



Newsletter IEA Bioenergy Task 37: 09/2026

RNG & LBG in road transport

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Zaragoza: Spain's first Bio-LNG and biomethane station

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Redexis, a comprehensive energy infrastructure company, has begun supplying Bio-LNG and biomethane at its Bio-NGV refueling station—located in Zaragoza and managed by Zoilo Ríos—with renewable gas from the energy supplier Axpo. This is a pioneering project in Spain, as it is the first public station to sell both Bio-LNG and biomethane, CO₂-neutral fuels. This facility allows for

the regular supply of renewable natural gas in the form of Bio-LNG for long-haul freight trucks, and in the form of biomethane for cars, vans, and trucks. Refueling times range from 3 minutes for passenger cars to 8 minutes for heavy vehicles.

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CO2 regulations for heavy duty vehicles: a joint forum to defend the energy mix

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In a collective forum, several federations warn of the risks of an exclusively electric approach in the European Commission's revision of CO2 standards. Heavy transport operators are keeping up the pressure. As the European Commission prepares to revise the CO2 standards applicable to passenger cars, several industry federations are calling for an approach based on an energy mix combining electricity, hydrogen, biofuels, biogas, and synthetic fuels. The signatories criticize the current method of calculating emissions, known as “tank-to-wheel,” which does not take into account the entire life cycle of vehicles and fuels. This method, considered scientifically questionable, favors electricity and hydrogen while disregarding already available solutions such as sustainable biofuels or bioCNG. Only an open approach, integrating all available low-carbon technologies, will accelerate the transition while taking into account the economic and technical realities on the ground.

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California Invests \$6.3M in Dairy Methane Reduction

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The California Department of Food and Agriculture (CDFA) has committed approximately \$6.3 million to support seven new projects designed to reduce methane emissions from dairy and livestock farms across the state. Five projects on alternative manure management are getting \$3.7M. Two additional digesters get \$2.6M. Collectively, the seven funded projects are projected to reduce greenhouse gas emissions by more than 24,000 metric tons annually—equivalent to removing thousands of vehicles from California roadways.

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BioLNG: In Poland, the giant Orlen wants to build a network of 21 stations

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The Orlen energy group is beginning to roll out a network of 21 bioLNG stations in Poland, with the first site in Płock scheduled to open in 2026. The site is expected to become operational in the second half of 2026. Initially, it will serve Orlen's internal fleet before opening up access to third-party transporters. At the same time, Orlen is investing in biomethane production. Its subsidiary PGNiG BioEvolution is currently building the first biomethane plant with a bioLNG module in Głębów, in the northeast of the country. This site is expected to produce more than 7 million m³ of biomethane per year, mainly for HDVs.

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201 Scania biogas coaches to Île-de-France Mobilités

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Scania France will deliver 201 biogas coaches to the Île-de-France Mobilités public transport network to boost its energy transition. The organization is looking to increase the share of biogas in

its passenger coach fleet beyond the current 80%. The first deliveries will begin at the end of the first quarter of 2026. The coaches were chosen for their perfect suitability for intercity transport. Measuring 12.90 meters in length, they are equipped with two axles and state-of-the-art technology. They feature a ZF automatic transmission and a 9-liter Euro 6 engine that runs on compressed biogas, developing 340 hp and 1600 Nm of torque. The level of passenger comfort is high, with air conditioning, a USB port at each of the 60 seats, a lift, and an accessible wheelchair area, among other features.

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Iveco S-Way LNG named Sustainable Truck of the Year 2026

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For the third consecutive year, IVECO has won the “Sustainable Truck of the Year” award. The S-Way LNG tractor was recognized in the Tractor category. Created in 2016 by Italian magazine Vado e Torno, the Sustainable Truck of the Year awards recognize the best alternative energy vehicles. In 2026, Iveco has once again been recognized with the S-Way LNG, which won in the “tractor” category. This award adds to the two previous ones won by IVECO: the eDaily in 2024 and the Eurocargo CNG in 2025. Equipped with the most powerful version of FPT Industrial's xCursor 13 engine, the S-Way LNG has 500 horsepower and a range of up to 1,700 km on a full tank. This enables it to achieve performance levels equivalent to those of diesel models.

