



June 3, 2024

MI Appoints Alexander Döll as Chief Operating Officer

The Methanol Institute (MI) is pleased to announce the appointment of Alexander Döll as its new Chief Operating Officer, effective immediately.

He will take on his global position from MI's Brussels office, with his onboarding commencing in Washington DC. Alexander will draw on his extensive background experience in the chemical industry and the energy transition, having previously held leadership positions at OCI Global, Dow and Hill & Knowlton.



Originally from the Netherlands, his broad-based experience in public and government affairs, commercial and sustainability issues spans Europe, Africa, the Middle East, Northeast Asia and the United States.

A proven leader, Alexander has played a pivotal role in major initiatives at meetings of COP and the World Economic Forum, demonstrating his ability in addressing global challenges.

He has previously served as Vice Chair of the Methanol Institute's Policy Committee while at OCI Global. "Alexander's appointment is timely, given methanol's growing role in the energy transition. As our association expands and diversifies, representing every part of the value chain at various stages, we require a leader who is hands-on, strategic, and innovative. Alexander has

the necessary skills and mindset to effectively guide us through these dynamic times," said Ben Iosefa, Methanex executive and chair of the MI Board of Directors.

"Alexander's expertise will be critical in bridging our regional operations, representing the interests of our members and securing their seats at the

table in crucial global policy discussions," said Greg Dolan, CEO Methanol Institute

"Our incredible team is at the forefront of representing our members and the industry across the globe, and I am eager to work closely with them. Tackling the challenge of net zero carbon requires harnessing all the skills and talent at our disposal, boosting our capabilities and supporting global industry in the energy transition," said Alexander. MI's full press release is available [HERE](#).



Methanol Institute's 35th Anniversary

Join us in celebrating 35 years of the Methanol Institute, an institution that has played a pivotal role in shaping the energy transition. From its humble beginnings, methanol has evolved into a key element of sustainable energy solutions, with the advent of green methanol-powered ships marking a significant milestone in maritime innovation. As we embark on this journey through time and innovation, we invite you to mark your calendar for June 18th, from 18:00 to 21:00 CET, at the L42 Business Center in Brussels.



Get ready to delve into the world of methanol alongside EU institutions representatives, who will share special insights into their mandates and expectations for the future. An immersive experience awaits, promising a unique perspective on the versatility and potential of methanol. Stay tuned for more announcements, as the evening promises networking opportunities, refreshments, and, of course, birthday cake. Let's celebrate the past 35 years and look forward to the exciting possibilities ahead!

More can be found [HERE](#) and [HERE](#).



Tatiana MARQUEZ-URIARTE,
Member of the Cabinet of EU
Commissioner for Energy



MEP Jan-Christoph OETJEN,
Vice-President of the European
Parliament, Renew, DE



Peter CZAGA,
DG MOVE, FuelEU team



MEP Maria SPYRAKI,
PPE, EL

MI and Aramco Release Report on the Potential of Low-Carbon E-Fuels in China

The Methanol Institute and Aramco are pleased to announce their joint report, showcasing the decarbonization potential of low-carbon e-fuels in China's road transport sector and supported by member companies including Geely Holding Group and OCI Global.

