



EUROPEAN  
BIODIESEL  
BOARD

# STATISTICAL

2025-2026

# REPORT

June 2026



**65%**  
OF THE MARKET

**44**  
MEMBERS

**21**  
COUNTRIES



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## EU production

EU-27, 2025

FAME

10.5 Mt

HVO

3.9 Mt

HEFA

0.30 Mt

## EU-27 Demand

EU-27, 2025

FAME

12.24 Mt

HVO

3.89 Mt

HEFA

1.23 Mt

## EBB Members' production

EBB members, 2025

FAME

6.89 Mt

HVO

2.28 Mt

HEFA

0.29 Mt

## Feedstock mix

EU-27, 2025

38%

Crop-based

34%

Annex IX (A)

19%

Annex IX (B)

9%

Other sustainable feedstocks

## Trade

EU-27, 2025

FAME



Imported  
1.5 Mt



Exported  
0.7 Mt

HVO



Imported  
1.8 Mt



Exported  
0.3 Mt



# FOREWORD

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We are pleased to present the EBB Statistical Report, covering the year 2025 and offering a comprehensive overview of the biodiesel and bioSAF industry in the EU. This report includes production figures for Fatty Acid Methyl Ester (FAME), Hydrotreated Vegetable Oil (HVO) and Hydrotreated Esters and Fatty Acids (HEFA) in the EU, and from the European Biodiesel Board's members specifically. As the main industry association representing producers of biodiesel and bioSAF in the EU, we hope this report will benefit the wide ecosystem.

The last years, even weeks, have exposed the vulnerabilities of Europe's energy supply. The EBB will reiterate what it has said for years: Energy security and climate policy should not be separate conversations. Reducing dependence on imported fossil fuels is not only a climate imperative but a geopolitical one. Biodiesel production, rooted in Europe, provides an outlet for European agriculture production, waste collection systems, and industrial capacity. FAME, HVO and HEFA production reinforces Europe's strategic autonomy.

Overall demand for FAME and HVO was projected to rise roughly 10% YoY in 2025 to reflect organic growth in mandates on RED II and RED III trajectories. In practice, this increase was offset by blending aimed at maximising the benefits of double counting in markets such as Germany. As we see a steady transposition of RED III around Europe, together with a mandate focused on delivering security of supply in renewables, we expect to see a wider mandated demand uplift for 2026 across the EU market.

As Europe accelerates toward climate neutrality, it must avoid the temptation of single-track thinking. Long-term investment requires predictable, coherent policy frameworks – and that seems to be the missing ingredient in Europe. When creating rules, policy makers should remember that investment doesn't thrive on promises; it thrives on certainty. The EU must recognise that renewable liquid fuels are not an afterthought, they are a structural component of our decarbonisation strategy. Biodiesel is ready to lead the way, today, not decades from now.

*Xavier Noyon,*

Secretary General of the  
European Biodiesel Board



# PRODUCTION

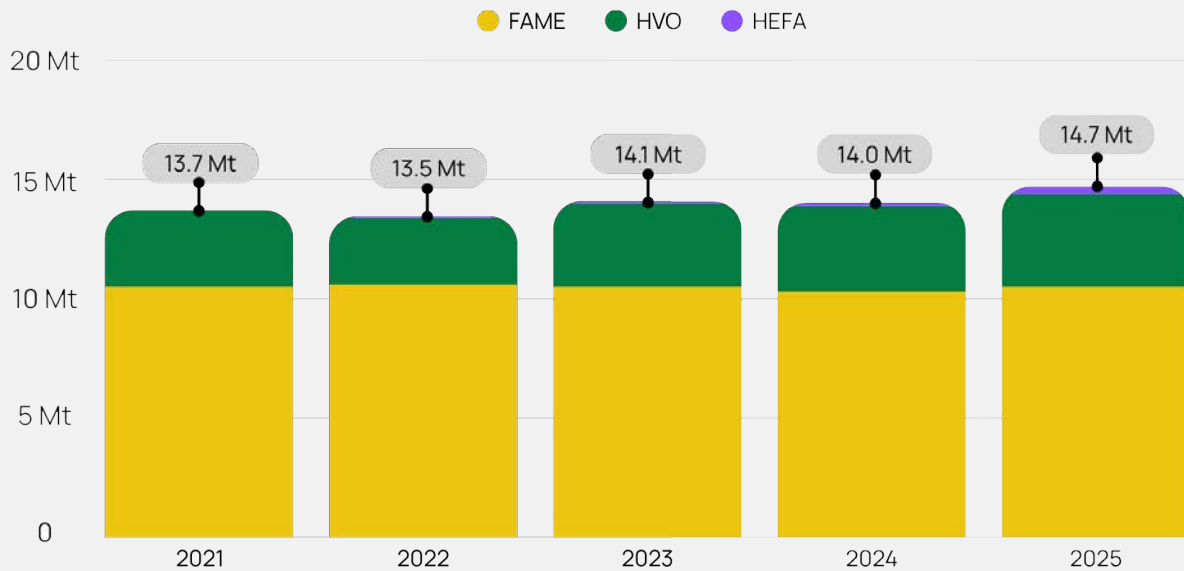


# PRODUCTION

## By product

### EU biodiesel and bioSAF production

EU-27, production of FAME, HVO and HEFA



Production, by product, of FAME, HVO and HEFA (EU-27, in Mt)

Year	FAME	HVO	HEFA
2021	10.5	3.2	~0
2022	10.6	2.8	0.05
2023	10.5	3.5	0.08
2024	10.3	3.6	0.12
2025	10.5	3.9	0.30

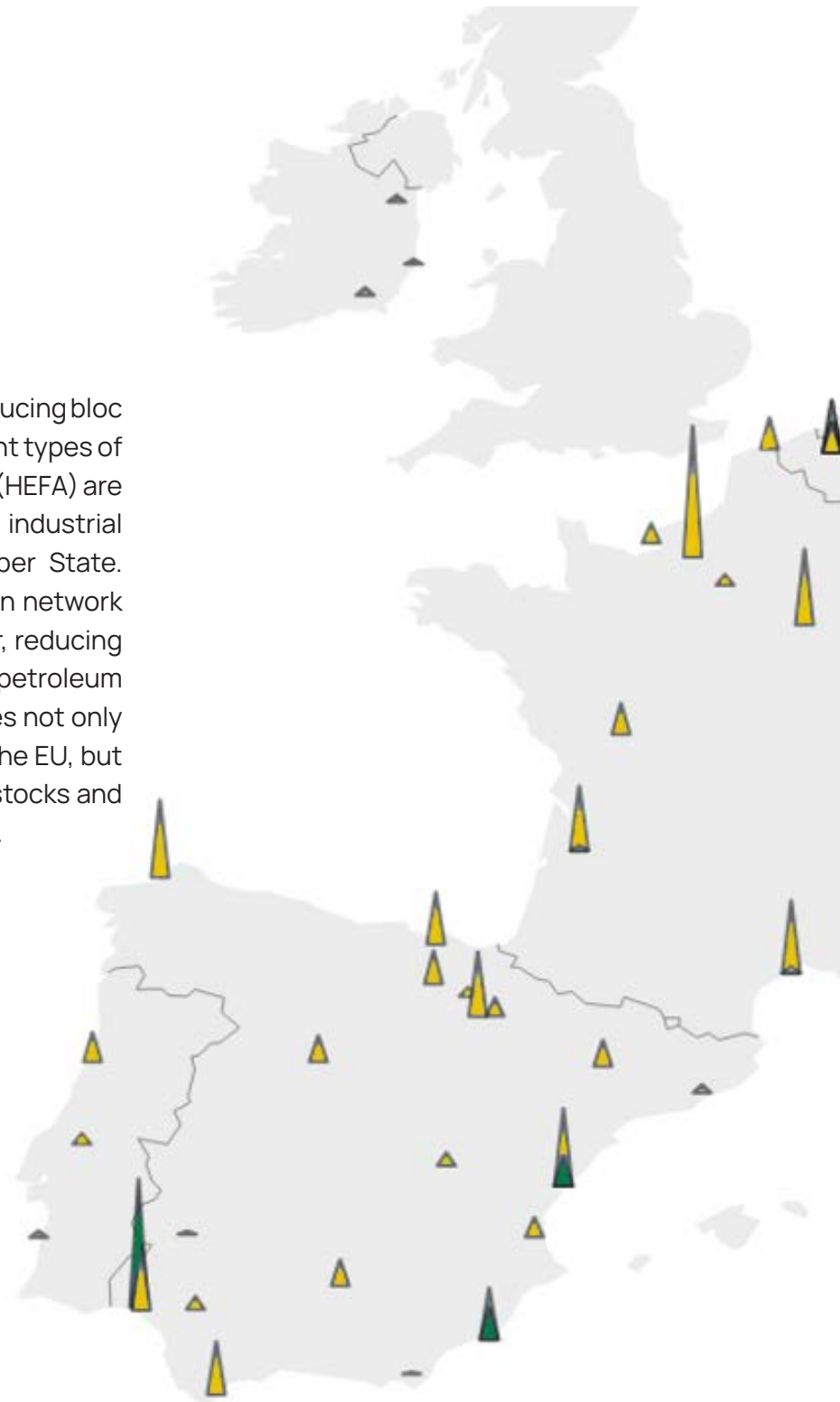
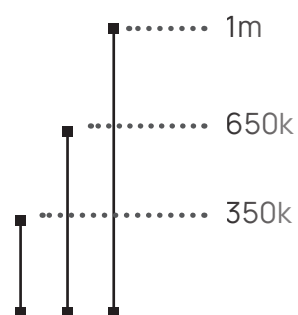
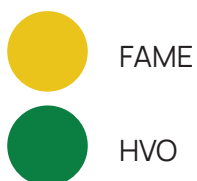
### EU production by product