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Volvo Trucks surpasses 10,000 gas-powered trucks sold worldwide

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Volvo's gas-powered truck sales volume continues to grow as more markets adopt alternative fuels that significantly reduce CO2 emissions. The Swedish brand achieved its best-ever annual sales figures for gas-powered trucks in 2025, thanks to cutting-edge products and favorable fuel supply and costs. Volvo Trucks has already delivered more than 10,000 gas-powered trucks worldwide since launching this technology in 2018. To date, the UK is Volvo's largest market, followed by Germany, Sweden, the Netherlands, Norway, and France. India and Latin America, where volumes are steadily increasing, are among the emerging markets for gas-powered vehicles. Volvo's gas engines, available in the Volvo FM, FH, and FH Aero ranges, are fully compatible with liquefied natural gas (LNG) or Bio-LNG, a non-fossil gas derived from organic waste that replaces LNG. The gas trucks can travel up to 1,000 kilometers on a single tank of fuel. This makes them the ideal choice for regional and long-haul distribution operations.

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In Germany, bioLNG sets new records in the transportation sector

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In 2025, bioLNG accounted for 98.5% of the LNG volumes distributed in Germany. This is a strong signal for the decarbonization of road transport, despite a regulatory framework that industry stakeholders still consider inadequate. According to figures released by the German Association of Gas and Hydrogen Industries, 166,513 tons of LNG were sold in Germany for the mobility sector in 2025. While volumes declined by nearly 6% compared to the 176,814 tons distributed in 2024, the share of bio-LNG continues to grow. In 2025, 98.5% of the LNG distributed at stations was thus of renewable origin. In 2024, this share stood at 75%. Nevertheless, industry players are concerned about the stagnation in distribution volumes over the past four years. Professionals point to a lack

of political and regulatory clarity, with reforms struggling to materialize to revitalize the market. The failure to account for bio-LNG in heavy-duty vehicle toll pricing also weighs on carriers' investment decisions.

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Lawmakers ease path to 2030 CO₂ targets for HDV's

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In March 2026, the European Parliament has approved, with a 473-81 vote, greater flexibility for heavy-duty vehicle manufacturers to meet 2030 emission targets. Producers can now "bank" emission credits from 2025-2029, allowing them to offset emissions against stricter limits after 2030, aiming to ease the transition amid infrastructure challenges and high costs. Even many sceptical MEPs accepted the case for speed. The amendment avoids reopening the entire heavy-duty vehicle regulation—a fight that could have dragged well beyond 2026. Supporters argued that predictable accounting rules give companies time to retool factories, line up supply chains and invest in electric or hydrogen models. The new regulation covers nearly all HDV emissions as it applies not only to heavy lorries but also to medium lorries, city buses, coaches, and trailers. The revised targets are also more ambitious, aiming for increasing CO₂ emission reductions in the coming decades: 45% by 2030; 65% by 2035 and 90% by 2040.

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Bio-LNG: AS 24 expands its network in Germany with six new stations

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AS 24 announces the addition of six bio-LNG stations operated by the German group Knauber. AS 24 fuel cards are now accepted at these facilities. These stations are located at major logistics hubs in Germany. This integration strengthens the AS 24 network's coverage in one of the key transit countries for European road transport. This interoperability also enables centralized billing. With the addition of these new stations, AS 24 now provides access to more than 100 LNG and bio-LNG stations across Europe. The accessible stations are listed on the AS24 interactive map.

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Buses in Cuba to begin operating on biomethane

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Five urban buses will soon begin operating in the municipality of Martí, in Matanzas province, using biomethane as fuel, according to local authorities. The initiative, which will directly benefit more than 22,000 people, is part of a local development strategy focused on the use of renewable energy. The biomethane is obtained from biogas generated by organic waste, primarily from pigs, and will be supplied directly from a processing plant located in the area. The system includes a recently completed gas pipeline connecting the biogas sources to the plant via two circuits of five and nine kilometers.