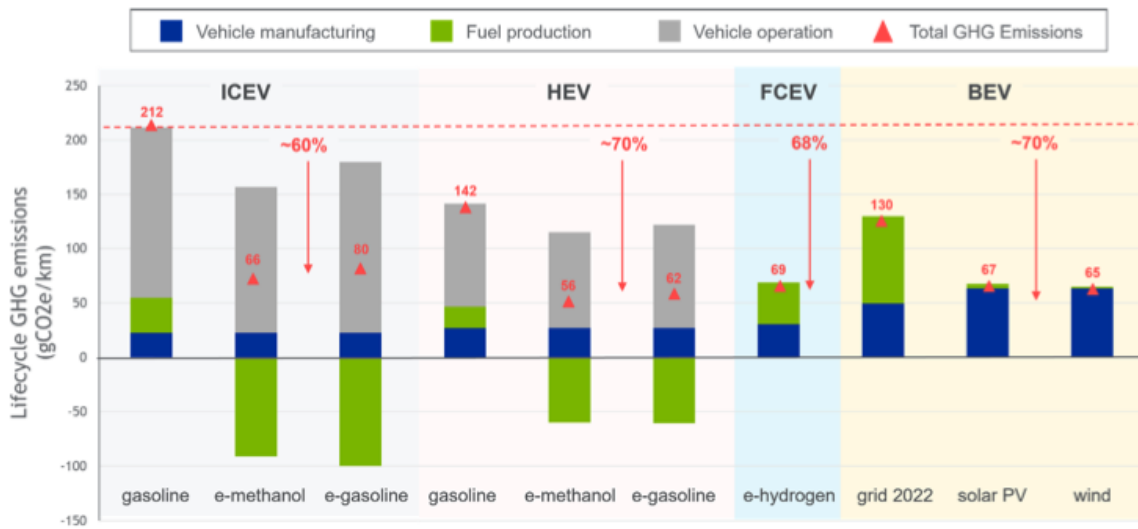
This 3E (environment, economy and efficiency) study makes the case for e-fuels (e-hydrogen, e-methanol and e-gasoline via methanol to gasoline (MTG) technology) to accelerate the transition for China's road transport sector. The authors demonstrate that e-fuels applications in advanced powertrains such as hydrogen fuel cell electric vehicles, M100 and gasoline hybrid vehicles) could achieve lifecycle GHG emissions as low as battery electric vehicles fully charged with renewable electricity.

"The technology for e-methanol and e-gasoline is mature and rapidly advancing, offering environmental and economic benefits for China's road transport sector that rival battery electric and hydrogen fuel cell vehicles," said Methanol Institute CEO Gregory Dolan. "We sincerely believe that low-carbon e-fuels will play an even bigger role in the energy transition for China and rest of world, and encourage policy makers to consider this fast changing trend."

MI's press release is available [HERE](#). The Full report is available [HERE](#).



Figure 6 | Lifecycle GHG emissions of vehicles powered by renewable energies



MI Attends Methatug Launch at Port of Antwerp-Bruges

On Tuesday, MI's CEO Greg Dolan and Chief European Representative Matthias Olafsson attended a world premier at the Port of Antwerp-Bruges: the Methatug. This tugboat, which runs on methanol, is part of a greening programme for the port's fleet and an important step in the transition to a climate-neutral port by 2050. The project is being financed by the European research programme Horizon 2020 and is part of the FASTWATER project, which aims to demonstrate the feasibility of methanol as a sustainable fuel for the shipping industry.



First methanol-powered tugboat

Methanol is one of the fuels of the future and produces lower emissions, an important factor in the Port of Antwerp-Bruges' ambition to be climate neutral by 2050. The world's first methanol-powered tugboat, the Methatug, was unveiled today in Antwerp. Methanol can be produced from renewable sources, is a clean fuel and can be used for both brand-new ships and retrofits because it is liquid under ambient conditions. For the Methatug, the engines from an existing tugboat were converted into 'dual fuel' engines, which means that they run on a mixture of methanol and traditional fuel. The 30-metre-long tugboat has a traction force of 50 tons and can store 12.000 litres of methanol, enough for two weeks of tug work.

FASTWATER project

The Methatug is part of the European FASTWATER project, which aims to demonstrate the feasibility of methanol as a sustainable fuel for the shipping industry, and was financed by the European research and innovation programme Horizon 2020. In addition to Port of Antwerp-Bruges, various other partners from the FASTWATER consortium are involved in this project: the Swedish ship design agency ScandiNAOS, the Belgian engine manufacturer Anglo Belgian Corporation, the German company Heinzmann responsible for the methanol injectors, Ghent University for the emission monitoring programme and the Canadian methanol supplier Methanex during the trials. In the FASTWATER project, the conversions to methanol propulsion of a pilot boat in Sweden, a river cruise ship in Germany and a coastguard vessel in Greece are also elaborated. De Wit Bunkering will supply the Methatug with methanol via truck-to-ship bunkering at the Port of Antwerp-Bruges Nautical Operational Cluster (NOC). More information is available [HERE](#).



MI Co-Organizes Methanol Workshop at LNG Bunkering and Future Fuel Global 2024

Last week, Rafik Ammar, Director of Government and Public Affairs in Europe and IMO for the Methanol Institute, had the privilege of co-organizing an impactful workshop with the Port of Rotterdam authorities at the 11th LNG Bunkering and Future Fuel Global 2024 event in Amsterdam. The session, titled "Alternative Fuel Switch – Methanol as a Viable Alternative?" highlighted the

numerous benefits of methanol as an alternative fuel, including reducing greenhouse gas emissions, lowering ship conversion costs, and leveraging global availability with existing infrastructure.

