

August 2026

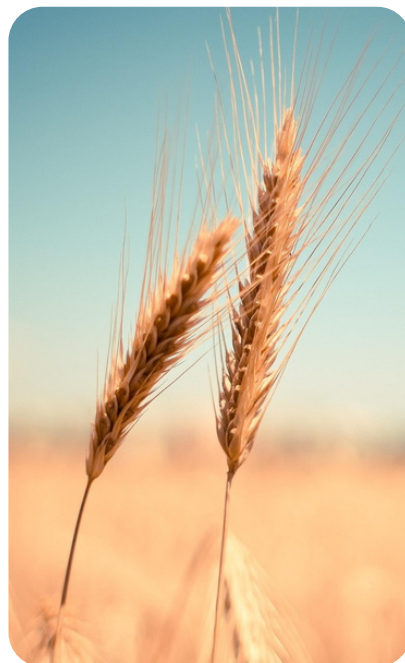
Biofuels

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.

FOREWORD



The global renewable fuels sector is seeing continued growth as fuel producers are expanding existing infrastructure, building new facilities and embedding new innovative technologies. The transition from fossil derived Jet fuel and marine fuel to renewable alternatives continues to gather pace with expansion plans focused on available waste and residue feedstocks.

Shanghai Electric has launched the second phase of its renewable methanol plant in the Jilin Province located in the Northeast of China. The plant uses wind power to produce green hydrogen which is then converted to biomethanol through the addition of syngas from the gasification of agricultural residues. The second phase will expand the current capacity of 50,000 tonnes per year up to 200,000 tonnes, including 10,000 tonnes of SAF. The expanded green methanol production is expected to contribute to the grow fuel transition in the marine fuels sector as well as for production of chemicals and plastics.

Construction has begun on the first fully dedicated sustainable aviation fuel (SAF) facility in the Netherlands. The facility being built by SkyNRG, known as DSL-01, will convert residual fats and greases into SAF and other renewable products using hydrotreating technology (Hydrotreated Esters and Fatty Acids, 'HEFA'). Once operational the plant is expected to produce 100,000 tonnes of SAF each year along with 35,000 tonnes of other sustainable products.

Syzygy Plasmonics (SP) has signed a framework agreement to accelerate the development of SAF projects across Latin America. The photocatalytic technology developed by SP is being introduced as part of the 1,500 tonnes per year SAF NovaSAF-1 facility being built by Velocys in Uruguay (expected 2028). The SP technology uses light, steam and renewable electricity to split methane and CO₂ with the potential for substantial GHG emission reductions compared to conventional alternatives such as electrolysis of steam methane reforming. This will be combined with a FT system to convert methane and CO₂ from digested dairy waste into SAF.

These developments highlight how ongoing research and development is continuing to deliver tangible outputs throughout the renewable fuels sector.



Bioethanol

Agrinas Partners with Pertamina Power Indonesia to Develop Bioethanol and Biodiesel

Agrinas Palma Nusantara is exploring a partnership with PT Pertamina Power Indonesia (PPI) to develop bioethanol and biodiesel. The collaboration between the two state-owned enterprises encompasses the development of cassava cultivation areas for bioethanol feedstock and the reactivation of PT Bayas Biofuels' biodiesel facility.

The President Director of PT Agrinas Palma Nusantara (Persero), Mohammad Abdul Ghani, said that synergy between state-owned enterprises is the key to accelerating the development of an integrated national biofuel industry from upstream to downstream.

[Click here for more information.](#)

Trinity Cleantech develops bioethanol Gen Set with EV charging

Trinity Cleantech is developing a bioethanol-powered generator set with integrated EV charging for locations with limited or unreliable grid access. The company aims to combine power generation and EV charging within a single mobile platform. The technology remains under development.

The proposed Gen Set will use bioethanol to generate electricity on demand. The fuel can come from agricultural residues and surplus feedstock. The platform could create another application for India's growing ethanol ecosystem. It could also provide an alternative to conventional diesel-based power generation.

[Click here for more information.](#)

Biodiesel

HVO adoption helps Royal Mail deliver emission reductions



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Royal Mail in the UK has reduced its carbon emissions by 31% since 2021, maintaining its position as the UK's greenest parcel operator and making strong progress towards its net-zero target.

Data in its latest Sustainability Report show average emissions per parcel delivered fell to 164gCO₂e, down by 6% on last year. Royal Mail's total market-based emissions were 1,085KtCO₂e in 2025-26, a 31% reduction on its 2020-21 base year and a 7% decrease year-on-year.

