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Receiving an order for an Asia's leading agribusiness group

Japan Engine Corporation(J-ENG) received the firm order for two sets of 6UEC50LSH-Eco-C2, which will be installed on two MR product tankers built by Penglai Zhongbai Jinglu Ship Industry Co., Ltd. and will be owned by Wilmar Ship Holdings Pte Ltd. - a shipping subsidiary company of Wilmar International Pte Ltd., a Singapore-based leading agribusiness group in Asia.

The shipbuilding contract includes an option for two more vessels. Wilmar already decided to take up the option for one more vessel and an additional order for another engine will follow shortly.

This time J-ENG will export the engines by itself as the licensor of UE Engine because the ship owner highly evaluates UE Engine's excellent environmentally friendly technologies and outstanding fuel economy performance, and strongly required J-ENG made engines. These two engines will be delivered from the end of year 2021.

UEC50LSH engines have been adopted for various types of vessel such as chemical tankers, wood chip carriers, bulk carriers etc. in addition to MR tankers and the accumulated number of order already reached about 50 sets since its first delivery in March 2015. Besides that, the first UEC50LSH engine with the LP-EGR system, which will be the main stream of solutions for the NOx Tier III regulations(*1), has already completed the shop trial and J-ENG continues to respond many promising projects.

Although the shipbuilding market is still depressed, the enhancing regulations such as EEDI Phase 3(*2) realizing a low-carbon society is a tail wind for J-ENG. With UEC50LSH and UEC42LSH as the driving force, J-ENG is taking positive sales actions to domestic shipyards, and also, is encouraging potential demand in the rapid growing Chinese shipbuilding market to increase the global market share of UE Engines.

*1) NOx Tier III regulations: The third stage regulation which came into effect since Jan. 1st 2016 legislated by international Maritime Organization(IMO). NOx must be reduced by 80% in Emission Control Area(ECA) comparing with the first stage regulation effected after Jan. 1st 2000.

*2) EEDI Phase 3: The third stage of Energy Efficiency Design Index(EEDI) which was legislated by IMO to reduce greenhouse gases emitted from ships. EEDI represents CO_2 emissions per ton・mile and varies according to ship type and size.

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