

November 2025

Biofuels

Each month we review the latest news and select key announcements and commentary from across the biofuels sector.



**Announcements
& Commentary**

**Research &
Development**



Providing clients with a strategic view of feedstock, technology, policy and marketing opportunity across the bioeconomy.

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Welcome readers, to this month's Biofuels News Review.

As policy mechanisms solidify and capital commitments made, the conversation has somewhat shifted from whether Sustainable Aviation Fuel (SAF) will scale, to how quickly it can be deployed. The foreword for this month looks at SAF news from global regulators, airlines, aerospace manufacturers, and investors.

The European Commission's unveiling of the Sustainable Transport Investment Plan (STIP) sets out an ambitious, strategic framework to rapidly boost investments in renewable and low-carbon fuels for aviation and waterborne transport. STIP responds to urgent sectoral needs, targeting €100 billion in investments and aiming to supply around 20 million tonnes of sustainable alternative fuels by 2035, 13.2 million tonnes from biofuels alone, complemented by 6.8 million tonnes of e-fuels. Key measures include mobilizing at least €2.9 billion of EU funds by 2027, with dedicated support for SAF and maritime fuels through mechanisms such as InvestEU and the Innovation Fund. Complementing FuelEU Aviation and Maritime mandates, STIP proposes an eSAF Early Movers Coalition to unlock €500 million for synthetic fuels, alongside intermediary mechanisms to bridge producers and buyers. As OP2B (One Planet Business for Biodiversity) urges, such frameworks must prioritize non-food-competitive feedstocks from regenerative agriculture, turning EU policy into a harvest of co-benefits for soil health and rural livelihoods.

The International Air Transport Association (IATA) strongly welcomes the STIP as a significant advance in EU decarbonization policy, notably recognizing challenges around SAF supply, market access, and cost, though it calls for further harmonization and direct support. IATA states that STIP might be wrong by citing feedstock constraints and prioritizing e-SAF, as their recent report on feedstock availability 'demonstrates - Europe possesses significant untapped potential for sustainable feedstocks, including advanced residues and waste streams. They also advocate for technology-neutral policies, streamlined certification, and enabling mechanisms like "book-and-claim" to improve SAF market liquidity and transparency. The association see greater demand-side attention and a robust, diversified approach as vital to supporting industry ambition toward net zero carbon by 2050.

An important commercial development this month saw Airbus and Hong Kong-based Cathay Group form a co-investment partnership aimed at scaling new SAF production capacity. This co-investment model, where the aircraft manufacturer and a major airline directly support the supply chain, is a strong type of mechanism designed to de-risk production facilities and rapidly accelerate the commercial availability of sustainable fuels, especially in a region with strong potential in feedstock supply.

Elsewhere, the coming together of USA-based Oneworld alliance (an association of multiple global airlines), and Breakthrough Energy Ventures is an example of a recently established cross-industry collaboration. Their partnership has launched a landmark \$150 million fund to advance and commercialise next-generation SAF technologies. By pooling capital and expertise, the initiative aims to build a cost-competitive, resilient SAF supply chain, foster technology breakthroughs, and support policy frameworks for collective action across geographies. Leading airline groups from the US, Asia, and Europe have committed resources, underscoring intensified global momentum for truly scalable fuel solutions.

Read on for the latest news

Policy

Commission unveils the sustainable transport investment plan (STIP)



@Devonyu via Canva.com

The European Commission today adopted its communication on the Sustainable Transport Investment Plan (STIP), setting out a pivotal roadmap to rapidly accelerate the energy transition of aviation and waterborne transport sectors. A key component of the EU Competitiveness Compass and the Clean Industrial Deal, this initiative provides for the first time a common approach to boost investments into renewable and low-carbon fuels for these sectors.

The Investment Plan responds to the urgent need to unlock investments and scale up production of renewable and low-carbon fuels. To meet the fuel targets set out in the ReFuelEU Aviation and FuelEU Maritime Regulations, a significant volume of around 20 million tonnes of sustainable alternative fuels (13.2 Mt of biofuels and 6.8 Mt of e-fuels) will be needed by 2035. This calls for substantial investments from the market, with an estimated €100 billion required by 2035 to drive production...