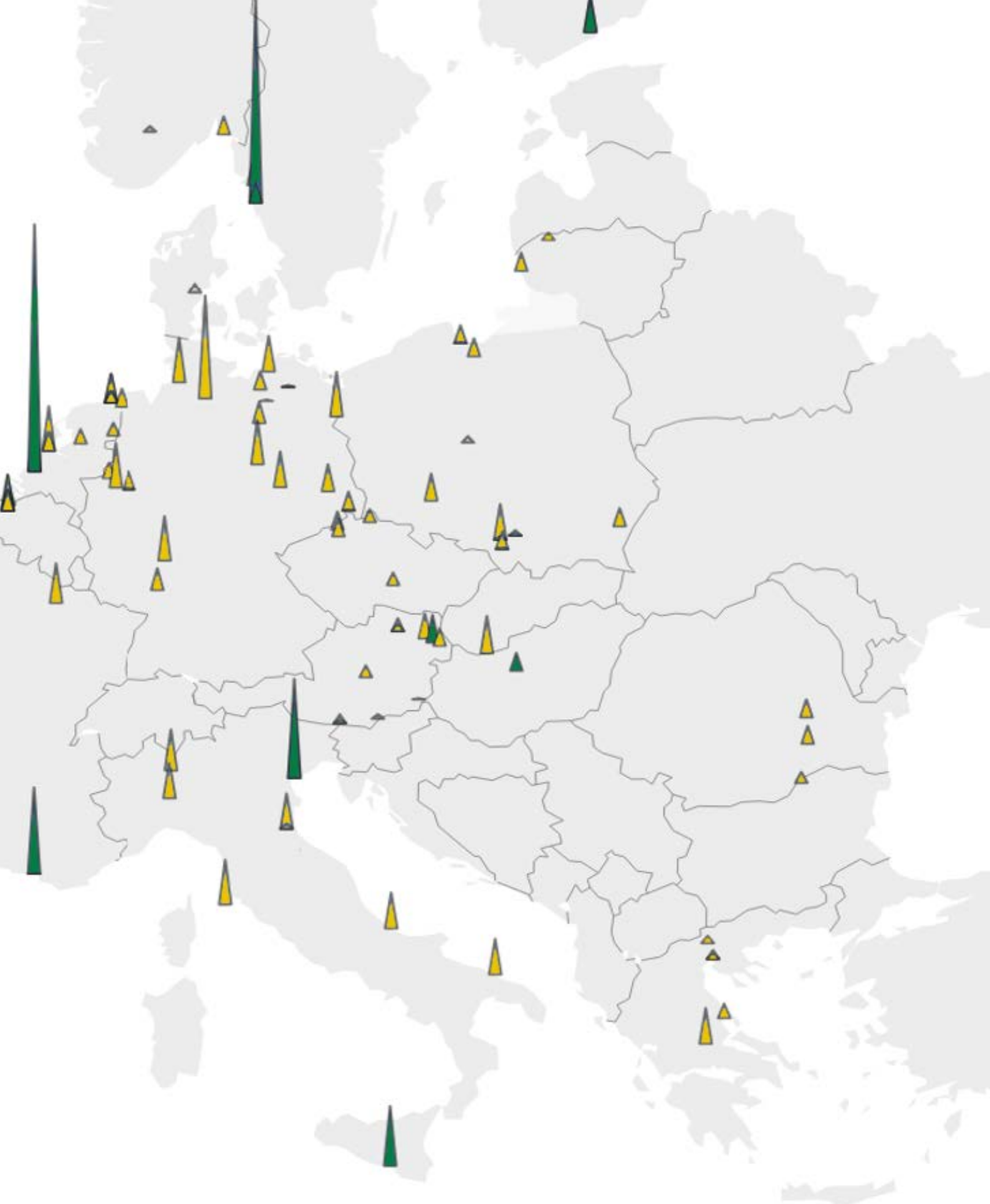
The production of biodiesel is increasing, year-on-year in response to growing demand for renewable fuels. In 2024, the EU production was estimated to be nearly 14 Mt. We see FAME continue to dominate and we see moderate but consistent growth in HVO volumes, rising from about 3.2 Mt in 2021 to around 3.9 Mt by 2025. Notably, HEFA exhibits significant relative growth. Starting at negligible levels, but roughly doubling every year to 0.3 Mt by 2025.

### Made in the EU

The EU also remains an important producing bloc when it comes to biofuels. The different types of biodiesel (FAME and HVO) and bioSAF (HEFA) are manufactured across the specialised industrial landscape of nearly every EU Member State. This widespread, domestic production network creates a decentralised energy buffer, reducing the bloc's reliance on extra-EU petroleum imports. This internal capacity ensures not only the biorefining of renewable fuels in the EU, but also leverages local agricultural feedstocks and advanced waste-processing facilities.

#### LEGEND



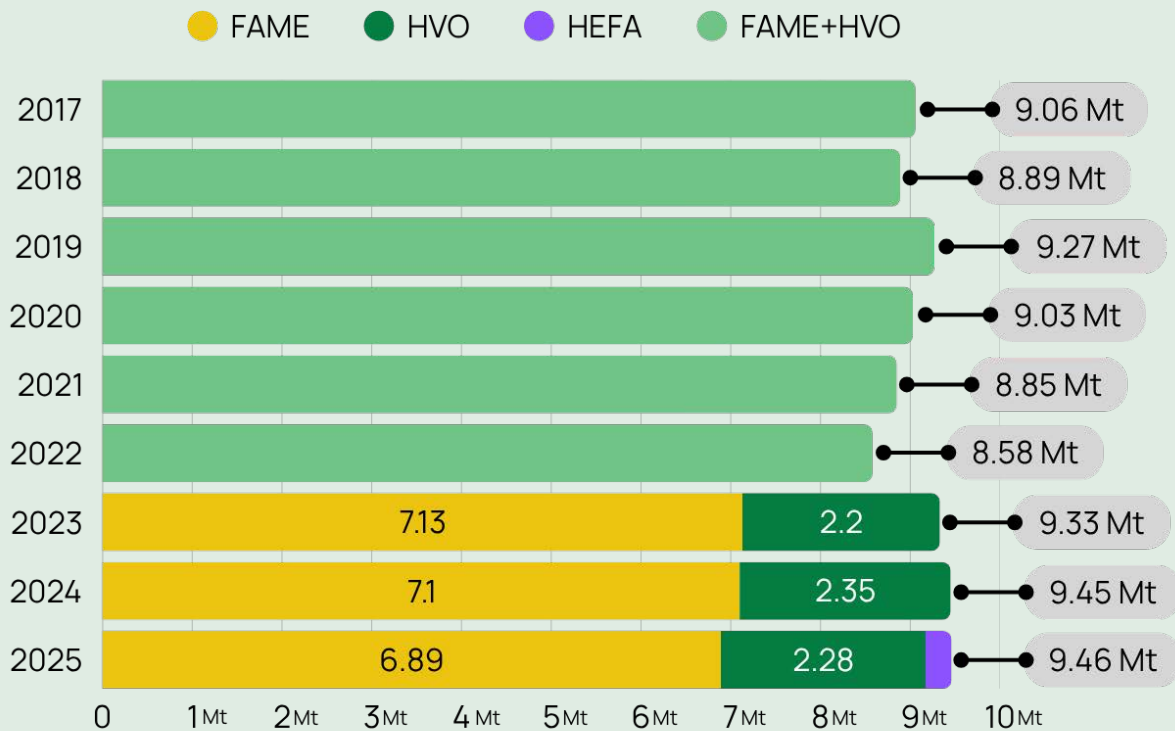


# EBB MEMBERS' PRODUCTION

Collectively, the members of the European Biodiesel Board (EBB) represent about 65% of the biodiesel production in the EU. The biodiesel industry in Europe has been growing steadily over time, as reflected in the membership data. In

the last few years, the EBB has collected more detailed data from its members. Overall, between 2023 and 2025, production by members increased slightly, with FAME producers still supplying the large majority of the output.

In 2025, EBB members produced roughly 6.9 Mt of FAME (-3% YoY) and 2.28 Mt of HVO (-3% YoY). It was the first year we collected member data on HEFA production (0.29 Mt).



*FAME, HVO and HEFA produced by EBB members in million metric tonnes (Mt) of the respective product. Data before 2023 does not detail the split between products. Data on HEFA production is only made available for 2025. All EBB statistics are subject to a +/- 5% margin of error.*

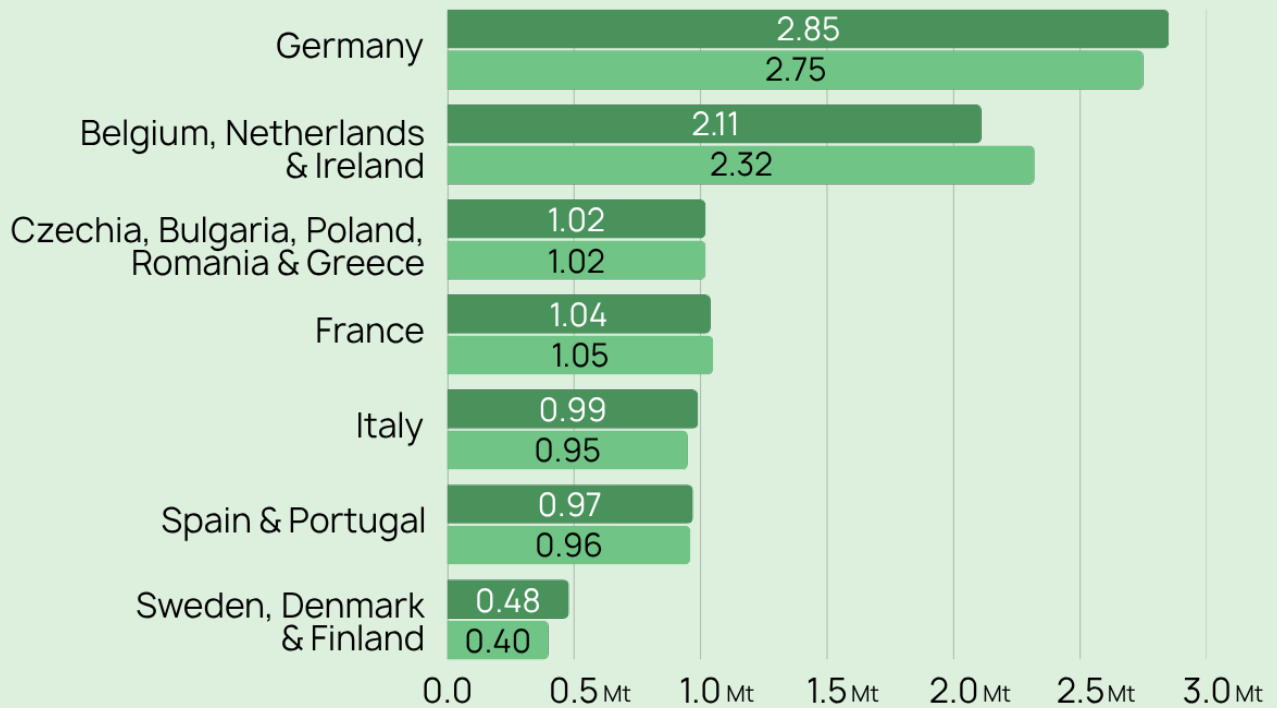


## EBB MEMBERS' PRODUCTION

By country (grouped), FAME, HVO and HEFA, in Mt

● 2025

● 2024



	2025 PRODUCTION	Q1 - 2025 PRODUCTION	Q2 - 2025 PRODUCTION	Q3 - 2025 PRODUCTION	Q4 - 2025 PRODUCTION	2024 PRODUCTION
Germany	2.85 Mt	0.75 Mt	0.58 Mt	0.72 Mt	0.80 Mt	2.75 Mt
Belgium, Ireland & Netherlands	2.11 Mt	0.60 Mt	0.58 Mt	0.58 Mt	0.35 Mt	2.32 Mt
Czechia, Bulgaria, Poland, Romania & Greece	1.02 Mt	0.27 Mt	0.23 Mt	0.27 Mt	0.24 Mt	1.02 Mt
France	1.04 Mt	0.23 Mt	0.25 Mt	0.27 Mt	0.28 Mt	1.05 Mt
Italy	0.99 Mt	0.27 Mt	0.23 Mt	0.26 Mt	0.22 Mt	0.95 Mt
Spain & Portugal	0.97 Mt	0.19 Mt	0.26 Mt	0.27 Mt	0.25 Mt	0.96 Mt
Sweden, Denmark & Finland	0.48 Mt	0.12 Mt	0.13 Mt	0.10 Mt	0.13 Mt	0.4 Mt
<b>TOTAL</b>	<b>9.47 Mt</b>	<b>2.44 Mt</b>	<b>2.27 Mt</b>	<b>2.47 Mt</b>	<b>2.29 Mt</b>	<b>9.46 Mt</b>

FAME, HVO and HEFA produced by EBB members in million metric tonnes (Mt) of the respective product.

