The European hydrogen market landscape

November 2023 (Report 01)

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European Hydrogen Observatory

Disclaimer

The aim of this report is to reflect the situation in the European hydrogen market landscape as of the end of 2022, unless stated otherwise. The authors believe that this information comes from reliable sources, but do not guarantee the accuracy or completeness of this information.

The data of the European Hydrogen Observatory will continuously be updated. These updates will take place annually for most datasets, while for some it can also be done on a case by case basis. As a result, the information used as of writing of this report might differ from the updated data that is presented on the European Hydrogen Observatory.

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Executive summary

This report aims to summarise the status of the European hydrogen market landscape. It is based on the information available at the European Hydrogen Observatory (EHO) platform, the leading source of data and information on hydrogen in Europe (EU27, EFTA and the UK), providing a full overview of the hydrogen market and the deployment of clean hydrogen technologies.

As of the end of 2022, a total of 476 operational hydrogen production facilities across Europe, boasting a cumulative hydrogen production capacity of approximately 11.30 Mt were identified. Notably, the largest share of this capacity is contributed by key European countries, including Germany, the Netherlands, Poland, Italy, and France, which collectively account for 56% of the total hydrogen capacity. The hydrogen consumption in Europe has been estimated at approximately 8.23 Mt, reflecting an average capacity utilisation rate of 73%. It's worth highlighting that conventional hydrogen production methods, encompassing reforming, by-product production from ethylene and styrene, and by-product electrolysis, collectively yield 11.28 Mt of hydrogen capacity. These conventional processes are distributed across 376 production facilities, constituting 99.9% of the total production capacity in 2022. Throughout the year 2022, there were no newly commissioned hydrogen production facilities that integrated carbon capture technology into their operations. Additionally, a notable presence of water electrolysis-based hydrogen production projects in Europe was identified. There was a total of 97 water electrolysis projects, with 67 of them having a minimum capacity of 0.5 MW, resulting in a cumulative production capacity of 174.28 MW. Furthermore, 46 such projects were found to be under construction and are anticipated to contribute an additional 1,199.07 MW of water electrolysis capacity upon becoming operational, with the estimated timeframe ranging from January 2023 to 2025.

A significant 87% of the total hydrogen production capacity in Europe is dedicated to on-site captive consumption, indicating that it is primarily produced and used within the facility. The remaining 13% of capacity is specifically allocated for external distribution and sale, characterizing what's known as merchant consumption. Despite the prevailing dominance of captive hydrogen production within Europe, it's noteworthy that thousands of metric tonnes of hydrogen are already being traded and distributed across the continent. These transfers often occur through dedicated hydrogen pipelines or transportation via trucks. In 2022, an example of this growing trend was the hydrogen export from Belgium to the Netherlands, which emerged as the single most significant hydrogen flow between European countries, constituting a substantial 75% of all hydrogen traded in Europe. Belgium earned distinction as Europe's leading hydrogen exporter, with 78% of the hydrogen that flowed between European countries originating from its facilities. Conversely, the Netherlands played a pivotal role as Europe's primary hydrogen importer, accounting for an impressive 76% of the hydrogen imported into the continent. The rise of the clean hydrogen market in Europe, coupled with the European Union's ambition to import 10 Mt of renewable hydrogen from non-EU sources by 2030, is expected to drive an increase in hydrogen flows, both exports and imports, among European countries.

In 2022, the total demand for hydrogen in Europe was estimated to be 8.19 Mt. The biggest share of hydrogen demand comes from refineries, which were responsible for 57% of total hydrogen use (4.6 Mt), followed by the ammonia industry with 24% (2.0 Mt). Together these two sectors consumed 81% of the total hydrogen consumption in Europe. Clean hydrogen demand, while currently making up less than 0.1% of the overall hydrogen demand, is notably driven by the mobility sector. Forecasts project an impressive growth trajectory in total hydrogen demand for Europe over the coming decades. Projections show a remarkable 127% surge from 2030 to 2040, followed by a substantial 63% increase from 2040 to 2050. Considering the current hydrogen demand, there is a projected 51% increase until 2030. Throughout the three decades under examination, the industrial sector is anticipated to maintain its predominant position, consistently demonstrating the highest demand for hydrogen. However, this conclusion refers to average values and variations that may exist.

The total number of Hydrogen Fuel Cell Electric Vehicles (FCEV) registrations in Europe in 2022 was estimated at 1,537 units. In comparison to the previous year, the number of registrations increased by 31%. This surge in registrations has had a pronounced impact on the overall FCEV fleet's evolution in Europe, which increased from 4,050 units to 5,570 (+38%). Notably, passenger cars dominated the landscape, constituting 86% of the total FCEV fleet.

Exploring the latest advancements in hydrogen infrastructure across Europe, in 2022, the hydrogen distribution network comprised spanning a total length of 1,569 km. Within Europe, the largest networks are situated in Belgium and Germany, at 600 km and 400 km, respectively. Of particular importance is the cross-border network of France, Belgium, and the Netherlands spanning a total of 964 km.

To keep pace with the rising number of Fuel Cell Electric Vehicles (FCEVs) on European roads and promote their wider integration, it is key to ensure sufficient accessibility to refuelling infrastructure. Consequently, many countries are endorsing the establishment of hydrogen refuelling stations (HRS) so that they are publicly accessible on a nationwide scale. More recharging and refuelling stations for alternative fuels will be deployed in the coming years across Europe enabling the transport sector to significantly reduce its carbon footprint following the adoption of the alternative fuel infrastructure regulation (AFIR). Part of the regulation's main target is that hydrogen refuelling stations serving both cars and lorries must be deployed from

2030 onwards in all urban nodes and every 200 km along the TEN-T core network. Since 2015, the total number of operational and publicly accessible HRS in Europe has grown at an accelerated pace from 38 to 178 by the summer of 2023. Germany takes the lead having the largest share at approximately 54% of the total number of HRS, with 96 stations currently operational. The majority of the HRS (89%) are equipped with 700 bar car dispensers.

In 2022, the levelized production costs of hydrogen generated through Steam Methane Reforming (SMR) in Europe averaged approximately 6.23 €/kg H_2. When incorporating a carbon capture system, the average cost of hydrogen production via SMR in Europe increased to 6.38 €/kg H_2. Additionally, the production costs of hydrogen in Europe for 2022, utilizing grid electricity, averaged 9.85 €/kg H_2. Hydrogen production costs through electrolysis with a direct connection to a renewable energy source had an average estimated cost of 6.86 €/kg.

New Based on the 2022 prices, it was calculated that the switch to clean hydrogen in oil refining production activities becomes economically competitive with natural gas-based hydrogen (SMR) as soon as clean hydrogen is available for the off-taker at a price between 3.9 and 8.1 €/kg, depending on the EU country. Correspondingly, the break-even prices for clean hydrogen adoption in other sectors are as follows: steel production at 3.0 €/kg, maritime applications at 1.2 – 2.2 €/kg and heavy-duty trucks (at the pump) at 2.4 – 5.8 €/kg. Only for the break-even price calculation of heavy-duty trucks, 2023 prices were used.

Updated As of November 2023, Europe's operational water electrolyser manufacturing capacity stands at 4.89 GW/year, with an additional 1.14 GW planned by the end of 2023. Alkaline technologies make up 51% of the total capacity. Looking ahead to 2025, ongoing projects are expected to raise the total capacity to 9.43 GW/year. New Approximately 62 MW of water electrolysers were sold by European water electrolyser manufacturers in 2022. Proton Exchange Membrane (PEM) technologies accounted for 73% of total sales. The cost assessment of electrolyser technologies reveals distinct financial profiles. The alkaline electrolyser is reported to have a Capital Expenditure (CAPEX) of 1666 €/kW and an Operational Expenditure (OPEX) of 43 €/kW/year. In contrast, the Proton Exchange Membrane (PEM) electrolyser demonstrates a comparatively higher cost structure, with an estimated CAPEX of 1970 €/kW and OPEX of 64 €/kW/year.

Fuel cell deployment in Europe has showed an increasing trend over the past decade. The total number of shipped fuel cells were forecasted on around 11,200 units in 2021 and a total capacity of 190 MW. The most significant increase in capacity occurred between 2018 and the forecast of 2021 (+148.8 MW).

Key insights

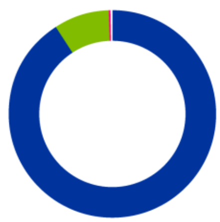
Production

476 Operational hydrogen production plants in Europe in 2022

11.33 Mt of total annual production capacity

8.23 Mt produced in 2022

Hydrogen production capacity by production process in 2022



174.28 MW of water electrolysis capacity in operation in 2022 coming from 97 projects

Another 46 projects were under construction in 2022, totalling a capacity of 1,199.07 MW

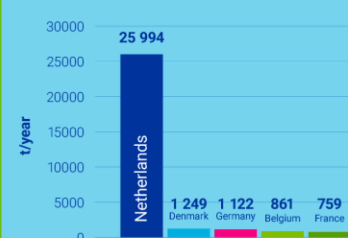
New!

4,89 GW/year of electrolyser manufacturing capacity in December 2023

Alkaline 47% PEM 53%
SO <1% AEM <1%

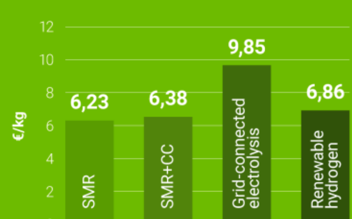
61.87 MW of electrolysers sold in 2022 by European manufacturers

Trade



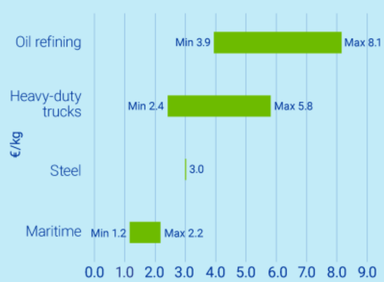
A total of 34,173 tonnes of hydrogen was exchanged between European countries in 2022

Costs



Average levelised hydrogen production costs by technology in 2022

Estimated break-even price for renewable hydrogen by end-use **New!**



New!

Electrolysers cost in 2023

	Alkaline	PEM
CAPEX	1666€/kW	1970€/kW
OPEX	43€/kW/year	64€/kW/year

Distribution & Storage

1,569 km of hydrogen distribution network

178 publicly accessible and operational hydrogen refuelling stations (HRS)

by May 2023

End Use

A total fleet of 5570 Hydrogen fuel cell electric vehicles in 2022, of which 4804 were passengers cars

8.19 Mt of total hydrogen demand in 2022

Overview

The use of hydrogen as a clean energy source and feedstock is a topic of increasing interest in Europe and around the world due to its potential for reducing greenhouse gas emissions and supporting the transition to a more sustainable energy system.

This report aims to summarise the status of the European hydrogen market landscape. It is based on the information available at the European Hydrogen Observatory (EHO) initiative, the leading source of data on hydrogen in Europe, exploring the basic concepts, latest trends, and role of hydrogen in the energy transition. The data presented in this report is based on research conducted until the end of August 2023. This report contains information on current hydrogen production and trade, distribution, and storage, end-use, cost and technology manufacturing as of the end of 2022, except if stated otherwise, in Europe. A substantial portion of the data gathering was carried out within the framework of Hydrogen Europe's efforts for the European Hydrogen Observatory. Downloadable spreadsheets of the data can be accessed on the website: https://observatory.clean-hydrogen.europa.eu/.

The production and trade section provides insights into hydrogen production capacity and production output by technology in Europe and into international hydrogen trade (export and import) to and between European countries.

The section referring to distribution and storage presents the location and main attributes of operational dedicated hydrogen pipelines, as well as publicly accessible and operational hydrogen refuelling stations in Europe.

The end-use section provides information on annual hydrogen consumption per end-use in Europe, the deployment of hydrogen fuel cell electric vehicles in Europe, the current and future hydrogen Valleys in Europe, and the leading scenarios for future hydrogen demand in Europe in 2030, 2040 and 2050 by sector.

The cost chapter offers a comprehensive examination of the levelised cost of hydrogen production by technology and country. New This chapter also gives estimations of renewable hydrogen break-even prices for different end-use applications, in addition to electrolyser cost components by technology.

Updated Finally, a chapter on technologies manufacturing explores data on the European electrolyser manufacturing capacity and sales, and the fuel cell market.

01

Production and trade

This chapter provides an overview of the current hydrogen production and trade statistics of Europe. The analysis undertaken for this chapter was completed using data reflecting the end of 2022, unless otherwise specified.

The section on hydrogen production assesses data on hydrogen production capacity, production outputs and number of production plants per country by production process and consumption profile, expressed in million tonnes (Mt) per year. Data was estimated based on a set of assumptions updated annually and subsequent verifications with industry stakeholders.

International hydrogen trade data was collected by Hydrogen Europe based on Eurostat's existing international hydrogen trade data statistics and subsequent verification with industry stakeholders.

Interactive data dashboards and downloadable spreadsheets on hydrogen production & hydrogen trade can be accessed on the European Hydrogen Observatory website.

1.1.

Hydrogen production overview

By the end of 2022, there were 476 operational hydrogen production facilities in Europe capable of producing 11.33 Mt of hydrogen annually. In 2022, 8.23 Mt of hydrogen was produced. Considering the estimated hydrogen consumption, hydrogen production facilities, on average, operated at a utilization capacity of 73%. Hydrogen production capacity by country is given in Figure 1.

Germany, the Netherlands, Poland, Italy, and France collectively represent 56% of the total hydrogen capacity of Europe. Hydrogen production capacity varies significantly among countries, primarily influenced by their industrial foundations, since it is mainly linked to the reforming capacity required within the refining and ammonia sectors. The eight countries with the highest production capacity collectively represent 74% of the total hydrogen production capacity within Europe. The remaining 18 countries possessing hydrogen production capabilities account for just 26% of the overall installed capacity within Europe.

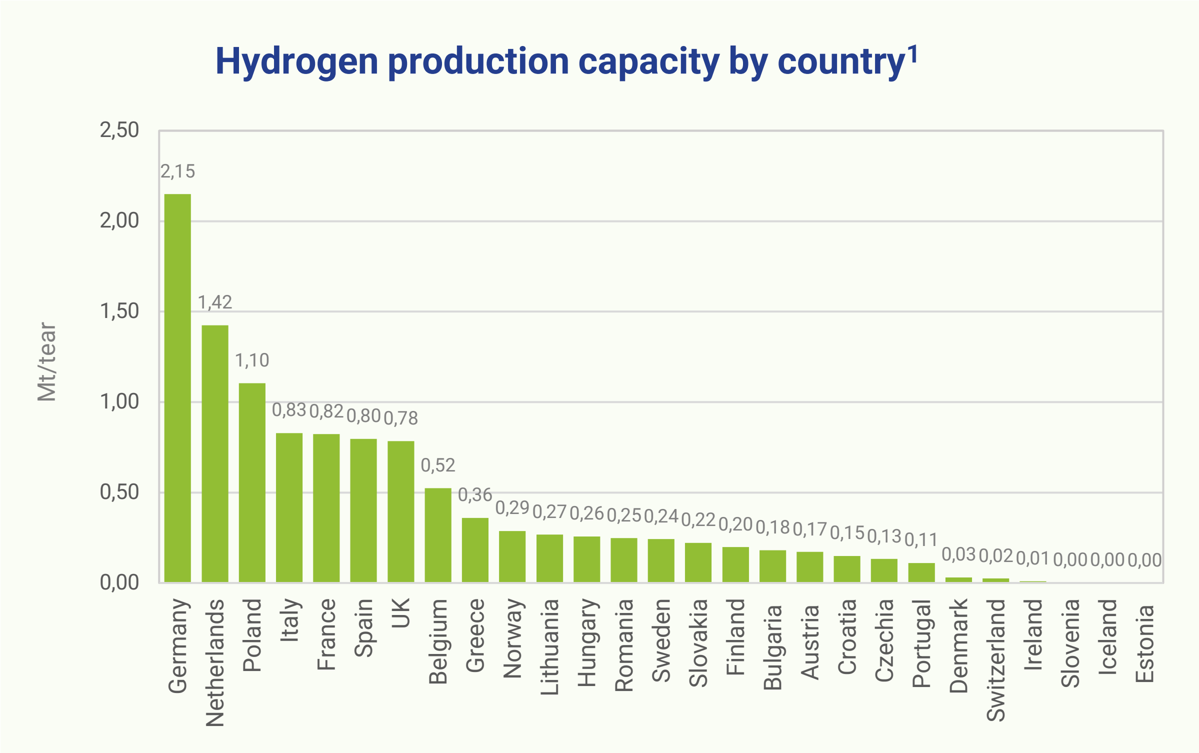


Figure 1. Production capacity (Mt/year) by country 1

A breakdown of average production capacity utilization by country or region reveals significant variations (Figure 2).

Portugal led the way with the highest average production capacity utilization, achieving 96% of its production capacity. Greece and Finland followed closely behind with an average production capacity utilization of 91% and 89% respectively. The five countries with the largest hydrogen production capacity had an average production capacity utilization of 88%. In contrast, Slovakia and Croatia reported the lowest average production capacity utilization levels, both falling below 50%.

Figure 3 shows the annual hydrogen production output, measured in Mt, for various countries. Five countries, Germany, the Netherlands, Poland, Spain, and Italy collectively account for 57% of the total hydrogen output of Europe.

[1] Production capacities for Slovenia, Iceland and Estonia are less than 50,000 t/y so they appear as 0.00 Mt.

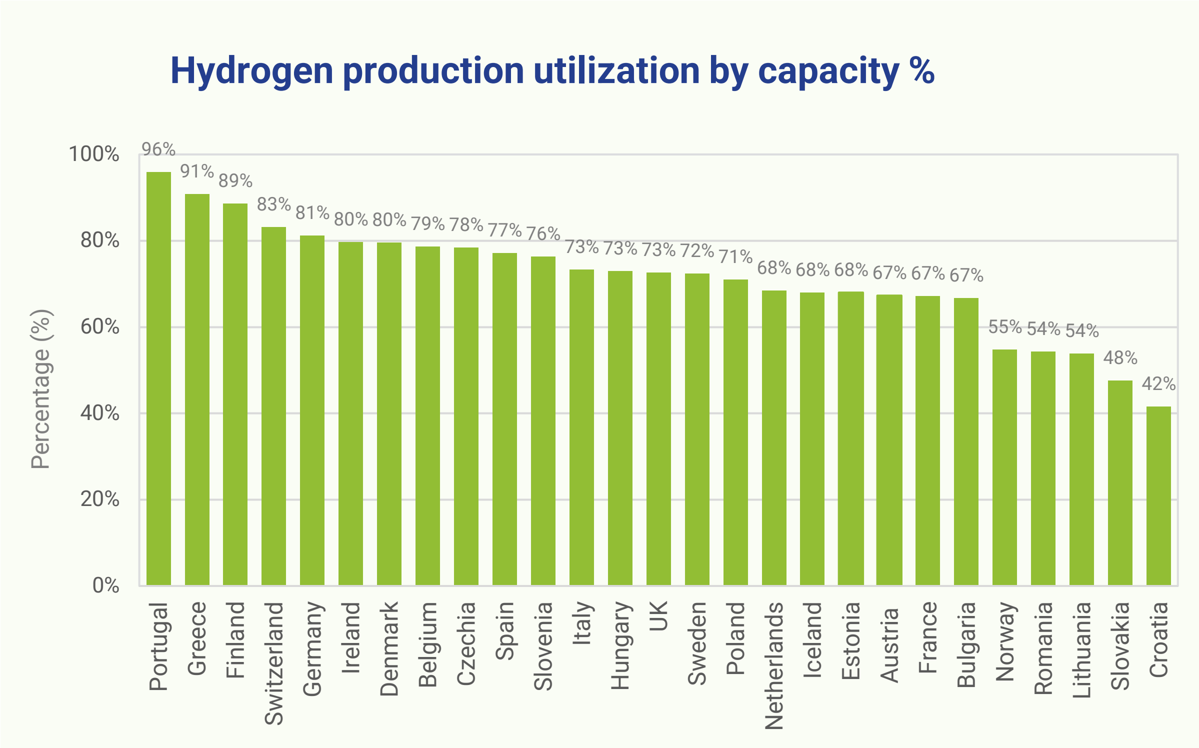


Figure 2. Hydrogen production utilization (%), calculated as the Output Divided by Production Capacity

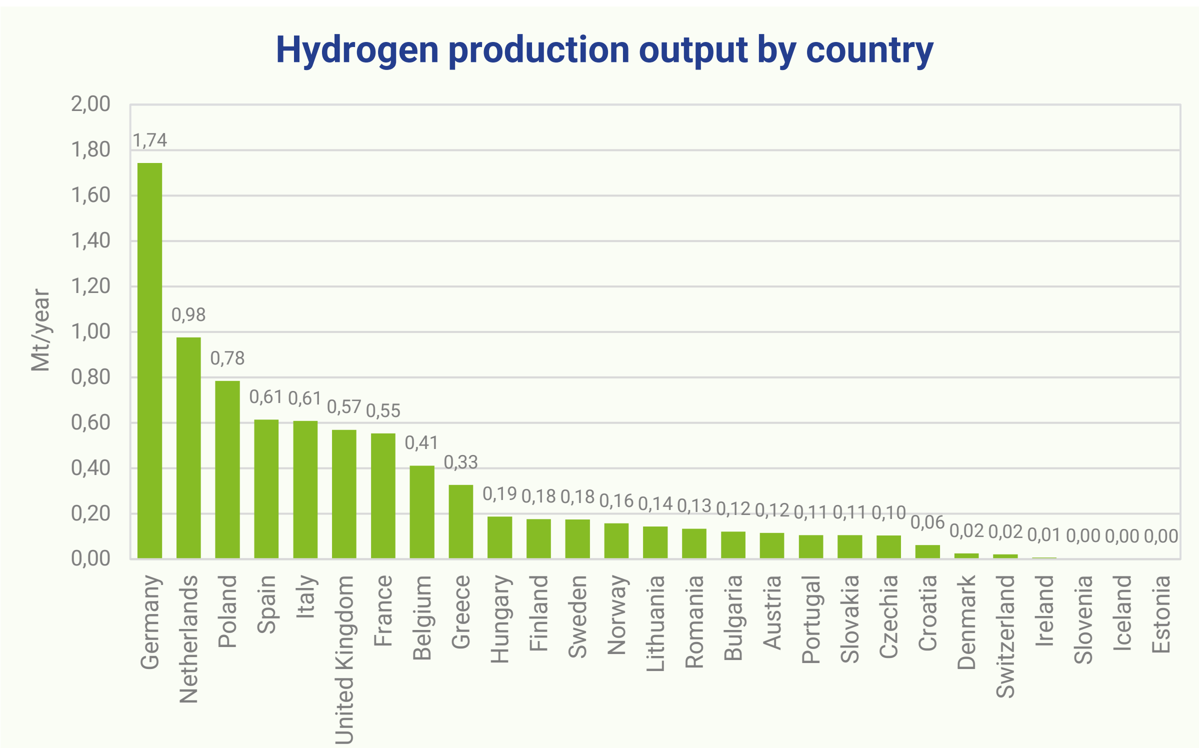


Figure 3. Hydrogen production output (Mt/year) by country

1.2.

Hydrogen production per production process

Explanatory descriptions of the various hydrogen production processes referenced in this chapter are given in Table 1.

Table 1. Outline of the terminology employed in this chapter to describe various methods of hydrogen production

Reforming	Generation of hydrogen through processes like steam reforming, partial oxidation, gasification, and autothermal reforming of fossil fuels. These methods represent the most substantial capacity for hydrogen production. Additionally, this category encompasses hydrogen produced as a by-product within refineries, such as during catalytic reforming.
By-product (ethylene, styrene)	Hydrogen production capacity that arises as a by-product during the manufacturing of ethylene and styrene.
By-product (electrolysis)	Hydrogen production capacity that arises as a by-product during the manufacturing of chlorine and sodium chlorate.
Reforming (with carbon capture)	Generation of hydrogen through processes that make use of fossil fuels while simultaneously capturing the associated CO_2 emissions such as reforming, gasification, partial oxidation and autothermal reforming.
Water electrolysis	Hydrogen production capacity based on the use of installed electrolysis equipment for splitting water into hydrogen and oxygen gases by using electricity.

A comprehensive representation of the distribution of hydrogen production capacity across various production processes in 2022 is given in Figure 4. Reforming stands out as the predominant method for hydrogen production, commanding a substantial 91% share of the total hydrogen production capacity. In contrast, hydrogen production capacity stemming from by-products generated during the manufacturing of ethylene, styrene, chlorine, and sodium chlorate comprises a relatively smaller fraction, accounting for approximately 8.6% of the overall production capacity. At last, “clean” processes that combine reforming with the simultaneous capture of associated emissions (commonly known as carbon capture) and hydrogen production through water electrolysis represent a notably minor segment, contributing to less than 1% of the total hydrogen production capacity.

Germany, Netherlands, Poland, Italy, France, Spain, UK, and Belgium constitute Europe’s top 8 hydrogen producers (Figure 5), accounting for 74% of the hydrogen produced via reforming, 83% of the hydrogen produced as a by-product, 65% of the hydrogen produced through water electrolysis, and almost 100% of the hydrogen produced via reforming coupled with carbon capture.

In these countries, hydrogen production primarily relies on reforming processes, constituting approximately 90% of their total hydrogen production. Hydrogen produced as a by-product follows, contributing to around 10% of their total hydrogen output. In contrast, water electrolysis and reforming with carbon capture collectively represent less than 0.1% of the total hydrogen production in these eight countries.

Hydrogen production via reforming is the dominant method among the remaining 18 hydrogen-producing countries as well (Figure 6), constituting approximately 94% of the total hydrogen production in these countries. Hydrogen produced as a by-product follows closely, accounting for nearly 6% of their total hydrogen production. Additionally, hydrogen generated through water electrolysis comprises less than 1%. It is worth noting that these countries do not engage in hydrogen production via reforming coupled with carbon capture.

