



Significant licensing milestone

Copenhagen,
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MAN Diesel & Turbo Celebrates 30 Years in China

At a ceremony in Beijing, attended by licensees, company officials, business partners and local dignitaries, MAN Diesel & Turbo celebrated three decades of success in one of its most important markets.

Klaus Stahlmann, company CEO, held a speech summing up MAN Diesel & Turbo's eventful history in China in the thirty years that have elapsed since the company signed its first licence agreement there.

MAN Diesel & Turbo's licence history in China started in July 1980 when, after long negotiations, the then B&W Diesel and China Corporation of Shipbuilding Industry, with Hudong as 'appointed engine works', finally signed a licence agreement. Over the following years, Dalian and then Yichang joined the fold.

1980 also saw a separate licence agreement made with Shanghai Shipyard for gensets with Zhenjiang as appointed engine works. SXD, HND and SQE subsequently signed licence agreements for CSIC.

"The first engines were delivered in 1982, and production subsequently developed hand in hand with the growth of the domestic shipbuilding industry with 18 two-stroke engines delivered annually by 1990 and 51 units by 2000," said Stahlmann. He continued: "However, the past ten years' massive investment in Chinese shipbuilding has markedly affected production trends and Chinese engine builders CSSC and CSIC delivered 213 MAN B&W two-stroke along with 597 MAN four-stroke engines in 2009 with 2010 expected to return similar figures."

In tune with the recent jump in production, all Chinese production facilities have been recently extended, with an entire, large-bore factory – CMD – added in 2007 as a result of a joint venture between CSSC and Mitsui. With Guangdong planning to build a similar-sized factory, Klaus Stahlmann predicted the current growth to continue over the next couple of decades and ended his speech by saying: "I believe that we can look forward with confidence to the next 30 years, and I am certain that our current cooperation will continue and deepen over the many coming years."

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Participants at the ceremony were (left to right) Jin Peng – Vice Chief of Planning Dept. of CSSC, Ulrich Voegtle – Senior Vice President of MAN Diesel & Turbo, Klaus Engberg - Senior Vice President Two-Stroke Licensing of MAN Diesel & Turbo, Dong Qiang – Vice President of CSIC, Klaus Stahlmann - CEO MAN Diesel & Turbo, Zhou Jian Neng – Assistant to President of CSSC, Dr. Stephan Timmermann - MAN Diesel & Turbo Executive Board, Thomas Knudsen - Head of Low-Speed MAN Diesel & Turbo, Ole Grøne - Senior Vice President Low-Speed Promotion and Sales of MAN Diesel & Turbo, Sun Quan – Shanghai Office of MAN Diesel & Turbo, Elisa Wang – Shanghai Office of MAN Diesel & Turbo.

About MAN Diesel & Turbo

MAN Diesel & Turbo SE, based in Augsburg, Germany, is the world's leading provider of large-bore diesel engines and turbomachinery for marine and stationary applications. It designs two-stroke and four-stroke engines that are manufactured both by the company and by its licensees. The engines have power outputs ranging from 450 kW to 87 MW. MAN Diesel & Turbo also designs and manufactures gas turbines of up to 50 MW, steam turbines of up to 150 MW and compressors with volume flows of up to 1.5 million m³/h and pressures of up to 1,000 bar. The product range is rounded off by turbochargers, CP propellers, gas engines and chemical reactors. MAN Diesel & Turbo's range of goods includes complete marine propulsion systems, turbomachinery units for the oil & gas as well as the process industries and turnkey power plants. Customers receive worldwide after-sales services marketed under the MAN PrimeServ brand. The company employs around 12,700 staff at more than 100 international sites, primarily in Germany, Denmark, France, Switzerland, the Czech Republic, Italy, India and China. MAN Diesel & Turbo is a company of the Power Engineering business area of MAN SE, which is listed on the DAX share index of the 30 leading companies in Germany.

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