Data on HEFA production is only made available for 2025.

All EBB statistics are subject to a +/- 5% margin of error.

## SPOTLIGHT

# Construction of southern Europe's largest 2G biofuels plant over 50% complete

The EBB congratulates its members Moeve and Bio-Oils on completing over 50% of construction of their flagship second-generation biofuels plant, which is expected to open in early 2027. Located at the La Rábida Energy Park in Palos de la Frontera, Huelva, the facility is being developed with a total investment of 1.2 billion euros, adding 500,000 tons of annual production capacity. Once operational, it will become part of the largest second-generation biofuels industrial complex in Southern Europe, with a total production capacity of over 1.2 Mt per year.



**CAPACITY**  
500,000 tons



**PREVENTING**  
3 million tons of Co2 per year using biofuels produced at this complex



**INVESTMENT**  
€1.2 billion



The facility is specifically designed to produce Sustainable Aviation Fuel to meet ReFuelEU Aviation targets and HVO to provide fuels to decarbonise road transport and maritime shipping. The new plant will allow the joint venture between Moeve and Bio-Oils to substantially increase its production capacity for advanced biofuels. The facility is engineered with a net-zero mentality and will utilise 100% reclaimed water to ensure there is no competition with local freshwater resources. Additionally, the plant will produce biogas and biogenic CO<sub>2</sub> which serve as raw materials for green hydrogen and green methanol production. Using renewable hydrogen and 100% renewable electricity itself, the plant is expected to emit 75% less CO<sub>2</sub> than a traditional biofuel facility. Once completed, this complex is set to prevent 3 million tons of CO<sub>2</sub> emissions annually.

This project has significant institutional backing, including a 285-million-euro loan from the European Investment Bank. Such support underscores the project's alignment with the European Green Deal and the EU policies aiming to enhance energy independence. It's clear to see that projects like these are a blueprint for the future of the European energy sector, providing the scale of biofuels necessary to decarbonise air, sea, and road transport across the continent. As construction continues toward the 2026 start date, the Huelva plant stands as a testament to the viability of renewable fuel production in Europe and the critical role Southern Europe plays in the broader bioeconomy.

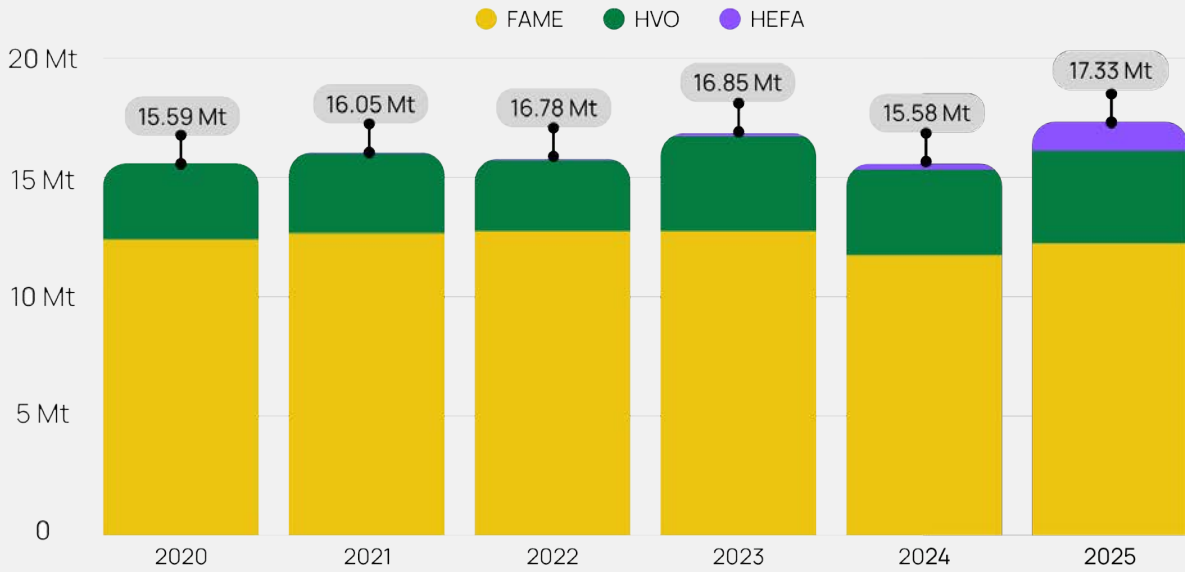
*Images: Moeve & Bio Oils*



# DEMAND

## Biodiesel and bioSAF demand

EU-27, demand for FAME, HVO and HEFA



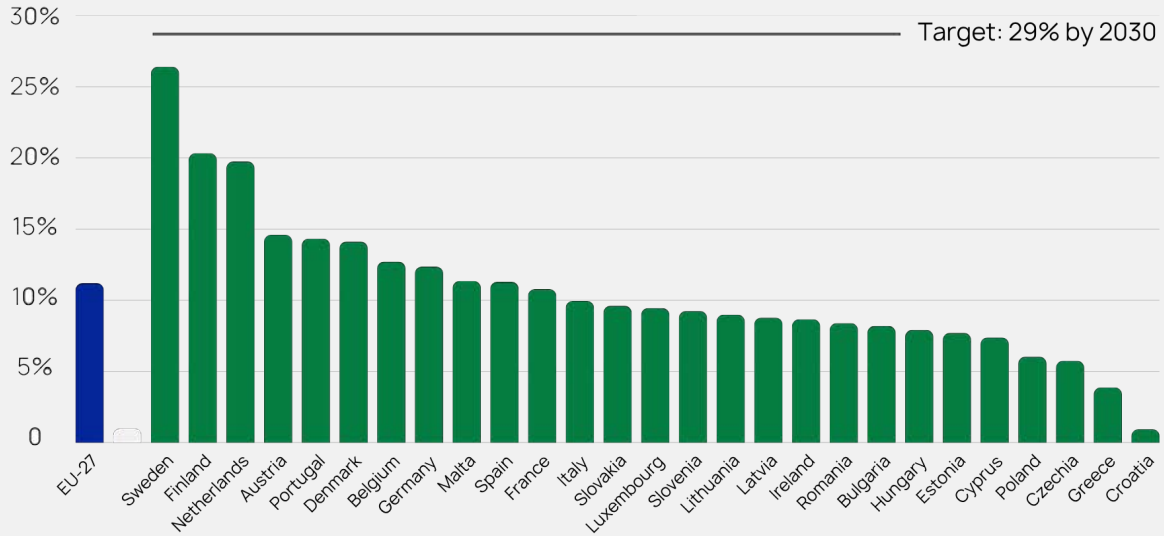
## Biodiesel and bioSAF demand

Over the period between 2020 and 2025, total EU-27 demand for FAME, HVO, and HEFA grew from roughly from 15.6 Mt to over 17 Mt. FAME remains the dominant biodiesel type throughout the period, maintaining a steady presence around 12.7 Mt before experiencing a dip in 2024 and recovering to 12.24 Mt by 2025. HVO demand shows overall growth, reaching a high of 4 Mt in 2023 and settling slightly lower at 3.89 Mt in 2025. Notably, HEFA exhibits significant relative growth. Starting at negligible levels in 2020, volumes are scaling rapidly to 1.23 Mt by 2025.

Year	FAME	HVO	HEFA
2020	12.42	3.17	~0
2021	12.68	3.35	~0
2022	12.75	2.98	0.05
2023	12.75	4.00	0.11
2024	11.74	3.60	0.24
2025	12.24	3.89	1.23

### Share of renewables in transport in 2024

EU-27, by country



Data: Eurostat, 2026

EU-27	11.2%
Sweden	26.4%
Finland	20.3%
Netherlands	19.7%
Austria	14.6%
Portugal	14.3%
Denmark	14.1%
Belgium	12.7%
Germany	12.4%
Malta	11.4%
Spain	11.3%
France	10.8%
Italy	10.0%
Slovakia	9.6%
Luxembourg	9.5%
Slovenia	9.2%
Lithuania	9.0%
Latvia	8.8%
Ireland	8.7%
Romania	8.4%
Bulgaria	8.2%
Hungary	7.9%
Estonia	7.7%
Cyprus	7.4%
Poland	6.0%
Czechia	5.7%
Greece	3.9%
Croatia	0.9%

