



Univar Methanol Bunkering

Feb 2026

*Growing*Together

AGENDA

- Introduction
- Project Description
- Timeline updates
- Questions



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KOTUG Canada Provides First State-of-the-Art Dual Fuel Methanol Escort Tugs for Trans Mountain's Expanded Operations on Canada's West Coast

July 4, 2023

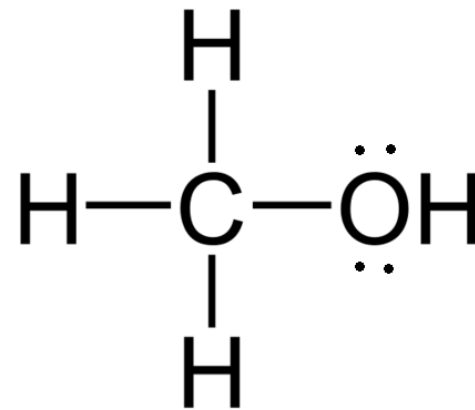
Why Methanol? Why Univar?

Methanol

- Alternative fuel source
- Reduced sulfur and nitrogen emissions (SO_x, NO_x)
- Still a liquid at ambient temperatures (compared to LNG for example, or high cloud point biodiesel)
- Existing technology to utilize as fuel
- Existing production on a large scale

Univar

- Existing infrastructure
- Experience handling similar chemicals (Ethanol)
- Marine and transload experience
- Existing supply chain



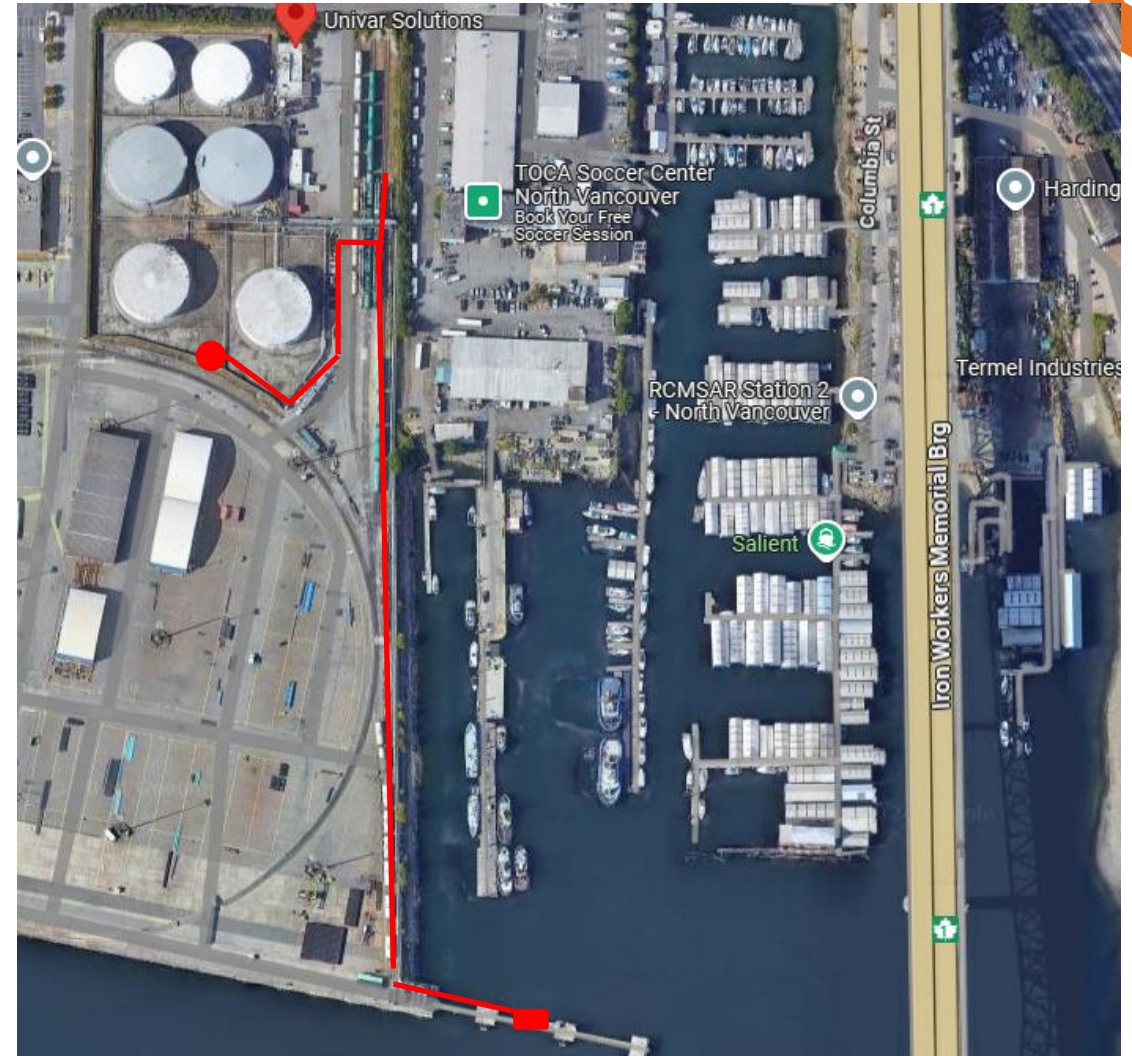
Univar Methanol Bunkering Physical Changes