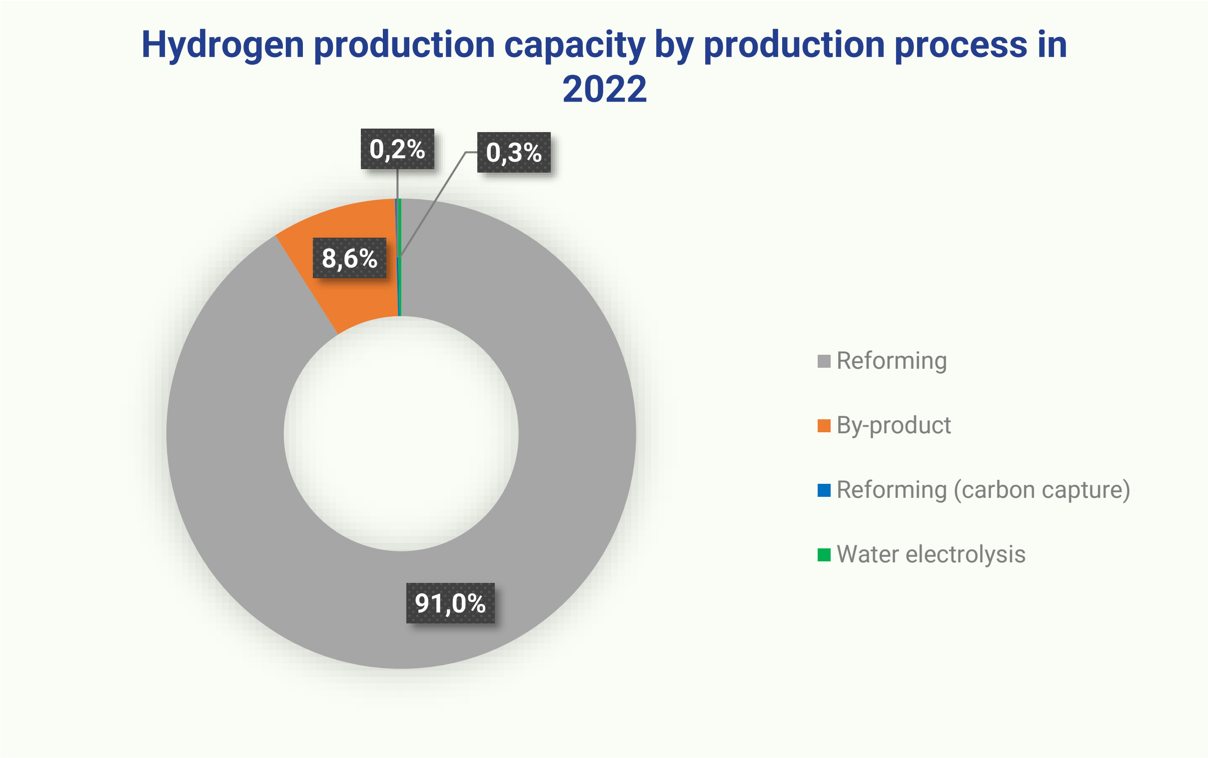


Figure 4. Hydrogen production capacity by production process in 2022

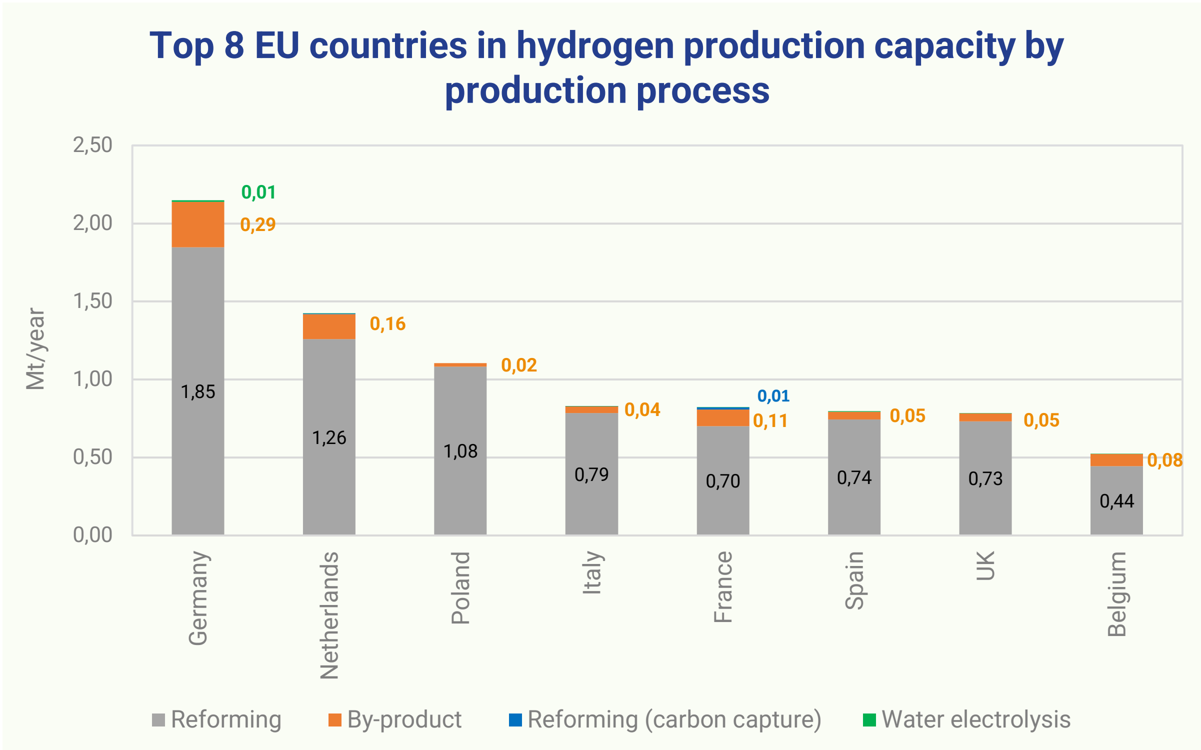


Figure 5. Top 8 EU countries in terms of hydrogen production capacity by production process

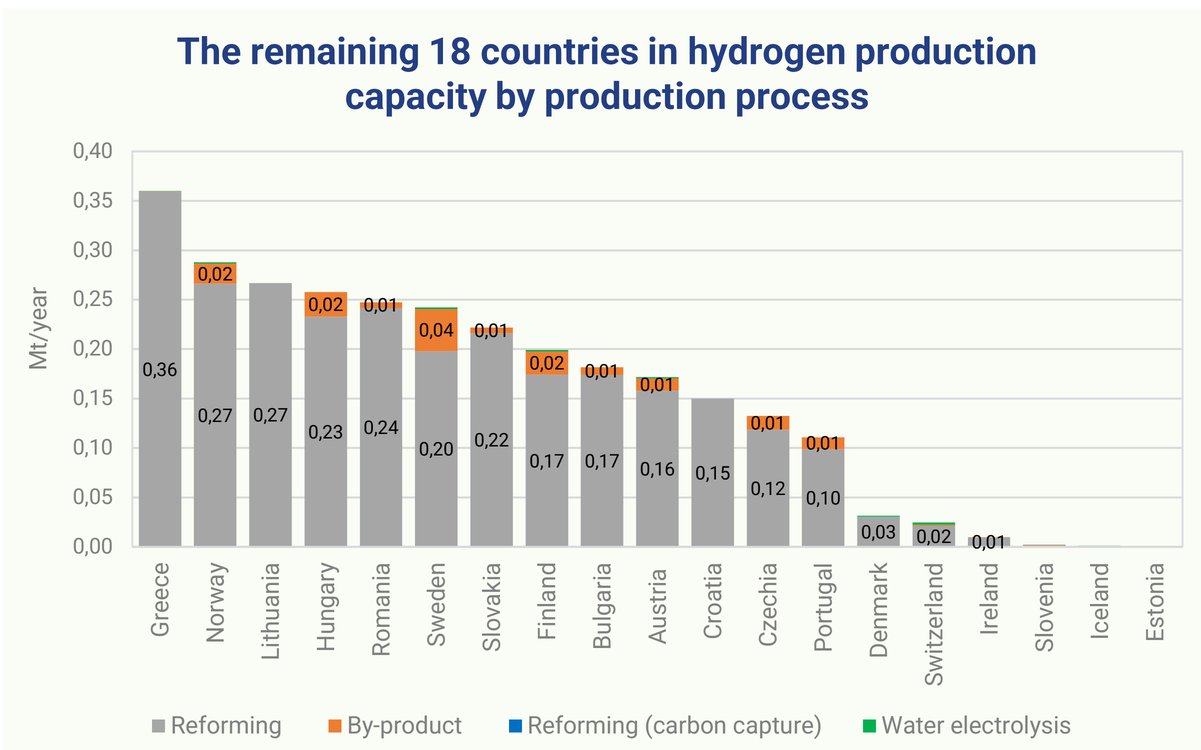


Figure 6. The remaining 18 countries in terms of hydrogen production capacity by production process[2]

[2] Slovenia Iceland and Estonia have production capacities of less than 2,500 t/y, which are reflected as 0.00 Mt

In this section, the hydrogen production capacity is subdivided into three categories: conventional hydrogen production, reforming with carbon capture, and power-to-hydrogen technologies. These categories are examined in greater detail below.

1.2.1. Conventional production capacity

The conventional hydrogen production methods refer to reforming, by-product production from ethylene and styrene, and by-product electrolysis (i.e., capacity from chlorine and sodium chlorate production).

The most prevalent method for hydrogen production is steam reforming of natural gas (SMR). Less commonly utilized methods include partial oxidation (POX), gasification, and autothermal reforming (ATR). These methods find extensive applications in various industries, including refining, ammonia production, methanol production and other large-scale hydrogen production processes.

While natural gas serves as the predominant feedstock, hydrogen is also produced from liquid hydrocarbons such as liquefied petroleum gas (LPG) and naphtha.

The conventional production method of reforming, by-product production from ethylene and styrene and by-product electrolysis amounts to 11.28 Mt of hydrogen per year, distributed across 376 production facilities, representing 99.9% of total production capacity in 2022. Considering the estimated hydrogen consumption, these facilities, on average, operated at a utilization production capacity of 73%, with a total output of 8.23 Mt.

Hydrogen generated via reforming is manufactured at 242 plants. The total production capacity for hydrogen via reforming is estimated to be 10.31 Mt per year, which constitutes approximately 91% of the total capacity of conventional hydrogen production and an output of 7.48 Mt (73% utilization rate).

Hydrogen, generated as a by-product of other industrial processes is manufactured at 134 plants. The collective production capacity for by-product hydrogen is estimated to be approximately 0.97 Mt per year, which constitutes approximately 8.6% of the total capacity of conventional hydrogen production and an output of 0.72 Mt in 2022. This figure encompasses:

- 0.42 Mt/year of by-product hydrogen capacity and 0.32 Mt output (76% utilization) originating from ethylene production.
- 0.36 Mt/year of by-product hydrogen capacity and 0.25 Mt output (69% utilization) derived from the chlor-alkali process.

- 0.13 Mt/year of by-product hydrogen capacity and 0.10 Mt output (80% utilization) stemming from styrene production.
- 0.06 Mt/year of by-product hydrogen capacity and 0.04 Mt output (78% utilization) resulting from sodium chlorate production.

Comparatively, the largest amount of conventional hydrogen production capacity is found in the chemical industry (e.g. hydrogen peroxide, cyclohexane, aniline, caprolactam, oxo alcohols, toluene diisocyanate, hexamethylenediamine, adipic acid, hydrochloric acid, tetrahydrofuran and others) and refineries, producing about 35.7% and 35% respectively.

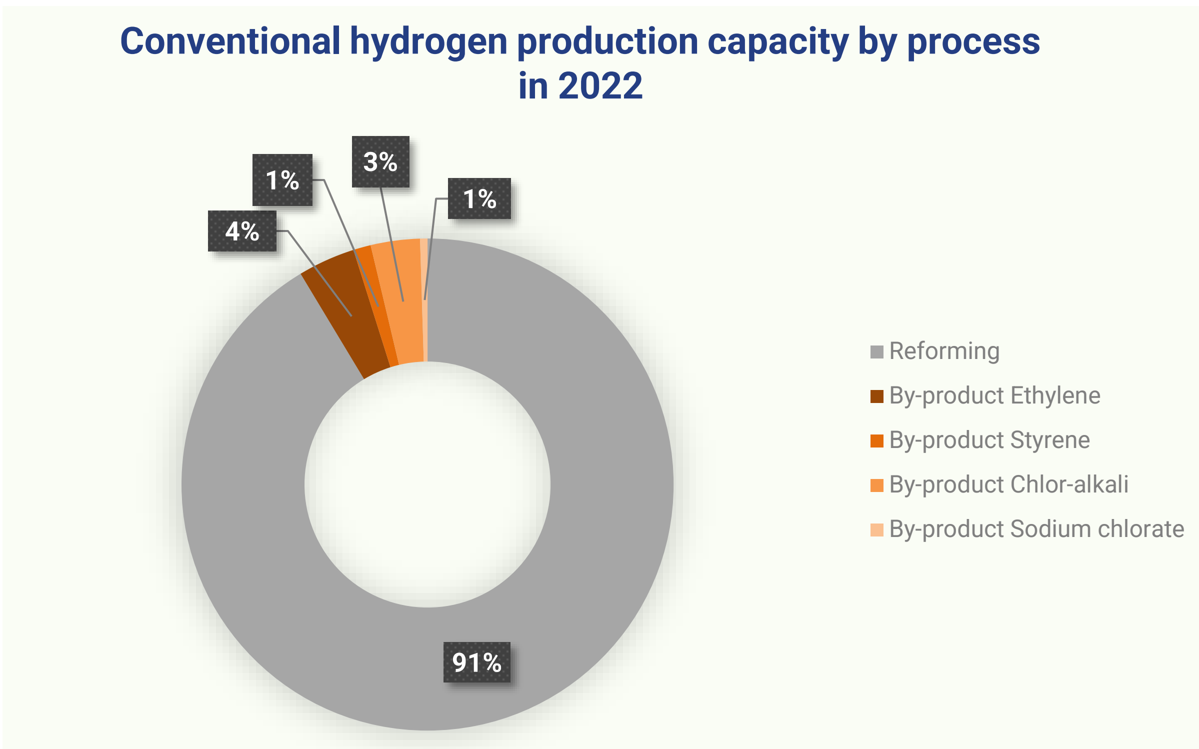


Figure 7. Conventional hydrogen production capacity by process in 2022

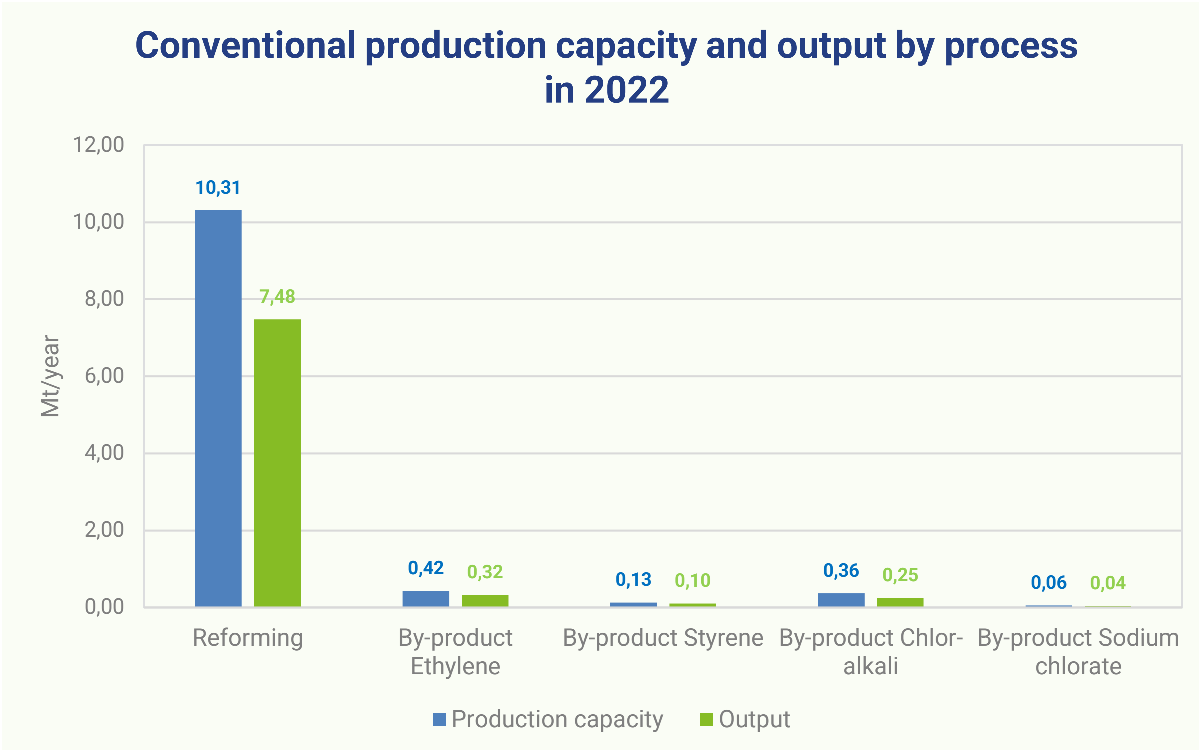


Figure 8. Conventional production capacity and output by process in 2022

1.2.2.

Reforming with carbon capture

In total, reforming with carbon capture, commonly referred to as "blue" hydrogen, accounts for 19,322 tonnes of production capacity per annum, representing 0.2% of the overall total hydrogen production capacity.

During 2022, there were no newly commissioned hydrogen production facilities incorporating carbon capture technology.

Among the 245 existing hydrogen production plants, **only three** of them benefit from **carbon capture technologies:**

- Grupo Sappio hydrogen production unit in Mantova, Italy with a capacity of around 1,182 t/year that started operating in 2016.
- Air Liquide Cryocap installation in Port Jerome, France, capturing CO2 from hydrogen supplied to an Exxon refinery, with a capacity of around 13,394 t/year that started operating in 2015.
- Shell refinery in Rotterdam, Netherlands where CO2 from hydrogen production is captured and sold for agricultural use as part of the OCAP project since 2004, with a capacity of 4,746 t/year.

1.2.3.

Water electrolysis hydrogen production capacity

Hydrogen can also be produced with electricity by splitting water via water electrolysis. Water electrolysis installations have been proliferating in the last several years with an increasing number of not only demonstration but also commercial projects being deployed.

143 clean hydrogen projects, of which **97 in operation** (67 with a capacity of >0.5 MW capacity) and **46 under construction** in 2022

As of December 2022, 97 water electrolysis hydrogen production projects (67 with a minimum capacity of 0.5 MW) were in operation in Europe, totalling 174.28 MW of production capacity. A further 46 projects were under construction (i.e., construction work has begun) and are expected to deliver an additional 1,199.07 MW of water electrolysis capacity once operational (between January 2023 and 2025)

Figure 9 illustrates the average production capacity (in MW) for operational plants and those under construction with a capacity exceeding 0.5 MW. Notably, the projects currently under construction are projected to significantly outperform existing operational plants, with an anticipated average capacity of 26.07 MW—around 10 times higher than the current operational plant's average capacity.

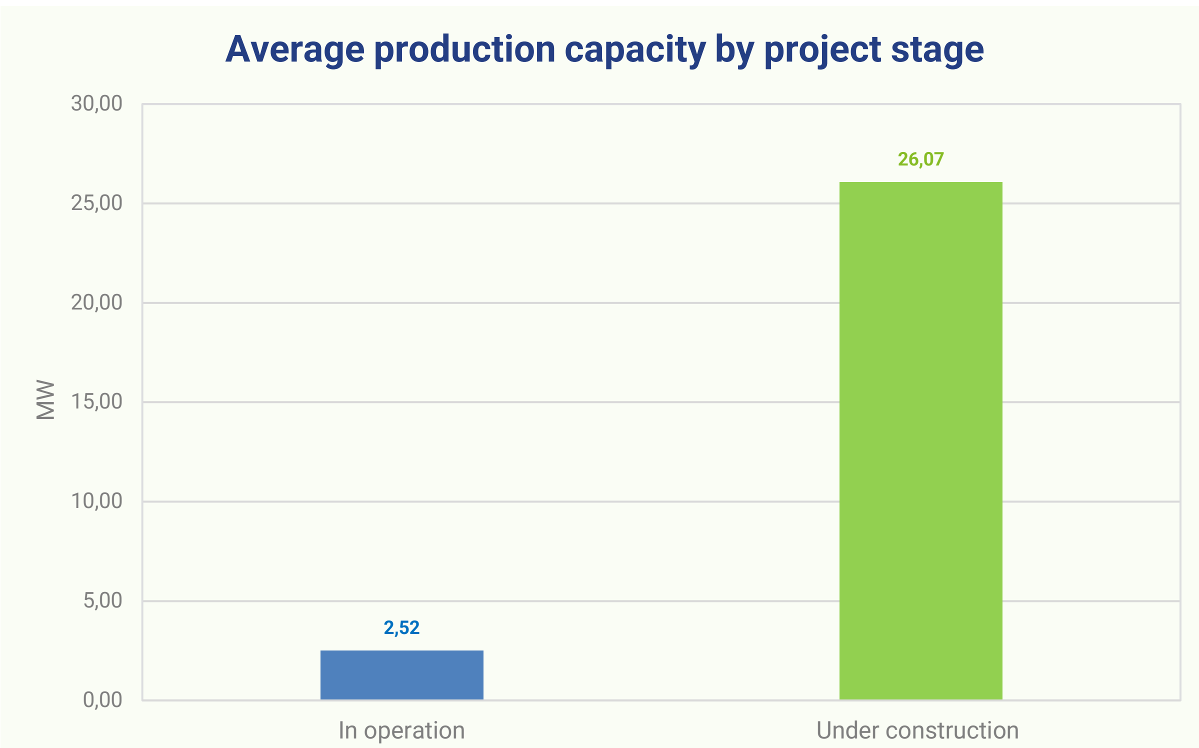


Figure 9. Average production capacity (in MW) for plants in operation and under construction of a capacity of above 0.5 MW

Figure 10 provides an overview of electrolyser size, in terms of capacity (MW), alongside the number of operational plants (capacity >= 0.5 MW) by December 2022.

Across Europe the water electrolysis landscape is categorized by various project capacities. Notably, there are two projects boasting capacities equal to or exceeding 10 MW, which collectively constitute 18% of the total water electrolysis capacity, amounting to 30 MW.

Furthermore, there are nine projects with capacities in the range of 5 MW to less than 10 MW, collectively contributing 35% of the total water electrolysis capacity within this geographical region, resulting in a cumulative capacity of 59.05 MW.

Additionally, 37 projects fall within the capacity range of 1 MW to less than 5 MW, contributing significantly to the total installed water electrolysis capacity, accounting for 40% (67.95 MW).

In contrast, projects with capacities less than 1 MW collectively represent 7% of the total water electrolysis capacity, with a total capacity of 11.74 MW, distributed among 19 projects.

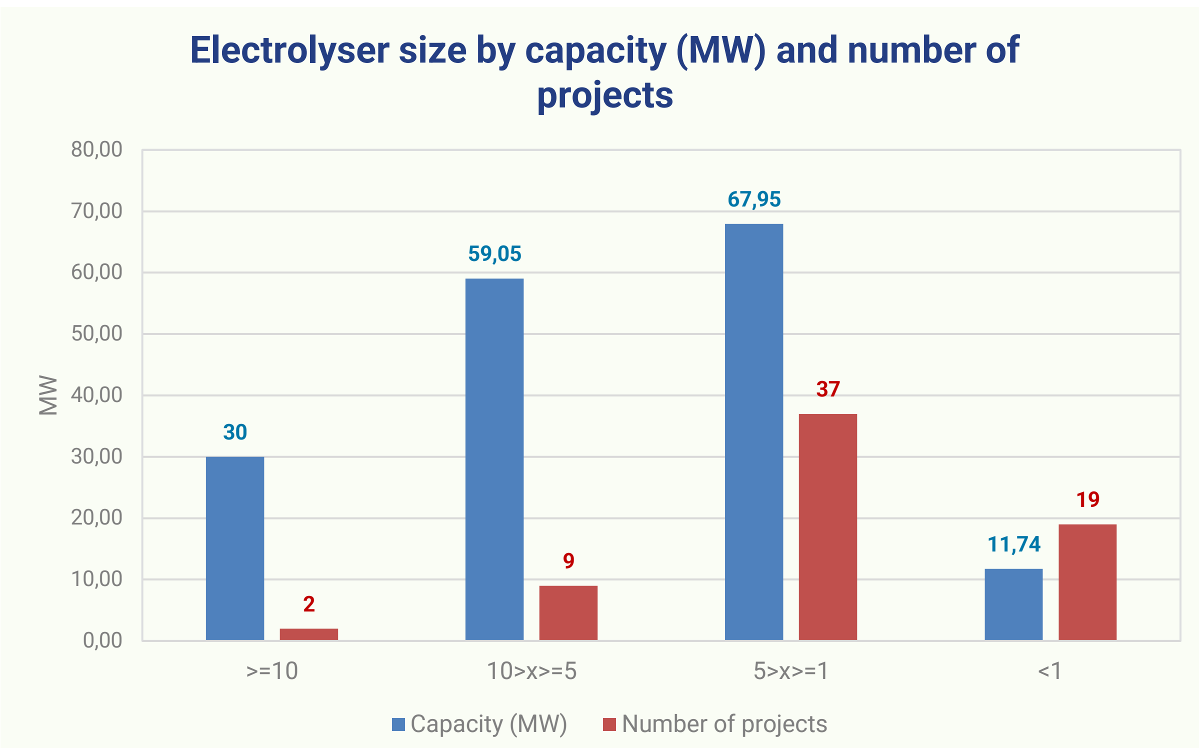


Figure 10. Electrolyser size in terms of capacity (MW) and number of projects

Figure 11 provides an overview of the total water electrolysis capacity in megawatts (MW) for existing plants and the additional capacity anticipated from plants currently under construction across Europe.

When considering the production capacity of existing plants, Germany stands out as the dominant player, contributing 38% of the total water electrolysis installed capacity, equivalent to 64.12 MW (or 10,597.95 t/year), within Europe.

France follows closely, representing 15% of the total water electrolysis installed capacity, or 15 MW.

However, the landscape is set to change with the plants currently under construction, which are poised to place Sweden, France, and the Netherlands at the forefront. These new developments are expected to contribute a substantial increase in their water electrolysis production capacity, with Sweden adding 520 MW (or 85,947.17 t/year), France contributing 252.3 MW (or 41,700.91 t/year), and the Netherlands adding 205 MW (or 33,883.02 t/year) to their respective total production capacities by 2025.

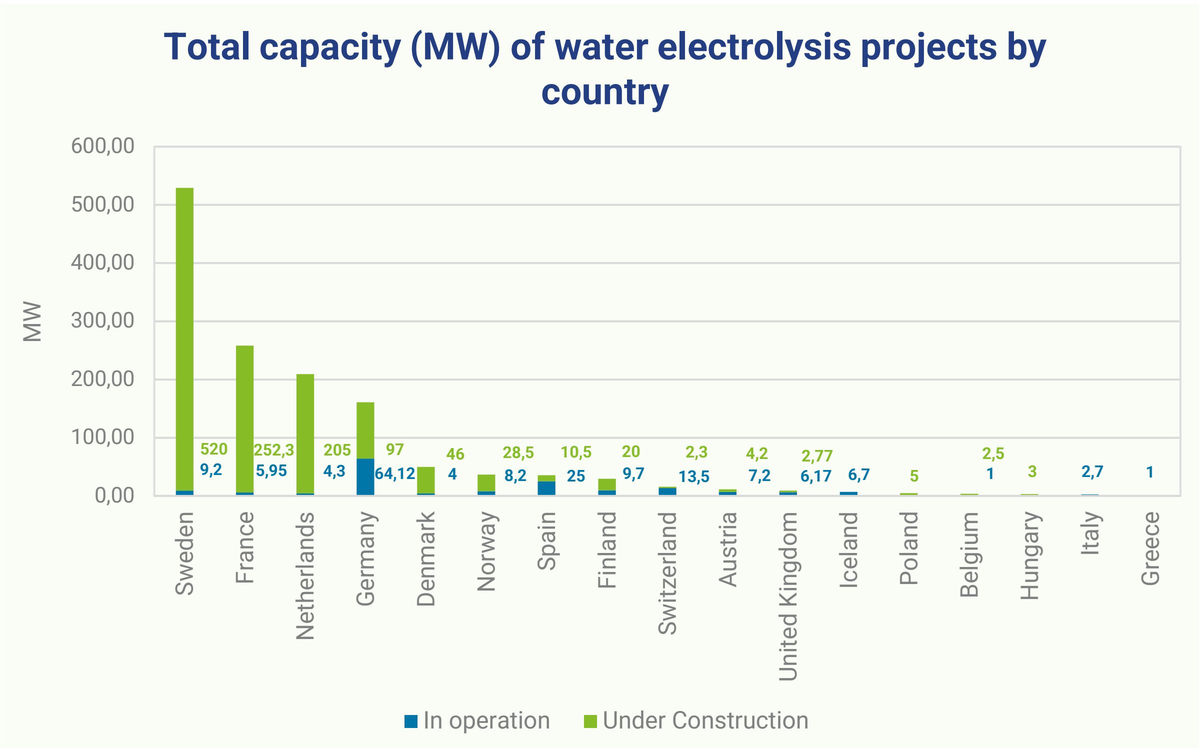


Figure 11. Total power-to-hydrogen capacity (MW) by country

Figure 12 provides an overview of the total number of water electrolysis projects currently being in operation or under construction across Europe.

Germany, France, and the UK are the top three European countries by number of projects, with respectively 35, 17 and 8 water electrolysis production projects either in operation or under construction. No non-electrolytic clean hydrogen production projects with a minimum production capacity of 9,000 t/year have been identified as being in operation or under construction.[3]

[3] Even though there are three SMR + Carbon Capture production plants in operation in Europe, none of them can be considered clean as the capture rate does not match the EU standards for considering an H2 production "low carbon", according to their proposal of the EU Directive on Gas and Hydrogen Market.

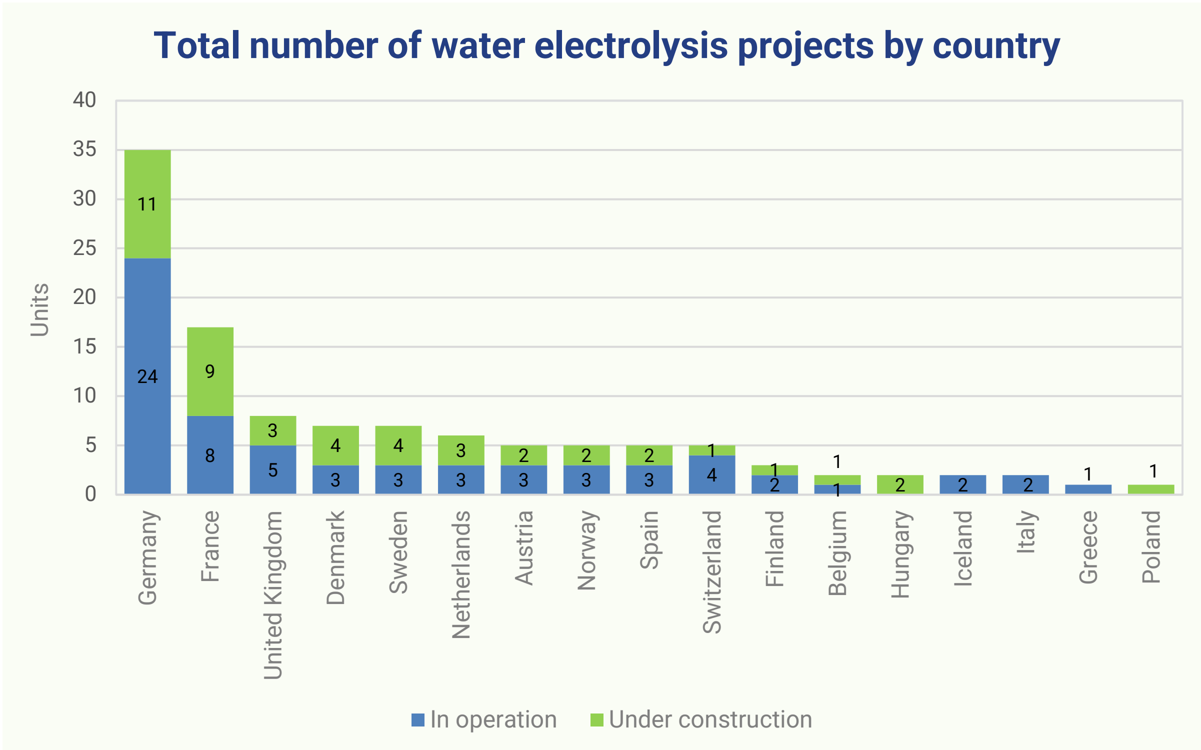


Figure 12. Total number of power-to-hydrogen projects by country

1.3.

Hydrogen production by market type

The market type of the hydrogen production plants has been divided into two main categories; captive hydrogen, when hydrogen is consumed by an on-site facility, and merchant hydrogen, when production is intended for external distribution and sale.

Figure 13 presents the distribution of the overall production capacity designated for both captive and merchant market.

In terms of hydrogen production capacity allocation, facilities earmarked for on-site captive consumption dominate with the highest share, constituting 87% of the total production capacity, equivalent to 9.89 Mt. In contrast, hydrogen production plants intended for external distribution and sale, representing merchant market, comprise just 13% of the total production capacity, amounting to 1.44 Mt.