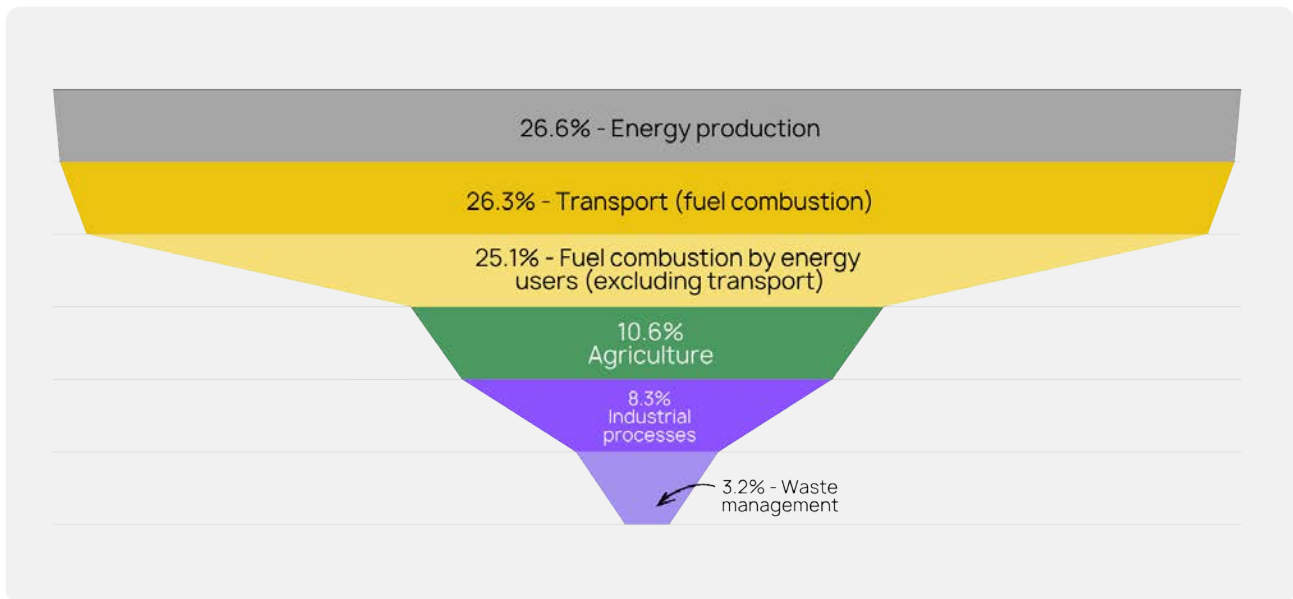
### Share of renewables in transport

According to Eurostat data, in 2024 the share of renewable energy sources in transport reached 11.2% at the EU level, only a 0.2 percentage points increase from 2023. The EU has agreed a common target of 29% for the share of renewable energy (incl. biofuels) for 2030.

The EBB advocates for a framework that continues to progressively increase decarbonisation targets. There is more work to be done, and to unlock the full potential of biofuels, all regulatory obstacles must be removed.

89%  
non-renewable

only  
11%  
is renewable



Data: Eurostat, 2022

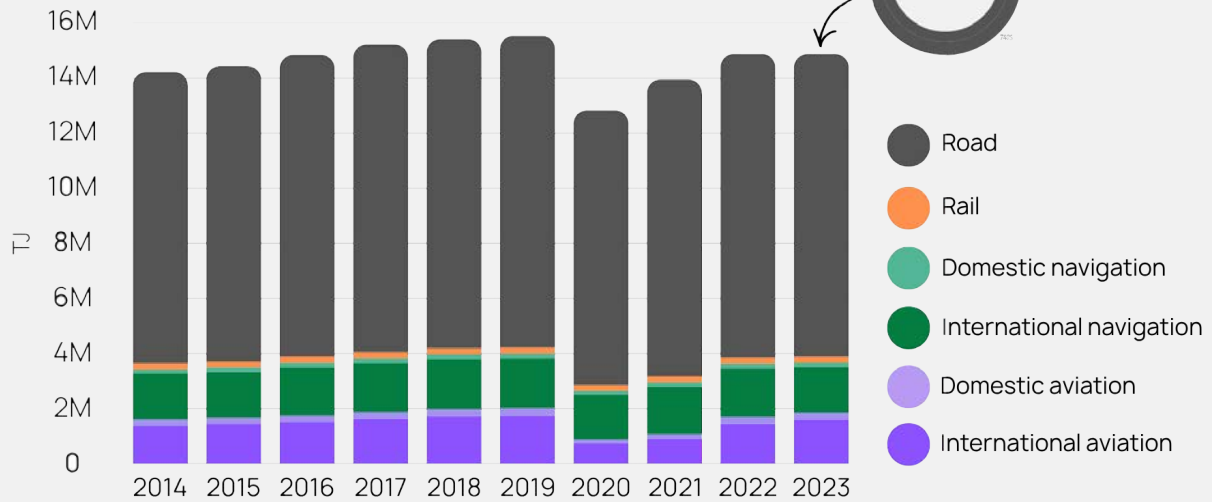
## Greenhouse gas emissions by sector

In 2022 in the EU, the energy producing industries sector had the highest share in total greenhouse gas (GHG) emissions (26.6%), slightly ahead of fuel combustion in transport (26.2%). In 1990, the shares were 33% and 15%, which reflects the massive relative increase of transport emissions.

In 2022, EU net GHG emissions were 3.2 billion tonnes of CO<sub>2</sub> equivalent, which is 31% lower than in the reference year 1990. The agreed target for 2030 is a 55% reduction and for 2050 a 100% reduction (net-zero emissions). For 2040 the Commission has proposed a 90% reduction as an intermediate target.

### Energy use by transport mode

EU-27, by sector



Data: EEA, 2026

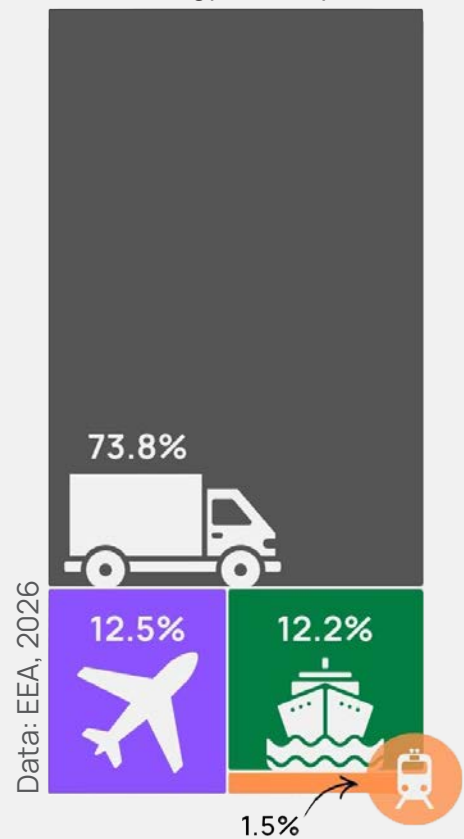
### Energy breakdown

Road transport stands as the primary engine of energy consumption within the mobility sector, accounting for approximately 74% of total final energy use in transport worldwide (EEA, 2023 data). This dominance is driven by a massive fleet of passenger and commercial vehicles, which together consume far more energy than aviation (grouped 12.5%), navigation (grouped 12.2%), and rail (1.5%) combined.

To put in perspective what that means: Transport contributes to about a quarter of the EU's greenhouse gas emissions. Three-quarters of these emissions come from road transport.

### 2023

EU-27, energy in transport



Data: EEA, 2026

# DEMAND

## Road

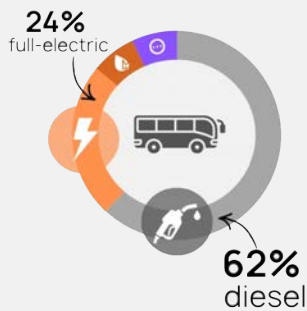
### Trucks

New registrations, 2025



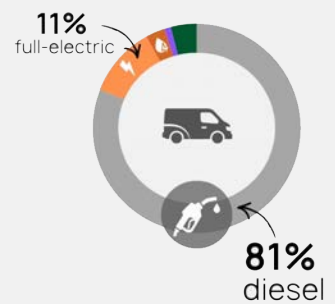
### Buses

New registrations, 2025



### Vans

New registrations, 2025

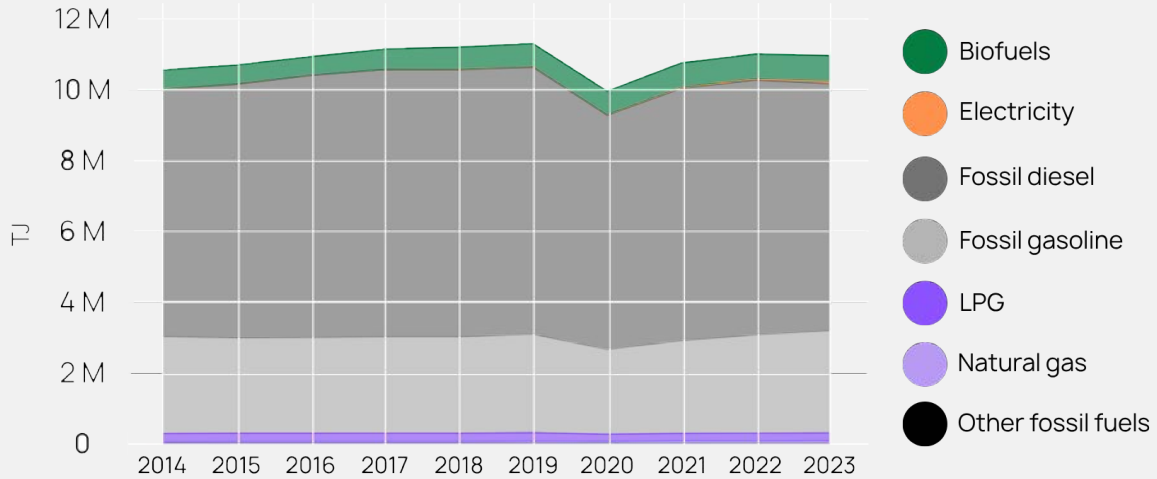


New commercial vehicle registrations in the EU in 2025, by power source (Data: ACEA, 2025)



### Energy use in road transport

EU-27, by type of energy, in TJ



Data: EEA, 2025

### Diesel dominance

Biodiesel remains critical in decarbonisation of road transport. It addresses the reality of the existing vehicle fleet: Roughly 62% of the energy used in EU road transport comes from fossil diesel. Fossil gasoline accounts for another 25%. Renewables like all biofuels combined (6%) and electricity (<1%) are by far a minority share.

This trend is likely to continue, given that trucks (sold new in 2025) were in large majority (93%) equipped with a diesel-type engine. Only 4% was full-electric. With an EU average service life of roughly 14 years, diesel trucks will remain a significant part of the fleet for years to come. Currently, the EU has over 6.1 million trucks on the road, almost all of them equipped with a diesel-type engine.

### Service life of trucks

Data: ACEA, 2026



# DEMAND

# Aviation



## Jet fuel supply

At EU-27 airports, 2024



99%  
kerosine

KEROSINE  
32 Mt

SAF  
0.2 Mt

Data: EASA, 2025

## Europe's SAF flight path

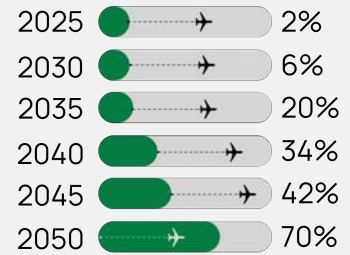
Demand for Sustainable Aviation Fuel (SAF) is projected to rise sharply as the aviation sector aligns with net-zero pathways. Bio-based jet fuel (HEFA) is expected to lead the market due to its commercial readiness and "drop-in" compatibility.