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European Commission touts increase of biofuels to clean up heavy transport

The EU wants to increase the uptake of biofuels for the aviation and maritime sectors to cut pollution from heavy transport. Ukraine could play a key role.

The European Commission is planning to boost the use of biofuels to cut emissions in heavy industry transport as part of its revamp of the upcoming bioeconomy strategy, according to a leaked document seen by Euronews.

Aviation and maritime remain the 'Achilles heel' of decarbonisation under the EU27's energy and climate transition goals. The sectors remain highly reliant on fossil fuels and account for around 8.4% of the EU's total greenhouse gas (GHG) emissions, according to EU data...

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Infographic: Asia's biofuel industry gears up for 2025 as govts prioritize road, aviation policies

In Asia, robust domestic policies and expanding export opportunities are driving rapid advancements in biofuels production.

Governments are increasingly incorporating sustainable aviation fuel and waste feedstocks into their programs, shifting away from traditional crop-based targets.

As demand surges and regulatory deadlines loom, the industry faces the pressing challenge of addressing feedstock scarcity, compounded by high prices and geopolitical uncertainties as we approach 2025.

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Trump administration may delay biofuel import credit cuts as refiners balk

President Donald Trump's administration is considering delaying for one or two years its proposed cuts in incentives for imported biofuels amid pressure from U.S. refiners who argue the move could raise costs and tighten fuel supplies, according to two sources familiar with the matter. The delay now under discussion could please domestic oil refiners that have invested in the bio-based diesel sector but would risk frustrating U.S. farmers and biofuel producers.

The proposal for the Environmental Protection Agency to slash the value of renewable fuel credits given by the U.S. government for imported biofuels was initially pitched this year as part of Trump's "America First" energy agenda, aimed at boosting domestic production and reducing reliance on foreign supply, and was meant to take effect Jan. 1...

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ACE urges CARB to move quickly on E15 implementation in California

The American Coalition for Ethanol (ACE) submitted comments to the California Air Resources Board (CARB) calling for swift implementation guidance for E15 following CARB's Oct. 14 Scoping Workshop on E15 Use in California. Current regulations don't cover E15 specifications or regulatory enforcement, so ACE underscored the urgency of CARB categorizing E15 as a gasoline-grade fuel, given the recent authorization of E15 sales through the passage of AB 30 and 14 years of safe, real-world use nationwide. Ron Lamberty, ACE CMO has stated:

"We urge CARB to move quickly with a clear statement that the sale of E15 is allowed in California, and provide guidance promptly, so California fuel marketers can begin offering the low-cost and clean fuel to consumers immediately."

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Markets

Further delays to RED III implementation talks in Germany stun market



@balipadma via Canva.com

Biofuel feedstocks traders have reported lower-than-usual trade over the past few weeks, with market participants holding off from actively trading first-quarter 2026 positions in the expectation of long-awaited clarity on policy changes. And Fastmarkets understands that biodiesel activity in Germany has also been quiet, given the uncertainty.

The original deadline for the implementation of RED III, which sets a target for Europe to increase the share of renewable energy in its overall energy mix to at least 42.5% by 2030, was set at the EU level and passed on May 21 this year. However, no member state met this deadline, and some then set out to implement by January 1, 2026.

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Renewable Transport Fuel Obligation (RTFO) statistics 2024: Final report

The Biofuels Offer Book was recently launched, an integral part of the Ten-Year Energy Expansion Plan (PDE) 2035. The study, prepared by the Ministry of Mines and Energy (MME), in partnership with the Energy Research Company (EPE), presents detailed projections on the evolution of the supply and demand of biofuels in Brazil, considering the scenario of progress in the energy transition and the strengthening of public policies for the sector.

According to the document, the supply of ethanol is expected to grow by about 30% in the next decade, reaching 51 billion liters in 2035. Corn ethanol, responsible for 20% of production in 2024, will gain prominence and should account for more than 30% of the total supply in 2035. The demand for fuel ethanol reaches 48.2 billion liters, ensuring a positive balance over the entire horizon of analysis...