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Volvo Trucks is expanding its range of LNG engines with new 13-liter engines

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Volvo Trucks continues to focus on natural gas and bio-natural gas to decarbonize its product lineup. In the third quarter of 2026, it will launch a new engine platform compatible with LNG and

bio-LNG, offering fuel efficiency gains of up to 4%. Its new CNG HDPI engine was developed in collaboration with Westport. The G13 gas version will deliver between 420 and 500 horsepower, with a maximum torque of 2,800 Nm3.

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FreightWaves: The moment for RNG in Heavy-Duty Trucking has finally arrived

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After more than three decades of slow build-out, renewable natural gas is gaining real traction in Class 8 trucking, according to FreightWaves. The combination of the new 15-liter natural gas engine, Clean Energy's nationwide fueling network, and average fuel-cost savings of \$3 or more per gallon is creating a tipping point for fleets seeking a near-zero-emissions alternative to diesel.

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France: Gaz Mobilite launches its transportation energy indices

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Making smart purchasing decisions starts with a solid understanding of the market. Gaz-Mobilite.fr is launching a new section dedicated to tracking and educating users about energy prices in the road transportation sector. Fuel costs represent one of the top expense categories for transportation companies. However, few carriers have a clear understanding of how these costs are determined: where does the price of CNG at the pump come from? Gaz-Mobilité's new Energy Indices section answers these questions. The goal is twofold: to provide reliable, up-to-date data, and to explain what that data means in practical terms for a fleet manager. The section is organized around four complementary pages: 1) The RNG, CNG and Diesel Indices; 2) Point d'Échange Gaz (PEG) natural gas trading market in France and Brent Prices; 3) Actual Prices at the pump; 4) CAL Stock market and Fixed-Price Contracts.

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Shell relaunches its bioLNG bonus program in Germany

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Shell Fleet Solutions has just launched a new version of its incentive program in Germany for carriers looking to increase their bioLNG volumes: the Bio-LNG PowerBonus 2.0. The program offers a bonus of up to 10,000 euros over four years, provided participants commit to consuming at least 20,000 kg of additional Shell bioLNG per year. The offer is valid for contracts signed between April 1 and December 31, 2026, with a start date possible as late as July 1, 2027. This incentive program is part of a generally favorable environment for bioLNG in Germany. In 2025, bioLNG accounted for 98.5% of the LNG volumes distributed in Germany. The country has some 200 refueling stations, a dense network that allows international fleets to travel along major routes without any supply disruptions.

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Scania R460 CNG: The Scania Super Powertrain in a gas Version

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The Scania R460 CNG tractor combines the most powerful version of the OC13 natural gas engine with the latest-generation transmission and rear axle. Launched in 2021 with the 13-liter diesel engine, the Super powertrain has since been expanded to include a natural gas version. The Scania OC13 natural gas engine has evolved significantly since its previous 410 HP version. Its electronic control system, sensors, and piston rings are all new. As a result, the new OC13

consumes 5 to 10% less fuel than its predecessor, despite having less power. Compared to Iveco and Volvo, Scania prioritizes efficiency and driving comfort over maximum power.

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Biomethane gains ground in German heavy goods transport

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According to market data, bio-CNG and bio-LNG are continuing to grow in importance in the heavy goods transport sector, reaching new highs in Germany by 2025. At 286,000 tons of biomethane, sales have quadrupled within five years, with the logistics sector in particular driving this growth. At the same time, the number of gas-powered lorries in the heavy-duty segment is significantly higher than that of electric and hydrogen lorries. According to data from the Sustainable Heavy-Duty Transport platform, more than 5,000 CNG- or LNG-powered trucks in the heavy-duty segment (N3) were in operation by the end of 2025. In contrast, there were only about 2,400 electric and hydrogen trucks. For many fleets, biomethane therefore appears to be particularly relevant where cost-effectiveness, availability and predictable routes come together.