In Europe, the ReFuelEU Aviation regulation serves as the primary driver for this shift, establishing mandatory SAF blending quotas, starting in 2025 at 2%. While this is a clear uptick from the <1% supplied at EU airports in 2024, the demand is projected to be stagnant from until 2030. Only then, the regulation jumps to 6%. In the meantime, renewable fuels producers are expected to build up capacity, without gradually increasing mandates.

Another point of concern for many industry stakeholders is the exclusion of crop-based biofuels, as it overlooks the greenhouse gas savings these fuels can provide at a low cost. Furthermore, within the eligible bioSAF, the contribution of feedstocks that are not in Annex IX is limited to 3% (of the total aviation fuels), therefore further limiting the industry's ability to scale at the pace required to meet ambitious 2050 net-zero targets.

### ReFuelEU Aviation

SAF mandates



### Limitations

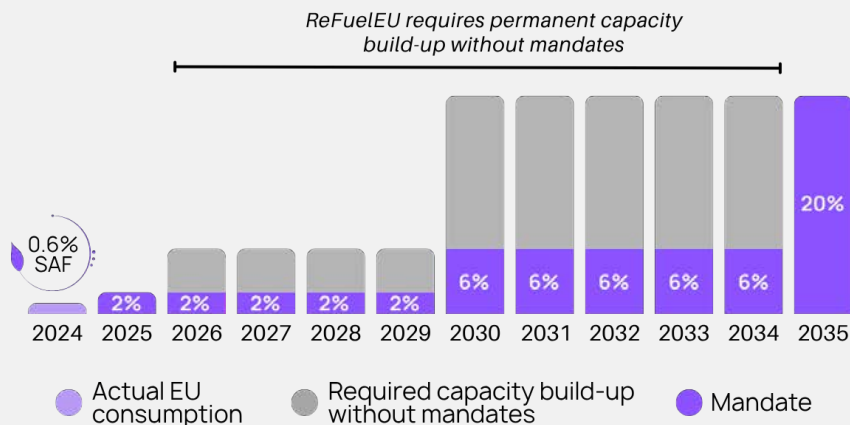


Crop-based biofuels are banned from use in aviation.



Waste that is not in Annex IX is capped to 3%.

## Capacity/mandate gap



## TNO tests FAME blends to decarbonise Dutch inland shipping

The CO<sub>2</sub> emitted from inland shipping in the Netherlands can be drastically reduced within a relatively short period by blending diesel with FAME – that is the conclusion TNO draws from their investigation. TNO (Netherlands Organisation for Applied Scientific Research) is an independent statutory research organization in the Netherlands, that did a one-year practical trial. The project will last for a year, so all four seasons can be tested.



### EMISSIONS

The inland shipping sector, in the Netherlands alone, emits per year

**1.6** million tonnes of CO<sub>2</sub>



### ONE YEAR TRIAL

**8** ships, sailing all four seasons.



### HIGHER BLENDS

up to B30 (30% FAME)



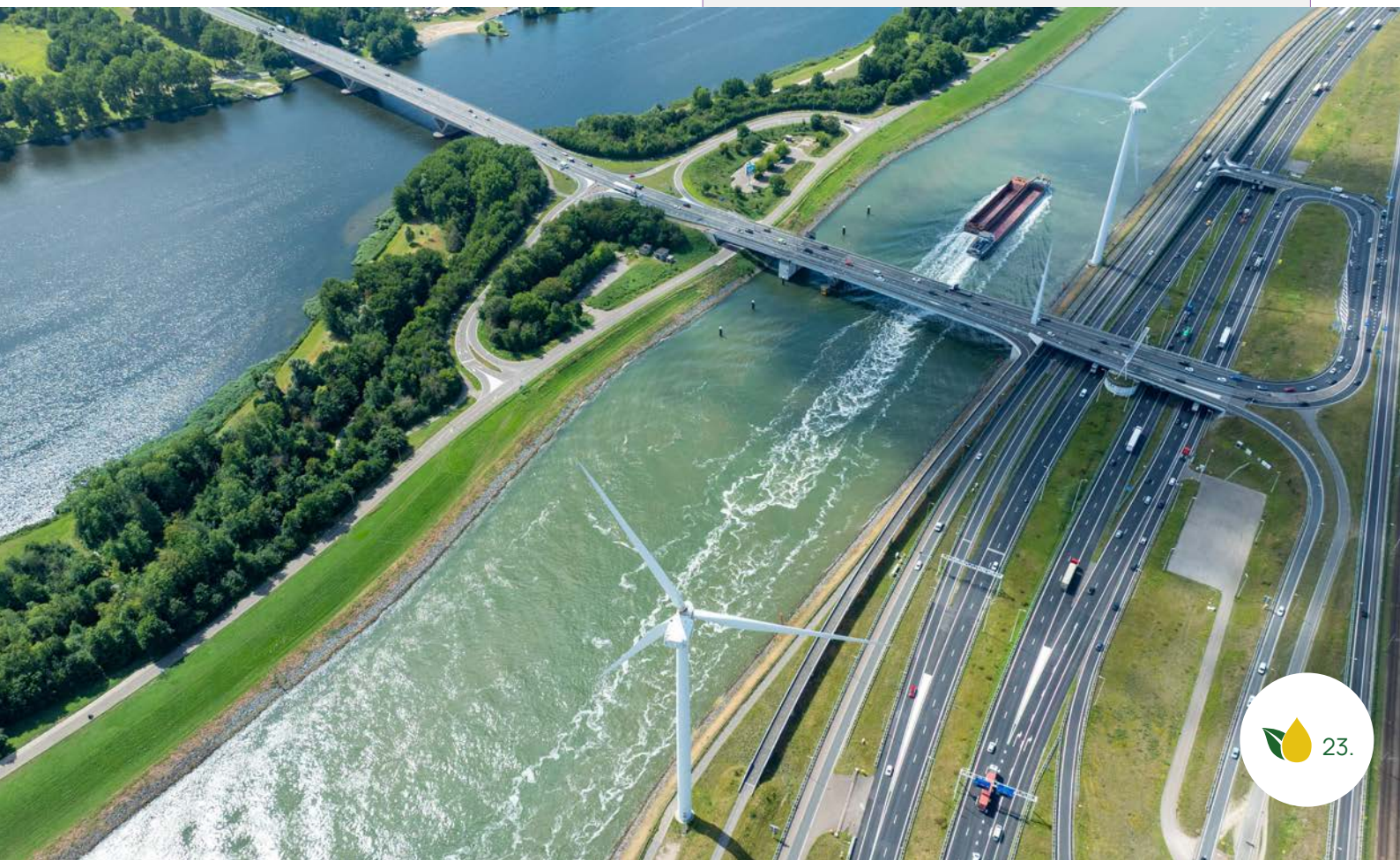
As a vital link within the Dutch transport sector, inland shipping in the Netherlands is also tasked with reducing its carbon emissions. Under the EU's Renewable Energy Directive (RED III), inland shipping must slash CO<sub>2</sub> emissions across the chain by 14.5% by 2030. The sector currently emits 1.6 m tonnes of CO<sub>2</sub> every year, equivalent to 550,000 passenger cars.

In the trial, eight ships will sail for a year on different, higher FAME blends, up to B30, under the supervision of TNO. The study, commissioned by the Dutch Ministry of Infrastructure & Water Management (IenW), is expected to reveal in which compositions and under which conditions this biodiesel works best on inland vessels. The inland shipping industry is closely involved in the study, with the cooperation of KBN, NOVE/VOS Foundation, VEMOBIN, MVO, and VT-group, as well as engine suppliers and the insurance industry. TNO is coordinating and reporting on the trial and will also analyse fuel samples.

## GERMANY

The AGQM, Germany's Quality Management Association for Biodiesel has published an updated list, showing that various ship engines are already approved for use with B100 or B20/B30 (diesel fuel with a blend of 20% or 30% FAME).





AGQM also conducted a real-life operating trial aboard a vessel equipped with dual diesel engines. In this trial, one engine operated on purely fossil diesel, while the other engine ran on B30 biodiesel, enabling a direct comparison. The results demonstrated that transitioning to B30 is a viable and sustainable option for decarbonising inland shipping. Key parameters, including fuel quality, viscosity, and sulfur content, remained stable throughout, with no adverse effects on performance or service life.

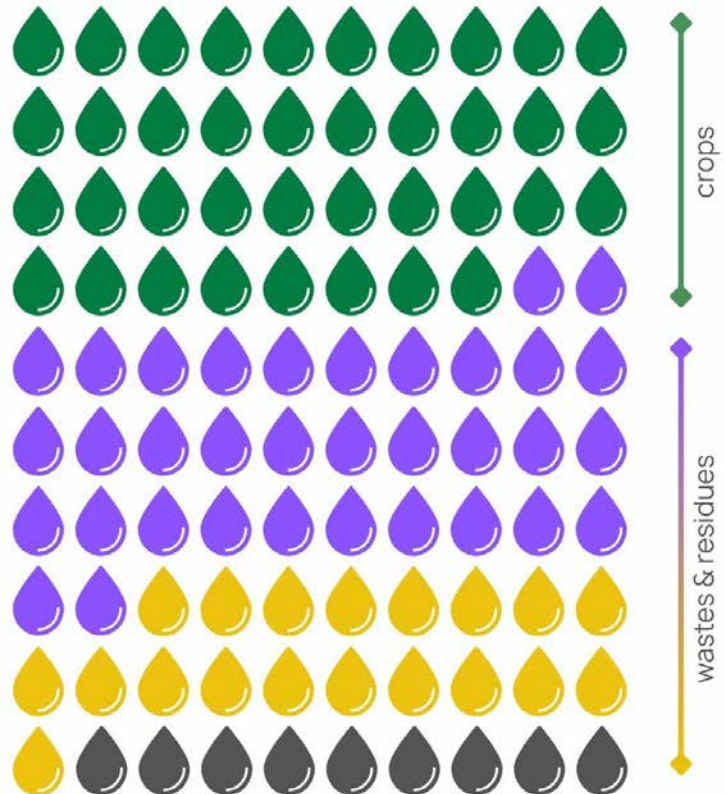


# FEEDSTOCKS

## FAME & HVO EU-27 consumption

### LEGEND

	CROP-BASED	38%
	ANNEX IX (A)	34%
	ANNEX IX (B)	19%
	OTHER SUSTAINABLE FEEDSTOCKS	9%



Use of feedstocks for FAME and HVO consumed in the EU-27 (grouped, percentage)