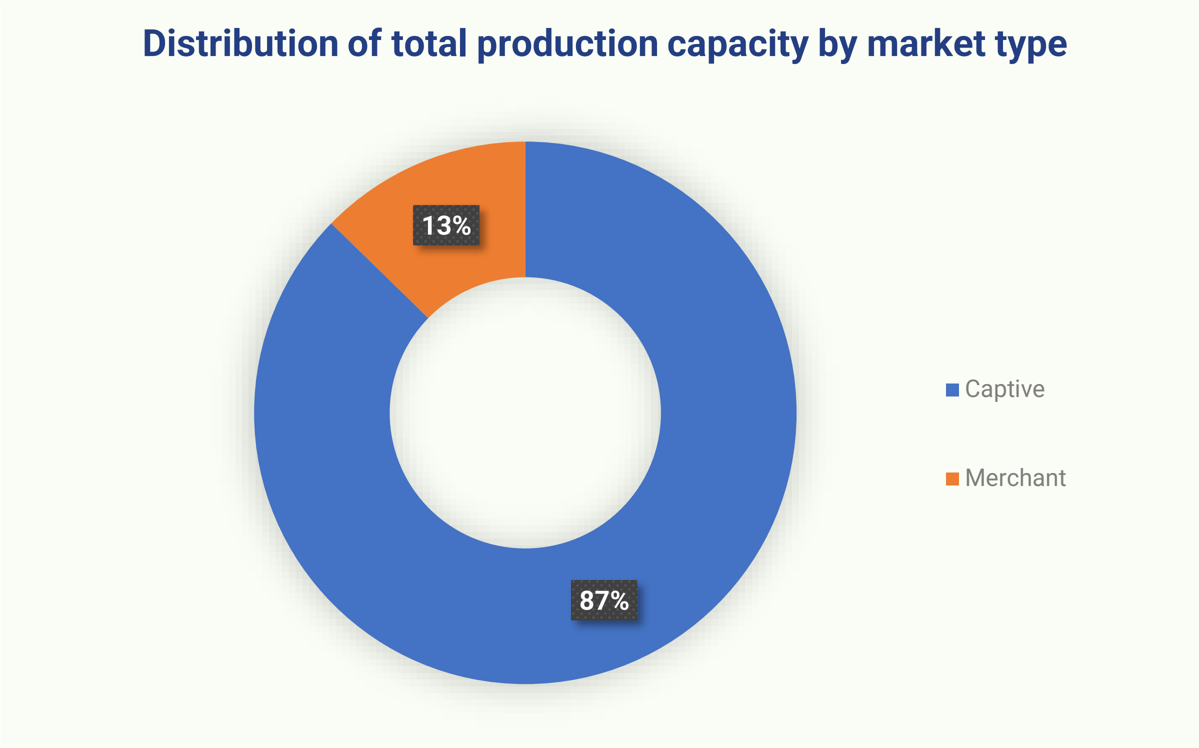


Figure 13. Distribution of total production capacity by consumption profile

1.3.1.

Captive

On-site captive hydrogen production is by far the most common method of hydrogen supply for large hydrogen consumers. These include refineries as well as ammonia, methanol, and hydrogen peroxide production plants. The predominant technology for this type of installation is hydrocarbon reforming mostly steam methane reforming (SMR). The capacity numbers in this section also include by-product hydrogen production capacity at refineries. Hydrogen is produced at refineries as a by-product of different refining processes. Since it is mostly used on-site, it methodologically belongs to captive production.

In 2022, hydrogen production facilities via reforming allocated for on-site captive consumption dominated with 153 units. Following closely, facilities utilizing water electrolysis methods were responsible for 95 units of hydrogen production. Captive by-product hydrogen production facilities were a noteworthy category, totalling 122 units. These units were further categorized as follows:

- 39 units were associated with ethylene production.
- 13 units were integrated into styrene manufacturing processes.

- 59 units were integral to chlor-alkali production operations.
- 11 units were associated with sodium chlorate production processes.

A limited presence of facilities utilizing reforming with carbon capture was identified, with only one facility dedicated to on-site captive consumption.

These statistics illustrate the diverse landscape of hydrogen production methodologies in 2022, with a strong emphasis on reforming and a growing interest in water electrolysis, alongside the utilization of by-product hydrogen production in various industrial sectors. Additionally, the adoption of reforming with carbon capture remained relatively minimal, with only one facility identified for on-site captive consumption.

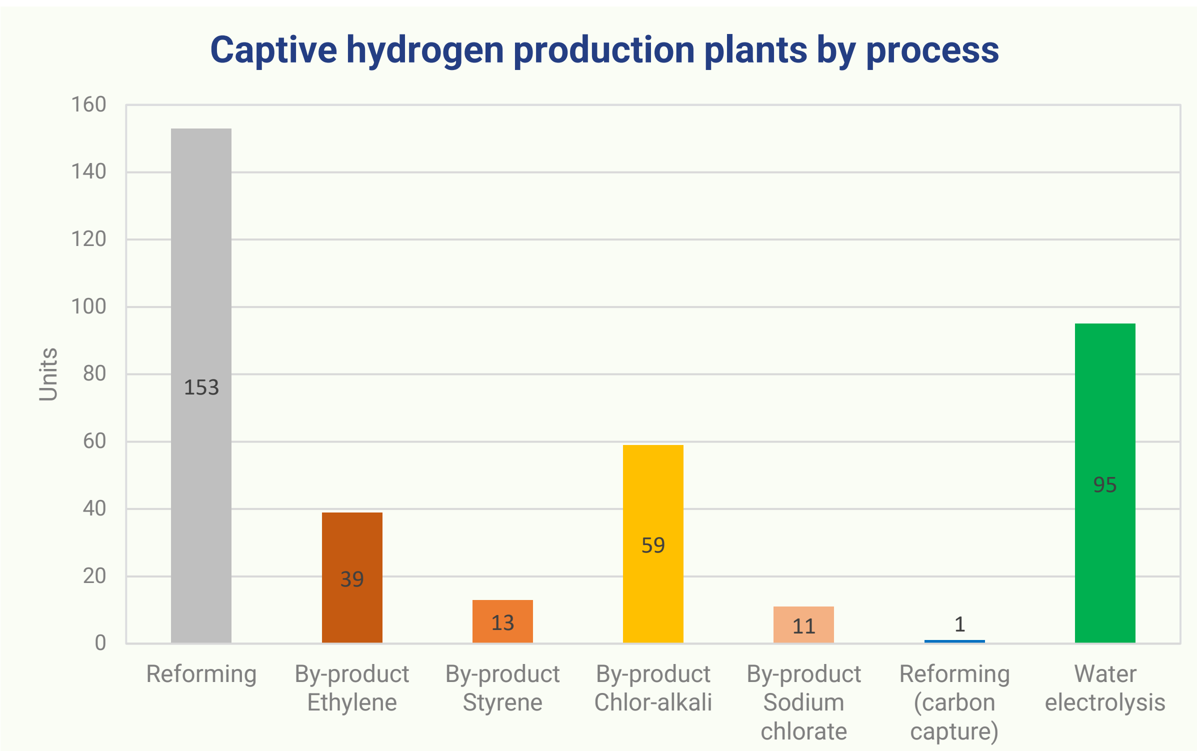


Figure 14. Total units of captive hydrogen production plants by process

During 2022, 92% of hydrogen production capacity via reforming, equivalent to 9.04 Mt across 371 production facilities, was specifically allocated for on-site captive consumption. The remaining 8% is attributed to by-product hydrogen production, with 0.41 Mt associated with ethylene production, 0.13 Mt associated with styrene production, 0.22 Mt associated with chlor-alkali production and 0.06 Mt with sodium chlorate production. Reforming with carbon capture and water electrolysis accounts for less than 1% of the total hydrogen production capacity allocated for on-site captive consumption.

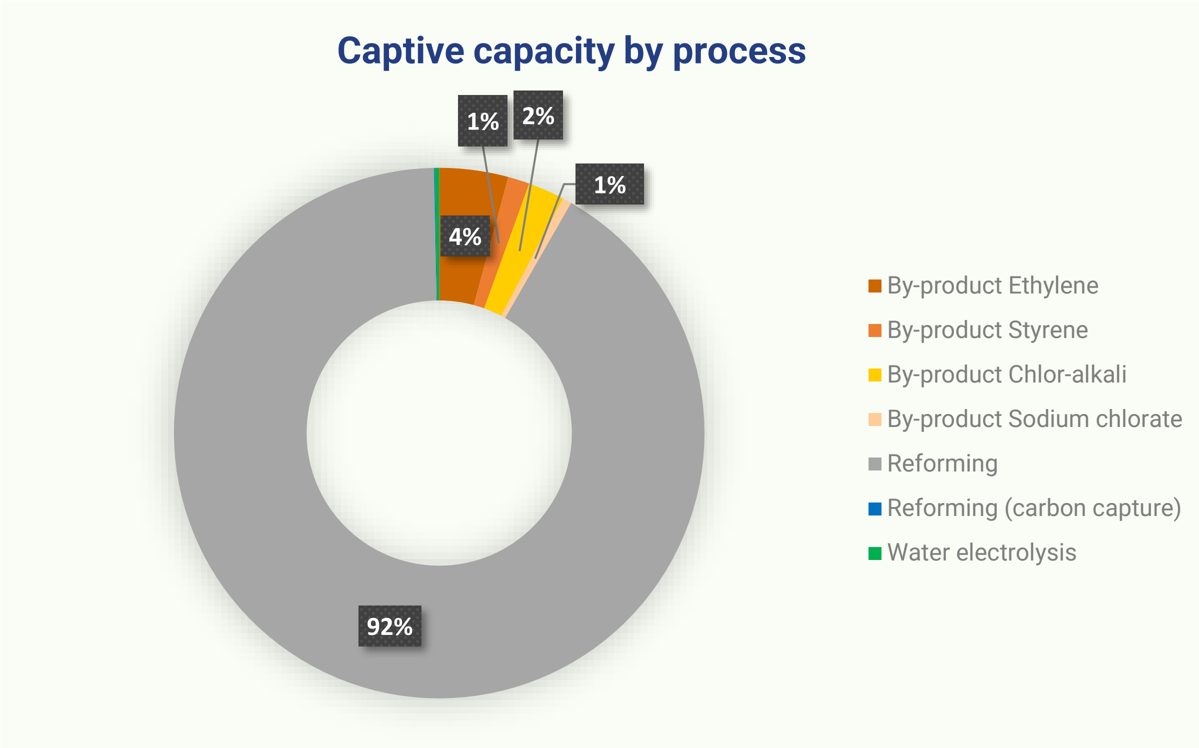


Figure 15. Captive capacity by process

It is crucial to highlight that our categorization of captive reforming encompasses hydrogen generated within refineries as a by-product of refining operations, such as during catalytic reforming. These capacities are classified as captive because, even though they result from by-product generation, the hydrogen volumes are exclusively utilized on-site, akin to other forms of purely captive production.

1.3.2.

Merchant

Another substantial category within conventional hydrogen production comprises merchant plants, primarily engaged in the production of hydrogen for external distribution and sale. Merchant reforming represents 11.2% of total conventional hydrogen production capacity (1.27 Mt per year).

Merchant hydrogen plants utilizing fossil fuels can be categorized into two primary sub-divisions: 1)facilities operated by merchant industrial gas producers, primarily serving a single major consumer, with any surplus capacity aimed at the retail hydrogen market, and 2) small and medium-scale hydrogen production sites designed for the direct supply of retail customers. In terms of scale, it's worth noting that merchant plants dedicated to a single significant consumer are similar in size to captive hydrogen production facilities, whereas those solely serving retail customers tend to be notably smaller.

In the year 2022, reforming facilities intended for external distribution and sale, denoted as "merchant market" clearly dominated the field, totalling 88 units. This category accounted for approximately 85% of the total number of merchant plants.

Subsequently, there were by-product hydrogen production facilities, with a total of 11 units. These facilities were directly associated with the chlor-alkali production process. Additionally, there was a single unit associated with ethylene production. In contrast, reforming with carbon capture and water electrolysis methods was relatively less common, with each of them comprising only 2 units. This indicates a relatively limited presence of these technologies within the landscape of merchant hydrogen production facilities in 2022. This data highlights the prominence of reforming facilities and the lesser prevalence of by-product hydrogen production, reforming with carbon capture, and water electrolysis methods within the overall distribution of merchant hydrogen production facilities in 2022.

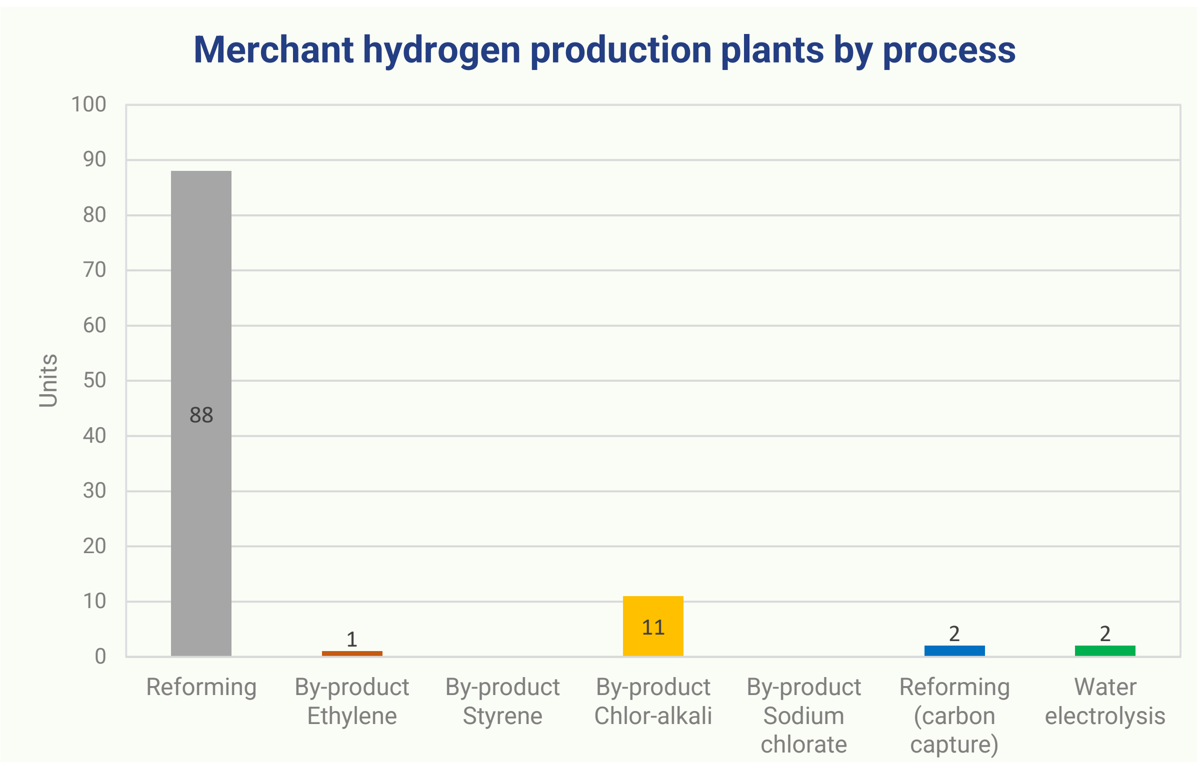


Figure 16. Total units of merchant hydrogen production plants by process

During 2022, reforming accounted for 88% of merchant hydrogen production capacity, equivalent to 2.27 Mt across 104 production facilities. By-product hydrogen production accounted for 11% of the total capacity with 0.01 Mt associated with ethylene production, and 0.14 Mt associated with chlor-alkali production. Reforming with carbon capture accounted for 1% of the total hydrogen production capacity allocated for merchant consumption, while water electrolysis represented less than 1% of the capacity.

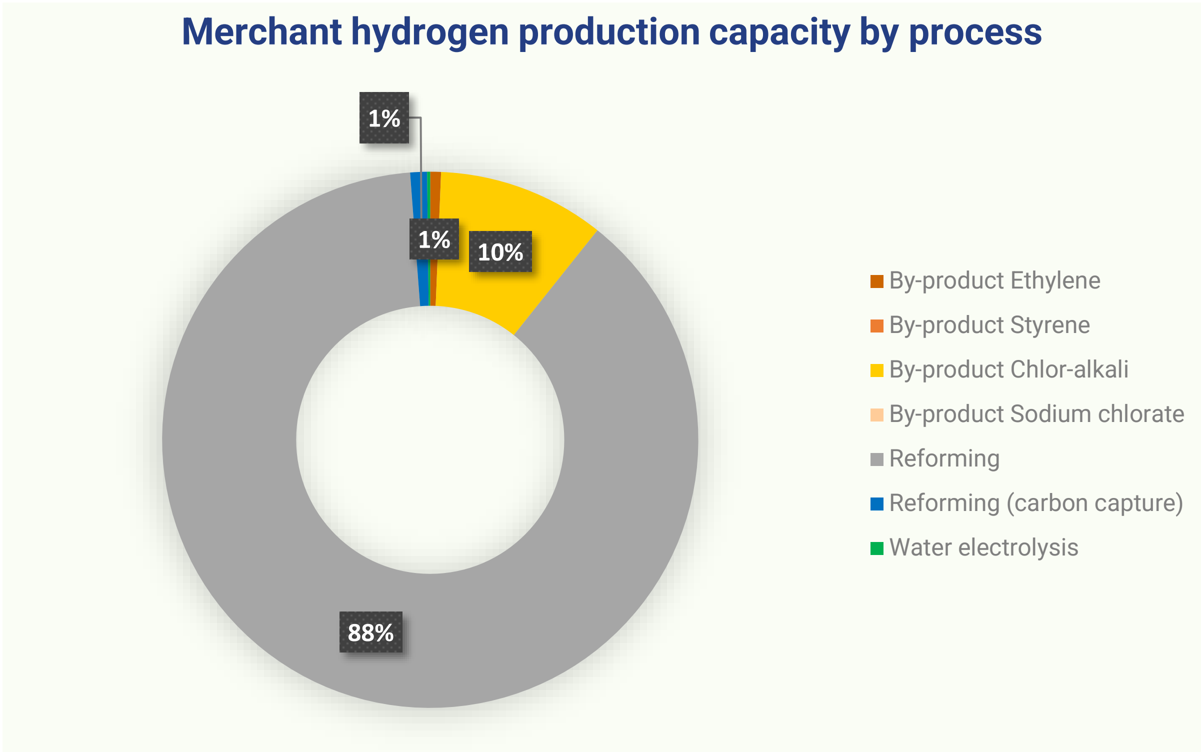


Figure 17. Merchant capacity by process

1.4.
Hydrogen trade

As specified in section 1.2, even though the European hydrogen market is currently predominantly captive, thousands of tonnes of hydrogen are already traded and distributed around Europe, often via dedicated hydrogen pipelines or trucks. With the emergence of the clean hydrogen market in Europe and the EU's ambition to import 10 million tonnes of renewable hydrogen from outside the EU by 2030, hydrogen flows (exports and imports) to and between European countries are expected to gradually increase.

Note: Hydrogen-based commodities flows (e.g., ammonia, methanol, other e-fuels) are not currently captured in the scope of the data. As the international hydrogen market is expected to take off, the European Hydrogen Observatory foresees a review of the scope of the analysis to ultimately extend it to other commodities relevant to the hydrogen market.

In 2022, hydrogen export from Belgium to the Netherlands (25,737 tonnes, or 75% of all the hydrogen traded in Europe) was the single biggest hydrogen flow to and between European countries. Alongside the Belgium-Netherland flow, the flows Sweden-Denmark (3.30%), Netherlands-Belgium (2.32%), Belgium-Luxembourg (1.72%), and Netherlands-Germany (1.68%) accounted for 84% of all European hydrogen trades in 2022.

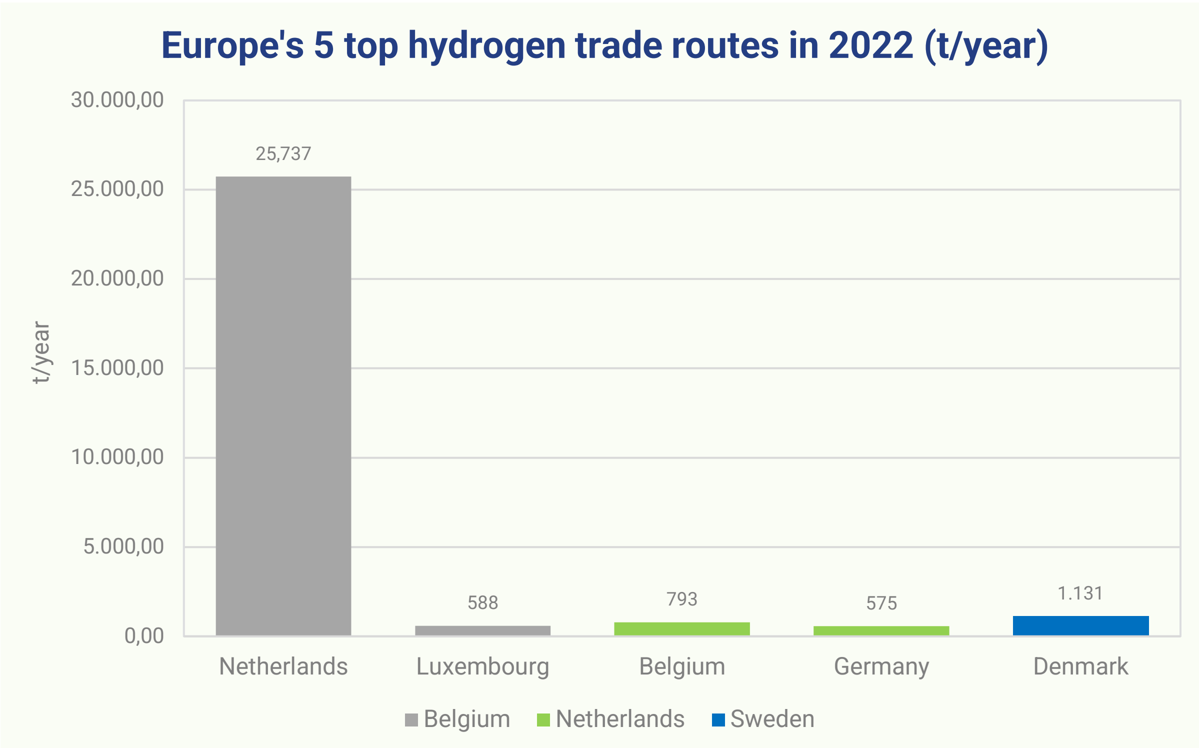


Figure 18. Europe's top 5 hydrogen trade routes (t/year)

1.4.1. Exports

In 2022, Belgium exported 78% (26,704 tonnes) of the 34,173 tonnes of hydrogen that flowed to and between European countries, making it Europe's single largest exporter of hydrogen. Alongside, Belgium, the Netherlands (7.7%), Sweden (3.53%), Germany (3.45%), and France (2.29%) accounted for almost 95% of European hydrogen exports in 2022.

The remaining 17 countries, encompassing Slovakia, Ireland, Poland, Spain, Hungary, the Czech Republic, Austria, Denmark, Portugal, Italy, Slovenia, Finland, Romania, Greece, Latvia, Croatia, Estonia, and Bulgaria, along with countries from various other regions across the globe, each contribute less than 1% to the total exports.

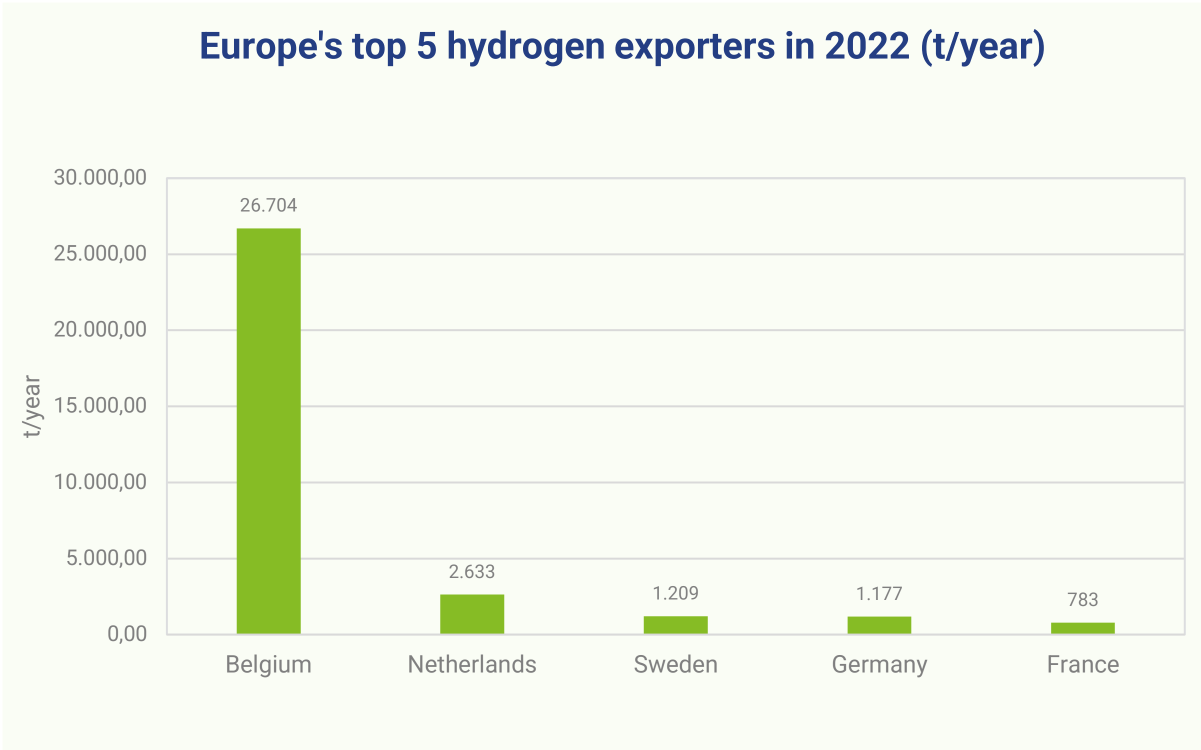


Figure 19. Europe's top 5 hydrogen exporters in 2022 (t/year)

1.4.2.
Imports

In 2022, the Netherlands imported 76% (26,993 tonnes) of the 34,173 tonnes of hydrogen that flowed to and between European countries, making it Europe's single largest importer of hydrogen. Alongside the Netherlands, Denmark (3.65%), Germany (3.28%), Belgium (2.51%) and France (2.22%) accounted for almost 88% of European hydrogen imports in 2022.

Luxembourg, the UK, Austria, and the Czech Republic collectively account for less than 2% of the total imports, while the remaining countries, including Switzerland, Ireland, Poland, Portugal, Spain, Slovakia, Italy, Romania, Sweden, Slovenia, Hungary, Bulgaria, Croatia, Latvia, Greece, Finland, Estonia, Malta, Lithuania, Cyprus, and various other countries from around the world, each contribute less than 1% to the total imports.

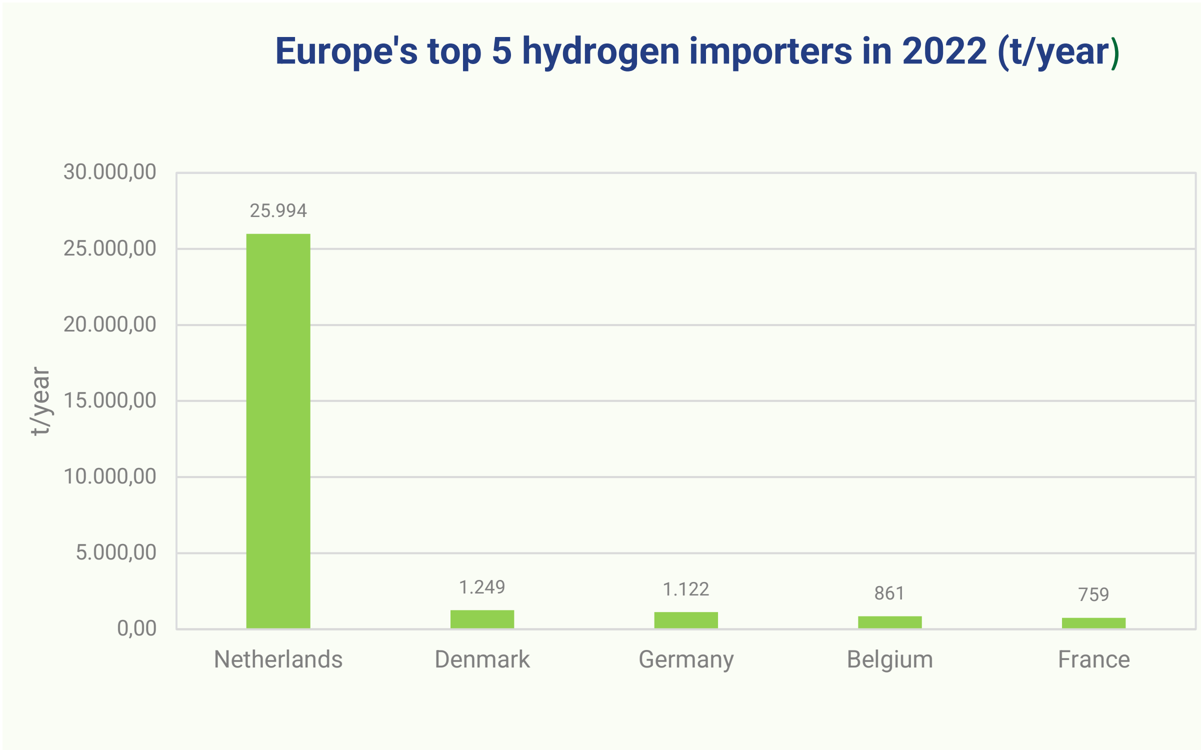


Figure 20. Europe's top 5 hydrogen importers in 2022 (t/year)

02 Distribution and storage

Introduction

This chapter provides an overview of the latest advancements in hydrogen distribution and storage infrastructure across Europe, mainly exploring data on operational hydrogen pipelines, their location and main attributes, and publicly accessible and operational hydrogen refuelling stations (HRS), presented by location and dispenser type (700 bar for cars, 350 bar for cars or/and 350 bar for buses) across Europe.

Data on hydrogen pipelines is based on desk research conducted by Hydrogen Europe and reflects the situation as of May 2023. The HRS data is sourced from the HRS Availability Map the last update was in May 2023. The HRS Availability Map is an initiative of the Clean Hydrogen Partnership, where the availability status of all HRS is actively monitored in real-time.