The reduction has been driven by continued investment in fleet electrification, the increased use of fossil-free biofuel Hydrotreated Vegetable Oil (HVO) in heavy goods vehicles, and energy efficiency improvements across Royal Mail's estate.

[Click here for more information.](#)

EPA approves RFS fuel pathway for CoverCress filed by REG

The U.S. EPA on July 14 approved a Renewable Fuel Standard fuel pathway petition filed by Chevron Renewable Energy Group Inc. that will allow the company's Geismar, Louisiana, facility to generate renewable identification numbers (RINs) for fuel produced from CoverCress oil feedstock.

The approval allows the Geismar facility to generate D4 biomass-based diesel RINs for renewable diesel and jet fuel and D5 advanced biofuel RINs for renewable naphtha and liquefied petroleum gas (LPG) produced from CoverCress oil through a hydrotreating process using natural gas and grid electricity.

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KLM was a co-founder of SkyNRG in 2009 and has been closely involved in developing the SAF market from the outset. Beginning in 2028, the plant is expected to produce its first volumes of SAF. KLM has committed to purchasing at least 75,000 tons annually — representing 75% of the plant's total output — amounting to a sustainability commitment of nearly €3 billion. Through this commitment, KLM is playing a key role in enabling the project.

For many years, KLM has invested in making aviation cleaner, quieter, and more fuel-efficient. In addition to fleet renewal, SAF is one of the most effective ways to significantly reduce aviation's CO₂ emissions. While SAF produces the same CO₂ emissions during flight as fossil kerosene, its total lifecycle emissions - from production to combustion - are significantly lower, reducing CO₂ by at least 65% and up to more than 90% compared to conventional kerosene.

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Aviation Fuels



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KLM celebrates start of the Netherlands' first SAF plant with SkyNRG

KLM, together with SkyNRG and invited guests, marks the start of construction of the first facility in the Netherlands fully dedicated to the production of SAF, alternative aviation fuel. This milestone officially kicks off construction of the plant, developed by SkyNRG, and represents an important step in scaling up SAF production in the Netherlands.

DHL Express, secures SAF supply from Moeve at Madrid airport

DHL Express, the world's leading international express logistics provider, and Moeve today announced the signing of a sustainable aviation fuel (SAF) offtake agreement at Adolfo Suárez Madrid-Barajas Airport (MAD). Under the agreement, DHL Express will purchase approximately 2 million U.S. gallons (around 6,000 metric tons) of SAF during the one-year term from July 2026 through June 2027. The volume is expected to cover approximately 50% of DHL Express' fuel consumption at its Madrid gateway, representing a significant step forward in reducing emissions from air transport operations in Spain.

The SAF supplied under the agreement is produced from waste and residue feedstocks as defined in Annex IX parts A and B of the EU Renewable Energy Directive, including materials such as used cooking oil. Compared with conventional jet fuel, SAF can save around 80 % lifecycle greenhouse gas emissions reductions and plays a critical role in the decarbonization of aviation.

[Click here for more information.](#)

Syzygy Plasmonics And IFC To Scale SAF Across Latin America

Photocatalytic technology firm Syzygy Plasmonics has signed a framework agreement with the International Finance Corporation (IFC), the private-sector arm of the World Bank Group, to accelerate the development of sustainable aviation fuel (SAF) projects across Latin America.

Under the arrangement, the IFC will provide technical and commercial advisory services as Syzygy advances a regional pipeline of commercial-scale SAF plants.

The first facility supported under the new framework is NovaSAF-1, a planned commercial deployment in Durazno, Uruguay.

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Asian SAF supply and feedstock deals signed in China and Vietnam

Renewable fuels company EcoCeres has partnered with SF Group and China National Aviation Fuel Group (CNAF) to supply blended sustainable aviation fuel for outbound freighter flights operated by SF Airlines. The programme, in which SAF produced by EcoCeres will be blended by CNAF, involves collaboration with the Second Research Institute of the Civil Aviation Administration of China (CASRI). The SAF will be supplied to SF Airlines' cargo hub at Ezhou Huahu International Airport in Hubei, which is considered a key aviation gateway under China's 14th Five-Year Plan for Port Development.

Elsewhere in Asia, Malaysia-based FatHopes Energy has entered a strategic partnership with PetroVietnam Oil Corporation (PVOIL) to establish Vietnam's first nationwide used cooking oil collection ecosystem that is expected to aggregate more than 200,000 tonnes of feedstock annually for SAF production.

