Engine & Machinery of Hyundai Heavy Industries (HHI-EMD) in South Korea. The dual-fuel Everllence B&W 6G60ME-LGIA (-Liquid Gas Injection Ammonia) type is slated for a vessel for Singapore-based, Eastern Pacific Shipping (EPS) currently under construction at HD Hyundai Heavy Industries (HHI) in Korea. The engine also comes equipped with HPSCR (High Pressure Selective Catalytic Reduction) technology.

This milestone also marks an important step forward for EPS's ammonia programme. The Very Large Ammonia Carriers (VLACs) under construction at HHI – with first delivery scheduled from October 2026 – will be the first in the world to be equipped with the Everllence 6G60ME-LGIA ammonia engines, positioning them at the forefront of low-carbon propulsion development.

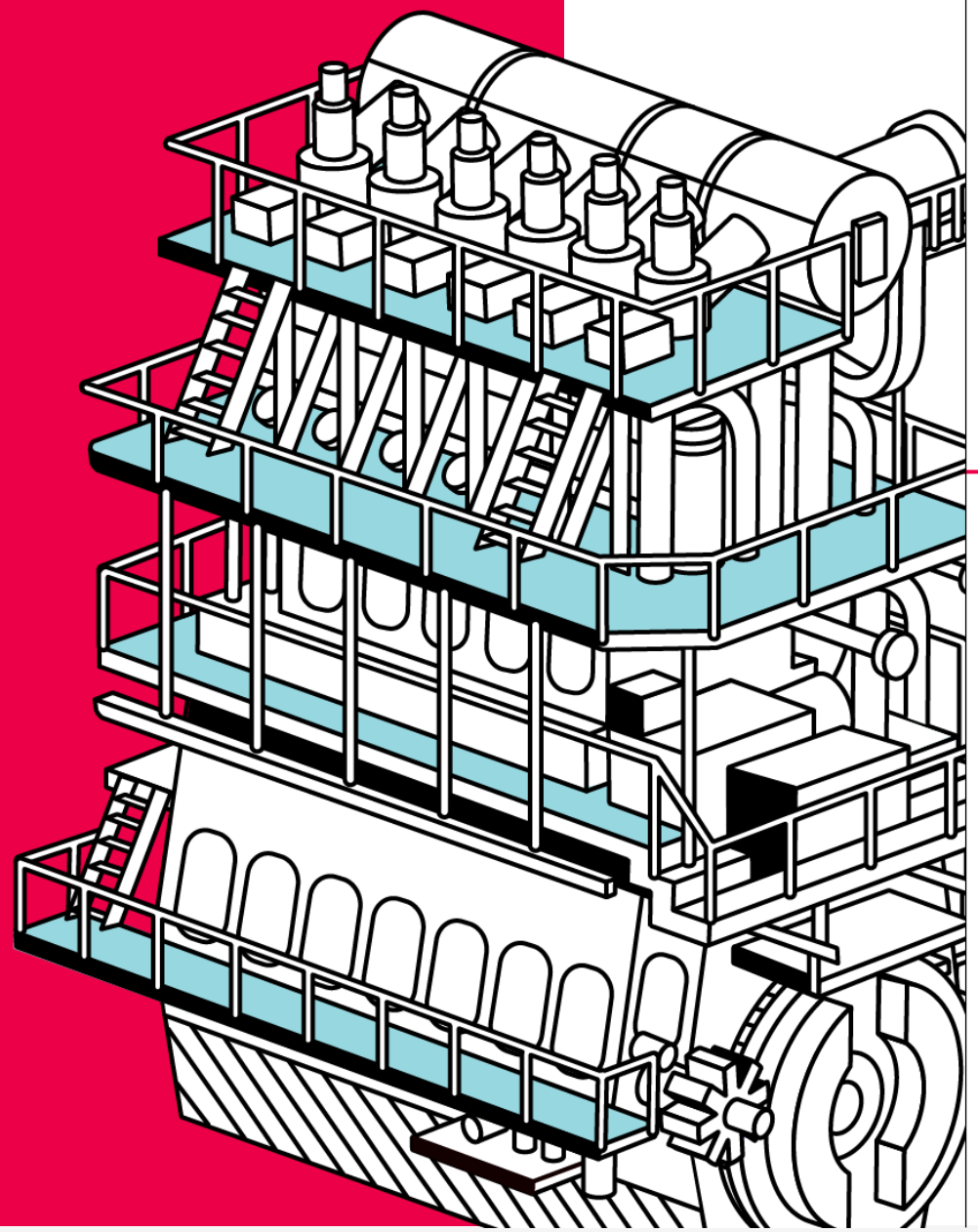


The Everllence B&W 6G60ME-LGIA HPSCR engine pictured at Engine & Machinery of Hyundai Heavy Industries during its Factory Approval Test





Successful gas trial completed on Everllence's first ammonia engine



Diesel-cycle combustion drives ME-GI performance

THE FOUNDATION

Proven, robust and efficient combustion

Decades of diesel-cycle operating experience provide the stable combustion architecture behind every ME-GI advantage.

EFFICIENCY

Highest fuel efficiency

Top-dead-centre injection enables the optimum compression ratio and high power density.