Interactive data dashboards and downloadable spreadsheets on hydrogen pipelines & hydrogen refuelling stations can be accessed on the European Hydrogen Observatory website.

2.1.

Transmission and distribution pipelines

Exploring the latest advancements in hydrogen infrastructure across Europe, in 2022, the hydrogen distribution network comprised spanning a total length of 1,569 km. Within Europe, the largest networks are situated in Belgium and Germany, at 600 km and 400 km, respectively. Of particular importance is the cross-border network of France, Belgium, and the Netherlands spanning a total of 964 km.

Today, existing pipelines serve industrial clusters with strong chemicals (e.g., ammonia) and petrochemicals (e.g., refineries) activities. The current hydrogen pipeline network is mostly situated in Belgium, the Netherlands, Germany, and France. Overall, access to data is limited by the fact that these pipelines are private.

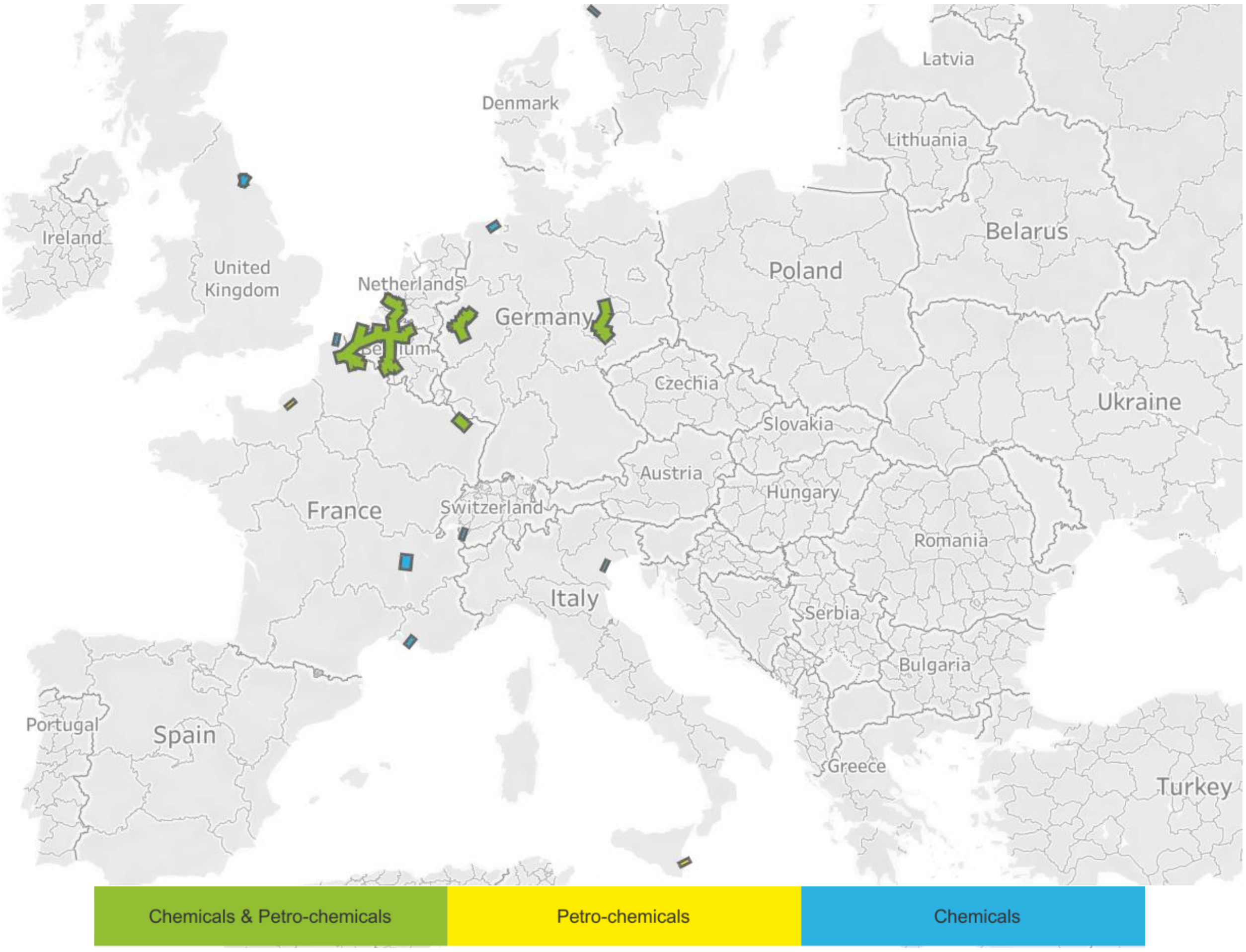


Figure 21. Map of transmission and distribution pipelines by end user

European hydrogen infrastructure projects

The REPowerEU Plan introduced actions to rapidly reduce dependence on Russian fossil fuels and speed up the green transition. It was acknowledged that accelerated efforts are needed to deploy hydrogen infrastructure for producing, storing, importing, and transporting 20 million tonnes of hydrogen by 2030 – a significant contribution to decarbonising our economy while guaranteeing the security of supply.

ENTSOG, GIE, CEDEC, Eurogas, GEODE, and GD4S in cooperation with the European Hydrogen Backbone initiative started a bottom-up process to gather all relevant hydrogen infrastructure projects to present the data in an interactive, user-friendly, and publicly accessible map that could be used by stakeholders and policymakers. The interactive Hydrogen Infrastructure map brings together the hydrogen perspective and projects of Transmission System Operators (TSOs) of gas, Distribution System Operators (DSOs), Storage System Operators (SSOs) and LNG System Operators (LSOs), as well as third-party promoters developing projects in consortia along the whole value chain.

For the latest information on hydrogen infrastructure projects (transmission pipelines, distribution pipelines, terminals and ports, storages, as well as demand and production projects), please visit the Hydrogen Infrastructure Map.

Figure 22. Hydrogen infrastructure projects interactive map

Key numbers:

>500: Total number of hydrogen projects

>300: Hydrogen transmission and distribution projects

>50: Hydrogen storage projects

>20: Hydrogen terminals & ports projects

>120: Hydrogen demand and production projects

2.2.
Hydrogen refuelling stations

In order to keep pace with the rising number of Fuel Cell Electric Vehicles (FCEVs) on European roads and promote their wider integration, it is key to ensure sufficient accessibility to refuelling infrastructure. Consequently, many countries are endorsing the establishment of hydrogen refuelling stations (HRS) so that they are publicly accessible on a nationwide scale.

More recharging and refuelling stations for alternative fuels will be deployed in the coming years across Europe enabling the transport sector to significantly reduce its carbon footprint following the adoption of the alternative fuel infrastructure regulation (AFIR). As part of the regulation's main targets hydrogen refuelling stations serving both cars and lorries must be deployed from 2030 onwards in all urban nodes and every 200 km along the TEN-T core network.

The historical data on publicly accessible and operational HRS in Europe are presented in Figure 23. This graph depicts that the total number of operational and publicly accessible HRS in Europe has grown to 178 by May 2023, which is almost a tenfold increase over ten years.

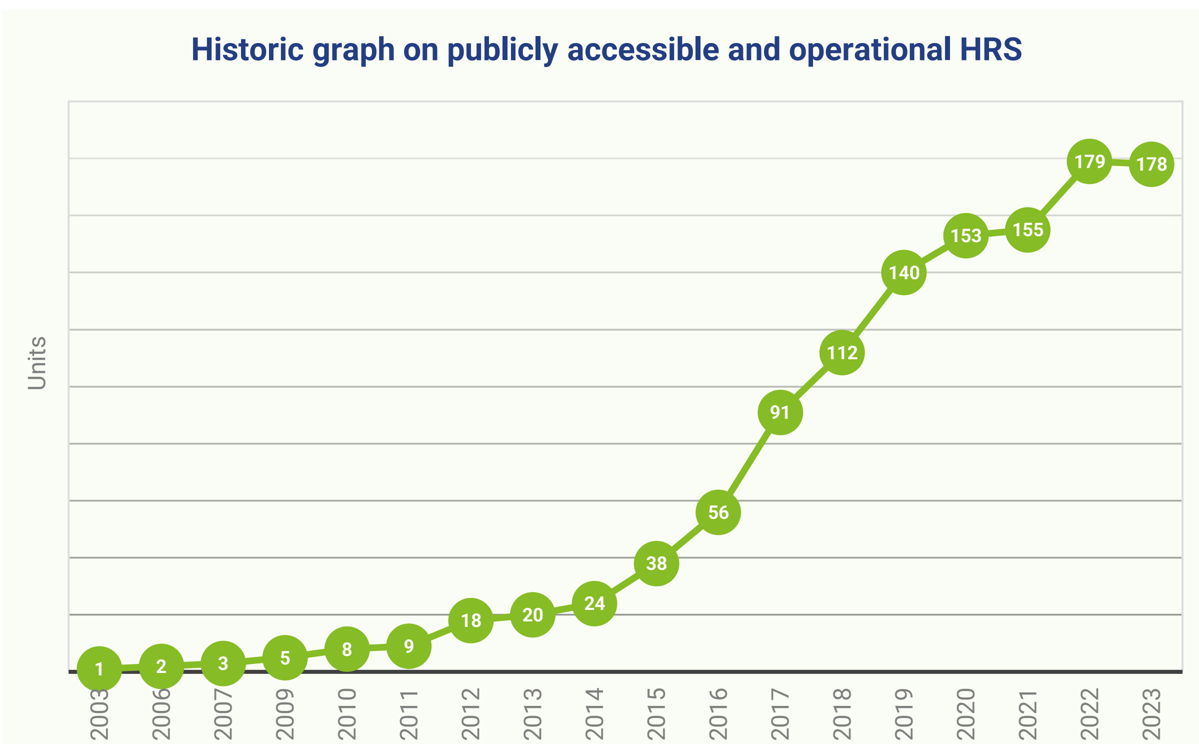


Figure 23.Historic graph on publicly accessible and operational HRS in Europe

178 publicly accessible and operational hydrogen refuelling stations in Europe by May 2023

Figure 24 demonstrates the number of publicly accessible and operational HRS by country by May 2023. Germany takes the lead, having the largest share at approximately 54% of the total number of HRS, with 96 stations currently operational. France has the second largest share, contributing 12% to the overall HRS count, with 21 operational stations.

Until now, the description has focused on HRS which may include one or multiple dispensers. Figure 25 provides a breakdown of the dispensers by type.

The majority of dispensers are 700 bar car dispensers, comprising 64% of the total dispenser count, which amounts to 161 units. In second place are 350 bar car dispensers, making up 21% of the total, with 54 units in operation. Additionally, 350 bar bus dispensers account for 15% of the total, totalling 39 units.

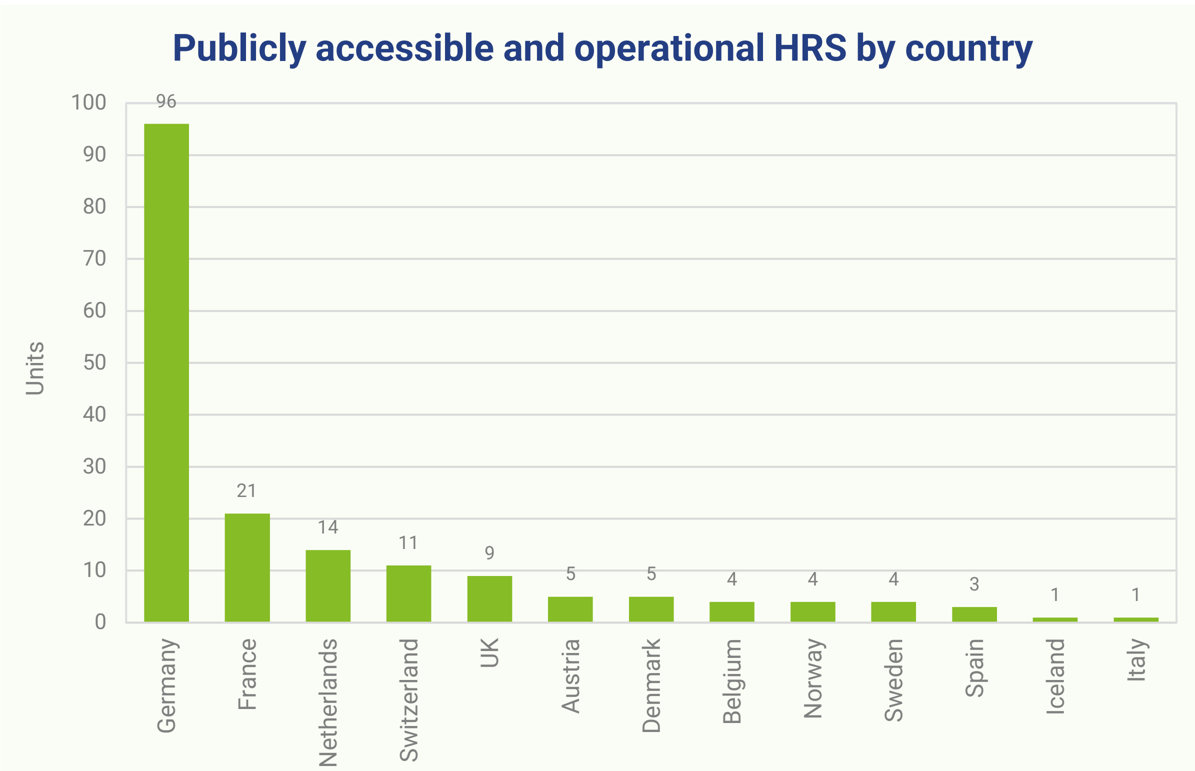


Figure 24. Publicly accessible and operational HRS by country by May 2023

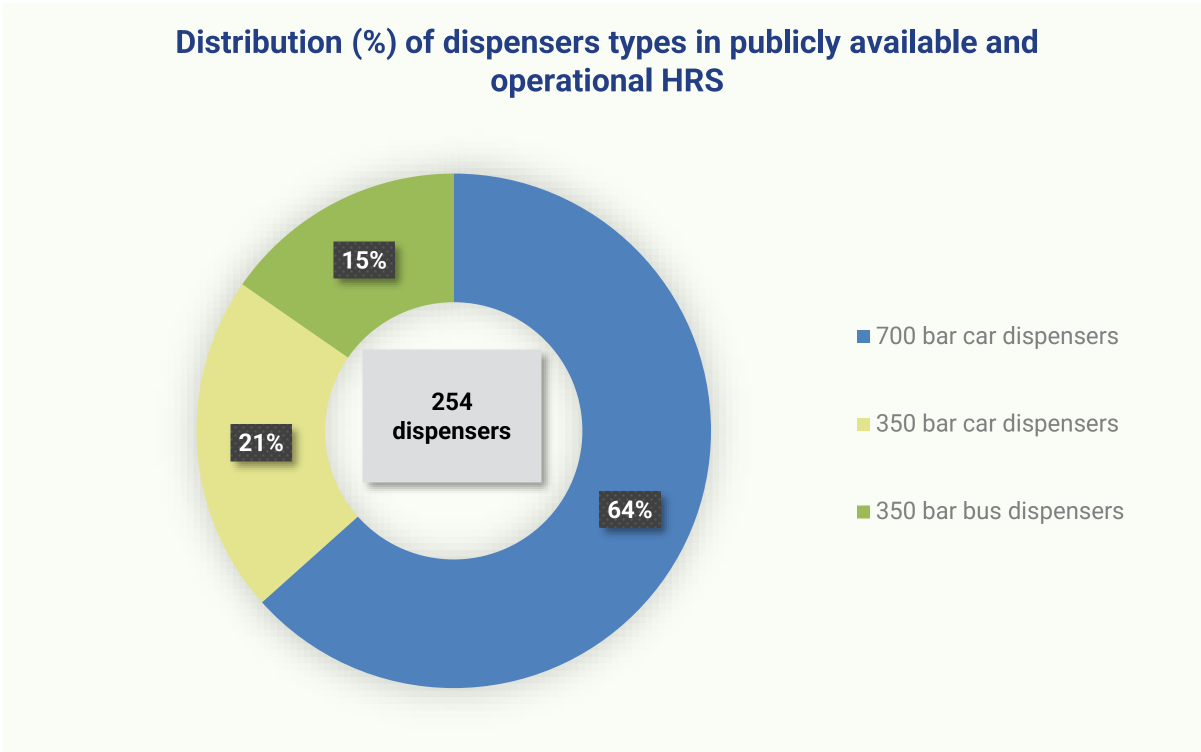


Figure 25. Distribution of the different types of dispensers in HRS in Europe

Figure 26 shows the total number of dispensers by country and type in Europe. Germany takes the lead, representing approximately 46% of the total number of dispensers in Europe, with a total of 117 dispensers. Within Germany, 700 bar car dispensers constitute the prevailing type, with 96 units, followed by 350 bar car dispensers, amounting to 12 units, and 350 bar bus dispensers, totalling 9 units.

Following Germany are France, the Netherlands, the United Kingdom, and Switzerland, contributing 31, 29, 20, and 19 dispenser units, respectively. The remaining countries, including Belgium, Denmark, Sweden, Austria, Norway, Spain, Italy, and Iceland, collectively account for less than 15% of the total number of dispensers, with a combined total of 38 units.

Overall, the 700 bar car dispensers are the predominant dispenser type in most countries, except France (mainly), the UK, Spain, and Italy where 350 bar car dispensers dominate. Compared to Germany, a lot of 350 bar car dispensers are operational in France.

The analysis delves deeper, investigating the availability of the various dispenser types in HRS (Figure 27). The majority of HRS are equipped with only 700 bar car dispensers, comprising 61% of the total HRS. Approximately one-third of HRS offer dispensers that accommodate refuelling for either buses or cars at 350 bars. A smaller fraction, constituting 9% of the HRS, are equipped with all available dispenser types.

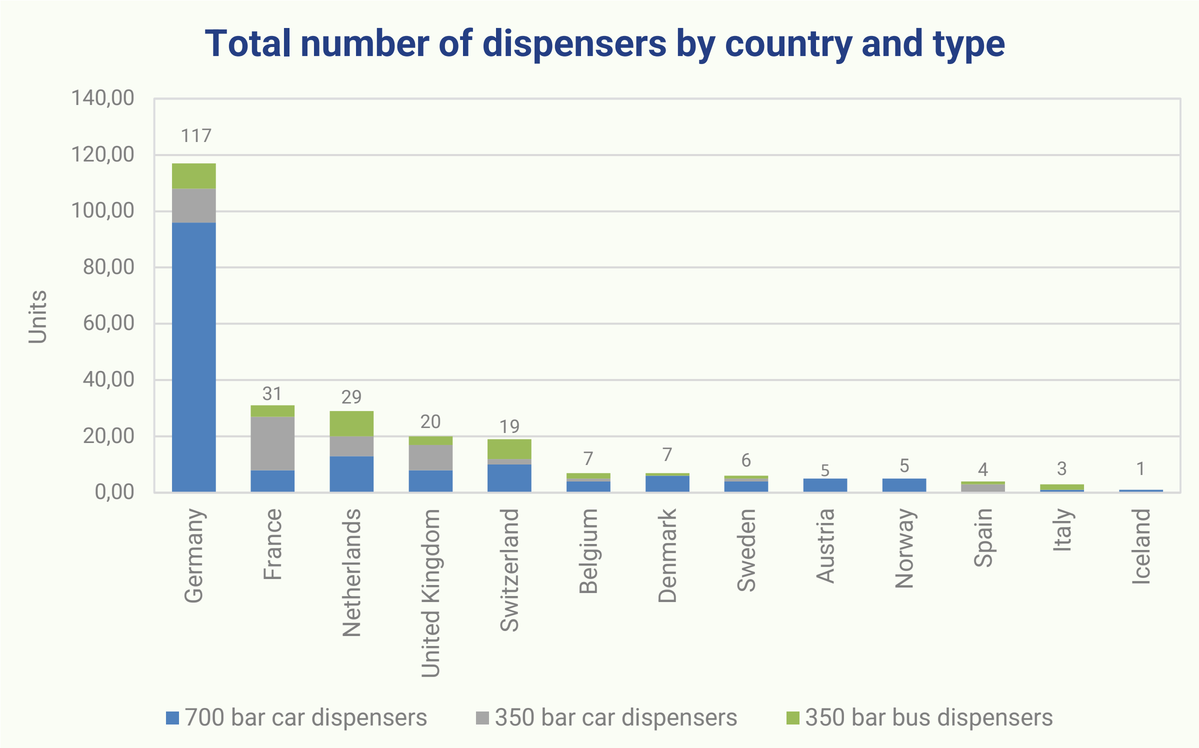


Figure 26. Total number of dispensers by country and type

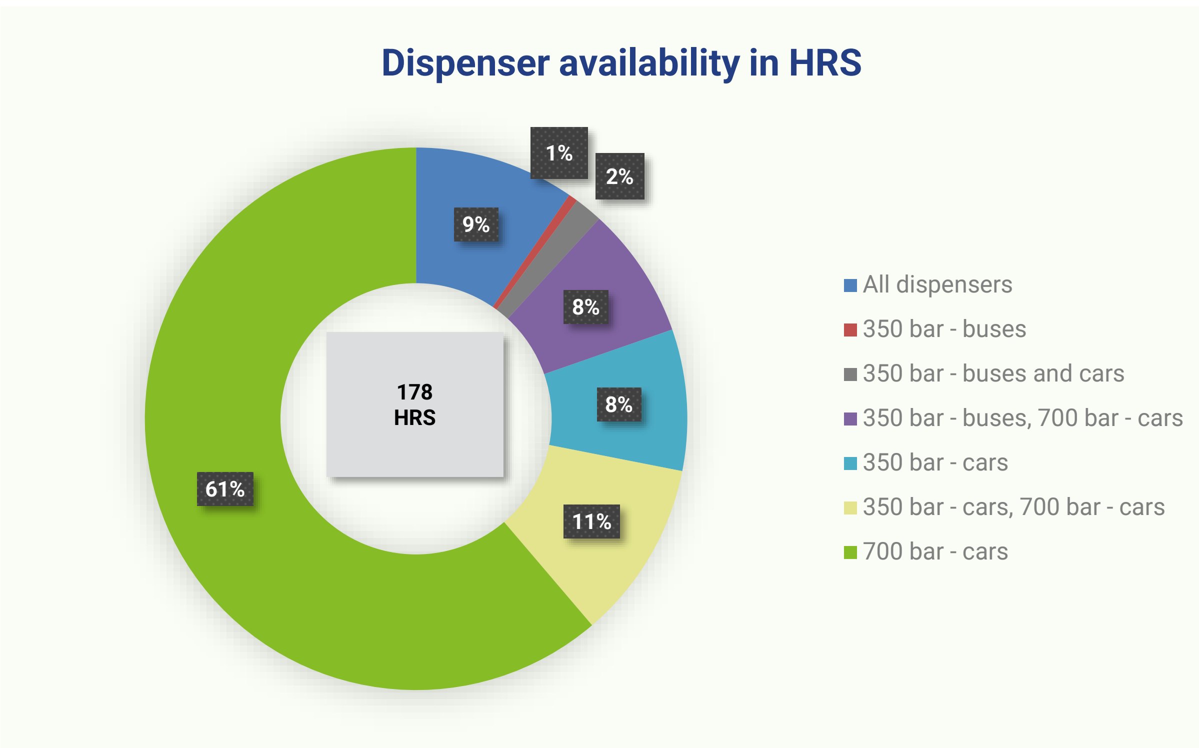


Figure 27. Dispenser availability in HRS

Figure 28 illustrates the distribution of dispenser availability for the HRS on a national level.

In 7 out of the 13 countries examined, a significant portion of HRS is equipped with only 700 bar car dispensers, which accounts for over 50% of the total HRS. Notably, in Austria and Norway, all HRS exclusively feature 700 bar car dispensers. In Germany, 83% of HRS (80 out of 96 units) are equipped with only 700 bar car dispensers.

In Italy, the only HRS is equipped with both 350 bar (buses) and 700 bar (cars) dispensers, in Switzerland, this combination is seen in 45% of the HRS (5 units). In the UK, more than two-thirds of HRS are equipped with 350 bar car and 700 bar car dispensers.

On the other hand, in France and Spain, most HRS (over 57%) feature only 350 bar car dispensers. In the Netherlands, some HRSs are exclusively equipped with 350 bar bus dispensers.

Belgium, the UK, and the Netherlands stand out as they have a substantial share of HRS (over 20%) equipped with all types of dispensers.

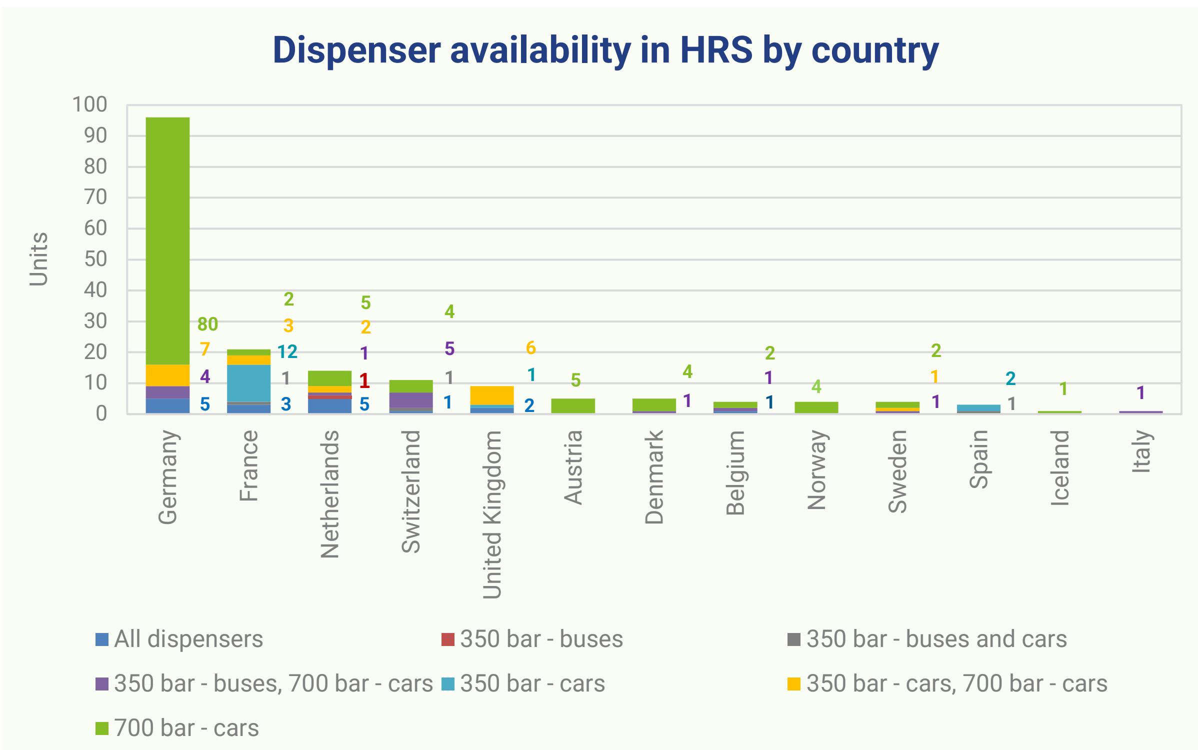


Figure 28. Dispenser availability in HRS on a national level

03

End-use

Introduction

This chapter provides an overview of the hydrogen demand within Europe, and additionally goes into more detail about the deployment of hydrogen fuel cell electric vehicles (FCEVs), hydrogen valleys and hydrogen demand forecasts.

For hydrogen demand, this report assesses data on annually consumed hydrogen, expressed in volume per country and by sector. The data reflect the situation of 2022 and were collected by Hydrogen Europe and verified with industry stakeholders.

The hydrogen demand forecast takes into account the primary hydrogen demand scenarios in Europe for the years 2030, 2040, and 2050 across various sectors (industry, transport, buildings and electricity). These scenarios originate from modelling studies that were conducted by many organizations for which the model outputs can differ based on the underlying narratives, parameters, and assumptions. The hydrogen demand forecast section is designed to facilitate comparison between the results of scenarios and to provide a snapshot of the distribution of the projected demand (upper bound, median, lower bound).

This chapter also refers to the current and future hydrogen Valleys that are developing hydrogen-based technologies, that are well-reported by the Mission Innovation Hydrogen Valleys Platform.

Finally, the deployment of FCEVs in Europe is assessed, covering the FCEV market evolution in both fleet and registration numbers until 2022. The historical data of FCEV is sourced from the European Alternative Fuels Observatory (EAFO). EAFO collects the FCEV data mainly from public authorities – i.e., ministries or national statistical offices, which are reviewed together with Eurostat on an annual basis.

Interactive data dashboards and downloadable spreadsheets on hydrogen demand, hydrogen fuel cell electric vehicles & hydrogen demand forecasts can be accessed on the European Hydrogen Observatory website.

3.1.

Hydrogen demand overview

The total demand for hydrogen in Europe in 2022 has been estimated at 8.19 Mt. Note that this total demand is slightly deviating from the total production (8.23 Mt). The demand in Europe may differ from what is produced due to hydrogen that is being imported, exported, or vented into the atmosphere.

Figure 29 presents a breakdown of hydrogen demand across the different applications. The biggest share of hydrogen demand comes from refineries, which were responsible for 57% of total hydrogen use (≈4.63 Mt). In refineries, hydrogen plays a pivotal role in hydrotreating and hydrocracking operations. Hydrotreatment constitutes a vital component of diesel refining, encompassing various processes such as hydrogenation, hydrodesulfurization, hydrodenitrification, and hydrodemetallization. Meanwhile, hydrocracking involves the conversion of lengthy and unsaturated substances into products with a reduced molecular weight compared to the initial feedstock.

Following is the ammonia industry with 24% (≈2.01 Mt), where hydrogen is typically used in combination with nitrogen in the Haber-Bosch process. Another 12% is consumed for methanol production and other uses in the chemical industry (e.g., hydrogen peroxide, cyclohexane, aniline, caprolactam, oxo alcohols, toluene diisocyanate, hexamethylenediamine, adipic acid, hydrochloric acid, tetrahydrofuran, and others). The category "Other" of 4% includes hydrogen production or import that was not allocated to a specific end-use.