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Bio-LNG demonstrates its economic viability in Germany during the energy crisis

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Bio-LNG is demonstrating its economic viability in the current energy crisis: this renewable fuel enables climate-friendly heavy goods transport at significantly lower and more stable costs than fossil fuel alternatives. The low and stable prices of Bio-LNG are not a coincidence, but rather the result of value creation at the regional and European levels. Industry figures show that one kilogram of Bio-LNG currently costs less than €0.90, less than half the price of one liter of diesel thanks to the greenhouse gas reduction quota (GHG quota), which provides renewable fuel producers with additional revenue. In Germany, LNG trucks already run almost entirely on Bio-LNG: approximately 98.5% of the fuel used last year was renewable. Therefore, heavy goods transport is virtually carbon neutral. Furthermore, the infrastructure, with over 200 LNG refueling stations, is highly developed and the technology is mature.

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Millichannel reactor converting biogas with CO2 into synthetic natural gas

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In Spain, the TECHNALIA applied research and technological development center has developed and patented a millichannel reactor that allows to directly obtain synthetic natural gas from biogas in one step, through the conversion of the CO2 it contains. This system improves the overall efficiency of the upgrading process, achieving a methane concentration at the output of more than 95% in a single step. The reactor has been validated in a pilot plant to TRL6, demonstrating a high efficiency, a rapid response to flow variations and a near total use of the raw material, achieving a synthetic natural gas with sufficient quality to be injected directly into the natural gas network.

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CNG Fuels signs an agreement with M&S

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ReFuels N.V. has through CNG Fuels signed a long-term agreement with Marks & Spencer (M&S) to provide Mobile Refueling Stations (MRS) at UK distribution centers. The MRS units will provide combined capacity to refuel up to 300 trucks daily and will complement CNG Fuels' UK-wide network of 16 public-access Bio-CNG stations, which is expanding to support up to 20,000 trucks per day by end-2028. The agreement includes redeployment of one existing MRS and manufacturing of up to three new units, growing the MRS fleet from 10 to 14 by 2026.

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Rolande Bio-LNG station in Würth an der Isar now open

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The Dutch company Rolande has opened a new Bio-LNG refueling station in Würth an der Isar, its tenth facility for this renewable fuel in Germany. With this opening, the total number of Rolande filling stations in the Netherlands, Belgium, and Germany now stands at 28. The station is located next to the A92 motorway, between Munich and Deggendorf, providing easy access for heavy goods vehicles. This facility strengthens the company's network in southern Germany and supports international routes to Austria, the Czech Republic, and southeastern Europe.

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RNG accounts for 94% of natural gas vehicle fuel use in 2025

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Renewable natural gas (RNG) accounted for 94% of all on-road fuel used in natural gas vehicles on the U.S. roads in 2025, according to new data from The Transport Project.

The report shows total natural gas use in transportation last year reached 806 million gasoline gallon equivalents (GGE), with 755 million GGE coming from renewable sources. That marks a 13% increase in RNG use compared to 2024 and a 94% increase since 2021. According to the RNG Coalition, by the end of 2025, there were 570 RNG production facilities in operation in Canada and the U.S., with 153 under construction and another 300 in development across the two countries. The report estimates RNG use displaced about 11 million metric tonnes of carbon dioxide equivalent (CO₂e) in 2025.

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UPS expands RNG use cementing status as top transportation RNG adopter

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UPS continues to scale renewable natural gas across its Utah operations, reinforcing its position as the largest adopter of RNG in the U.S. transportation industry. The Salt Lake City deployment showcases how RNG is being used at scale in package delivery to cut lifecycle emissions versus diesel. In 2019, the company announced that it would buy 170 million gallon equivalents of RNG from Clean Energy Fuels Corp. through 2026, marking "the largest commitment for use of RNG to date by any company in the United States. UPS estimated that switching from diesel fuel to RNG would enable UPS vehicles across 12 states to reduce carbon emissions by 1.074 million metric tons over the course of the agreement. UPS's use of RNG is perhaps most visible in Salt Lake City, Utah, the company's fourth-largest regional hub in the country.

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