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Press Release

Biodiesel in inland navigation: New list of engine approvals for B100 and blends facilitates climate protection

Berlin, 23 June 2026 – Biodiesel could become significantly more important in inland navigation in the future. According to a list compiled by the Association Quality Management Biodiesel (AGQM), many marine engines are already approved for operation with pure biodiesel (B100) or higher biodiesel blends such as B20 and B30. The list was published jointly with several German and European industry associations, including the European Biodiesel Board (EBB) and the European Waste-based & Advanced Biofuels Association (EWABA), and is publicly available on the [AGQM website](#).

The quality requirements for biodiesel used either as a pure fuel or as a blend component are defined across Europe in the EN 14214 standard. “Through its quality management system and regular sampling of member companies, the AGQM continuously monitors critical parameters such as water content,” says Katharina Friedrich, Managing Director of the AGQM. “The results show that actual values have remained well below the limits specified in the standard for many years, making biodiesel a reliable and safe way to decarbonise diesel engines.”

“Every vessel running on higher biodiesel blends means less dependence on imported fossil fuels and greater demand for renewable fuels produced in Europe. This is a practical solution that strengthens energy security, helps offset fuel cost volatility and delivers major climate benefits today, using existing infrastructure and engines”, says Angel Alvarez Alberdi, Secretary General of EWABA.

Xavier Noyon, the Secretary General of EBB, said: “It is vital for FAME producers that it’s clear which inland vessels can operate on higher biodiesel blends without any or with minor engine modifications. While manufacturers have been instrumental in this project and are well-informed, many operators remain uncertain. We hope this initiative provides the sector the confidence that their vessels can be decarbonised using biodiesel.”

In addition to reducing CO₂ emissions, biodiesel offers other environmental benefits. It is virtually sulfur-free, readily biodegradable (water hazard class WGK 1), and it significantly reduces particulate matter emissions. Biodiesel also has a high flash point and is therefore not classified as a hazardous material, providing additional advantages for storage and transportation.

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