The "Emerging hydrogen applications" category includes blending in natural gas pipelines, production of e-fuels, industrial heat, residential heat, power generation, mobility, and steel. The emerging application with the highest demand in 2022 was industrial heat consuming 0.28 Mt of hydrogen (or 3.4% of the total demand). This represents hydrogen burned for its energy content, mostly produced as a by-product from ethylene, styrene, chlorine, or sodium chlorate production. The other emerging hydrogen applications represented only a small portion of the market (0.10%).

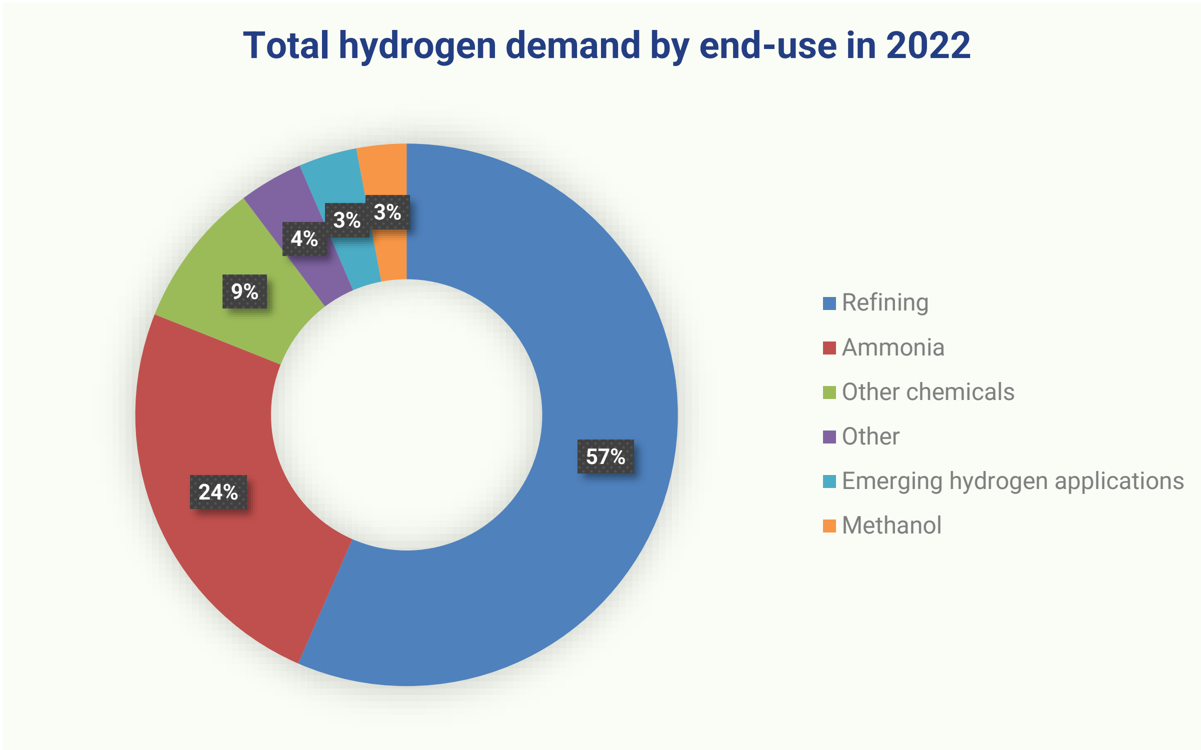


Figure 29. Total hydrogen demand by end-use in 2022.

As illustrated in Figure 30, just four countries, namely Germany (21%), the Netherlands (12%), Poland (10%), and Spain (7%), account for over 50% of the combined hydrogen demand in Europe (4.12 Mt/year).

Figure 30 also depicts the amount of clean hydrogen that is being consumed compared to the amount of conventional hydrogen. In 2022, in total 19.59 kt of clean hydrogen was consumed in Europe, which refers to hydrogen being produced from water electrolysis, compared to 8.17 Mt of conventional hydrogen.

Germany emerges as the predominant consumer, exhibiting the highest conventional hydrogen consumption among European countries, constituting 21% of the total European demand, equivalent (1729.16 kt/year). Netherlands and Poland follow closely, representing 12% and 10% of the overall conventional hydrogen demand, with an annual consumption of 983.56 kt and 784.02 kt respectively.

In contrast, Ireland, Slovenia, Luxemburg, Latvia, Estonia and Iceland, each exhibit relatively modest conventional hydrogen consumption, with annual usages of less than 10 kt, positioning them as the countries with the lowest levels of conventional hydrogen consumption in Europe.

Across most European countries, the consumption of clean hydrogen represents less than 10% of the country's total hydrogen demand, except for Iceland and Estonia, where almost the entire hydrogen consumption comes from renewable hydrogen production.

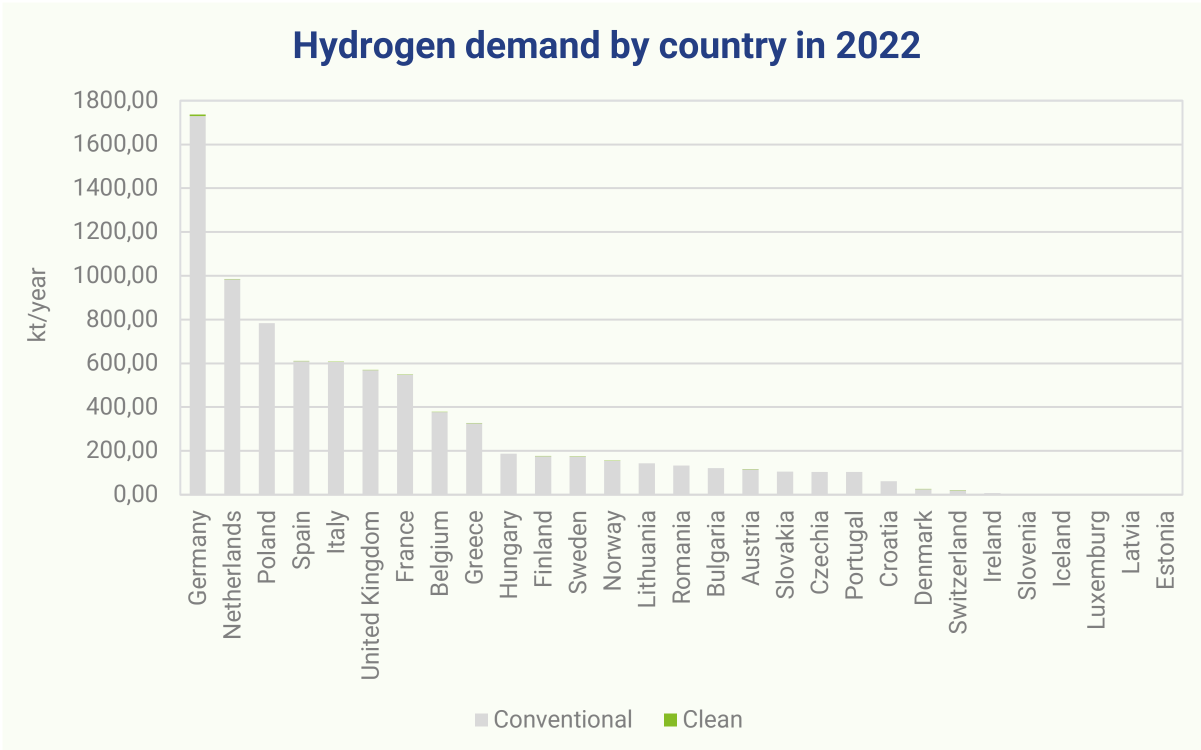


Figure 30. Hydrogen demand by country

3.2.

Demand for conventional and clean hydrogen

3.2.1.

Conventional hydrogen demand

Figure 31 provides the consumption of conventional hydrogen (i.e., produced via reforming and by-products) of various end-use sectors across Europe as of end of 2022.

The refining sector stands out as the primary driver of conventional hydrogen consumption in most countries accounting for 57% of the total demand. Germany, Italy and Spain had the largest consumption, contributing to 10.7%, 6.1% and 5.9% of the total demand, respectively. In many countries such as Italy, Greece, Finland, Slovakia, Portugal, Croatia, Denmark and Ireland, the refining industry accounts for the majority of domestic conventional hydrogen consumption (>80%).

The ammonia industry accounts for 25% of the total conventional hydrogen demand, The largest consumers are Poland, Germany and the Netherlands, contributing to 4.6%, 4.4% and 3.2% of the total demand. In some countries, such as

Lithuania Austria, Bulgaria, Norway, and Poland, the ammonia industry plays a predominant role in driving their conventional hydrogen consumption, accounting for over 40% of their total demand.

For the production of other chemicals, 8.69% of the conventional hydrogen demand is used, with the largest consumers being the Netherlands, UK and Germany contributing to 2.75%, 1.41% and 1.20% of the total demand, respectively. The production of other chemicals was most hydrogen demanding in Slovenia, Hungary, and Switzerland, amounting to 85%, 35% and 33% of their total hydrogen demand, respectively.

The methanol industry accounts for 2.97% of the total conventional hydrogen demand. Germany, Norway and the Netherlands consumed the most, 1.85%, 0.52 and 0.25% of the total demand, respectively. The production of methanol was most hydrogen demanding in Norway, Romania and Germany contributing to 27%, 11% and 10% of their total demand, respectively.

Finally, next to the other category, the emerging hydrogen applications account for 3.38% of the total conventional hydrogen demand. Industrial heat was responsible for almost this entire demand (±99.9%). The largest consumers are Germany, the Netherlands and France, contributing to 0.85%, 0.49% and 0.45% of the total demand. The emerging hydrogen applications were most hydrogen demanding in Latvia, Slovenia and Belgium amounting to 89%, 15% and 8% of their total hydrogen demand, respectively.

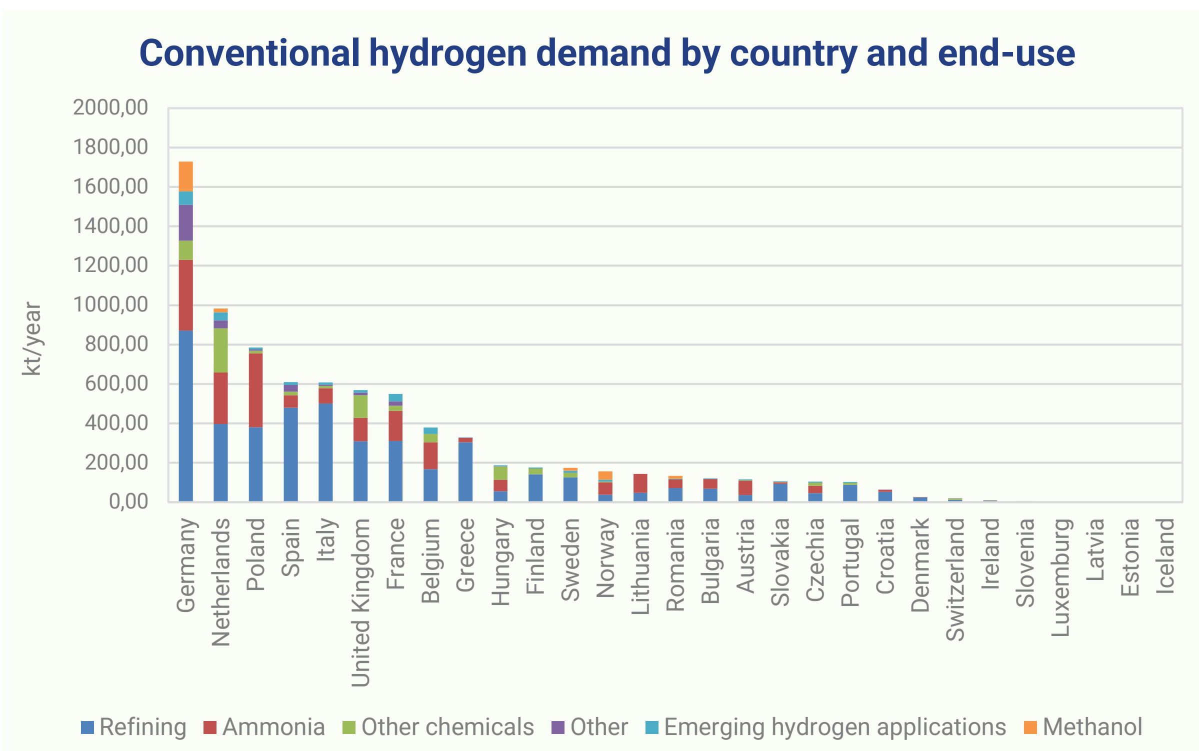


Figure 31.Conventional hydrogen demand by country and end-use

3.2.2.

Clean hydrogen demand

Figure 32 illustrates the distribution of contributions from various sectors to the total clean hydrogen demand in 2022.

In the European context for 2022, emerging hydrogen applications (mobility, blending in natural gas pipelines, steel, e-fuels, residential and industrial heat, and power generation) arise as the primary driver of clean hydrogen demand, comprising approximately 41% of the total, equivalent to 8.09 kt. Subsequently, clean hydrogen demand for ammonia production follows, representing 12% of the overall clean hydrogen demand, amounting to 2.25 kt.

Refining represents 9% of the overall clean hydrogen demand, amounting to 1.82 kt. Methanol accounts for 3% of the overall demand, totalling 0.67 kt, while other chemicals contribute 7% to the total demand, reaching 1.34 kt.

The category 'Other' contributed to a large share of the clean hydrogen demand (28%). For this category, no specific end-use could be assigned to the hydrogen that was produced.

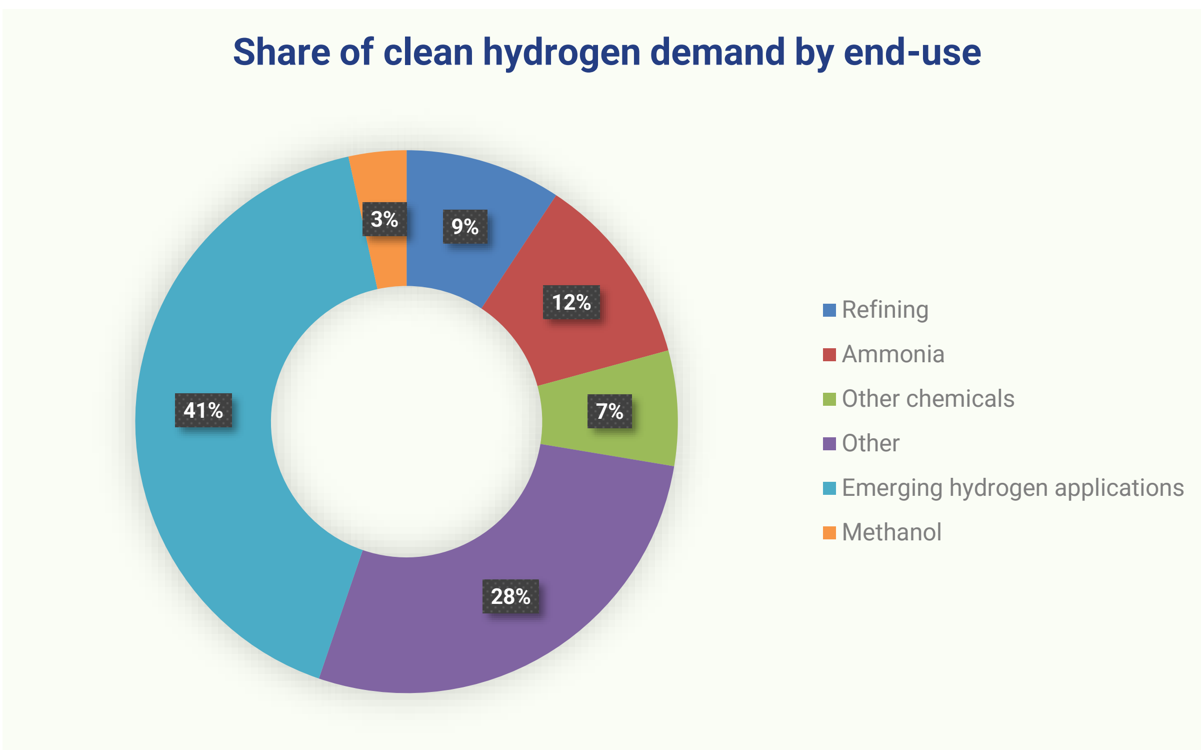


Figure 32. Share of green hydrogen demand by end-use in Europe

Figure 33 shows the demand for clean hydrogen in various end-use sectors across Europe in 2022. Only 16 countries are consuming clean hydrogen.

The clean hydrogen demand across various countries is influenced by different sectors. The emerging hydrogen applications emerge as the predominant driver in most countries. Notably, in countries such as the Netherlands, the United Kingdom, and Austria emerging hydrogen applications account for most of the domestic hydrogen consumption, comprising 100%, 90%, and 86% of their total clean hydrogen demand, respectively.

Conversely, the chemical industry takes the lead in Estonia and Switzerland, constituting 100% and 51% of their total clean hydrogen demand, respectively.

Furthermore, distinct industrial sectors play significant roles in specific countries: the refining industry dominates in Germany (23%), ammonia in Spain (80%), methanol in Iceland (90%), and the steel industry in Austria, representing 83% of their total clean hydrogen demand.

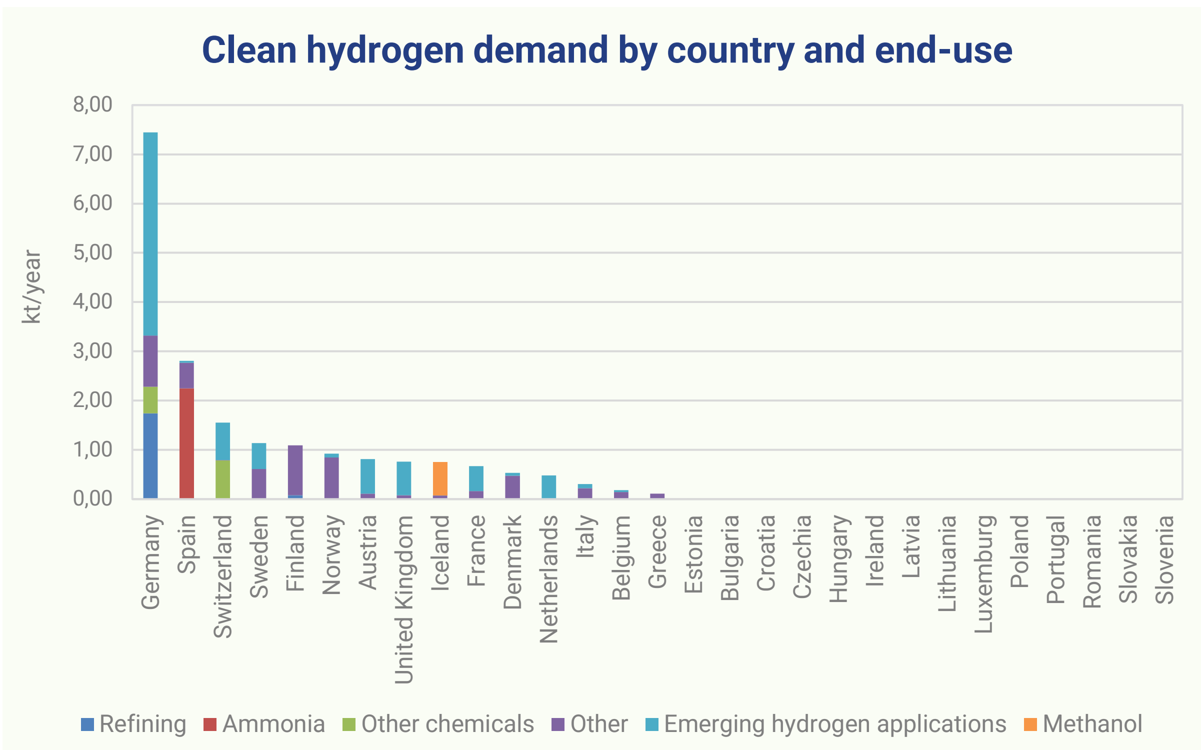


Figure 33. Green hydrogen demand by country and end-use

3.3.
Hydrogen Fuel Cell Electric Vehicles

3.3.1.
FCEV market evolution

In this section, the Hydrogen Fuel Cell Electric Vehicles (FCEV) market evolution in Europe is analysed by looking at the growth in fleet and registration numbers for Europe, followed by a more in-depth analysis of the growth of the different FCEV types (cars, vans, buses, and trucks) and the evolution in national FCEV deployment. Figure 34 illustrates the FCEV market evolution in Europe by depicting the total number of registrations from 2015 to 2022.

A total of 1537 FCEV were registered in Europe in 2022

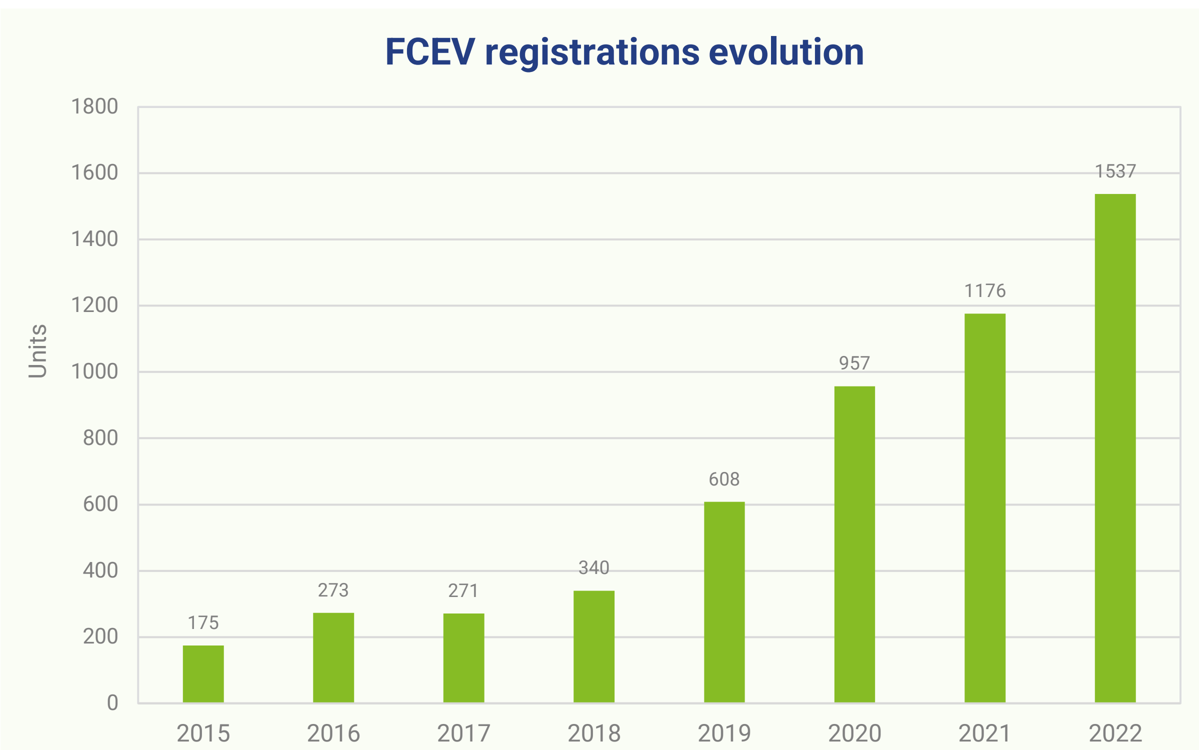


Figure 34. Fuel Cell Electric Vehicles (FCEVs) registrations evolution from 2015 to 2022 in the European market

Since 2018, the total number of FCEV registrations in Europe has grown at an accelerated pace from 340 to 1537 by 2022 (+352%). Compared to 2021 the total number of FCEV registrations increased by 31% in 2022.

The increase in registrations also has a clear effect on the evolution of the total FCEV fleet in Europe, which is illustrated in Figure 35 for the period 2015 - 2022.

The FCEV fleet has increased rapidly since 2015 from 322 to 5570 by 2022 (+1629%). Compared to 2021, the total number of FCEV fleet increased by 38% in 2022.

5570 of FCEV in the European fleet of 2022

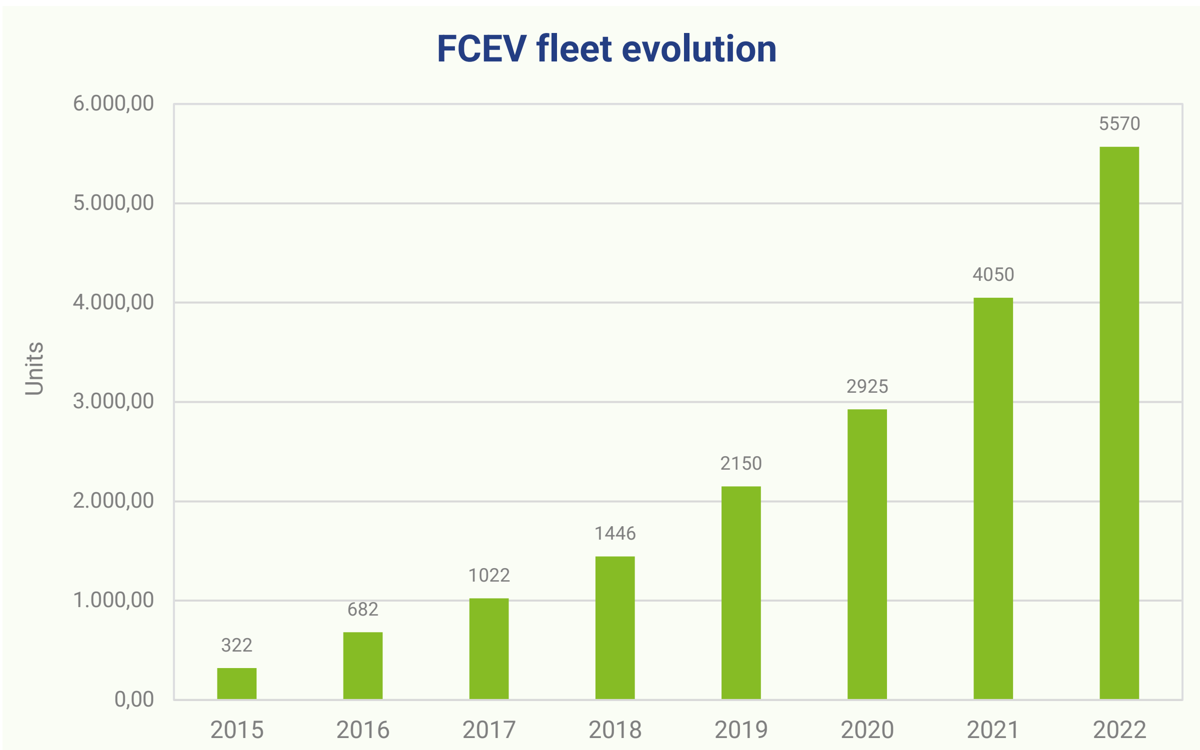


Figure 35. Fuel Cell Electric Vehicles (FCEVs) fleet evolution from 2010 to 2022 in the European market

3.3.2.

FCEV type evolution

Figure 36 illustrates the evolution of FCEV fleet covering 4 different types of vehicles, including: a) passenger cars (M1), b) vans (N1) c) buses (M2 & M3), and d) trucks (N2 & N3), during the period from 2015 to 2022.

Total number of FCEV in the European fleet of 2022

a. Passenger cars (M1): 4804
b. Vans (N1): 323
c. Buses (M2 & M3): 334
d. Trucks (N2 & N3): 109

For a more comprehensive explanation of the vehicle types, according to EU classification please refer to Table 2.

Table 2. Outline of the terminology employed in this chapter to describe different types of FCEV fleet

M1	Vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat
M2	Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes
M3	Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes
N1	Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes
N2	Vehicles used for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes
N3	Vehicles used for the carriage of goods and having a maximum mass exceeding 12 tonnes

Fuel cell passenger cars showed a continuous increase in the fleet, going from 247 units in 2015 to 4,804 in 2022. The number of fuel cell vans also increased over time, totalling 324 units in 2022. In 2018, however, already 297 fuel cell vans were reported for the total fleet in Europe, and thus it appears that the growth has stabilized since then.

Over time, the number of fuel cell buses experienced a substantial growth, especially in the latest years, going up to 334 by 2022. The fleet of fuel cell trucks only starting growing as of 2016. As of 2020, a more substantial growth phase began, resulting in a total of 109 units in 2022.

