Press Release

February 9th, 2026

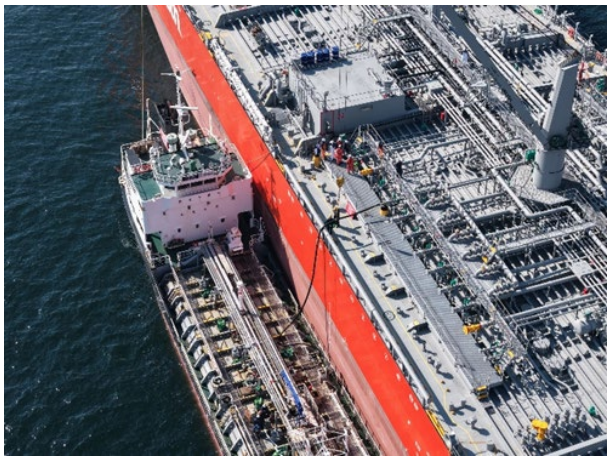
City of Yokohama Port and Harbor Bureau
Idemitsu Kosan Co.,Ltd.
Kokuka Sangyo Co., Ltd.
Mitsui O.S.K. Lines, Ltd.
Mitsubishi Gas Chemical Company, Inc.

The City of Yokohama Joins 5-way Public-private Partnership in 1st Ship-to-ship Methanol Bunkering at Anchorage in Yokohama

The City of Yokohama announced that it has successfully completed Japan's first[*1] ship-to-ship[*2] bunkering[*3] of methanol vessel fuel at anchorage[*4], in collaboration with Mitsui O.S.K. Lines, Ltd. (MOL; President & CEO: Takeshi Hashimotoi; Headquarters: Minato-ku, Tokyo), Kokuka Sangyo Co., Ltd. (President and Representative Director: Kimifumi Imagawa; Headquarters: Minato-ku, Tokyo), Idemitsu Kosan Co.,Ltd. (Representative Director and President: Noriaki Sakai; Headquarters: Chiyoda-ku, Tokyo), and Mitsubishi Gas Chemical Company, Inc. (MGC; President: Yoshinori Isahaya; Head Office: Chiyoda-ku, Tokyo), collectively referred to as the "Five Parties." Methanol fuel was transferred from the *Eika Maru* to the *Kohzan Maru VII* in the Port of Yokohama.
The *Eika Maru* is a coastal methanol transport vessel operated by Kokuka Sangyo and the *Kohzan Maru VII* is a dual-fuel, ocean-going, methanol-transport vessel operated by MOL, and both are chartered by MGC. This operation also used domestically produced biomethanol[*5] from MGC's Niigata Plant, which is scheduled to be used as fuel for the future operation of the *Kohzan Maru VII*.

Additionally, the *Kohzan Maru VII* is the first vessel to receive port fee reductions under the expanded incentive program for methanol-fueled ships, which was launched in January as part of the City of Yokohama's incentive programs for environmentally friendly vessels[*6].

Kohzan Maru VII (background) alongside *Eika Maru* (foreground)



Ship-to-ship (STS) bunkering operation

*1: According to a survey of participating companies.
*2: The act of supplying fuel from one vessel to another while the vessels are alongside each other.
*3: The act of supplying fuel for use on board a ship.
*4: An area designated for vessels to drop anchor offshore or within a port, allowing them to anchor or wait safely.
*5: Biomass characteristics assigned through the mass balance method.
*6: A port fee discount program for methanol-fueled vessels and vessels using biofuels was launched in January 2026.

1 Operation Summary

（1）Date: February 6th, 2026

（2）Location: Keihin Port Yokohama District NR Anchorage (the Port of Yokohama)

The Port of Yokohama Aerial Photo

（3）Operation Vessel Specifications:

	Receiving vessel	Bunkering vessel
Ship name	*Kohzan Maru VII*	*Eika Maru*
Gross tonnage	29,969	498
Deadweight tonnage	47,960	1,259
Operator	MOL	Kokuka Sangyo

2 Methanol

Methanol, a basic chemical, is used in a wide range of applications. It is also recognized as a clean-burning fuel, emitting low levels of CO_2, sulfur oxides (SOx), nitrogen oxides (NOx), and particulate matter (PM). In the shipping industry, adopting alternative fuels to replace heavy fuel oil is one strategy for reducing GHG emissions. Methanol is gaining attention as a promising alternative fuel due to its ease of handling within existing infrastructure, leading to an increase in orders for methanol-fueled vessels. Methanol produced from non-fossil sources—such as CO_2, waste plastics, and biobased feedstocks—enables carbon-neutral marine transport across its entire lifecycle.