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Record sales to key markets propel August U.S. ethanol and DDGS exports

U.S. ethanol exports surged to 188.8 million gallons (mg) in August, vaulting 15% above July and running 24% ahead of year-ago levels, with momentum anchored by record-setting shipments to Canada and the European Union, which together absorbed nearly two-thirds of total volumes. Canada climbed 11% to 74.4 mg, remaining the top outlet and capturing 73% of all denatured fuel ethanol sold, while exports to the European Union skyrocketed 65% to 47.6 mg—almost entirely routed through the Netherlands, the principal destination for undenatured fuel ethanol. Beyond these markets, trade flows shifted sharply: Colombia climbed 43% to 14.1 mg to become the second-largest buyer of denatured product; India rebounded from 0.5 mg to 13.6 mg; the United Kingdom slid 50% to 10.6 mg; the Philippines eased 16% to 8.0 mg; Mexico jumped 35% to 6.7 mg; Jamaica leapt ninefold to 4.4 mg; South Korea held nearly steady at 3.8 mg; and Peru tumbled 56% to 3.7 mg. Brazil was notably absent from the market after taking 9.2 mg in July...

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Research & Development

ATI Programme funds first batch of projects to address non-CO₂ aircraft emissions



@freedomz via Canva.com

The Aerospace Technology Institute (ATI) today announced funding for the first three projects under its Non-CO₂ Programme.

The Non-CO₂ Programme is delivered in partnership by the ATI, the Department for Business & Trade and Innovate UK. The funding programme was launched last year in partnership with a broader research programme from the Department for Transport and the Natural Environment Research Council (NERC).

Recognising that non-CO₂ atmospheric emissions could potentially make a greater contribution to warming than aviation CO₂ itself, the ATI also published a pioneering Non-CO₂ Technologies Roadmap. This set out the aerospace sector's collective ambition to improve understanding of non-CO₂ aircraft emissions and the technology advancements needed to address their climate impact...

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Investigating a new, more efficient path from corn-to-energy



@Aflo Images via Canva.com

Modern corn ethanol is a marvel of clean fuel production, harnessing the energy of the sun to make a single seed into 600 or more kernels, and then rendering the glucose polymers in the grain into an alcohol fuel. Modern production efficiency renders nearly three gallons of fuel from every bushel.

Making alcohol is a biological catalytic process as old as civilization, but, even with the latest refinements, the biology in the process requires the sacrifice of about a third of the glucose molecules in the lifecycle of the yeast catalyst, producing CO₂ along with the alcohol.

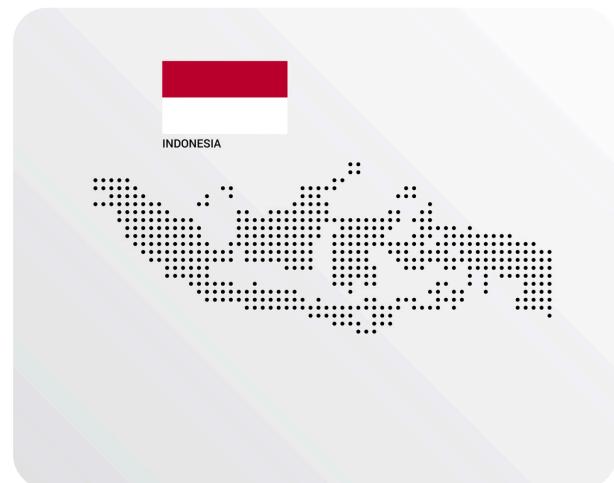
Paul Dauenhauer, a University of Minnesota Professor of Chemical Engineering, asks, what if there were a process that could utilize 100 percent of the corn glucose polymers to make fuel? He believes an inorganic catalyst could turn all those molecules into another form of alcohol, called methanol.

In a project funded by the Minnesota corn checkoff, Dauenhauer is testing a series of metal catalysts, to see which could produce the highest yield at the greatest economic efficiency.

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Bioethanol

Investment ministry: Toyota to build ethanol plant in Indonesia



Designed by Freepik

The Ministry of Investment and Downstreaming (BKPM) has revealed that Japanese automaker Toyota plans to build an ethanol production plant in Indonesia. The move follows the government's plan to implement a mandatory 10% ethanol blend (E10) in gasoline starting in 2027.