- **New Equipment**

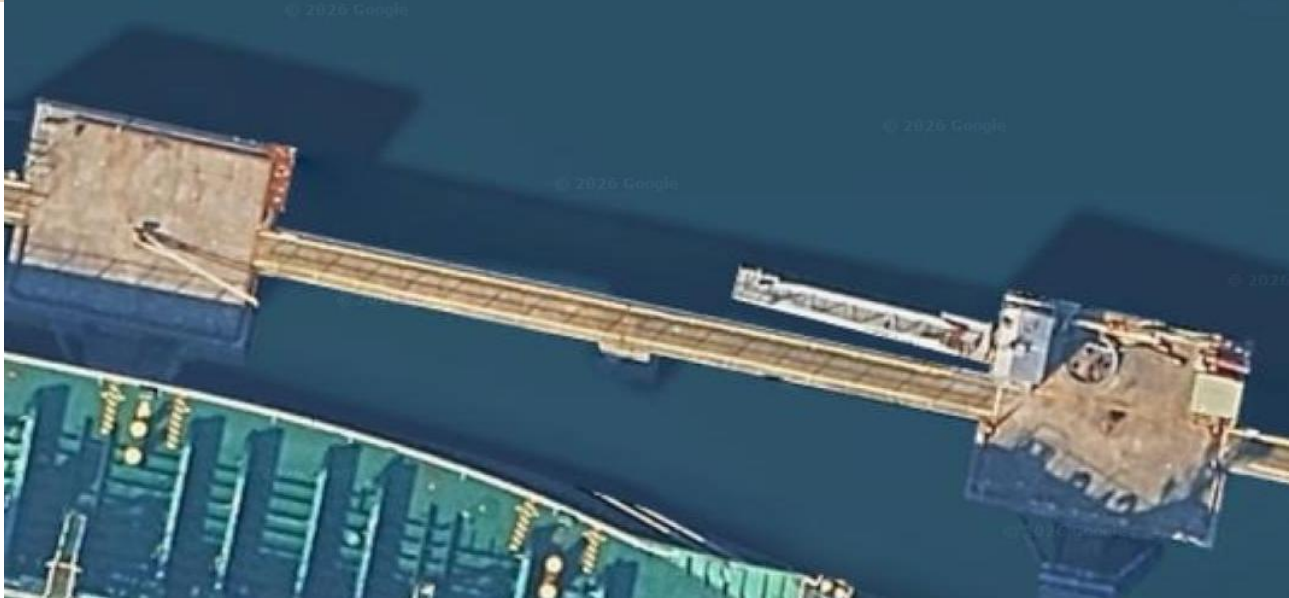
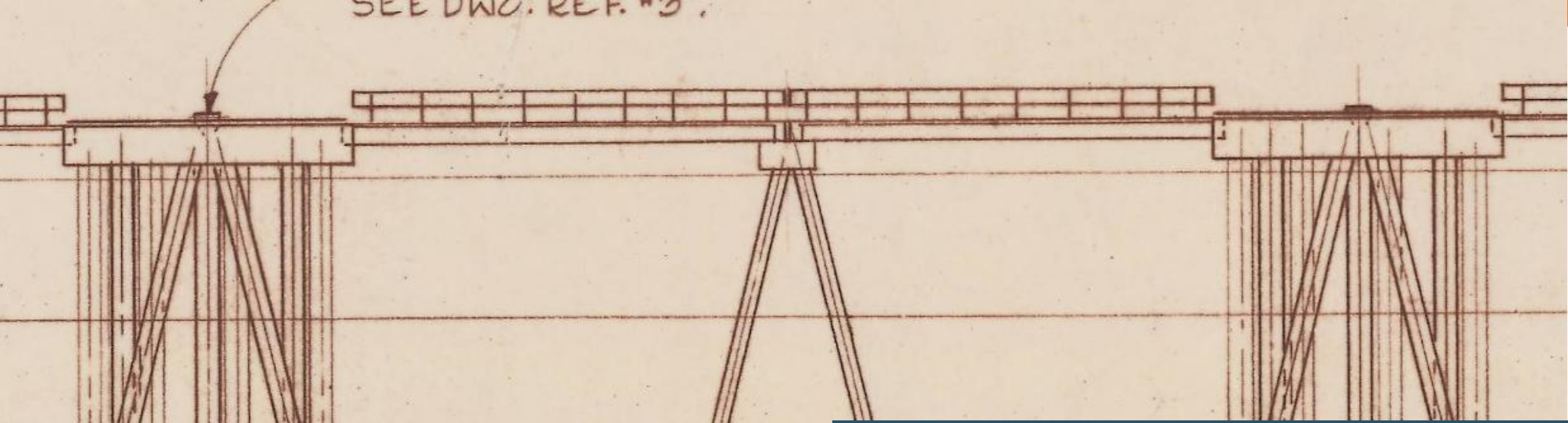
- Storage Tanks
- Transfer Lines / Piping
- Pump
- Vapor Recovery
- Floating Pad