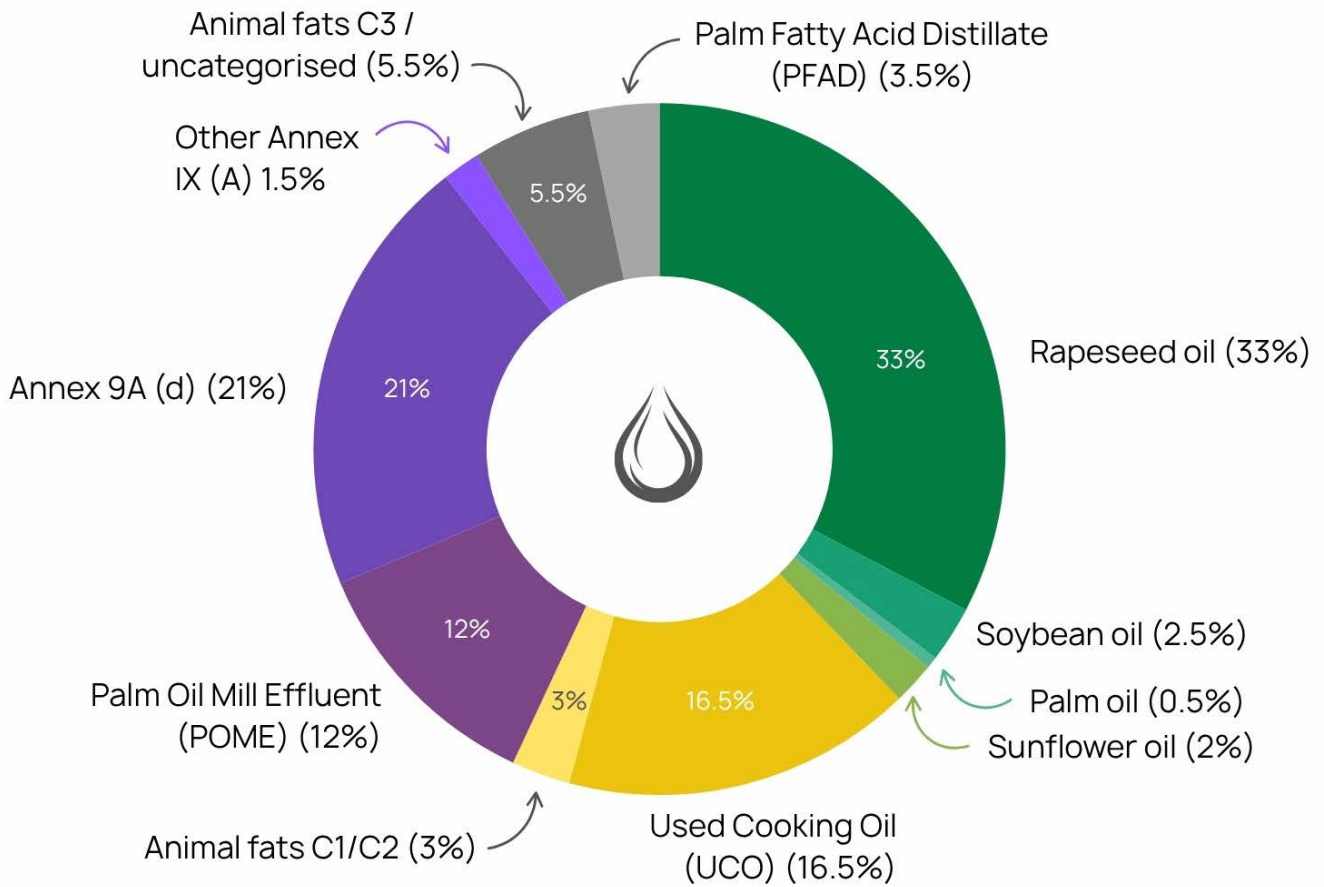
## EU feedstock use

Looking at the feedstocks used for FAME and HVO consumed in the EU-27, we note that waste-based feedstocks (Annex IX A+B) represent roughly 53% of the feedstocks, compared to 38% crop-based feedstocks. The feedstocks in “other sustainable feedstocks” (9%) are all from wastes and residues, and include mostly animal fats (C3) and Palm Fatty Acid Distillate (PFAD).

*NOTE: The data was collected early 2026 and subject to changes as further declarations might change relative proportions.*

# FEEDSTOCKS

## EU feedstock use



### LEGEND

**38%** **Crop-based**  
(green-tones)

**34%** **Annex IX (A)**  
(purple-tones)

**19%** **Annex IX (B)**  
(yellow-tones)

**9%** **Other**  
(grey-tones)

*Use of feedstocks for FAME and HVO consumed in the EU-27 (by feedstock, percentage)*

### EU feedstock use




This detailed overview shows what feedstocks were used to produce the FAME and HVO that was consumed in the EU in 2025. The colours indicate the feedstock group: Crop-based (green), Annex IX (A) in purple, Annex IX (B) in yellow and “other sustainable feedstocks” in grey.

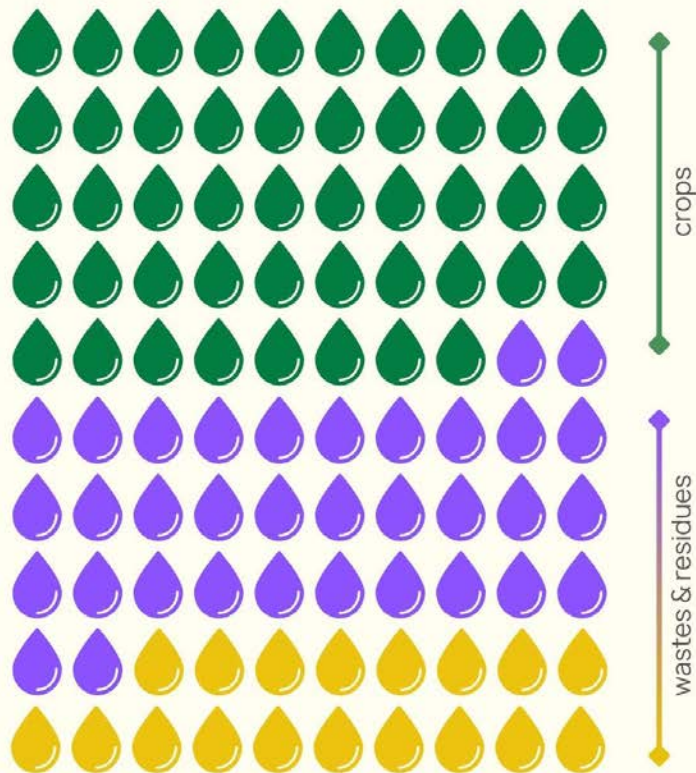
Rapeseed oil dominates with 33% of the feedstock mix, maintaining its role as the largest single feedstock. Annex 9A (d) feedstocks make up around 21% of the mix, followed by Used Cooking Oil (UCO) at 16.5%.

“Other Annex IX (A)” includes crude glycerine, Spent Bleaching Earth (SBE), technical corn oil, tall oil, and manure / sewage sludge. These feedstocks individually represent <1% of the feedstock mix.

## FAME

EU-27 consumption

	CROP-BASED	48%
	ANNEX IX (A)	34%
	ANNEX IX (B)	18%

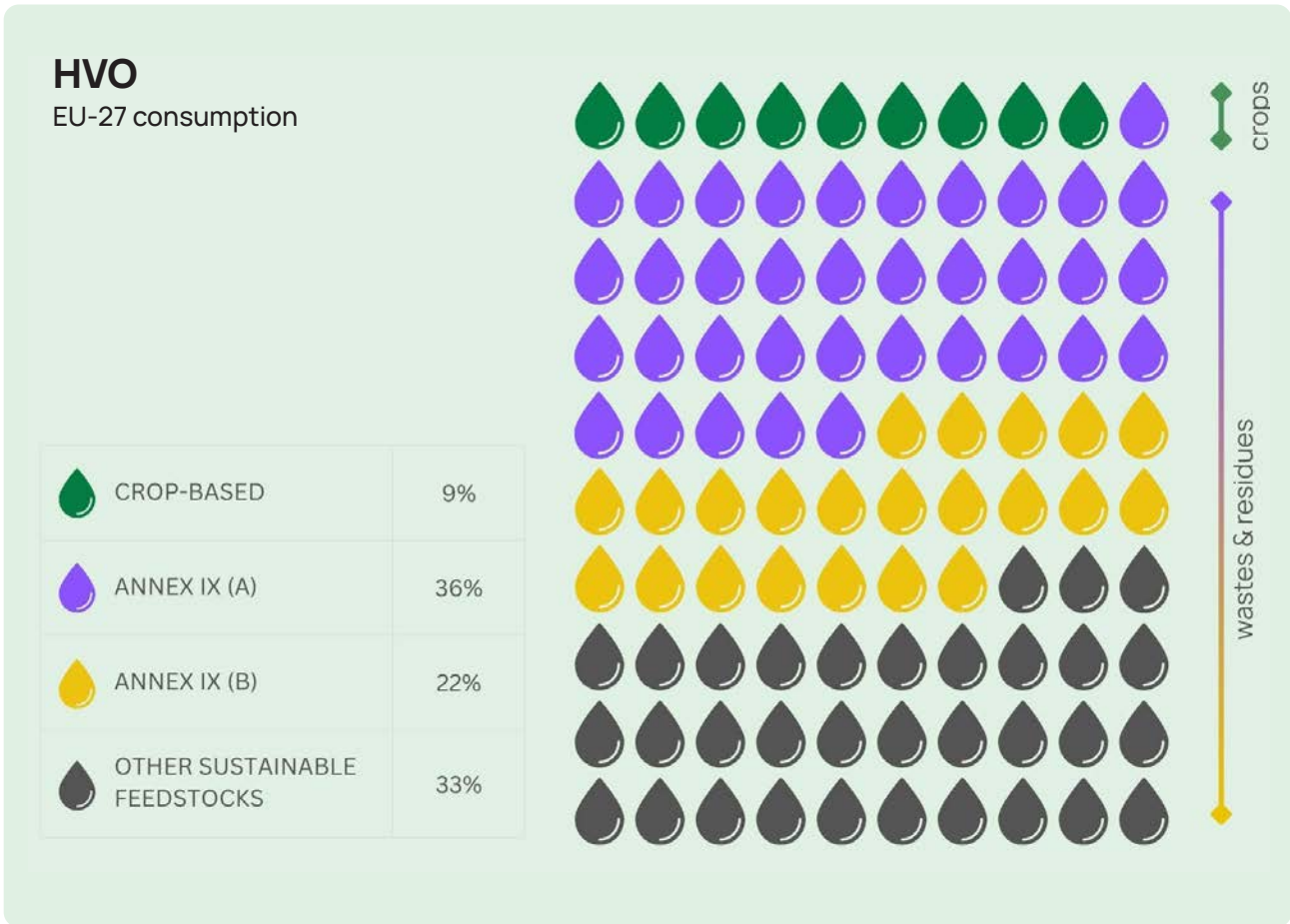


Use of feedstocks for FAME consumed in the EU-27 (grouped, percentage)

## FAME feedstock use

The feedstock composition for Fatty Acid Methyl Ester (FAME) consumption in the EU in 2025 highlights a balanced reliance on different raw materials. The statistics underscore a parity between the feedstocks. Crop-based feedstocks remain the largest single source at 48% of the total volume. In the last few years there has been a significant shift toward waste and residue-based biodiesel. Now, Annex IX A and B combined account for 52% of the feedstock mix.