Deputy Minister of Investment and Downstreaming Todotua Pasaribu during the Sarasehan 100 Indonesian Economists event has stated:

"One of the private parties planning to build (an ethanol plant) is Toyota, as they already have a lineup that uses hydrogen and bioethanol in the automotive sector."

Todotua said Toyota already produces vehicles that can run on 100% ethanol (E100) as fuel. The plan to establish an ethanol plant is the result of discussions between the Indonesian government and the company.

[Click here for more information.](#)

Allied Biofuels, Praj collaborate for ethanol refinery in Uzbekistan



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Allied Biofuels FE LLC and Praj Industries Ltd have signed a Memorandum of Understanding (MoU) to develop what is set to become Central Asia's largest ethanol production facility in Uzbekistan's Khorezm region.

Under the partnership, Praj Industries will provide its first-generation (1G) ethanol technology, along with proprietary equipment, engineering, procurement and commissioning support. The planned refinery will produce 890 tonnes of 95% ethanol per day—equivalent to 293,700 tonnes annually—while also capturing biogenic CO₂ generated during the 1G process.

The ethanol produced will serve as a key feedstock for a broader range of advanced fuels. Allied Biofuels will convert a portion of this ethanol into 160,400 tonnes per year of Sustainable Aviation Fuel (SAF) and 5,040 tonnes per year of Green Diesel...

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Sulzer selected by Inpasa to support biofuel expansion in Brazil and drive energy transition

Sulzer has been selected by Inpasa, a leading bioenergy producer in Latin America, as the primary equipment supplier of process pumps and agitators for its latest phase of industrial expansion in Brazil. Inpasa is building new biofuel production plants and extensively upgrading its existing facilities. Its products are used across a range of industries including transportation, animal feed, pharmaceuticals, food and chemicals.

With ongoing investments in the facilities exceeding CHF 360 million, the agreement covers the delivery of more than 600 pieces of equipment, which will be installed across ethanol, DDGS (Distiller's Dried Grains with Solubles), corn oil and renewable energy production facilities starting in H1 2026. The heavy-duty industrial equipment will be used to process the raw materials used to produce renewable products. By 2027, the new facilities are expected to expand Inpasa's total processing capacity to 16 million tonnes per year.

Sulzer's advanced equipment is engineered for high reliability, low energy consumption and optimized performance in continuous operations. These features contribute directly to lower operating costs, increased plant availability and a reduced environmental footprint — key priorities for Inpasa as it scales its sustainable energy production...

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Biodiesel

Planning approval granted for Eco's new biomethane HGV refuelling depot

Eco's plans for a new low-carbon HGV refuelling depot, powered entirely by locally sourced food waste, have now been approved.

They submitted a planning application for this biomethane refuelling depot at their Eco Park in Parley, and they're pleased to have received the go-ahead to move forward.

The depot will be fuelled by renewable gas from our new anaerobic digestion (AD) plant, which is due to be commissioned this month (November). This will allow us to supply compressed biomethane as a low-carbon alternative to diesel for heavy goods vehicles — a sector that has traditionally been one of the hardest to decarbonise...

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Nexus Planning secures consent for advanced biofuel facility in Medway, Kent

Nexus Planning has successfully secured planning permission from Medway Council on behalf of Syntech Biofuel for the expansion of its sustainable energy operations at Kingsnorth Industrial Estate, Rochester.

The approved development will deliver a new 1,600 sq m production building and associated infrastructure to support the manufacturing of Syntech's advanced smart biofuel - a low-carbon alternative to conventional diesel made from waste cooking oil. The 1.05-hectare site of previously developed land will also include new processing tanks, electric generators, landscaping, and biodiversity enhancements.

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Secretary Rollins announces availability of \$7 million for advanced biofuel production



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U.S. Secretary of Agriculture Brooke L. Rollins today announced the U.S. Department of Agriculture is making \$7 million in payments available to advanced biofuel producers nationwide through the Advanced Biofuel Producer Payment Program, which is a provision of the One Big Beautiful Bill. The funding is aimed at increasing the production of American grown biofuels.

Secretary Rollins has mentioned:

“President Trump is supporting and expanding American biofuel production through bold programs like this one, securing our Nation’s energy dominance by investing in producers. This home-grown biofuel production results in lower prices at the pumps, creates jobs, and puts Farmers First.”