- **Existing Equipment**

- Tank Containment
- Dock infrastructure
- Pipe rack, electrical rack and structural



Univar Methanol Bunkering Physical Changes



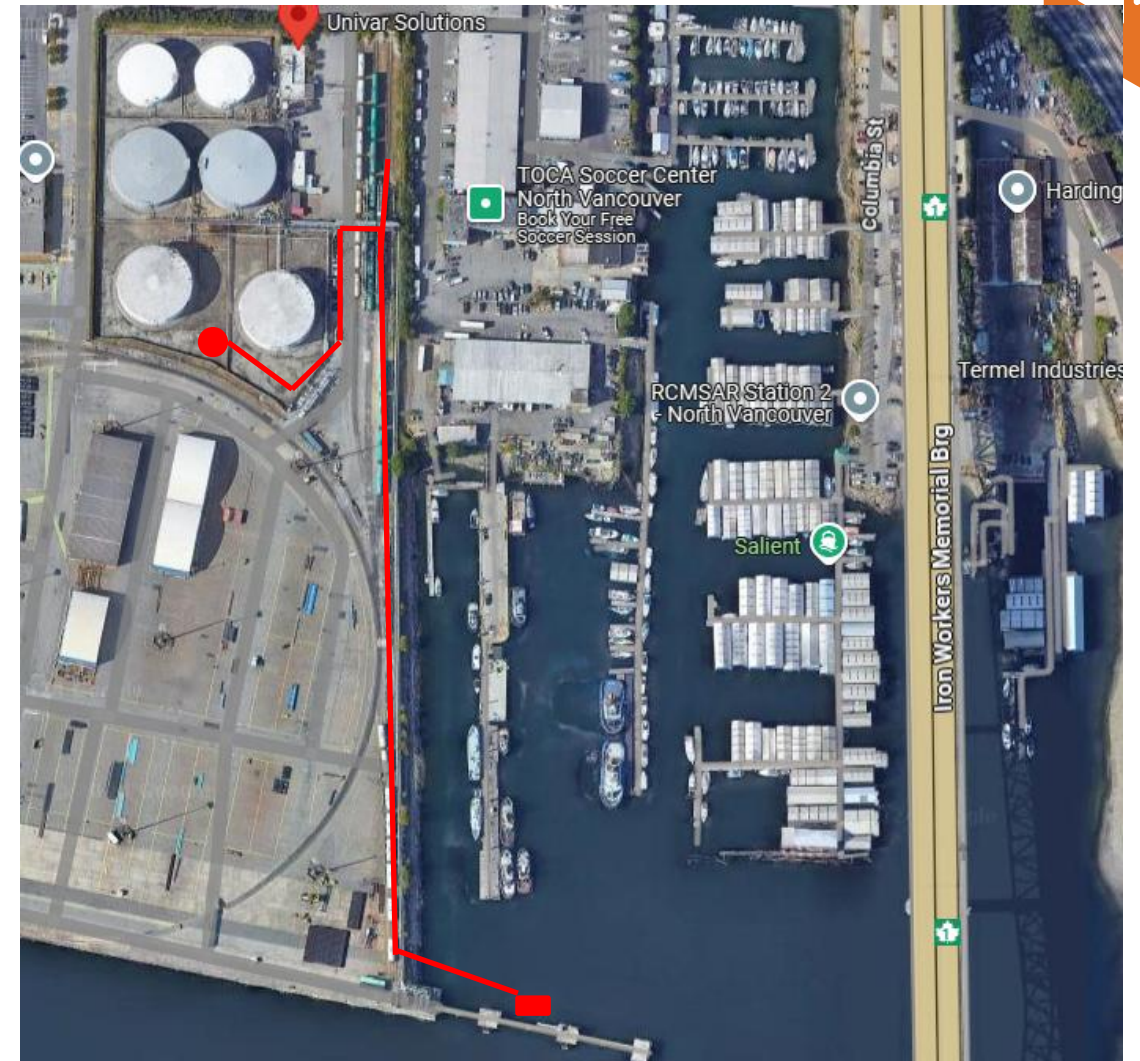
Univar Methanol Bunkering Physical Changes



Note: This is a representation only not actual design

Univar Methanol Bunkering Physical Changes

- Throughput
 - ~4000m³/yr per vessel after initial scale up
 - ~80 railcars a year of methanol
 - 2800 railcars of caustic last year
 - Two vessels bunkering once every 5 days



Estimated Timeline

As of Feb 17, 2026

- March 2026
 - Environmental permit submission to port
- June 2026
 - Design engineering incorporating port comments
- August 2026
 - Construction starts
- Nov 2026
 - Commissioning and first tug loading



Questions?