METHANE SLIP

0.20–0.28

g/kWh across the entire load range
Tolerance: ±0.2 g/kWh

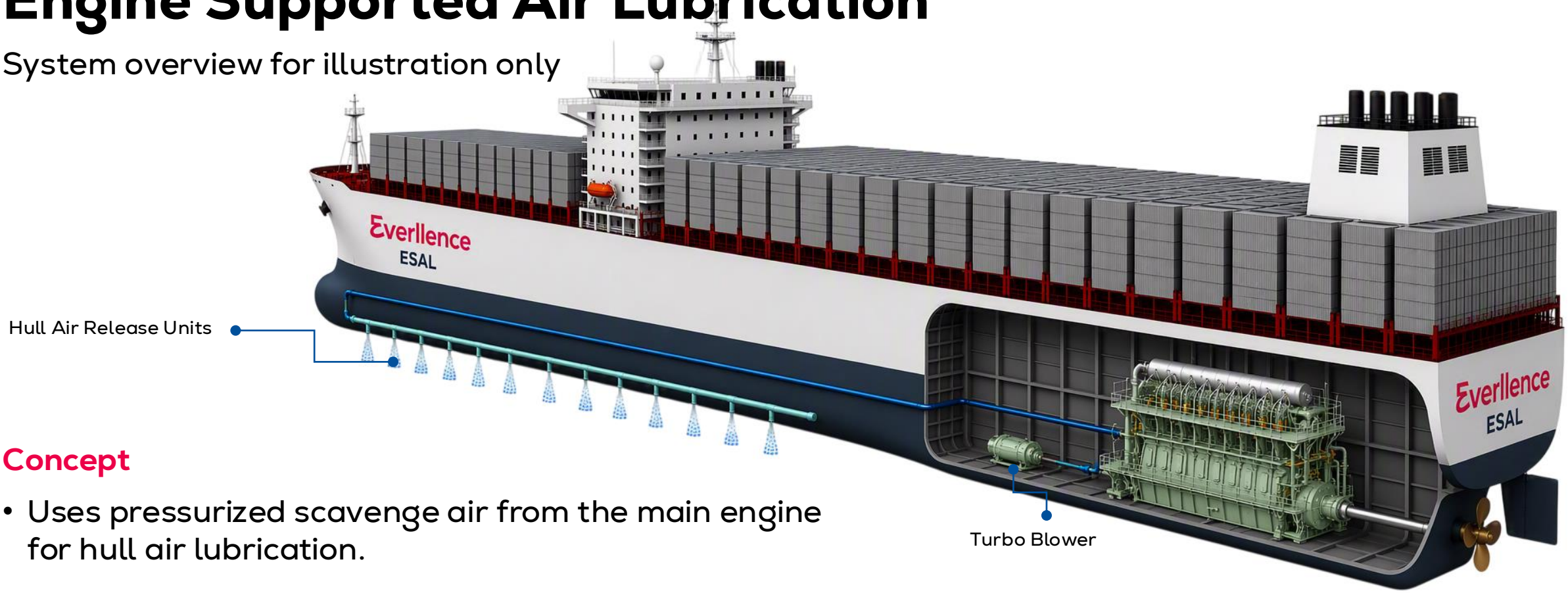
INSENSITIVE TO AMBIENT CONDITONS

Stable in real-world conditions

No knocking or pre-ignition—regardless of load, ambient temperature or methane number.

Engine Supported Air Lubrication

System overview for illustration only



Concept

- Uses pressurized scavenge air from the main engine for hull air lubrication.

Turbo Blower

- Boosts scavenge air pressure to the level required to operate the air lubrication system.

Engine Control System

- Monitors and regulates airflow to ensure safe engine operation.

ESAL Net fuel saving estimates

Example for principal guidance

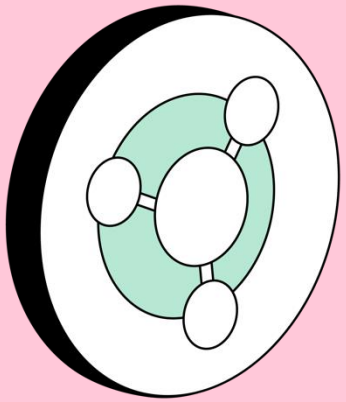
Case	Gross saving	ALS blower/ compressor power	SFOC penalty	Net fuel saving
Engine Supported Air Lubrication	≈7%	Up to ≈2% (Only blower)	1%	**Up to ≈6%***

* Subject to, among others: vessel type, ALS system, operating and load conditions

Summary: 2026 Trends from the perspective of Everllence

Alternative Fuels

Dual-fuel vessel contracting has gone down from around 50% in 2024 to around 35% in 2025.



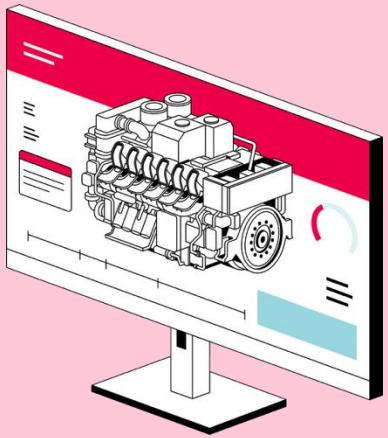
Risk Mitigation

Fuel efficient single fuel vessel designs are leading the contracting.



Fuel Flexibility & Innovation

Ethanol/ methanol/ fuel oil capable tri-fuel engine introduced recently to mitigate the challenges of supply & cost.





Thank you very much!

Everllence

Disclaimer

All data provided in this document is non-binding.
This data serves informational purposes only and is especially not guaranteed in any way. Depending on the subsequent specific individual projects, the relevant data may be subject to changes and will be assessed and determined individually for each project.

This will depend on the particular characteristics of each individual project, especially specific site and operational conditions.