*NOTE: The data was collected early 2026 and subject to changes as further declarations might change relative proportions.*



Use of feedstocks for HVO consumed in the EU-27 (grouped, percentage)

## HVO feedstock use

The 2025 feedstock profile for Hydrotreated Vegetable Oil (HVO) shows a dominant reliance on waste- and residues. Unlike other biofuel segments, crop-based feedstocks constitute a minor fraction of HVO production at just 9%. Specifically, materials listed under Annex IX (A) of the Renewable Energy Directive account for the largest share at 36%, followed by a substantial 33% contribution from other sustainable feedstocks (wastes and residues).

*NOTE: The data was collected early 2026 and subject to changes as further declarations might change relative proportions.*

## Oleo100: Decarbonising heavy-duty transport with French rapeseed

Across the EU, members of the EBB are at the forefront of a major shift in agricultural practices, driving improved sustainability and ecological practices. In the push to decarbonise the transport sector, Oleo100 is an initiative providing immediate, high-impact solutions for heavy-duty mobility. Launched by Saipol, a subsidiary of the Avril Group, a leader in the French vegetable oil and protein industry, Oleo100 represents more than just a fuel: it is a closed-loop environmental commitment.

### 100% French rapeseed

Oleo100 is a B100 biodiesel made exclusively from French rapeseed. Unlike conventional diesel, Oleo100 is entirely renewable and produced domestically. The process simultaneously yields high-protein, meal for livestock, and reduces Europe's dependence on imported soy.

Designed specifically for heavy goods vehicles, buses, and coaches, it can substitute fossil diesel without requiring a



complete overhaul of engine technology. For transport companies, this means at least a 60% reduction in CO2 emissions with little changes to their trucks. To further simplify the transition, Oleo100 provides connected tanks directly to its clients, ensuring a secure and traceable supply chain from the field to the fuel tank.

### Farmers at the centre

The sustainability of Oleo100 begins long before the fuel reaches the engine. Through a complimentary initiative called Empreinte, Saipol has created a digital marketplace that rewards the agricultural community. Empreinte allows farmers to sell their rapeseed and sunflower seeds directly, while earning incentives. This financial incentive specifically rewards sustainable farming practices, such as the use of cover crops and reduced tillage, that help sequester carbon in the soil. By bridging the gap between the field and the fleet, Empreinte ensures that the environmental benefits of the fuel are rooted in the very soil from which it grows. As a result, the Empreinte programme contributes to achieving at least an 80% reduction in GhG emissions compared with fossil fuels.

Oleo100 proves that the energy transition does not have to wait for future technologies. By leveraging local agriculture and existing mechanical infrastructure, Saipol is offering a pragmatic, circular, and 100% European solution to the climate crisis.



60% reduction in CO2 emissions



100% European



# TRADE

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The EU imported in 2025 about 1.76 Mt of HVO and about 1.54 Mt of FAME. Imports of FAME declined about 22% versus 2024. In 2025 we saw the introduction of an EU customs code for HVO allowing – for the first time – more detailed tracking of HVO imports through Eurostat data.

Asia consistently remains the dominant continent of origin for both FAME and HVO imports. For FAME, South America remains an important trade partner – predominantly Argentina – while the import of HVO from that continent is minimal, with a larger role for the USA. Due to its strong port infrastructure, the Netherlands and Belgium remain among the largest EU importers, whereafter the fuel is distributed throughout the bloc.

Exports of FAME from the EU to third countries halved (-50% versus 2024) to about 0.7 Mt. The EU shipped the bulk (67%) of its FAME to the UK in 2025. Exports of HVO totalled around 0.3 Mt in 2025.

The analysis of trade flows is based on Eurostat data and relies on customs declarations and their corresponding product codes. For HEFA/SAF, the EBB continues to argue for a separate code.

## FAME (2025)

EU-27, by mass



Imported

1.5 Mt



Exported

0.7 Mt

## HVO (2025)

EU-27, by mass



Imported

1.8 Mt



Exported

0.3 Mt

## Largest EU importers

EU-27, by mass of FAME & HVO

1



Netherlands

2



Belgium

3

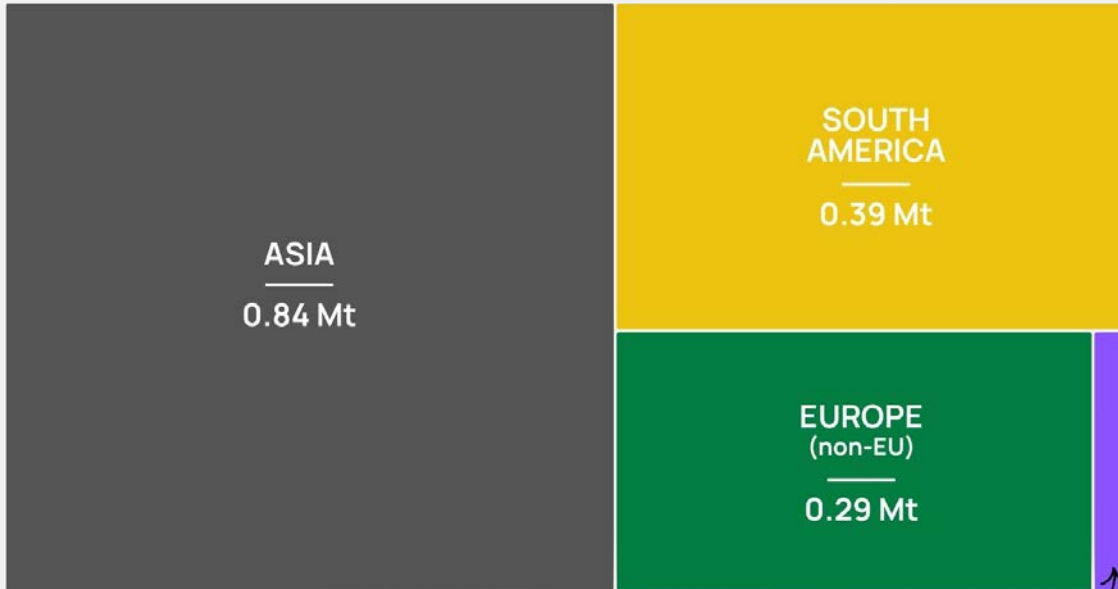


France

Data: Eurostat, FAME HS Code 38260010 and HVO TARIC 2710 19 42 21 and 2710 19 42 29