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FutureFuel to restart biodiesel production in 4Q

Arkansas biodiesel and chemicals producer FutureFuel is set to resume biodiesel production later this year, the company announced this week.

FutureFuel intends to restart biodiesel production at its 4,000 b/d Batesville, Arkansas, plant, sometime in the fourth quarter, with the company citing improved regulatory clarity and better margins since it idled in June.

Several US biodiesel plants have either idled or scaled back production this year due to uncertainty over the 45Z clean fuel production credit and high feedstock costs, but falling soybean oil prices and further credit clarity are driving optimism, FutureFuel said.

A record US soybean crop paired with a sharp decline in the crop's export demand have weighed on soybean oil feedstock prices. Front month CBOT soybean oil futures have fallen by nearly 7¢/lb, or 12pc, since reaching a summer peak of 57.54¢/lb in late July...

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Aviation Biofuels

STIP a significant step toward decarbonizing air transport, but stronger action still needed



@Leonid Adronov via Canva.com

The International Air Transport Association (IATA) noted the European Commission's release of the Sustainable Transport Investment Plan (STIP) as a significant step in recognizing the urgent need to accelerate air transport's decarbonization. The plan addresses several long-standing weaknesses in the EU's aviation decarbonization strategy, but more action is still needed.

Willie Walsh, IATA's Director General has said:

"We welcome the Commission's recognition of market challenges that derive from SAF mandates that were flawed from the outset, particularly the price gap between sustainable and conventional fuels, and the need for robust investment support. Extending SAF support under the EU ETS, exploring tradable SAF and book-and-claim mechanisms, simplifying operator reporting, improving access to sustainability certificates via the Union Database (UDB), and advancing dual conformance of SAF under EU RED and CORSIA to promote global harmonization are positive steps but we need to see how words turn into reality..."

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Global Aviation Services joins Air France KLM Martinair Cargo's SAF programme

Global Aviation Services, a subsidiary of Gerry's Group Pakistan, plays a pivotal role in the country's aviation and travel industries. As part of Gerry's Group's strong portfolio spanning ground handling, cargo services, travel, and logistics solutions, Global Aviation Services currently serves as the GSA for Air France KLM Cargo in Pakistan and continues to strengthen this legacy of excellence.

By joining the SAF Programme, Global Aviation Services reaffirms its commitment to a shared ambition of promoting environmental responsibility across the air-logistics industry, underscoring the joint efforts of both companies to reduce their carbon footprint within the sector.

The Air France KLM Martinair Cargo SAF Programme provides a tailored approach based on a company's environmental ambitions. Contributions from participating companies are allocated towards the procurement of SAF within the specified agreement period...

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Airbus and Cathay form co-investment partnership for scaling sustainable aviation fuel adoption

Airbus and the Cathay Group have announced a joint investment of up to US\$70 million to accelerate the development of sustainable aviation fuel (SAF) production in Asia and globally.

The agreement was announced in Hong Kong on the sidelines of the IATA World Sustainability Symposium at a ceremony hosted by Cathay Chief Operations and Service Delivery Officer Alex McGowan and Airbus President Asia-Pacific Anand Stanley.

Under the terms of the partnership, the two companies will collaborate to identify, evaluate and invest in projects that support the scaling of SAF production towards 2030 and beyond...

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oneworld alliance, airlines and Breakthrough Energy Ventures launch investment fund to advance and commercialize Sustainable Aviation Fuel technologies



@Valeria Sviridova via Canva.com

oneworld alliance and member airlines, in partnership with Breakthrough Energy Ventures (BEV), today announced the launch of a new investment fund designed to address the limited availability and high cost of today's Sustainable Aviation Fuels (SAF). The fund, led by cornerstone investors Alaska Airlines and American Airlines, seeks to accelerate the global development of long-term aviation fuel solutions that are cost effective, scalable, and have lower emissions than conventional fuels.

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Honda Aircraft Company becomes first twin-turbine very light business jet manufacturer to fly HondaJet on 100% sustainable aviation fuel



@jakubgojda via Canva.com

Honda Aircraft Company today announced it has become the first twin-turbine very light business jet manufacturer to utilize the HondaJet on a successful test flight running a 100% blend of sustainable aviation fuels (SAF).