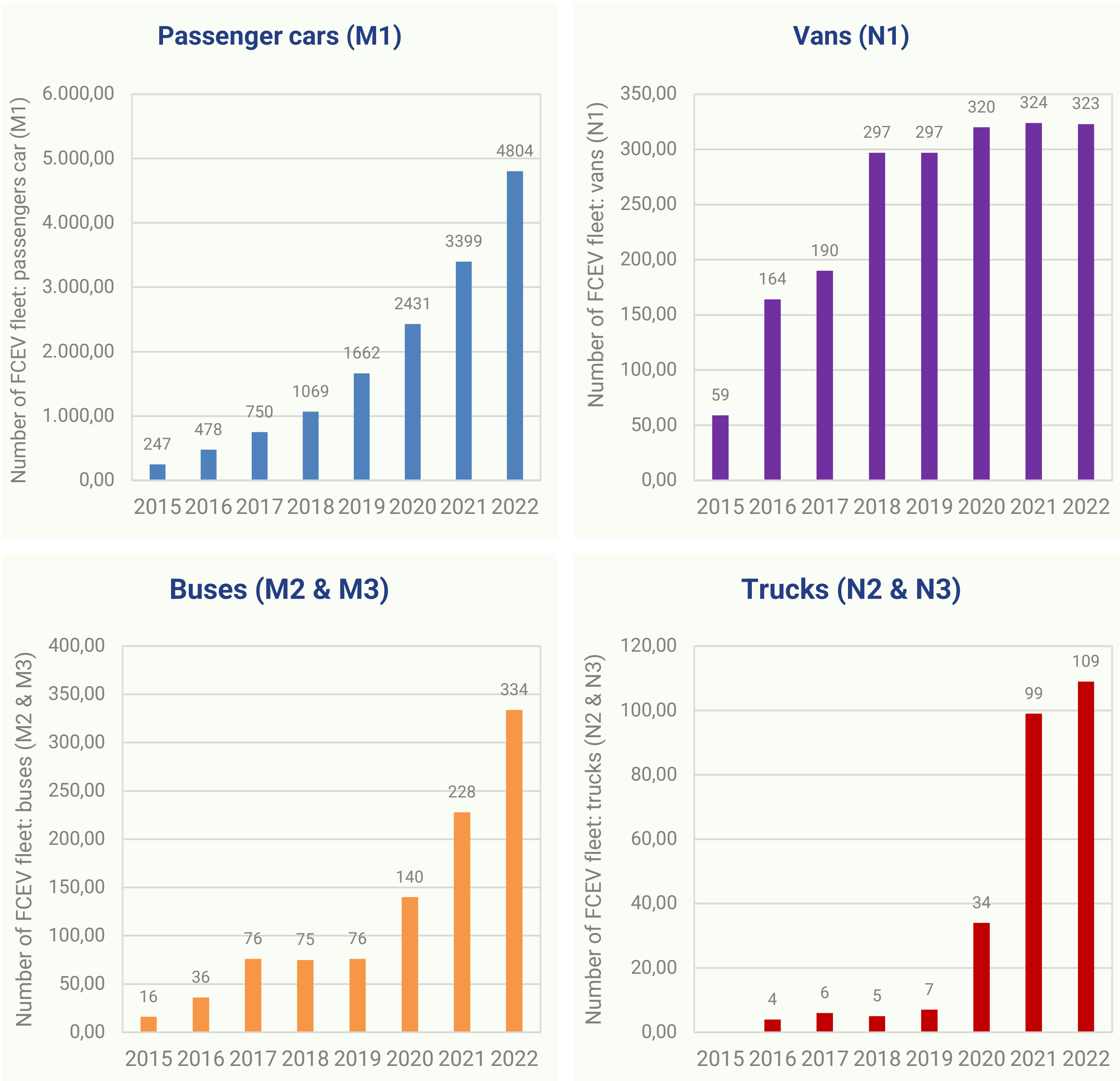


Figure 36. Evolution of FCEV fleet by type of vehicles

3.3.3.

Evolution in national FCEV deployment

In this section, the evolution in the national deployment of FCEV fleet is analysed covering the 4 different types of vehicles, including: a) passenger cars (M1), b) vans (N1) c) buses (M2 & M3) and d) trucks (N2 & N3), for 2018, 2020 and 2022.

In 2022, Germany remained to have the largest fleet of fuel cell passenger cars with 2,122 units (see Figure 37), constituting 44% of the total number of such vehicles in Europe.

Germany also experienced significant growth in recent years, since in 2018 they had a 32% share of the total fleet in passenger cars. Following Germany are the Netherlands and France, each contributing approximately 12% of the fleet in 2022 with 596 and 589 units, respectively. Also, the UK, Norway, Switzerland, Denmark, Belgium, and Poland have developed a significant fuel cell passenger vehicles fleet, each having above 100 units in 2022.

A noteworthy evolution was observed in Poland, which experienced the most remarkable growth in the number of fuel cell passenger cars their fleet increased from 0 units in 2018 to 125 units in 2022.

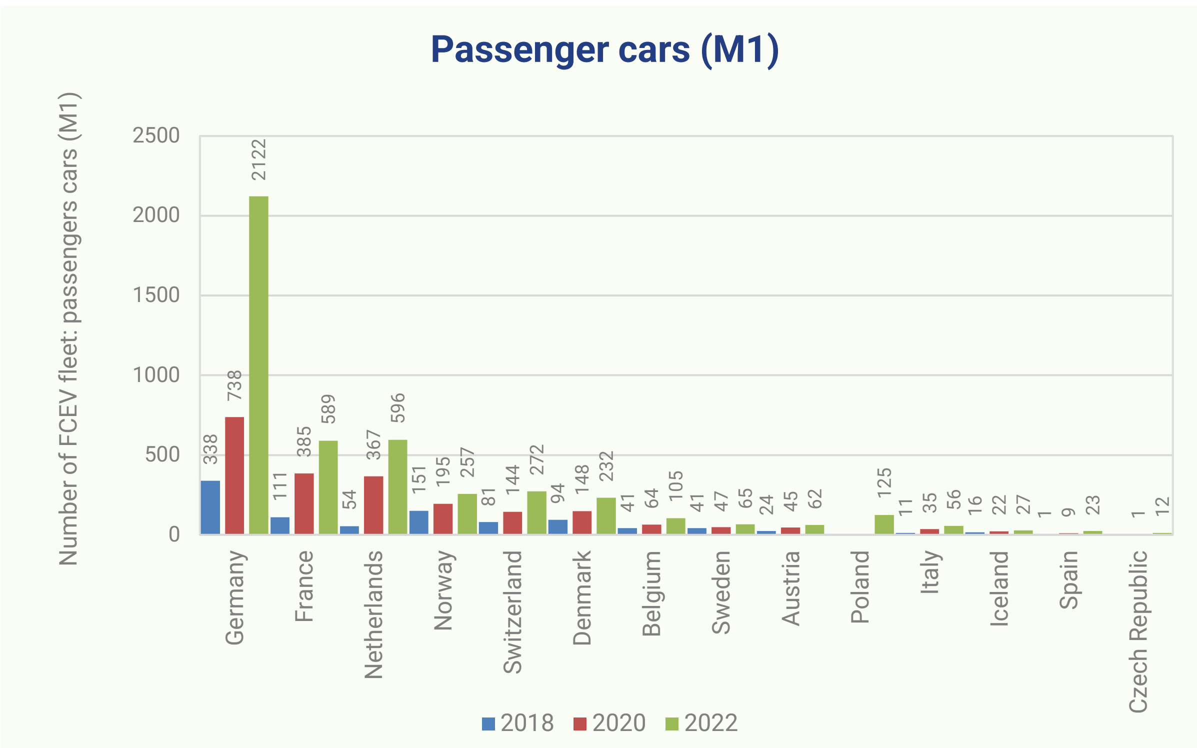


Figure 37. Evolution in national deployment of fuel cell passenger cars (M1)

In terms of fuel cell vans (Figure 38), France remained the leader in Europe in 2022, representing a substantial 85% of the total number of such vehicles with a fleet of 273 units. The remaining 15% of these vehicles were distributed among several European countries, including Germany, the Netherlands, Switzerland, the United Kingdom, Denmark, and Belgium, with 16, 14, 10, 7, 2, and 1 units of fuel cell vans, respectively.

The fleet of most European countries remains stable, neither experiencing significant increases nor decreases in the number of their fuel cell vans during this period.

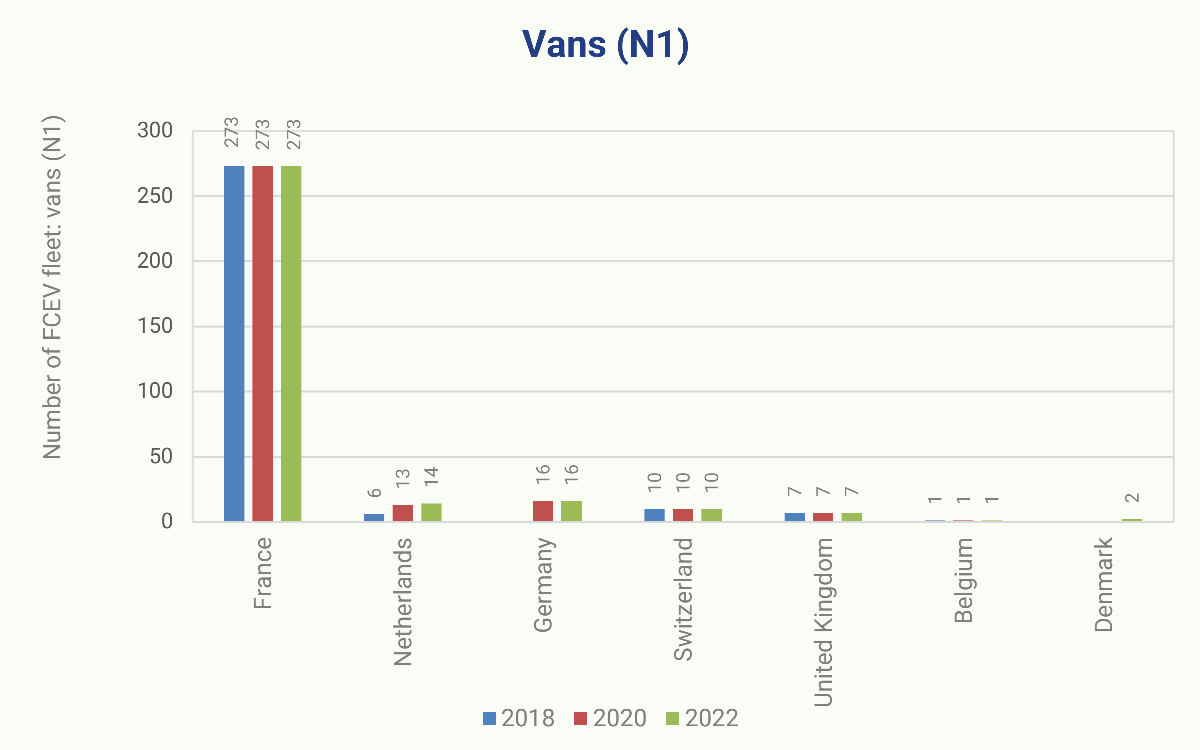


Figure 38. Evolution in national deployment of fuel cell vans (N1)

When looking at the evolution of fuel cell buses in Europe (Figure 39), Germany has emerged to have the largest fleet in 2022, constituting 32% of the total number of such vehicles, with a fleet of 108 units. Following closely were the UK, the Netherlands and Switzerland each contributing 29%, 16% and 6% to the total fleet of Europe.

Also, the Netherlands and Norway demonstrated remarkable growth in recent years, increasing their fleet from 7 and 5 in 2018 to 55 and 10 in 2022. Many other European countries, on the other hand, maintained stable numbers of fuel cell buses in recent years. Of particular note is Spain which introduced their first fuel cell buses already having a total of 6 units in 2022.

The fleet of fuel cell trucks has seen a strong increase in recent years in Europe (Figure 40). In 2022, Switzerland remained the leader, representing a substantial 43% of the total number of fuel cell trucks, with a total fleet of 47 units. Following closely were the Netherlands and Germany, accounting for 26% and 25% of the total number of fuel cell trucks, totalling 28 and 27 units, respectively.

Especially, the Netherlands, Germany and Switzerland are increasing their fleet in recent years. Germany and the UK have welcomed their first fuel cell trucks in their fleet in 2022, with 27 units for Germany and 1 unit for the UK.

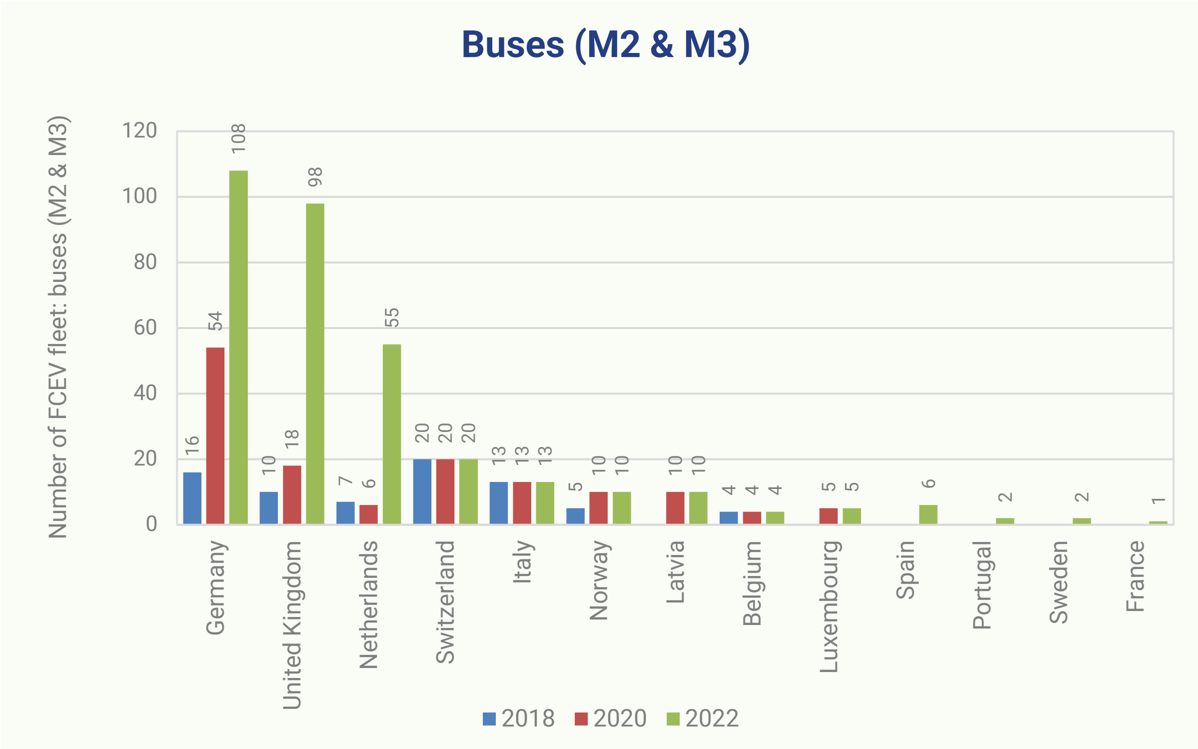


Figure 39. Evolution in national deployment of fuel cell buses (M1 & M2)

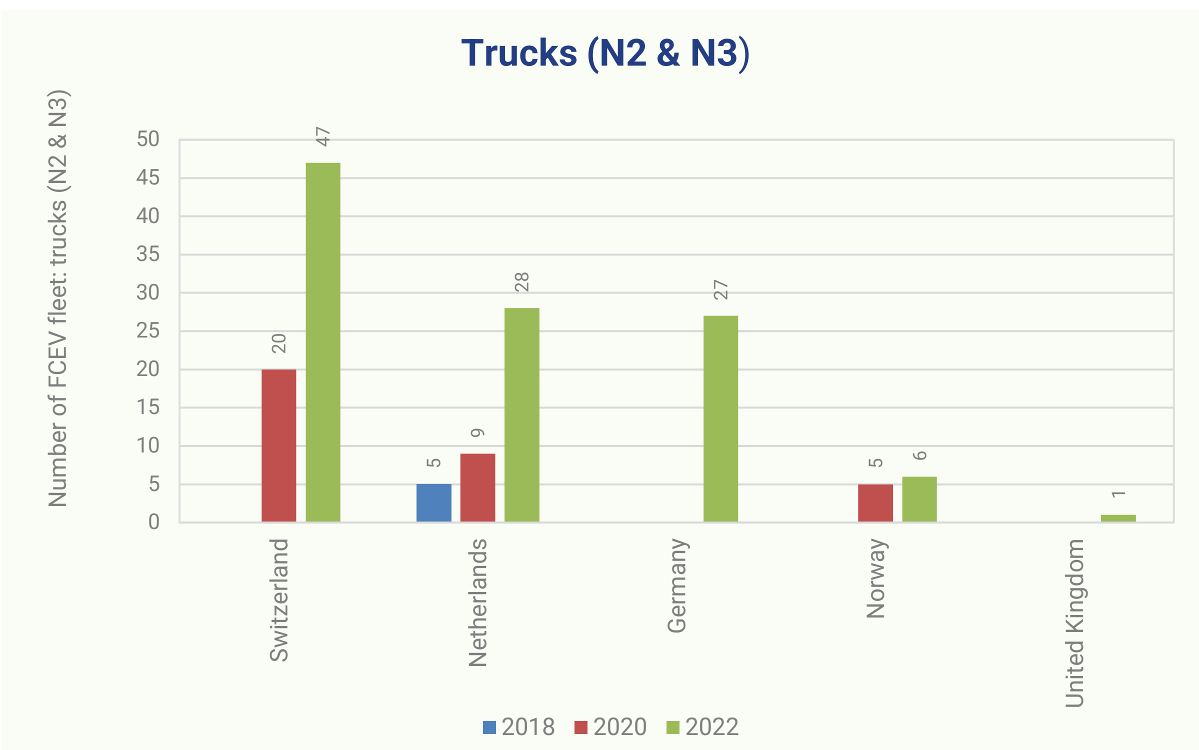


Figure 40. Evolution in national deployment in fuel cell trucks (N2 & N3)

3.4.
Hydrogen demand forecasts

This section investigates and compares the primary scenarios for future hydrogen demand in Europe for the years 2030, 2040, and 2050 across various sectors (industry, transport, buildings, and electricity). In Figure 41, the average hydrogen demand projections of these scenarios are displayed.

The forecasts reveal a projected growth trajectory in the total hydrogen demand in Europe for the coming decades, with a projected 127% surge from 2030 to 2040, followed by a 63% increase from 2040 to 2050. Considering the current hydrogen demand, a 51% increase is expected until 2030.

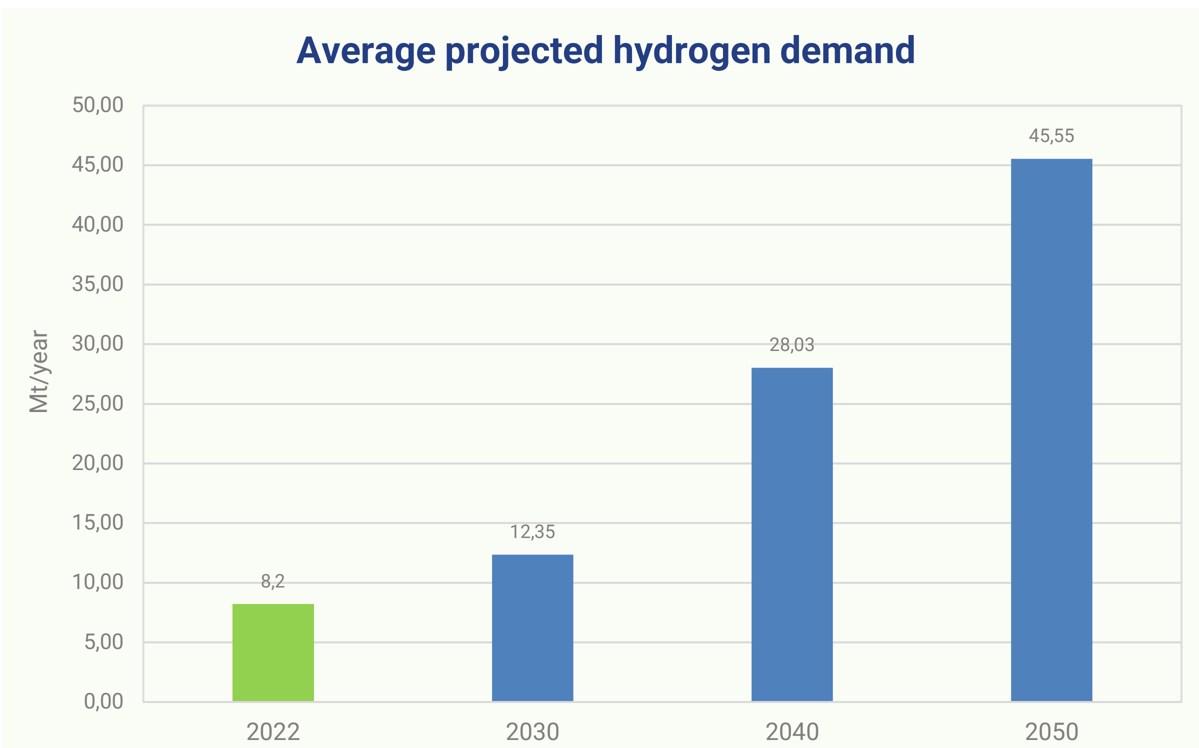


Figure 41. Average hydrogen demand projections of different scenarios in Europe for the years 2030, 2040 and 2050

A more detailed analysis is depicted in Figure 42, where the projected hydrogen demand is broken down by sector. Throughout the three decades under examination, the industrial sector is projected to maintain its dominance, consistently demonstrating the highest hydrogen demand. This sector is forecasted to witness a steady growth in demand, rising from 9.86 Mt in 2030 to 14.62 Mt in 2040, representing a 48% increase, and further increasing to 16.88 Mt in 2050, which accounts for a 15% growth.

However, despite this growth in absolute demand, the industrial sector's share of the total average hydrogen demand exhibits a progressive decline, decreasing from 78% of the total in 2030 to 15% in 2050. Considering the current hydrogen demand in the industrial sector a 23% increase is expected until 2030.

The transport sector is anticipated to closely follow, with the second-highest average demand throughout the years, consistently increasing its share of the total average hydrogen demand. Starting with a 15% share in 2030, the transport sector's contribution is projected to grow significantly, reaching 37% by 2050, meeting the industrial demand.

It is also foreseen anticipated growth in the remaining sectors, encompassing building and power, with their shares of total hydrogen demand projected to reach 15% and 11%, respectively by the year 2050, slowly kicking off before 2030, after which they start accelerating.

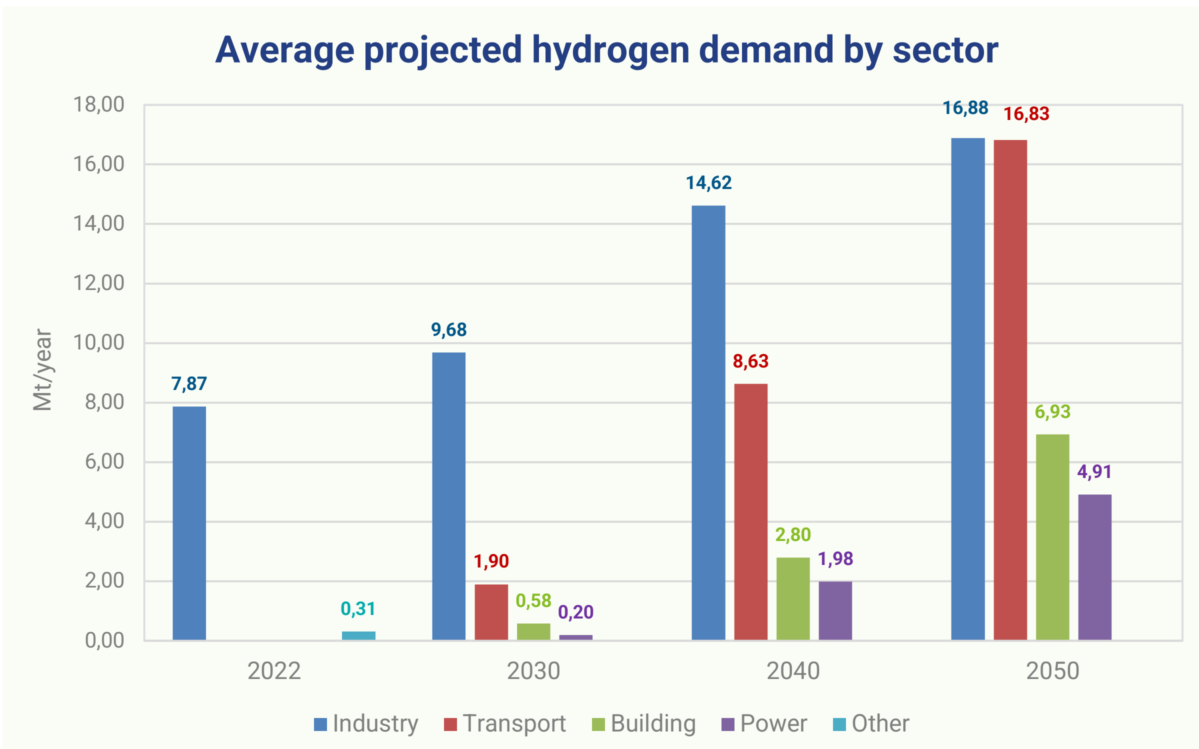


Figure 42. Average projected hydrogen demand of different scenarios by sector for the years 2030, 2040 and 2050

3.5.
Hydrogen valleys

Hydrogen Valleys

The latest information on Hydrogen Valleys developing hydrogen-based technologies and infrastructures in Europe and in the world can be found in the Mission Innovation Hydrogen Valley Platform. This platform is dedicated to all current and future hydrogen project developers and helps to gather meaningful information from experienced peers and promote collaboration among one another. On top of that, the platform strives to underline the core added value of hydrogen as an energy vector to inform all relevant stakeholders who support the development of hydrogen projects.

On the Hydrogen Valley map, you can click on the pins to learn more about each valley. **In Europe, a total of 63 current and future valleys have been registered by November 2023**, covering most European countries (see figure below). If you would like to get in touch with a project, use the Matchmaking section to contact the Hydrogen Valley directly. If you are interested in a deep dive into the challenges and barriers that Hydrogen Valleys are facing and how they are tackling them, please visit the Best Practices section.

The Hydrogen Valleys have provided detailed information via a comprehensive survey. This information can be consulted based on an aggregate view the Analysis section. This section gives statistics on project status, value chain, preparation, financing, barriers and much more. Based in this analysis, it can be observed **that in Europe 3 valleys are already fully operational and 7 are under construction**. As for the value chain, the following interesting insights can be learned from the analysis for the European Hydrogen Valleys:

- Primary energy source: the Valleys have reported to always make use of renewable electricity, and barely any fossil fuels.
- Hydrogen production technology: most of the Valleys are making use of water electrolysis, with a higher preference for PEM technology (76% of the Valleys).
- End-use applications: Most Valleys are looking into mobility end-uses (82%), followed by industrial use as feedstock (67%).

Figure 43. Current and future hydrogen Valleys in Europe

04

Cost of production and break-even prices

Introduction

This chapter offers an in-depth examination of the levelised cost of hydrogen (LCOH) production across European countries in 2022. The analysis breakdowns the production costs, distinguishing between capital expenditures (CAPEX) and operational expenditures (OPEX) for the following different hydrogen production technologies:

1. Steam methane reforming (SMR)
2. Steam methane reforming with carbon capture (SMR+CC)
3. Grid-connected electrolysis
4. Electrolysis with direct connection to a renewable energy Source (renewable hydrogen)

Data is based on research conducted by Hydrogen Europe, reflecting the situation as of the end of 2022. Data was estimated based on a set of assumptions updated annually and subsequent verification by industry stakeholders. This comprehensive assessment aims to provide valuable insights into the economic considerations and feasibility of these technologies within the European landscape.

Furthermore, an overview on break-even price estimations for renewable hydrogen is presented, illustrating the highest delivery cost at which the adoption of renewable hydrogen becomes economically competitive compared to the fossil fuel-based baseline. This analysis was performed by Hydrogen Europe for four specific end-uses, including oil refining, steel production, heavy-duty trucks and maritime application. The assumptions that were made are listed in Appendix A.2.

Finally, an overview on the different electrolyser cost components is included. The data provides CAPEX (EUR/kW) and OPEX (EUR/kW/year) electrolyser system cost for projects based in Europe. Outputs are presented by technology and by category. The electrolyser system cost data were collected through interviews with developers of electrolytic projects and other industry sources. The data aim to reflect a project of total size of 20 MW_{el} that is under construction or in an otherwise advanced stage. OPEX is expressed as a single value and includes all expenses (including water, insurance, maintenance, stack replacement costs, etc.), except electricity. The CAPEX are divided between stack, balance of plant (BoP), other Engineering, Procurement, and Construction costs (Other EPC), and OPEX (excluding electricity).

Interactive data dashboards and downloadable spreadsheets on the cost of hydrogen production, break-even price of renewable hydrogen and electrolyser cost can be accessed on the European Hydrogen Observatory website.

4.1.

Hydrogen production cost overview

Figure 44 illustrates the average levelised costs of hydrogen production costs (in €/kg H_2) by technology in Europe in 2022.

For 2022, the levelised production costs of hydrogen produced via SMR in Europe were, on average approximately 6.23 €/kg H_2 of hydrogen. However, as SMR plants are already operational (and in many cases long amortized), marginal (not levelised) costs may, in many cases, be a better benchmark. Excluding the impact of CAPEX (amortization) and other fixed costs, estimated SMR hydrogen marginal production costs in Europe in 2022 were around 6 €/kg H_2.

With a carbon capture installation, the cost of hydrogen by SMR in Europe increased, on average, to 6.38 €/kg H_2. The hydrogen production costs using grid electricity in Europe in 2022 were estimated in the range of 3.89-16.44 €/kg H_2, with the average for all countries being 9.85 €/kg H_2 and a median of 10.65 €/kg H_2.

Hydrogen production costs via electrolysis with a direct connection to a renewable energy source in Europe vary from 4.18 to 9.60 €/kg H_2 of hydrogen, with the average for all countries being 6.86 €/kg H_2. Even though hydrogen production via electrolysis with a direct connection to a renewable energy source avoids electricity costs like network costs and taxes, the electrolyser capacity factor is limited by the capacity factor of the renewable source it is connected to.

An important note to consider when evaluating the various levelised production costs of 2022 is that they have increased significantly compared to 2021. This is caused due to the sudden strong increase in energy prices, following the increase in energy demand after the COVID-19 pandemic and the war in Ukraine. The evolution of the prices for the different technologies is described in more detail in the following sections.