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Research & Development

Nama tests recycled water for biofuel crop production



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Nama Water Services has launched a pilot project to cultivate camelina using recycled water, exploring the crop's potential for biofuel production, carbon sequestration and commercial agriculture in Oman.

The project is being implemented with Hema Energy as part of Nama's efforts to turn recycled water into a resource supporting sustainable agriculture, water security and the transition to cleaner energy.

Camelina is an oilseed crop used in the production of biofuels. The trial will assess its performance under Oman's climatic conditions and examine whether recycled water can be used safely and efficiently for its cultivation.

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Policy

Canada's Aviation Climate Action Plan



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For well over a decade, the Government of Canada and the aviation industry have been working together to address the sector's greenhouse gas emissions. Canada's updated Aviation Climate Action Plan sets an ambitious net-zero by 2050 vision for the sector, an aspirational target for the use of sustainable aviation fuel by 2030, along with key actions the government and the aviation sector will take to achieve this vision.

[Click here for more information.](#)

Maritime Fuels

ADM completes first B100 biofuel trial voyage onboard bulk carrier

MV Harvest Rain" was supplied with 107.39 metric tonnes of B100 biofuel for the five-day trial off the coast of Brazil to test how 100% biofuel performs in real-world conditions.

Global agribusiness ADM on Friday (10 July) said the company successfully completed its first global B100 biofuel trial voyage onboard bulk carrier MV Harvest Rain.

For five days off the coast of Brazil, teams worked together to test how 100% biofuel performs in real-world conditions, from storage and purification to engine performance and crew operations.

[Click here for more information.](#)

TUI Cruises scales liquefied biomethane deployment across European fleet

German cruise operator TUI Cruises is expanding liquefied biomethane (LBM) use across its dual-fuel fleet, with two vessels now operating entirely or substantially on the renewable fuel across European itineraries.

Mein Schiff Relax is running its complete Northern European summer season on LBM, serving Scandinavian and Baltic ports. Mein Schiff Flow has been regularly bunkering LBM in Barcelona since May 2026 and is expected to maintain the fuel across seasonal operations.

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Baltic Sea project maps future for green shipping corridors

At a recent policy-mapping meeting, partners of the Baltic Sea Green Shipping Corridors (BalticSea-GSC project) - which was launched in October 2025 - outlining plans to turn the Baltic Sea into a primary testing ground for low-emission maritime transport, highlighted the regional cooperation and unified frameworks needed to scale clean marine fuels.

The project was launched as an initial step to map and evaluate the regional requirements to establishing the Baltic Sea as a critical global testbed for green shipping corridors.

The intent is to follow the work with a larger transnational initiative bringing together ports, shipping operators, fuel suppliers, cargo owners, financiers and policymakers among others. Funded by the Swedish Institute, it aims to strengthen cooperation and the development of these green shipping corridors.

[Click here for more information.](#)

Shanghai Electric to expand hydrogen-based biomethanol plant to 200,000 tonnes

Chinese power conglomerate Shanghai Electric has launched phase two of its Taonan wind-powered green hydrogen-based biomethanol plant in Jilin, targeting scale-up to 200,000 tonnes per year.

The new phase will build on the facility's current operational capacity of 50,000 tonnes per year, while also addi

The Taonan plant began producing green biomethanol by gasifying agricultural biomass into syngas and combining it with green hydrogen produced through electrolysis powered by 67.2 MW of wind power in July 2025.

Conditioned syngas is then catalytically synthesised into crude methanol and refined into finished green methanol with expanding uses including marine fuels, chemical feedstocks and plastics production.

[Click here for more information.](#)

60,000m³ biofuel facility planned for Strait of Gibraltar port



Pixabay

Marine fuel supplier Peninsula and liquid energy and chemicals storage company Evos have agreed to move ahead with dedicated biofuel storage at Algeciras, adding up to 60,000 cu m of capacity at one of Europe's busiest fuel and shipping hubs.

The companies have signed an MOU that would give Peninsula access to the full storage volume at Evos' terminal in the Port of Algeciras. The plan is to expand handling for marine biofuels at the Strait of Gibraltar, where shipping traffic is dense, and demand for lower-carbon bunkering is rising.

Evos will take the lead on engineering, permitting, and construction, while Peninsula will integrate the new capacity into its wider biofuels supply network. The two sides will now work on a long-term storage and handling agreement.

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