A production-model HondaJet was fueled with a mix of Hydroprocessed Esters and Fatty Acids Synthetic Paraffinic Kerosene (HEFA-SPK) and Hydrodeoxygenated Synthetic Aromatic Kerosene (HDO-SAK) fuels and flew over the Greensboro area before successfully landing at the company's world headquarters at Piedmont Triad International Airport. This test flight represents the culmination of significant efforts made by a Honda Aircraft Company engineering team, in cooperation with GE Honda Aero, a joint venture between General Electric and Honda responsible for the design of the HF120 engines equipped on the HondaJet. Under the joint venture, Honda Aero, Inc. produces the engine in Burlington, NC.

HondaJet aircraft currently in service have been operated by customers on approved SAF blends of up to 50%. GE Honda Aero successfully completed tests of the HF120 engine on the ground utilizing 100% SAF fuel blends in 2022 and 2023, providing an early demonstration of the feasibility of the HondaJet's recent test flight.

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Analysis: Shipping climate plan delay could sink clean fuel projects

As the Trump administration dismantles climate action at home, it has demonstrated that it's also prepared to try to derail global attempts to cut emissions.

There had been widespread optimism that members of the International Maritime Organisation (IMO) would sign off on an agreement for a global fuel standard and a global price on shipping emissions, which had been thrashed out in April. But sustained U.S. threats of retaliatory measures, including sanctions, visa restrictions and commercial penalties, against nations supporting the proposed Net Zero Framework led to a vote to delay the decision for a year..

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Shipping Biofuels

Peninsula expands biofuel storage and blending capabilities at Chane Terminal, Rotterdam



@P.CHOTTHANAWARAPONG via Canva.com

Peninsula is pleased to announce the expansion of its strategic infrastructure at the Port of Rotterdam with the opening of a new storage and blending facility at Chane Terminal. This development marks an evolution in Peninsula's commitment to delivering sustainable and flexible fuel solutions to customers across Europe.

Phase 1: Now Live

Peninsula's Chane Terminal features nine new tanks dedicated to biofuel blending and storage, with a total capacity of 30,000 cubic metres. The facility is ISCC certified and Nea registered, ensuring full compliance and traceability for all operations. Enhanced infrastructure includes three jetties and seven berths for barges up to 135 metres, plus a jetty for seagoing vessels, supporting efficient logistics and inter-terminal transfers (ITT) with major oil companies.

Phase 2: Expansion

The second phase in January 2026 will see an additional eight tanks come online, boosting total capacity to 110,000 cubic metres. This expansion strengthens Peninsula's operational capabilities in the ARA region and reinforces its role as a key player in supporting Europe's energy transition...

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Argent Energy pushes ahead despite IMO 12-month delay

Argent Energy is urging the shipping industry to stay on course with decarbonisation. This comes as the International Maritime Organization (IMO) confirms a one year delay to its Net-Zero Framework.

Argent Energy, a UK producer of waste-based biodiesel with operations in the UK and Netherlands, says progress must continue. Delay in regulation doesn't mean delay in action.

Argent Energy advocates for the wider adoption of waste-derived biodiesel. A drop-in fuel that can be used in existing vessels without modification. These fuels offer an immediate reduction in greenhouse gas emissions.

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Events

10th - 11th December 2025
International Arabian
Summit on Biofuels and
Bioenergy

Dubai, UAE

CONFERENCE

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28th - 30th April 2026
Argus Green Marine Fuels
Europe Conference

Antwerp, Belgium

CONFERENCE

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12th - 13th December 2025
8th International
Conference on Biofuel and
Biomass

Singapore City, Singapore

CONFERENCE

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5th - 7th May 2026
Global Maritime
Decarbonisation 2026

Amsterdam, Netherlands

CONFERENCE

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22nd - 23th September 2026
SAF Global Summit 2026

London, UK

CONFERENCE

[Click here for more information](#)