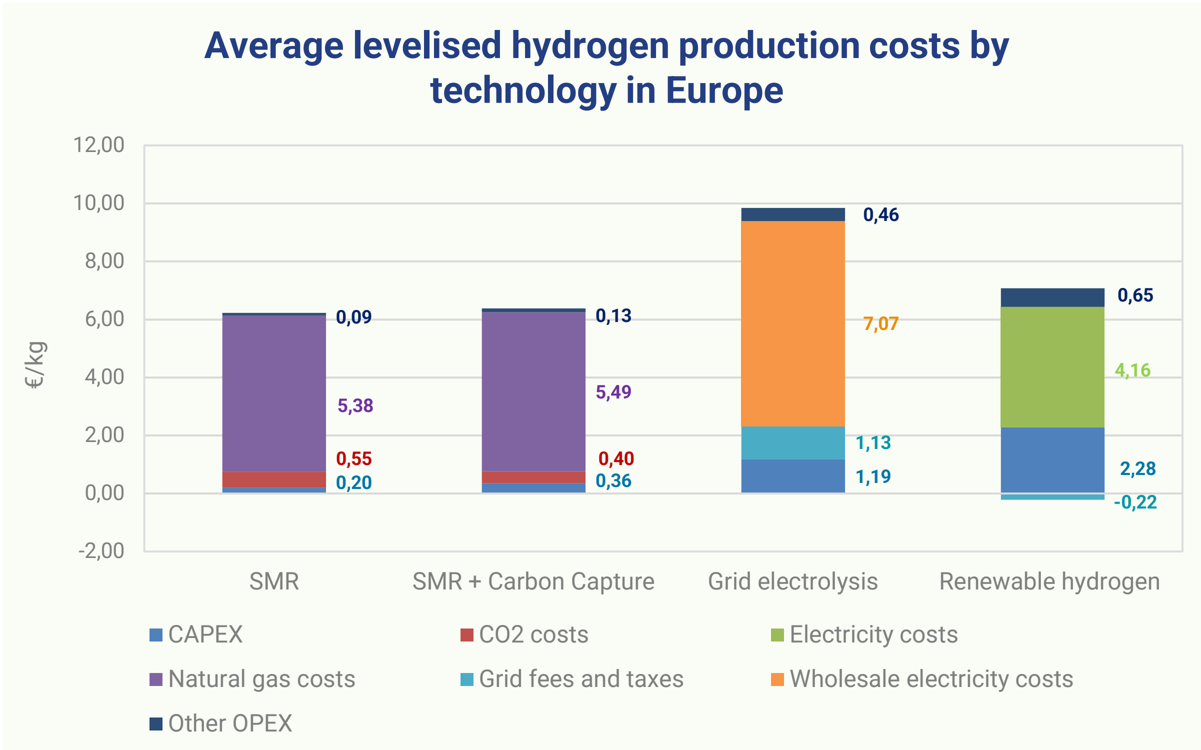


Figure 44. Average levelised hydrogen production costs (€/kg H_2) by technology in Europe in 2022

4.2.

Hydrogen production cost per production process

4.2.1.

Steam Methane Reforming (SMR)

The production costs of hydrogen via the steam methane reforming (SMR) method serve as a valuable reference point for pricing in comparison to other production technologies.

The average levelised cost of hydrogen production SMR in Europe stands at 6.23 €/kg H_2 in 2022, compared to 2.67 €/kg H_2 in 2021. This increase (+133%) can be attributed to a dramatic increase in natural gas prices in 2022.

This total cost comprises various components, with natural gas costs occupying the largest share, accounting for approximately 86% of the total cost. The remaining 14% of the total costs are allocated to CAPEX, CO_2 costs and other OPEX, accounting for 3%, 9% and 2% of the total costs, respectively.

Hydrogen production costs via SMR by European country in 2022 (in €/kg H_2) is presented in Figure 46. Sweden reported the highest production costs for hydrogen, with an average of 9.57 €/kg H_2. Following closely were Finland, Romania, and Denmark, with production costs of 7.93 €/kg H_2, 7.47 €/kg H_2, and 7.43 €/kg H_2, respectively. Similarly, the countries demonstrating the cheapest SMR production costs are Poland, France, Croatia, and Slovenia, all of which maintain SMR costs below the 5.00 €/kg H_2 of hydrogen threshold.

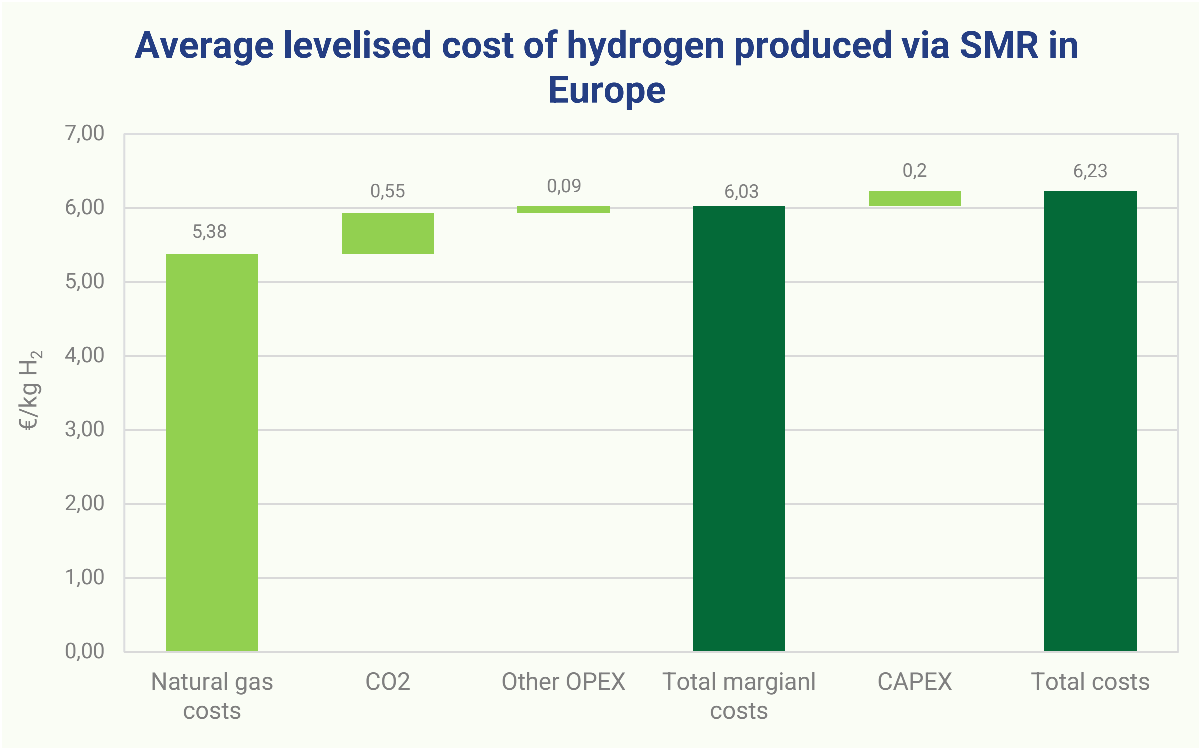


Figure 45. Average levelised cost of hydrogen produced via SMR in Europe (€/kg H_2)

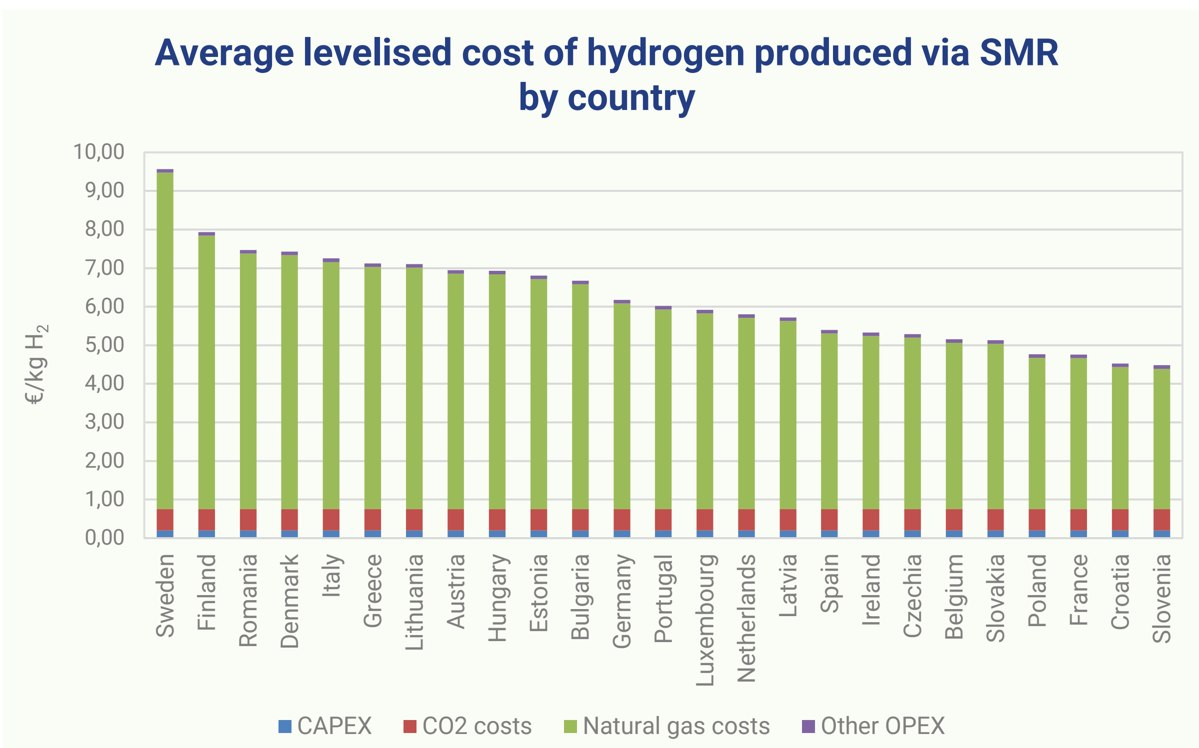


Figure 46. Average levelised cost of hydrogen produced via SMR (in €/kg H2) by country in 2022

4.2.2.

Steam Methane Reforming with carbon capture (SMR+CC)

The average levelised cost of hydrogen production through reforming coupled with carbon capture of the emissions (SMR+CC) in Europe in 2022 stands at 6.38 €/kg H_2. Figure 47 gives an overview of the different cost components. Note that the costs of transporting and storing carbon dioxide molecules are not taken into account. The marginal costs account for the largest share (95% of the total costs), which were mostly driven by electricity costs (approximately 91% of the total). CAPEX on the other hand represents only 5% of the overall cost.

Hydrogen production costs via reforming with carbon capture by a European country in 2022 (in €/kg H_2) are presented in Figure 48. The addition of carbon capture to hydrogen production through steam methane reforming leads to an average cost increase of 0.16 €/kg H_2 of hydrogen across all countries.

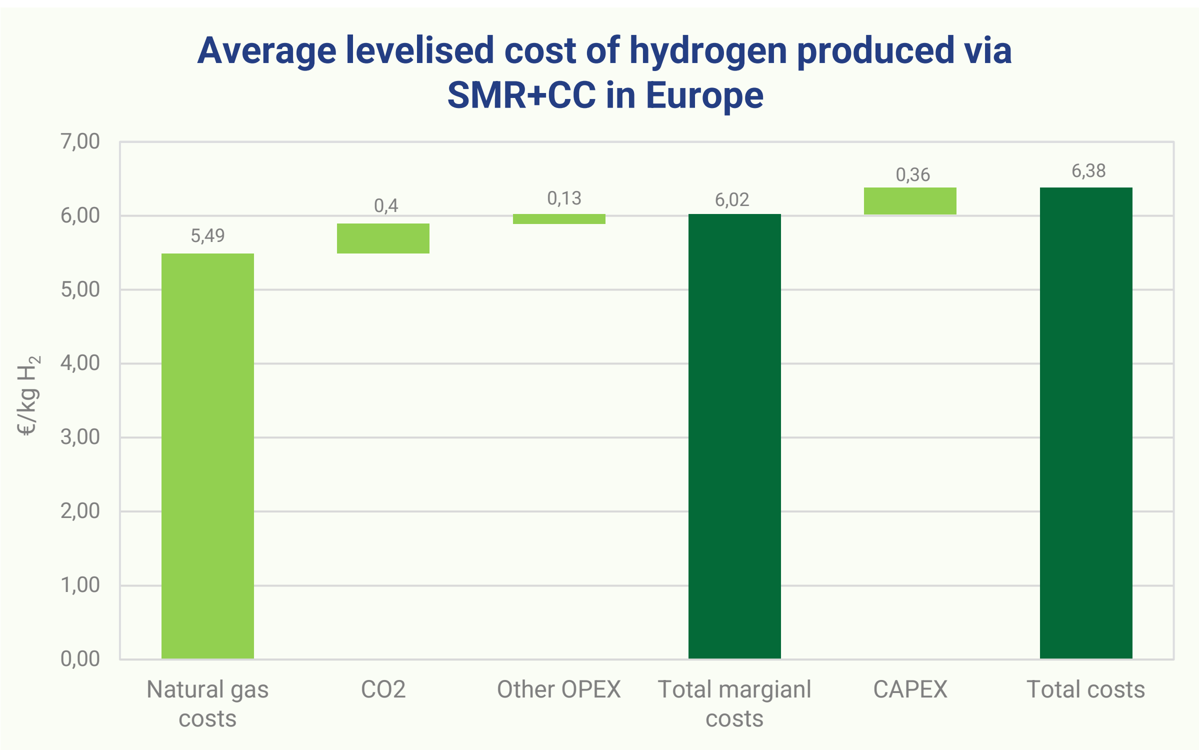


Figure 47. Average levelised cost of hydrogen produced via SMR+CC in Europe (€/kg H_2)

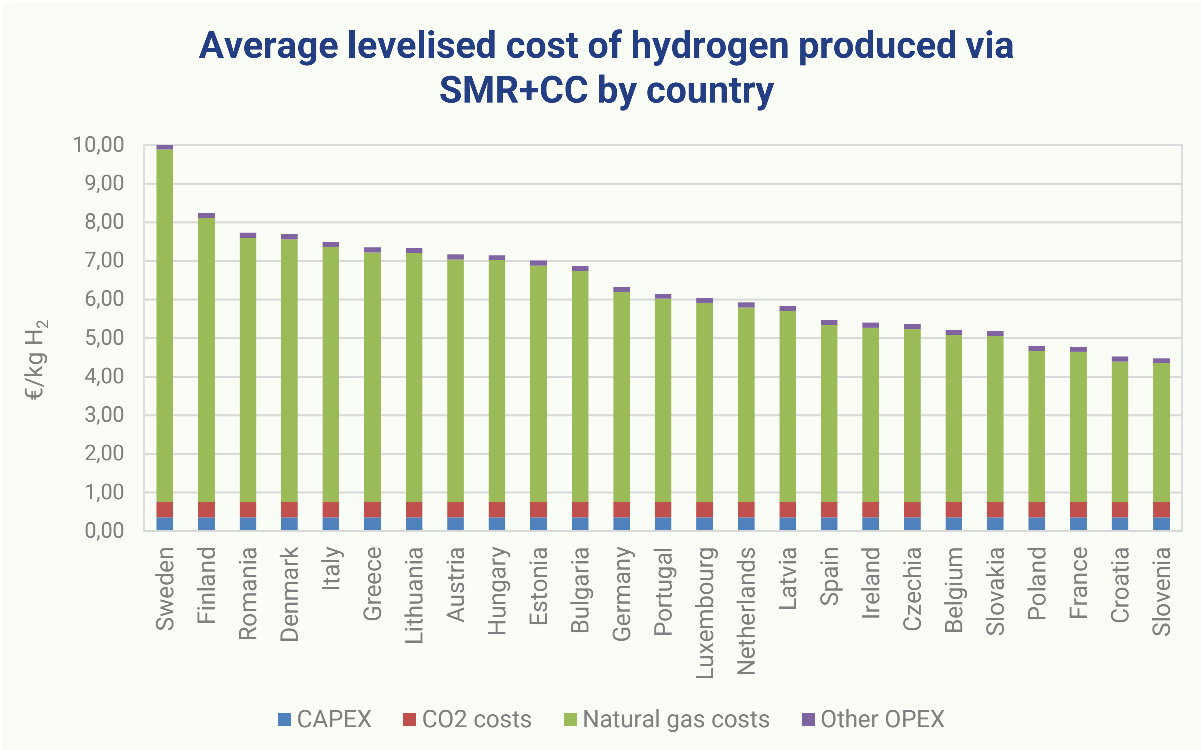


Figure 48. Average levelised cost of hydrogen produced via SMR+CC (in €/kg H_2) by country in 2022

4.2.3.

Grid electrolysis

The average levelised cost of hydrogen production via grid-connected electrolysis in Europe stands at 9.85 €/kg H_2. This total cost comprises various components, with marginal costs accounting for the largest share (88% of the total costs). Within marginal costs, electricity costs accounted for the biggest share (approximately 82%). CAPEX on the other hand represents the second most significant portion, contributing 12% to the overall cost.

Hydrogen production costs via grid-connected electrolysis by European country in 2022 (in €/kg H_2) is presented in Figure 50. The production costs of hydrogen using grid electricity exhibit notable variations across several European countries. Cyprus reports the highest estimated cost at 16.44 €/kg H_2, followed closely by Italy and Slovakia, with costs of 13.58 €/kg H_2 and 12.50 €/kg H_2, respectively.

In contrast, Finland and Sweden stand out with the most economical hydrogen production costs, boasting figures as low as 4.80 €/kg H_2 and 3.89 €/kg H_2 when generating hydrogen using grid electricity. This is mostly dependent on the electricity costs and associated taxes that are a strong driver for the total production costs of water electrolysis using grid electricity. Bulgaria and Greece had favourable tax schemes in 2022 as a response to the high energy prices, explaining these negative cost components.

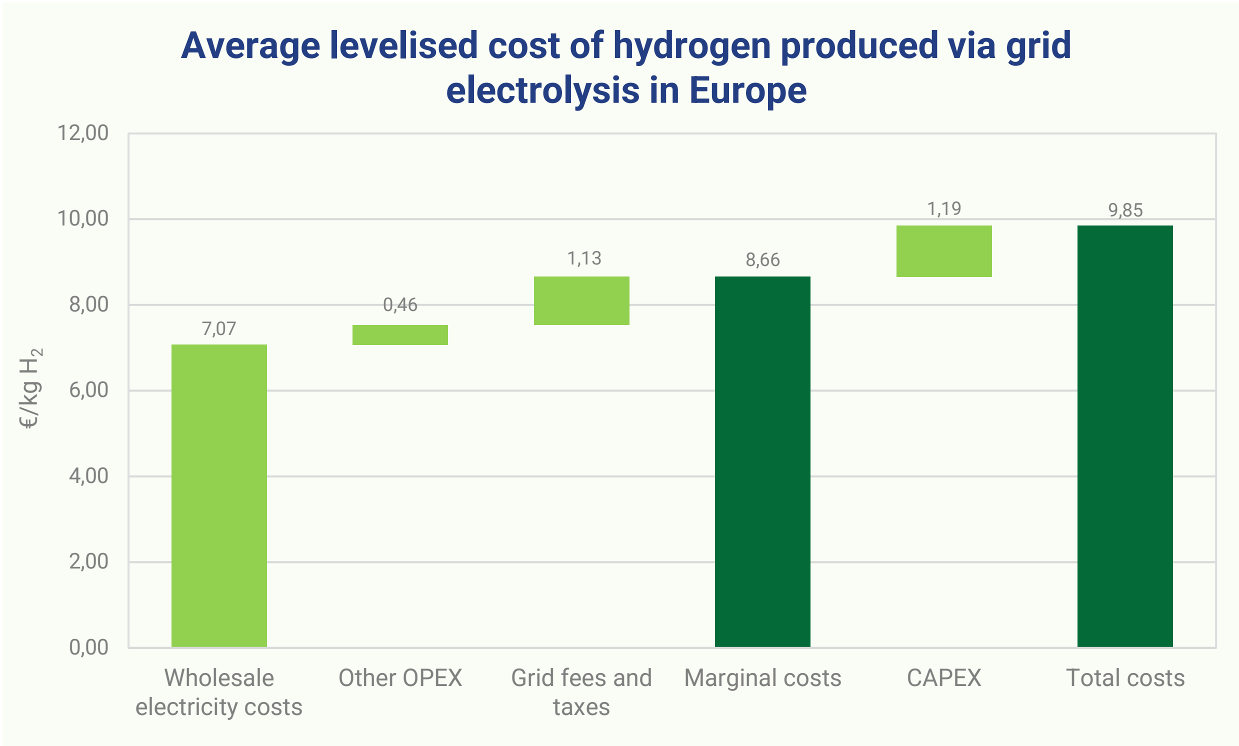


Figure 49. Average levelised cost of hydrogen produced via grid electrolysis (€/kg H_2) in Europe in 2022

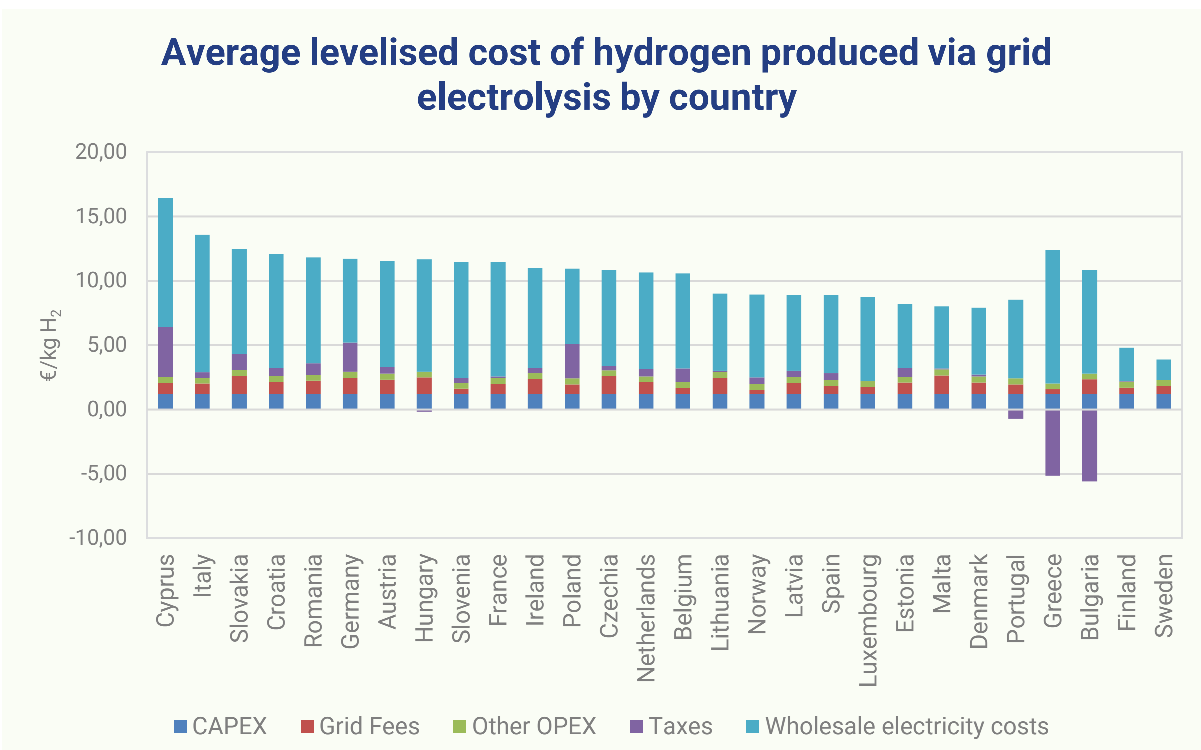


Figure 50. Average levelised cost of hydrogen produced via grid electrolysis (in €/kg H_2) by country in 2022

4.2.4.

Renewable hydrogen

The average levelised cost of hydrogen production through electrolysis using a direct connection to a renewable energy source, in Europe stands at 6.87 €/kg H_2. Figure 51 gives an overview of the various cost components that are included, with marginal costs accounting for the largest share (67% of the total costs). Within marginal costs, electricity costs accounted for the biggest share (approximately 90%). CAPEX on the other hand represents the second most significant portion, contributing 33% to the overall cost.

The average levelised cost of renewable hydrogen falls in 2022 below the price of hydrogen produced via grid electrolysis (9.85 €/kg H_2), even despite a larger contribution of CAPEX costs due to a lower capacity factor of the electrolysis device. The main reasons for this are the high grid electricity prices of 2022 that were impacted by the spike in natural gas prices, in addition to the reduction of grid costs when making a direct connection between the renewable electricity source and the electrolysis device.

The highest reported hydrogen production costs through electrolysis using a direct connection to a renewable energy source are observed in Luxembourg (see Figure 52), where costs reach 9.60 €/kg H_2. This is closely followed by Slovakia, Croatia, and Slovenia, with respective costs of 9.32 €/kg H_2, 8.59 €/kg H_2, and 8.39 €/kg H_2.

Conversely, several countries demonstrate relatively low renewable hydrogen production costs. Portugal, Greece, and Bulgaria are the frontrunners in this regard, with costs of 5.20 €/kg H_2, 5.18 €/kg H_2, and 4.18 €/kg H_2, respectively. Electricity costs constitute the largest cost for all the countries.

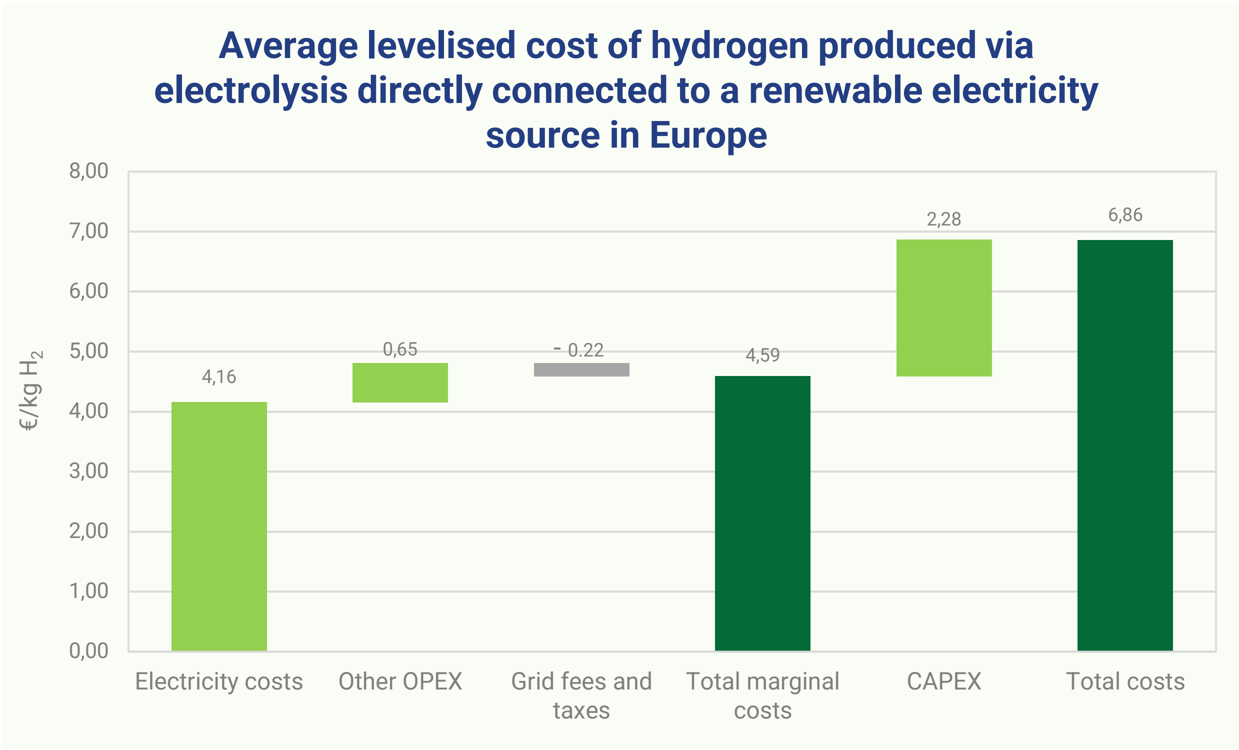


Figure 51. Average levelised cost of hydrogen produced via electrolysis directly connected to a renewable electricity source in Europe (€/kg H_2) in 2022

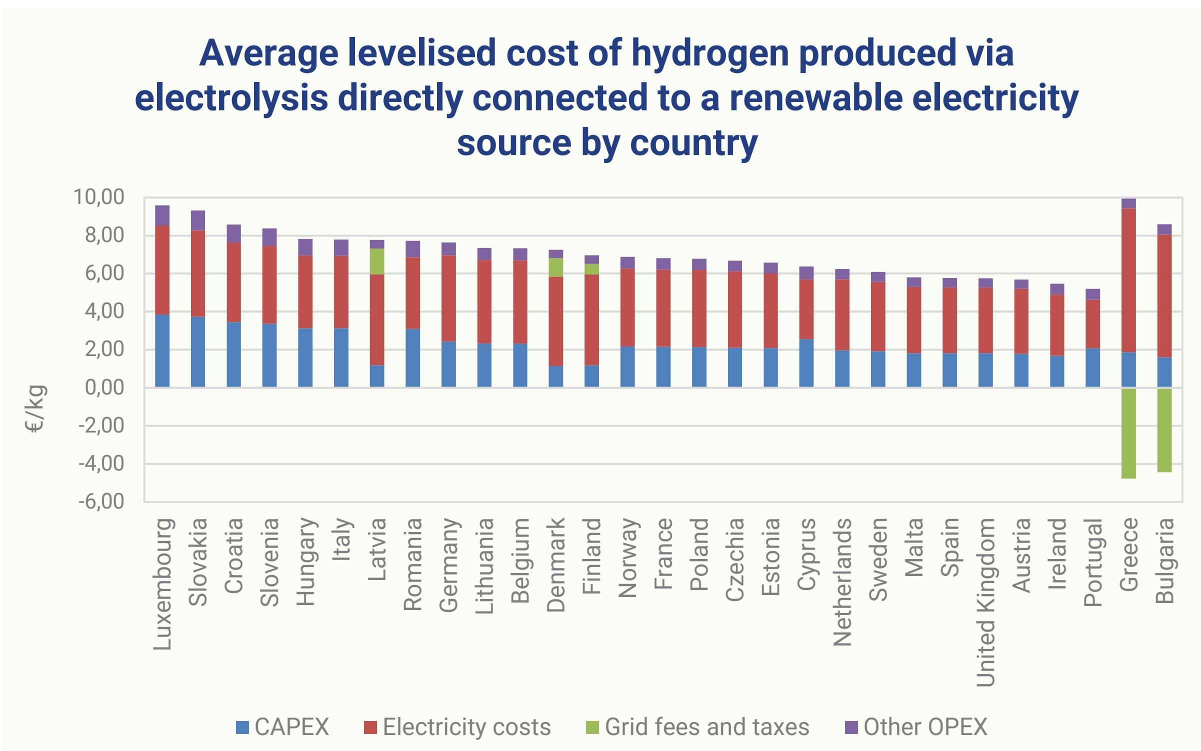


Figure 52. Average levelised cost of hydrogen produced via electrolysis directly connected to a renewable electricity source by country in 2022

4.3.