3 Methanol Bunkering

The Ports and Harbors Bureau of Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) established standards for implementation procedures and safety measures regarding bunkering of methanol-fueled vessels through the "Study Group on the Formation of Methanol Bunkering Hubs" from 2024 to 2025. The bunkering operation at this anchorage was made possible based on findings from a methanol bunkering simulation conducted in the Port of Yokohama in September 2024 and other insights related to the domestic transport of chemicals, including

methanol. Those insights were brought by multiple stakeholders, including the operators (the Five Parties). Stakeholders and MLIT, along with the Japan Coast Guard discussed procedures and safety measures for implementation, which contributed to the successful execution of this operation.

Anchorage bunkering is a highly convenient operational method already used for conventional marine fuels, and a similar rise in demand is expected for methanol bunkering. This project marks Japan's first ship-to-ship methanol bunkering operation at anchorage for methanol-fueled vessels in service, representing a significant milestone in promoting methanol bunkering within Japan. Moving forward, stakeholders will systematically organize and visualize insights gained through post-operation verification of this project. The Five Parties expect that these findings will be applied to methanol bunkering operations involving other vessel types or in other regions of Japan. Building on this project as a starting point, the City of Yokohama will continue advancing initiatives to further develop and promote methanol bunkering throughout Japan.

4 Company Profiles

（1）Idemitsu Kosan Co.,Ltd.

In the fields of Petroleum, Basic Chemicals, High-Performance Materials, Power/Renewable Energy, and Resources, the company engages in the development, manufacturing, and sales of a wide variety energy and materials based on relationships of trust with partners and customers in a variety of fields. To contribute to achieving a carbon neutrality and a circular society by 2050, we continue to pursue new challenges by leveraging our domestic and international networks to advance the societal implementation of diverse and environmentally friendly “Energy One-step Ahead” solutions such as synthetic methanol (e-methanol).

（2）Kokuka Sangyo Co., Ltd.

Kokuka Sangyo was established in March 1947 and fully entered the shipping industry in 1956, beginning with the transportation of coal and rayon products . Since the 1960s, Kokuka Sangyo has been engaged in the domestic and international transportation of methanol via dedicated carriers, as well as in operating specialized tankers and general chemical tanker vessels. Today, these operations remain Kokuka Sangyo's core business. Both domestic transportation and international trade deeply depend on sea routes. Through safe operation and strict quality control, Kokuka Sangyo continues to play an important role as vital infrastructure supporting both economic activity and daily life through maritime transport.

（3）Mitsui O.S.K. Lines, Ltd.

MOL has established the “MOL Group Environmental Vision 2.2” and aims to achieve net-zero GHG emissions across the entire group by 2050 through five key actions. As part of this effort, MOL is pursuing the adoption of clean energy and plans to deploy 90 LNG/methanol-fueled ocean-going vessels. Leveraging the expertise gained from operating one of the world’s largest methanol carrier fleets, MOL will contribute to further reducing GHG emissions and achieving net-zero emissions.

（4）Mitsubishi Gas Chemical Company, Inc.

Under its group mission, "Creating value to share with society", MGC is promoting its environmentally sustainable platform “Carbopath™” for carbon recycling that uses captured CO_2, waste plastics, and biomass to manufacture methanol with proprietary methanol production technology developed over many years using in-house catalysts. The recycled methanol is then utilized as chemical feedstock, fuel, and for power generation. Through the

social implementation of this platform, MGC will contribute to reducing greenhouse gas emissions and advancing the transition to a circular economy.

（５）City of Yokohama

The City of Yokohama, home to Yokohama Port—one of Japan's leading ports—is developing a "Carbon Neutral Port" that aims to achieve net-zero greenhouse gas emissions. This initiative will be advanced by enhancing port functions with decarbonization in mind, including promoting the shift to next-generation energy sources for vessels and coastal industries, as well as creating clusters of coastal industries. To achieve carbon neutrality at the port by 2050, the city is pursuing these efforts in collaboration with the national government, private companies, and other stakeholders.

Carbon Neutral Port Initiative at the Port of Yokohama

Contact
Hitoshi Nakamura, Director for Carbon Neutral Port Promotion, Port and Harbor Bureau, E-mail: kw-seisaku@city.yokohama.lg.jp