20th - 22nd October 2026
Argus Biofuels Europe

London, UK

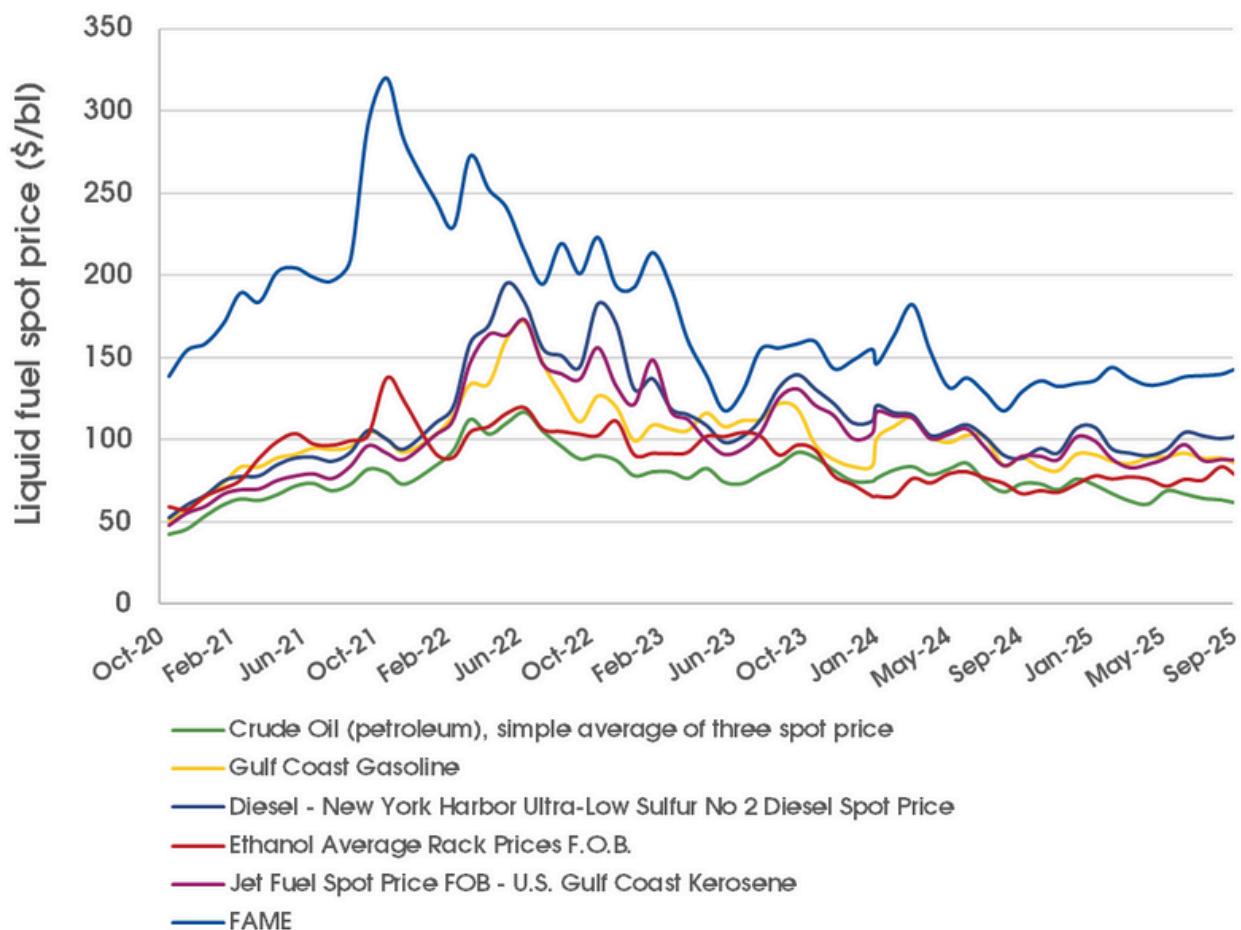
CONFERENCE

EXHIBITION

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Price Information

Historical spot prices of liquid fossil fuels and liquid biofuels. Five years of pricing up to November 2025 are given in \$ per barrel.



Prices of Crude oil, diesel, jet fuel, gasoline and ethanol are recorded from *Trading Economics*
 Prices for FAME from Neste (NB: Prices for June to August 2024 and January 2025 to present refer to
 UCOME only)

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