

METHANOL / E-METHANOL FUEL FOR SOUTH BALTIC PORT AUTHORITIES (2026)

FACTSHEET

QUICK REVIEW

- Methanol is emerging as one of the leading alternative marine fuels due to simpler storage requirements and increasing vessel adoption
- Renewable e-Methanol offers strong long-term compliance potential under EU decarbonisation regulations
- Current South Baltic region methanol bunkering infrastructure remains limited. If ports invest in it early, it may gain strategic advantage as methanol-fueled vessel deployment increases
- **Key Strategic Point:** existing liquid fuel handling infrastructure may be partially adaptable for methanol bunkering, potentially reducing infrastructure conversion costs compared with gaseous fuels

TOPIC	METHANOL / E-METHANOL STATUS
Technology maturity	Medium-High
Infrastructure readiness in Europe	Developing
Compatibility with existing liquid fuel systems	Partial compatibility
FuelEU Maritime compliance potential	High for e-Methanol
Main environmental challenge	Toxicity and renewable fuel availability
Main investment advantage	Easier storage than cryogenic fuels
Long-term decarbonisation potential	Strong for e-Methanol

INTERNATIONAL SAFETY STANDARDS

AREA	MAIN STANDARD
Low-flashpoint fuel ship safety	IMO IGF Code
Methanol fuel safety guidance	IMO interim guidelines for methyl/ethyl alcohol fuels
Crew training	STCW Convention
Ship safety framework	SOLAS Convention
Hazardous chemicals handling	IBC Code

CORE INFRASTRUCTURE

- Dedicated methanol storage tanks
- Bunkering systems for liquid fuel transfer
- Spill containment systems
- Fire detection and firefighting systems
- Ventilation systems
- Hazardous area management
- Emergency response capability
- Personnel training for toxic and flammable liquid handling



Contact the DeCoInter project to discuss your port's transition towards alternative fuels and sustainable energy solutions.

<https://bac.pl/decointer/>

INDICATIVE MARKET POSITION (2025–2026)

FUEL	RELATIVE COST POSITION (2025–2026)	LIFECYCLE GHG REDUCTION POTENTIAL*
Conventional methanol	Moderate	Limited
Bio-methanol	Premium	High
e-Methanol	High-cost renewable fuel	Very high / near-zero potential

*The lifecycle performance of e-Methanol depends strongly on:

- Renewable electricity source
- CO₂ capture source
- Hydrogen production pathway
- Supply chain emissions

EXISTING METHANOL /E-METHANOL INFRASTRUCTURE IN THE SOUTH BALTIC REGION

COUNTRY	MAJOR METHANOL INFRASTRUCTURE	FUTURE METHANOL / E-METHANOL DEVELOPMENTS
Lithuania	• Limited dedicated methanol bunkering infrastructure • Industrial chemical handling capabilities in Klaipėda	Potential integration into future green fuel corridors and Power-to-X projects
Poland	Chemical industry and liquid bulk terminals capable of handling methanol cargoes	Emerging interest in e-methanol production linked to renewable hydrogen projects
Germany	Major chemical ports and methanol handling infrastructure, including Hamburg and Rostock	Large-scale e-methanol production projects and maritime bunkering development
Sweden	Existing methanol-fuelled vessel operations and chemical logistics infrastructure	Significant e-methanol production initiatives supporting maritime decarbonisation
Finland	Chemical terminals with methanol handling capabilities	Power-to-X projects exploring renewable methanol production
Denmark	Strong Power-to-X ecosystem and renewable fuel development	Several large-scale e-methanol production projects targeting maritime markets

Northern Europe is emerging as one of the leading global regions for e-methanol production.

Methanol-fueled vessel orders are increasing rapidly worldwide.

Infrastructure deployment in Baltic ports remains at an early stage compared with LNG.