The workshop served as a vibrant platform where participants from across the entire value chain shared their insights and experiences. This collective engagement underscores the maritime industry's readiness to embrace methanol as a sustainable energy solution. The enthusiasm and collaboration evident during the discussions indicate a strong commitment to addressing environmental challenges with methanol while maintaining operational efficiency.



Additionally, Rafik Ammar participated in the 3rd European Mobility Forum in Pau. During the panel discussion, he engaged with the Director-General of DG MOVE of the European Commission, along with European partners including FuelsEurope and Epure. The constructive exchange focused on the impact of European policies on the development of alternative fuels. They emphasized the crucial need for support from local and national authorities to promote the production of bio and e-methanol, aiming to bridge the price gap with conventional methanol.

MI CEO Greg Dolan also presented at the LNG Bunkering event, providing a comprehensive overview of methanol supply and methanol's use as a marine fuel. He noted that MI and GENA Solutions are now tracking 147 bio-methanol and e-methanol projects globally, with total announced production capacity exceeding 22 million metric tons by 2029. He also pointed out that more than 270 methanol dual-fuel vessels are now in the orderbook, plus an additional 48 existing ships are being retrofitted to methanol dual-fuel operation.



MI Participates in RNG Summit 2024

On Wednesday, MI's VP of External Affairs, Larry Navin, joined a panel on the EU's Union Database at the Renewable Natural Gas Coalition's RNG Summit 2024.



RNG Summit is the renewable gas industry's annual Mid-year Policy Forum, and is designed to provide representatives from each sector of the renewable gas industry with real-time updates on relevant federal and state policy (legislation and regulation), Coalition advocacy and education updates, as well as to facilitate member networking.

Larry joined MI member OCI's VP of Global Sustainability Hanh Nguyen and Pat Foody Chief Development Officer of Iogen to discuss the EU's Union Database for Biofuels (UDB). The UDB as currently constituted will exclude the certification of biomethane and biomethane-based fuels such as biomethanol from the EU if they are produced through mass balance chain of custody in third-party countries outside of EU gas grids.

Larry noted that there has been a great deal of cooperation and common messaging from allied stakeholders including MI, RNG Coalition, Eurogas, SEA-LNG and others. This coalition of allied associations, along with affected member companies will continue to work with the US and EU authorities to bring about short and long-term solutions for the inclusion of biomethane and biomethane-based fuels from third-party grids in the UDB.

Methanol Update Proves Shipping is Rising to the Decarbonization Challenge

Speaking at AVL's 10th High Power Systems Conference in Graz, MAN Energy Solutions director and head of sales and promotion of two-stroke marine, Thomas Storgård Hansen poured cold water on the idea shipping is slow to embrace new fuels



MAN Energy Solutions

Mr Hansen debunked the notion that the shipping industry has been slow to react to decarbonisation's challenges, citing the rapid uptake of methanol as a marine fuel as a prime example of disruptive innovation.

Just five years ago, analysts were questioning methanol's place as a marine

fuel for the future, he told delegates. "In 2017, we developed an engine for methanol tankers, selling around 15. Then Maersk approached us for a larger version of the engine for its container ships. We agreed, and the industry followed suit. Methanol has since become a popular fuel choice for big operators, and we've sold 189 engines in two years."

Concerns about methanol supply are being addressed by the Methanol Institute, he added, which is tracking green and bio-methanol production projects worldwide. "Analysis shows there will be enough methanol for the vessels currently in service. There is a need for legislative support to drive further uptake, which means the transition to methanol as a primary fuel will likely be gradual, but we believe supply will meet demand."

Mr Hansen also discussed the promising potential of ammonia as a marine fuel, showcasing MAN Energy Solutions' extensive research and development efforts to develop ammonia-powered engines.

"Our team has been working on this project since 2019 and has made significant advancements, including conducting over 300 tests and securing 35 patents," he said.

The company is assembling the first engine in Japan, with plans to deliver it this year. To accelerate the market introduction, MAN Energy Solutions has engaged in pilot projects with eight different shipyards, licensed builders and shipowners. These pilot projects involve various engine types and are expected to enter service in 2026 and 2027.

More information is available [HERE](#).



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