

Biodiesel exports reached record high

UFOP: competition for GHG efficiency is driving RME exports

Berlin, 26 February 2025. – Biodiesel exports from Germany rose for the third consecutive year in 2024, exceeding imports by approximately 1.61 million tonnes. According to information published by the German Federal Statistical Office, they hit a new record of around 3.2 million tonnes. The Netherlands, where Rotterdam serves as the most important hub for world trade in biofuels, remained by far Germany's key trading partner for biodiesel, with shipments increasing 20 per cent year-on-year to just over 1.4 million tonnes.

Exports to Belgium increased 80 per cent to 638,300 tonnes, making Belgium the second largest recipient of German biodiesel. By contrast, exports to the US declined 40 per cent to 271,900 tonnes. According to research by Agrarmarkt Informations-Gesellschaft (mbH), Germany imported 1.6 million tonnes of biodiesel, a decrease of around 3 per cent compared to 2023. The largest volumes came from the Netherlands, Belgium, Malaysia and Austria. Notably, imports from Belgium rose 51 per cent (approximately 151,000 tonnes) to 447,400 tonnes. Imports from Malaysia increased just under 6 per cent. Most of the allegedly fraudulent imports from China obviously also came via Rotterdam in 2024, as data from the German Federal Statistical Office indicate that China itself delivered only 4,000 tonnes directly to Germany.

According to the Union zur Förderung von Oel- und Proteinpflanzen e. V. (UFOP), the German GHG quota policy, the associated competition for GHG efficiency and, in particular, the double counting of biodiesel based on certain waste oils are the main factors driving this trend, which is characterised by a displacement or shift of commodity flows. With regard to fuels in consumers' vehicle tanks the short formula is RME in – UCOME out. The physical threshold for replaceability is set by the diesel (B7) standard, which specifies that HVO must be added when the maximum of 7 per cent by volume is reached. The UFOP has explained that given the rising greenhouse gas reduction obligations and continuing decline in diesel consumption, HVO is currently the only alternative in the diesel market.

In light of the absence of a strategy to increase biodiesel consumption in Germany – despite the country's failure to meet climate protection targets in the transport sector –, the UFOP has pointed out that Germany once again exported a considerable GHG reduction potential in the transport sector last year, namely 1.61 million tonnes of RME. Carriers increasingly owe the duty to their customers to provide proof of their contributions to mitigating climate change. The association has stressed that the switch to pure biodiesel can be implemented immediately and is also the most cost-effective option.



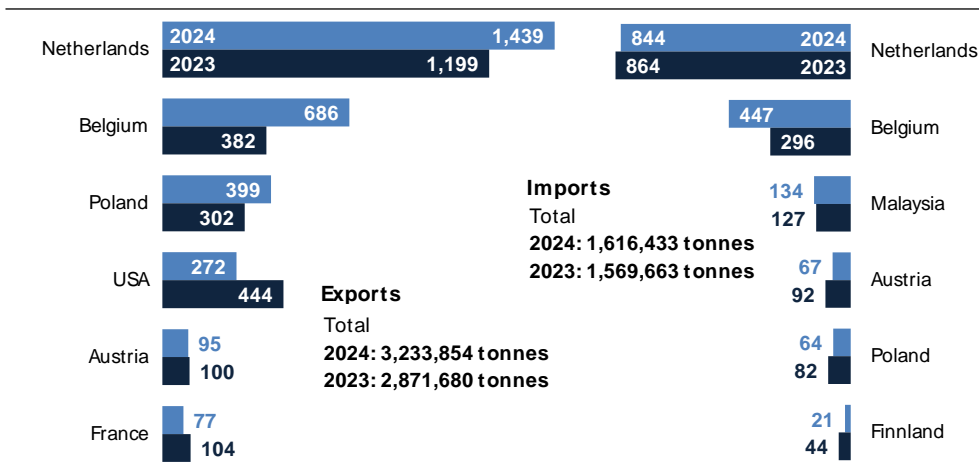
Union zur Förderung
von Oel- und Proteinpflanzen e. V.

Herausgeber:

UFOP e. V.
Claire-Waldoff-Straße 7
10117 Berlin
Telefon 030/235 97 99 - 0
Telefax 030/235 97 99 - 99
E-Mail info@ufop.de
Web www.ufop.de

INFORMATION
Union zur Förderung von Oel- und Proteinpflanzen e. V.

Germany: countries of origin and destination of biodiesel
in 1,000 tonnes



Source: Destatis

Note: excluding HVO

Editorial contact:

Stephan Arens

Tel. +49 (0)30 235 97 99 – 10

E-Mail: s.aren@ufop.de

Quick information on UFOP e. V.:

The Union for the Promotion of Oil and Protein Crops e. V. (UFOP) represents the political interests of companies, associations and institutions involved in the production, processing and marketing of domestic oil and protein crops in national and international bodies. UFOP supports research to optimise agricultural production and for the development of new utilisation possibilities in the food, non-food and feed sectors. UFOP public relations aim to promote the marketing of domestic oil and protein crop end products.