### FAME (2025)

EU-27, imports, by origin

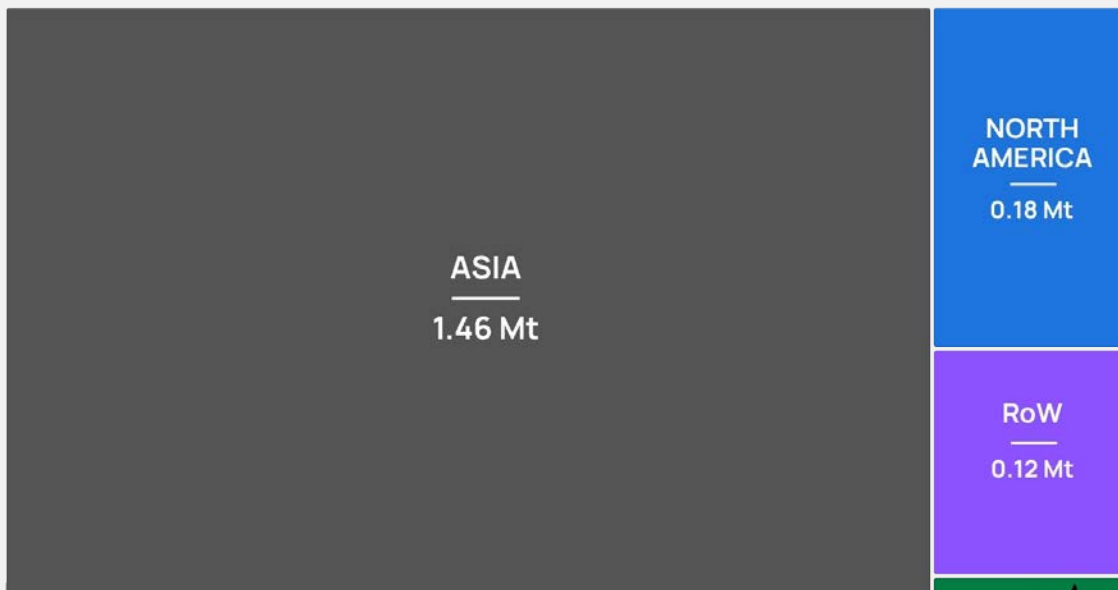


FAME total: 1.54 Mt

RoW ~ 0.02 Mt

### HVO (2025)

EU-27, imports, by origin



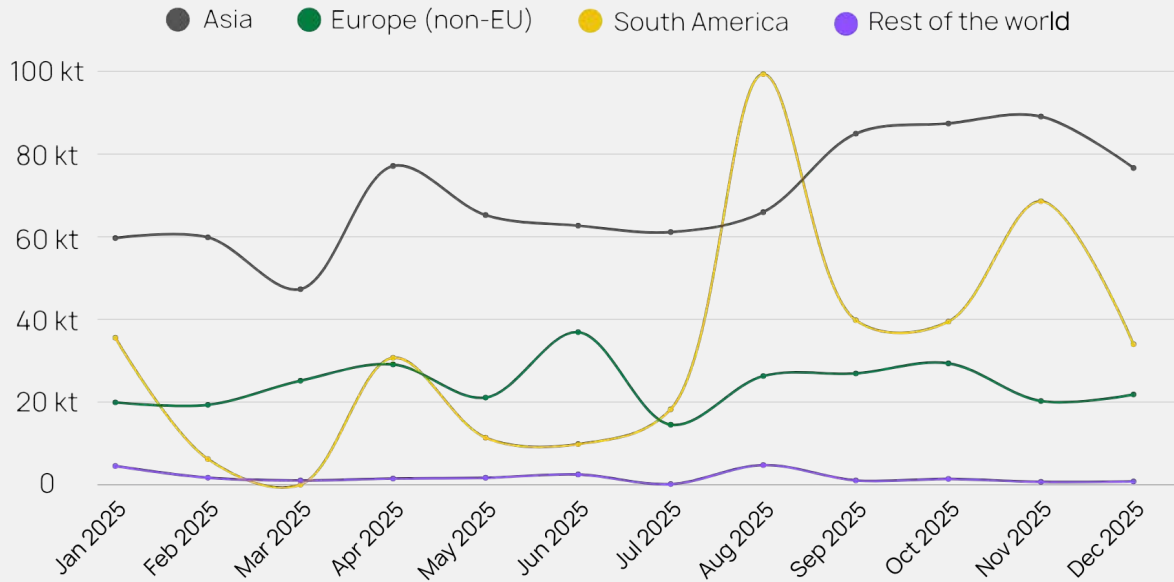
HVO total: 1.76 Mt

Europe (non-EU) ~ 0.01 Mt

## FAME (2025)

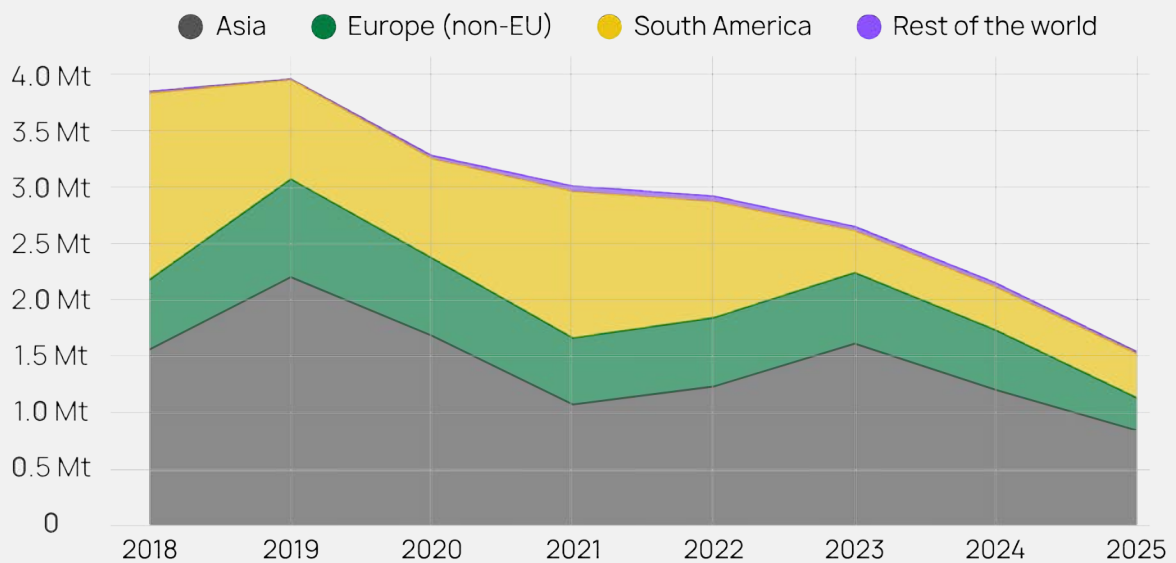
EU-27, by import region

Imported  
1.5 Mt



## FAME (2018-2025)

EU-27, by import region

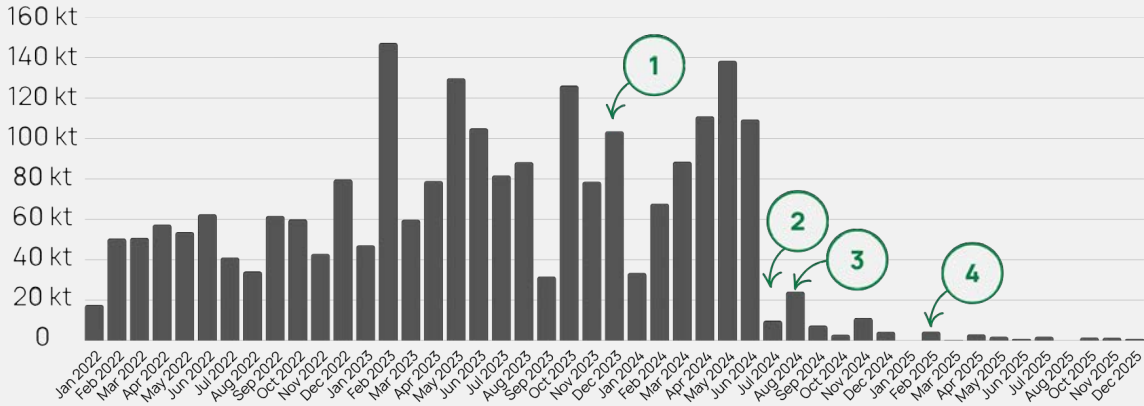


Data: Eurostat, 2026. Note: 1,000 kt equals 1 Mt

### Biodiesel from China

EU-27 imports of FAME, mass, by month

- 1 **Initiation**  
20 Dec '23
- 2 **Pre-disclosure**  
19 July '24
- 3 **Provisional measures**  
16 Aug '24
- 4 **Definitive measures**  
11 Feb '25



### Biodiesel imports from China

Trade defence instruments are essential for preventing the collapse of the European biofuels industry, ensuring that producers can compete on a level playing field. The EBB was the driving force behind the anti-dumping measures against unfairly priced Chinese biodiesel imports. By providing evidence that Chinese biodiesel was being dumped onto the European market at prices below production costs, the EBB successfully advocated for the definitive duties.

The effectiveness of such measures is reflected in the import data collected by Eurostat. Following a period of sharply rising import volumes through 2023 and early 2024, the import data shows a dramatic downturn starting in July 2024. This sharp drop coincides closely with the pre-disclosure (19 July 2024) and provisional measures (16 Aug 2024) phases of the EU antidumping investigation. China dropped from the EU's largest biodiesel supplier in 2024 to account for just 1% of receipts in 2025.

Data: Eurostat, 2026. Note: 1,000 kt equals 1 Mt

Note: Covers only FAME from China. Excludes HVO as the customs code was only introduced in 2025. For HEFA/SAF, the EBB continues to argue for a separate code.

**2023**

FAME imports (China)



Imported  
**1.07** Mt

**2024**

FAME imports (China)



Imported  
**0.60** Mt

**2025**

FAME imports (China)



Imported  
**0.16** Mt

# COLOPHON

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This report is published by the European Biodiesel Board (EBB), representing biodiesel and bioSAF producers in the EU, and features the latest data and trends related to market and trade flows. It also includes production figures from EBB members, grouped by country(s) to ensure confidentiality.

The report covers both products when the term “biodiesel” is used: Fatty Acid Methyl Ester (FAME), Hydrotreated Vegetable Oil (HVO), as well as bio-based aviation fuel: Hydrotreated Esters and Fatty Acids (HEFA). Production figures include both co-processed and standalone production plants.

Graphs are measured in million metric tonnes (Mt), unless indicated otherwise. Figures are rounded to the closest decimal number. All EBB statistics are subject to a +/- 5% margin of error. The EBB does not assume liability for errors or misprints. We have made our analysis public and hope everyone in the value chain benefits from it. In the same spirit, we hope that those who find ways to improve it will share that feedback with us.

The data presented here is compiled from a combination of member input, trusted third-party research, and public sources. For the data collection, EBB collaborated with ResourceWise and Square Commodities - both consulting and advisory firms specialising in comprehensive analysis of the energy sector. We also recognise Commosupply for their cooperation and for providing data that informed this analysis. Furthermore, we recognise the value of transparent public datasets, notably Eurostat’s database and the USDA’s biofuel reports.

To ensure the highest levels of accuracy, we have refined our data methodologies and expanded our pool of providers over the past year; consequently, any variations between these statistics and previous EBB reports reflect these enhanced insights and more precise historical adjustments for production and demand.

# SPOTLIGHT

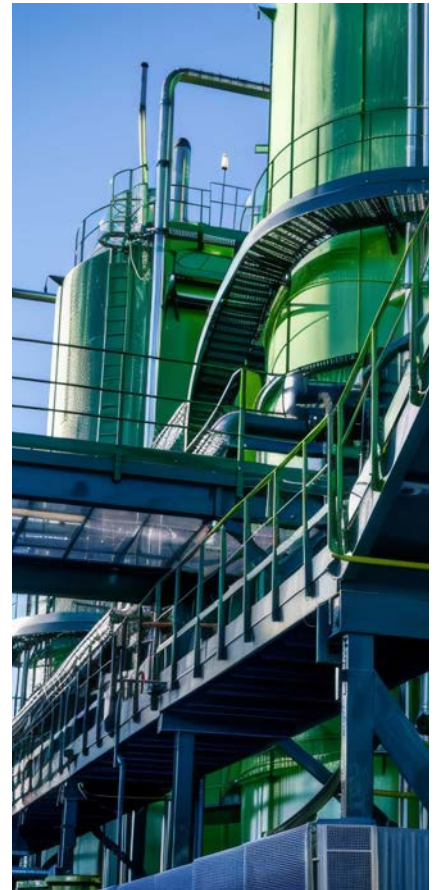
## Become a Supporter



Supporting European biodiesel production



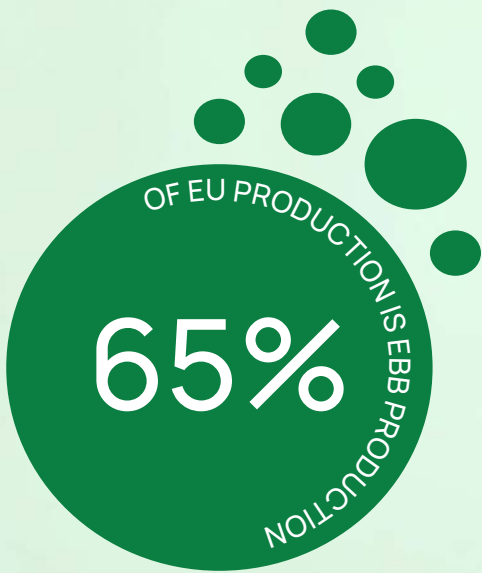
Stay in the loop on critical EU policy changes



Open to non-producing industry actors

**JOIN  
EBB**





Nearly 65% of EU biodiesel and bioSAF production is represented by EBB.

**ARE YOU REPRESENTED?**



# EBB MEMBERS



*EBB Producer Members, National Association members and Supporters (alphabetically)*



**2025-2026**

EUROPEAN  
BIODIESEL  
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