Break-even prices for renewable hydrogen New

This section presents the break-even price calculations for renewable hydrogen, which refers to the end-use price[4] of renewable hydrogen at which its use, with the corresponding hydrogen end-use technology, reaches cost parity with the fossil fuel benchmark[5]. This assessment was done for a selection of four end-uses: oil refining, primary steel production, heavy-duty trucks and maritime applications. The explanations of the fossil fuel benchmarks are presented in Table 3. All break-even prices are calculated with 2022 numbers, except heavy-duty trucks for which 2023 numbers are used.

Based on the expensive 2022 energy prices, the switch to clean hydrogen in oil refining production activities becomes economically competitive in Europe with natural gas-based hydrogen (SMR) as soon as clean hydrogen is available to the off-taker at a price range of 3.9 – 8.1 €/kg (see Figure 53), depending on the country. Correspondingly, the beak-even prices for renewable hydrogen adoption in other sectors are as follows: steel production at 3.0 €/kg, maritime applications at 1.2 – 2.2 €/kg and heavy-duty trucks at 2.4 – 5.8 €/kg.

Excluding steel production, where a single value represents the entire EU27, EFTA, and UK, the break-even prices for the remaining three applications are presented in ranges. The subsequent sections provide further explanation on these ranges. A comprehensive list of assumptions for estimating these break-even hydrogen prices is provided in Appendix A2 by end-use. The analysis made for primary steel making is in line with the steel from solar energy report of Hydrogen Europe[6].

Table 3. Explanation of the fossil fuel benchmark

Oil refining	Use of hydrogen as feedstock produced in SMR with natural gas as input
Heavy-duty trucks	Use of diesel in internal combustion engines for long-distance heavy-duty trucks
Primary steel making	Primary steel produced in a blast furnace with basic oxygen furnace with coking coal as the reducing agent
Maritime applications	Use of Very Low Sulfur Fuel Oil (VLSFO) in two or four stroke conventional marine combustion engines

[4] Refers to the cost incurred by the final off-taker, which includes all costs associated with the hydrogen supply chain (i.e., hydrogen production, transportation, distribution and storage).
[5] Refers to the fossil-based fuel and technology that are most commonly used in the selected end-use applications..
[6]https://hydrogeneurope.eu/wp-content/uploads/2022/06/Steel_from_Solar_Energy_Report_05-2022_DIGITAL.pdf

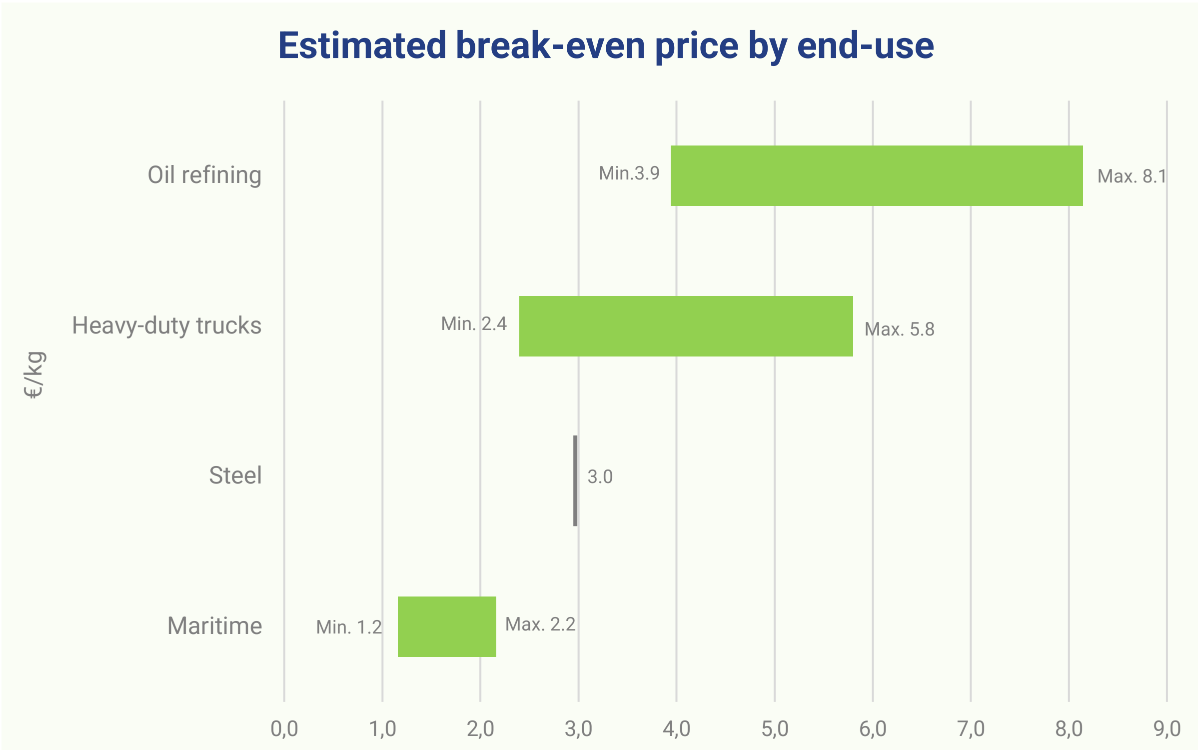


Figure 53. Estimated break-even hydrogen price by end use (€/kg)

4.3.1.
Oil refining

The estimated break-even hydrogen prices for oil refining activities were analyzed on a national level, as illustrated in Figure 54. Among the countries examined, Sweden demonstrated the highest break-even price threshold at 8.1 €/kg for clean hydrogen to be economically competitive with natural gas-based hydrogen (SMR) in 2022. Finland exhibited the second highest break-even price at 6.8 €/kg. In contrast, Croatia and Slovenia showcased the lowest break-even hydrogen prices for oil refining activities, with thresholds of 4.0 €/kg and 3.9 €/kg, respectively.

These findings highlight significant variations in the economic viability of adopting clean hydrogen in oil refining across different countries, which mainly depends on the natural gas price. The estimated break-even hydrogen prices are a direct result of the cost of grey hydrogen produced from SMR (as shown in section 4.2.1) and the cost of steam production. Steam is a by-product of SMR that is being used in oil refining processes.

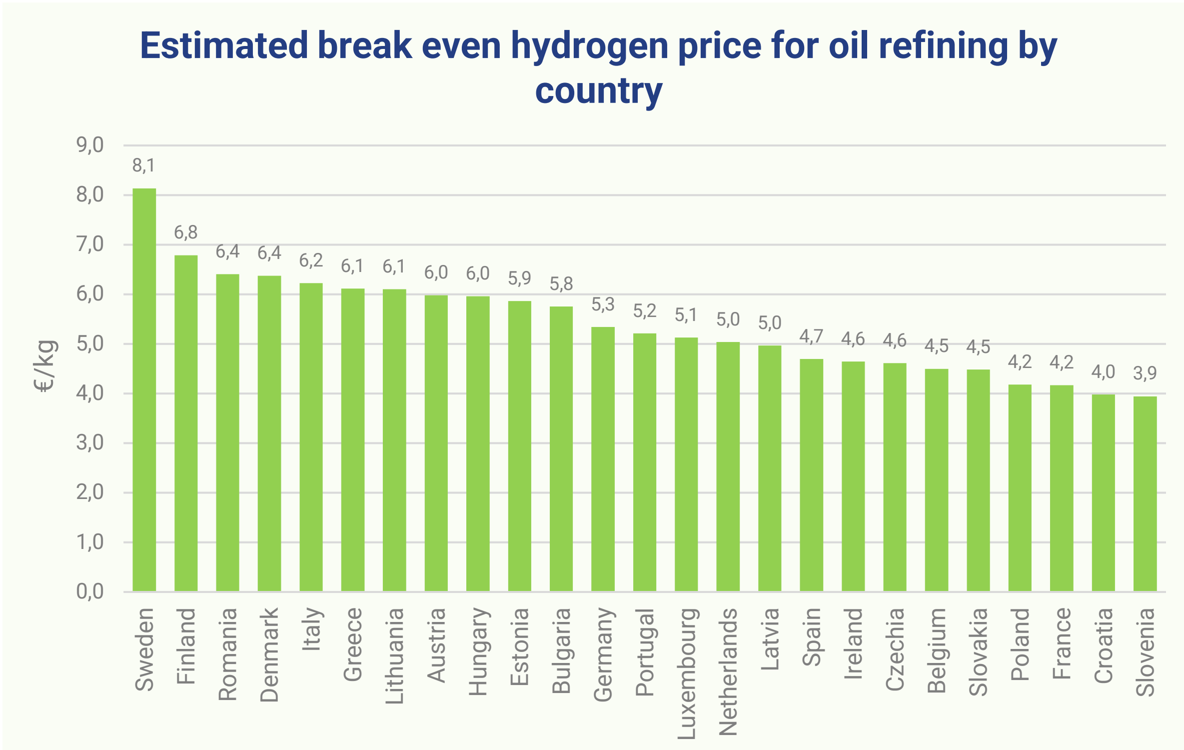


Figure 54.Estimated break-even hydrogen price for oil refining by country

4.3.2.

Heavy-duty trucks

Figure 55 provides a comprehensive overview of the estimated break-even hydrogen prices for heavy-duty trucks at the national level. These prices are reflecting the maximum values for renewable hydrogen to be cost competitive with diesel at the pump (refuelling station) and the production point. The price at the pump includes the costs of fuel conditioning (compression), transportation and refuelling infrastructure, which was estimated at a combined level of 3.26 €/kg. Most of the values required for the analysis were adopted from the JU Fuel Cells Hydrogen Trucks study from December 2020[7], except for the 2023 energy prices (i.e. prices for the truck, powertrains, hydrogen tank, other equipment, maintenance, taxes and insurance, as well as fuel conditioning, fuel transportation costs and refuelling infrastructure). Sweden and Finland emerged with the highest break-even prices among European countries, standing at 5.8 €/kg and 5.4 €/kg, respectively. Conversely, Poland and Malta exhibited the lowest break-even hydrogen prices for heavy-duty trucks, with thresholds at 3.0 €/kg and 2.4 €/kg, respectively. The country differences are mainly a result of the diesel prices.

[7] https://www.clean-hydrogen.europa.eu/media/publications/study-fuel-cells-hydrogen-trucks_en

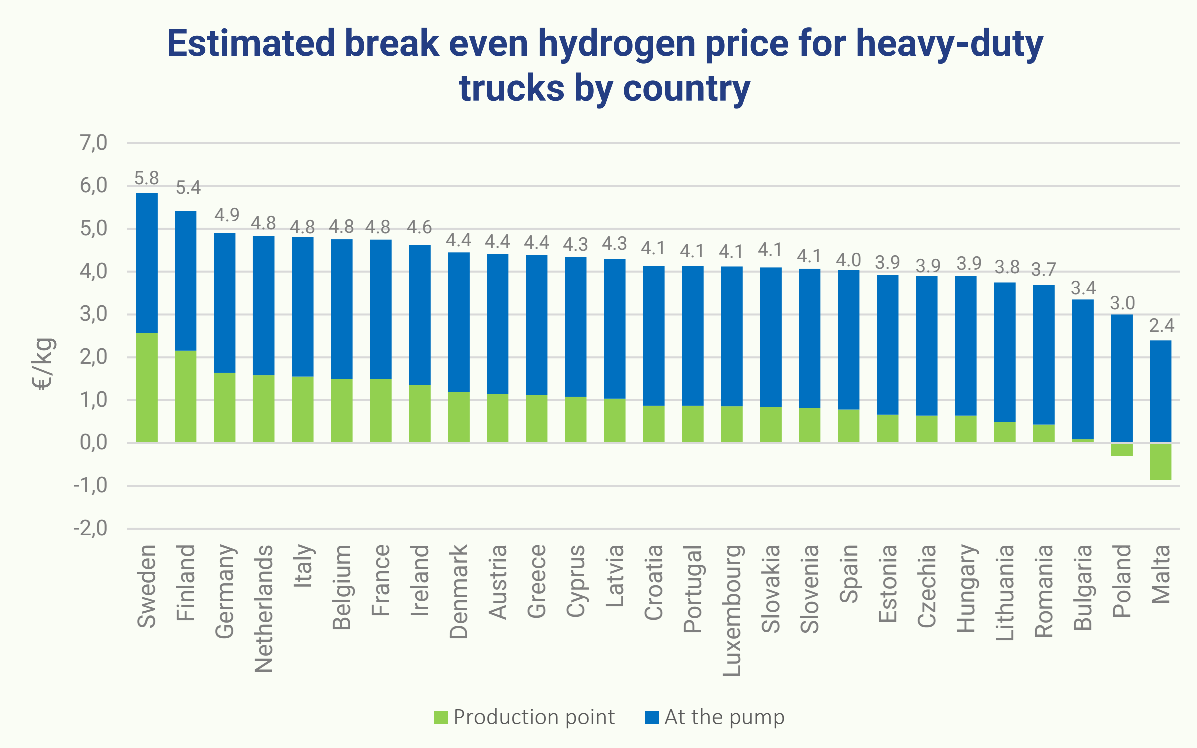


Figure 55. Estimated break-even hydrogen price for heavy-duty trucks by country

4.3.3.

Maritime applications

Figure 56 presents the estimated break-even hydrogen prices for different maritime applications. The key operational characteristics for the selected maritime applications are given in Table 4. The analysis follow the same approach as the techno-economic assessment of low-carbon hydrogen technologies for the decarbonisation of shipping report written by Hydrogen Europe[8].The highest break-even hydrogen price is observed for a Ro-Pax ferry (20,000+ GT), with a price threshold for clean hydrogen adoption at 2.2 €/kg, while the lowest one was observed for a large intercontinental containership (12,000-20,000 TEU) with a threshold price of 1.2 €/kg. Correspondingly, the price thresholds for cruise ships (100,000-150,000 GT) and feeder containerships (1,000-1,999 TEU) are 1.9 and 2.1 €/kg, respectively.

[8] https://hydrogeneurope.eu/wp-content/uploads/2023/11/Maritime-Technical-Paper_Final_HRreduced-vd3ygb.pdf

Table 4. Assumed key operational characteristics for the selected maritime applications

Ship type	Size	Avg. DWT[9] (tonnes)	Avg. GT[10]	Avg. main engine power (kW)	Minimum fuel autonomy (NM[11])
Container	1,000–1,999 TEU[12]	19.051	15.019	12,083	1,000
Container	14,500–19,999 TEU	179.871	177.304	60,202	11,500
Cruise	100,000–149,999 GT	10.935	123.801	67,456	4,000
Ferry – Ro-Pax[13]	20,000+ GT	6.364	31.985	28,255	200

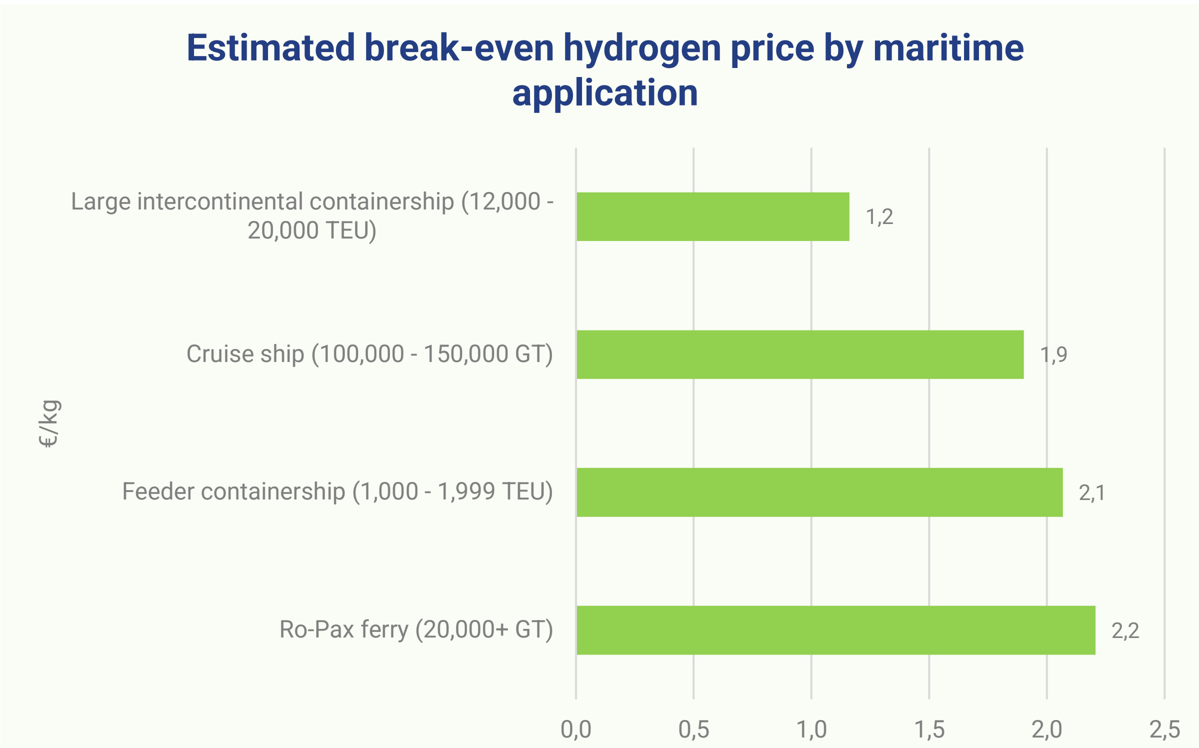


Figure 56.Estimated break-even hydrogen price by maritime application

[9] Deadweight tonnage or tons deadweight (DWT) is a measure of how much weight a ship can carry.
[10] Gross tonnage (GT) is a nonlinear measure of a ship's overall internal volume.
[11] The nautical mile (symbol M, NM or nmi) is a unit of length that is approximately one minute of arc measured along any meridian.
[12] A TEU (twenty-foot equivalent unit) is a measure of volume in units of twenty-foot long containers.
[13] A ropax ferry (Ro-Pax) is a ship that combines the features of a cruise ship and night cabins with a roll-on/roll-off ferry.

4.4.

Electrolyser cost New

Figure 57 gives an overview of the electrolyser cost, encompassing both Capital Expenditure (CAPEX) and Operational Expenditure (OPEX), focusing on two distinct technologies: Alkaline and Proton Exchange Membrane (PEM).

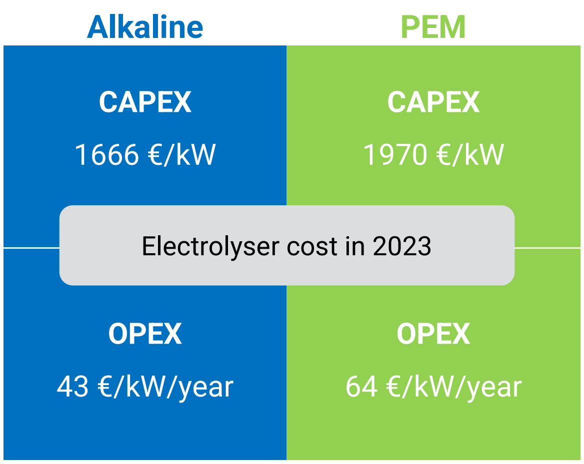


Figure 57. Total electrolyser cost by technology in 2023

In 2023, the cost assessment of electrolyser technologies in Europe reveals distinct financial profiles. The alkaline electrolyser is estimated to have a Capital Expenditure (CAPEX) of 1666 €/kW and an Operational Expenditure (OPEX) of 43 €/kW/year. In contrast, the PEM electrolyser demonstrates a comparatively higher cost structure, with an estimated CAPEX of 1970 €/kW and OPEX of 64 €/kW/year.

In Figure 58, the electrolyser CAPEX cost for the two technologies is divided in three categories including stack, balance of plant (BoP) and other Engineering, Procurement, and Construction costs (Other EPC). The components of these categories are detailed in Table 5.

The total alkaline water electrolyser CAPEX cost in Europe in 2023 is split between 408 €/kW for the stack, 686 €/kW for BoP and 572 €/kW for other EPC. For PEM technologies, the total CAPEX cost is split between 732 €/kW for the stack, 464 €/kW for BoP and 774 €/kW for other EPC. PEM technologies were reported to have a higher CAPEX for the stack and the other EPC, while alkaline technologies had higher CAPEX for the BoP.

Table 5. Explanation of CAPEX categories

Stack	The stack cost includes all the electrolysis cells and their respective components.
Balance of plant (BoP)	The balance of plant cost includes rectifier, transformer directly connected with the rectifier, gas/liquid separation, water/lye feeding, gas purification, water cooling, water purification, control system and other equipment such as gas container and compressor.
Engineering, Procurement and Construction costs (Other EPC)	The other EPC cost includes equipment installation; civil engineering; project design, procurement, and management; product shipping; and housing at construction site.

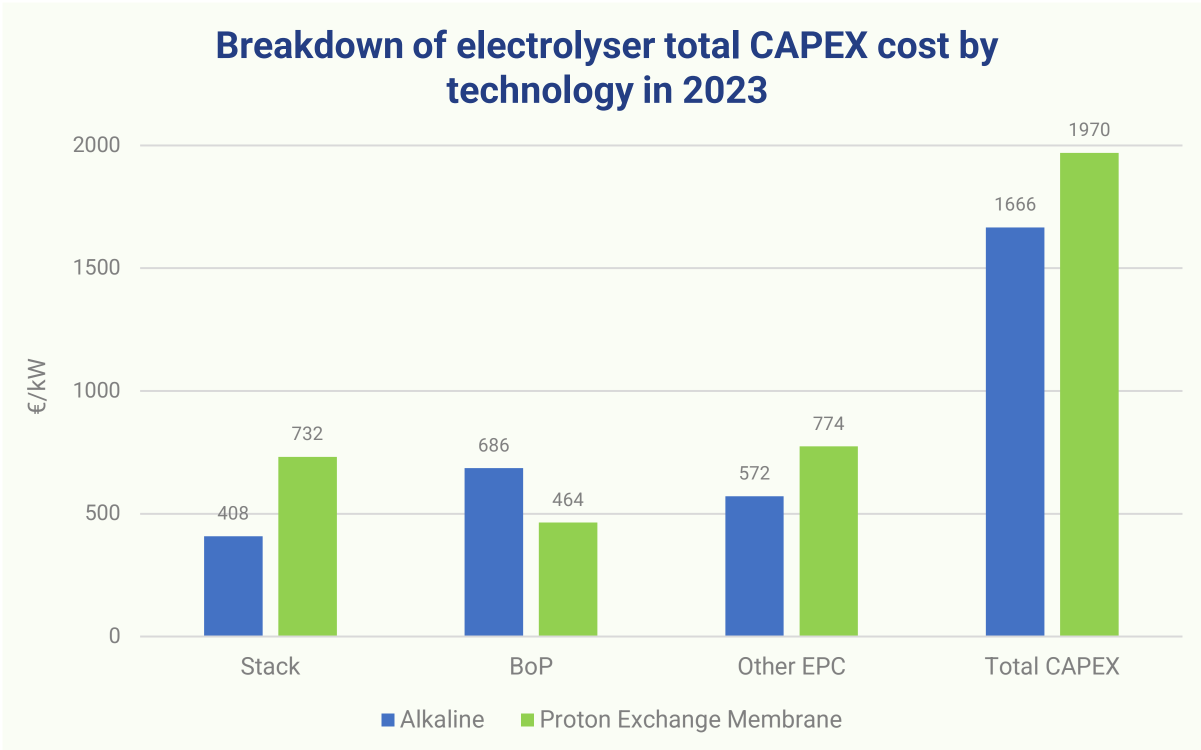


Figure 58. Breakdown of electrolyser total CAPEX cost (€/kW) by technology in 2023

05

Technologies manufacturing

Introduction

This chapter explores data on European electrolyser manufacturing capacity and electrolyser sales, as well as the European fuel cell deployment.

Electrolyser manufacturing capacity is given in GW for EU27, EFTA and UK based manufacturing facilities. Results are presented by technology and broken down into operational capacity and capacity already under construction or for which a final investment decision (FID) has already been made. Results for planned facilities therefore only include projects whose realization is highly certain in 2024 and 2025. The data have been gathered from public sources and verified with companies where appropriate, reflecting the situation as of November 2023. The capacity is the maximum manufacturing capacity on a yearly basis and does not represent the current or future electrolyser production.

Electrolyser sales is given in MW by technology from European electrolyser manufacturers located in EU27, EFTA, and UK. Data has been gathered from public sources.

Moreover, a condensed overview of the European fuel cell deployment is presented in this chapter. Historical data are presented from 2014 - 2021[14], both in numbers of shipment units and total system megawatts, originating from the E4tech Fuel Cell Industry Review 2021.

For a more detailed analysis of the global fuel cell market statistics we refer to Appendix A.1. This appendix provides fuel cell data by application, fuel cell type and region of integration.

Interactive data dashboards and downloadable spreadsheets on electrolysers manufacturing & sales, and fuel cells can be accessed on the European Hydrogen Observatory website.

5.1.

Electrolyser manufacturing capacity Updated

Current and planned water electrolyser manufacturing capacity in the European countries by 2025 (in GW/year) are presented in Figure 59. Current water electrolyser manufacturing capacity in Europe amounts to 4.89 GW/year of operational capacity (as of November 2023), with an additional 1.14 GW planned to become operational by the end of the

[14] 2021* is a forecast for the full year, based on firm data from January to September, and in most cases to as late as December.

year 2023. By 2025, looking only at projects already under construction or with a final investment decision, the additions will bring the total electrolyser manufacturing capacity to 9.43 GW/year.

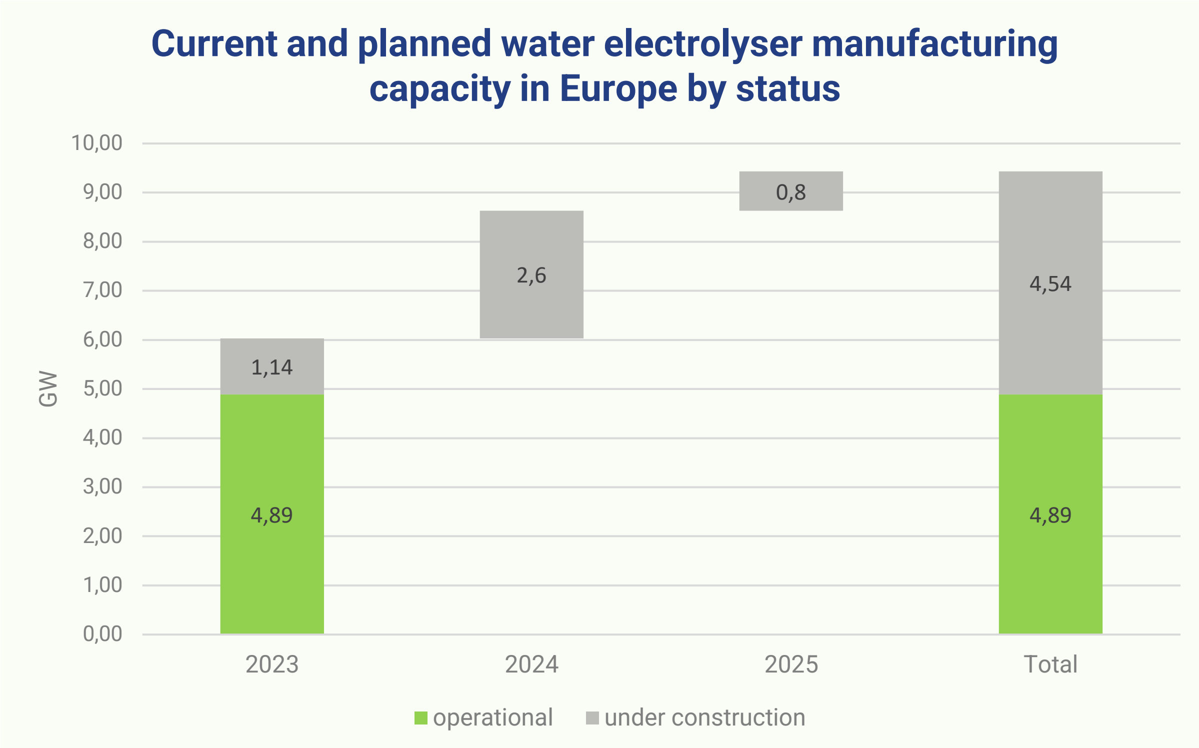


Figure 59. Current and planned water electrolyser manufacturing capacity in the European countries by status

A breakdown of current and planned water electrolyser manufacturing capacity by technology type in the European countries (in GW/year) is presented in Figure 60.

At the end of 2023, it is expected that alkaline technologies will account for 51% (or 3.09 GW/year) of total operational electrolyser manufacturing capacity in Europe. PEM technologies will represent roughly the other 48% or 2.91 GW/year. Combined, SO and AEM technologies will represent less than 1% of the total operational electrolyser manufacturing capacity in Europe or 0.04 GW/year.

In 2025, assuming that all projects to increase water electrolyser production capacity materialize, PEM water electrolyser manufacturing capacity would account for 47% of total operational water electrolyser manufacturing capacity in Europe, or 4.40 GW/year. Alkaline technologies would follow with 43% or 4.09 GW/year. SO and AEM technologies would represent respectively 6% and 4% or 0.61 GW/year and 0.33 GW/year, representing a significant increase from these technologies' current marginal market share.

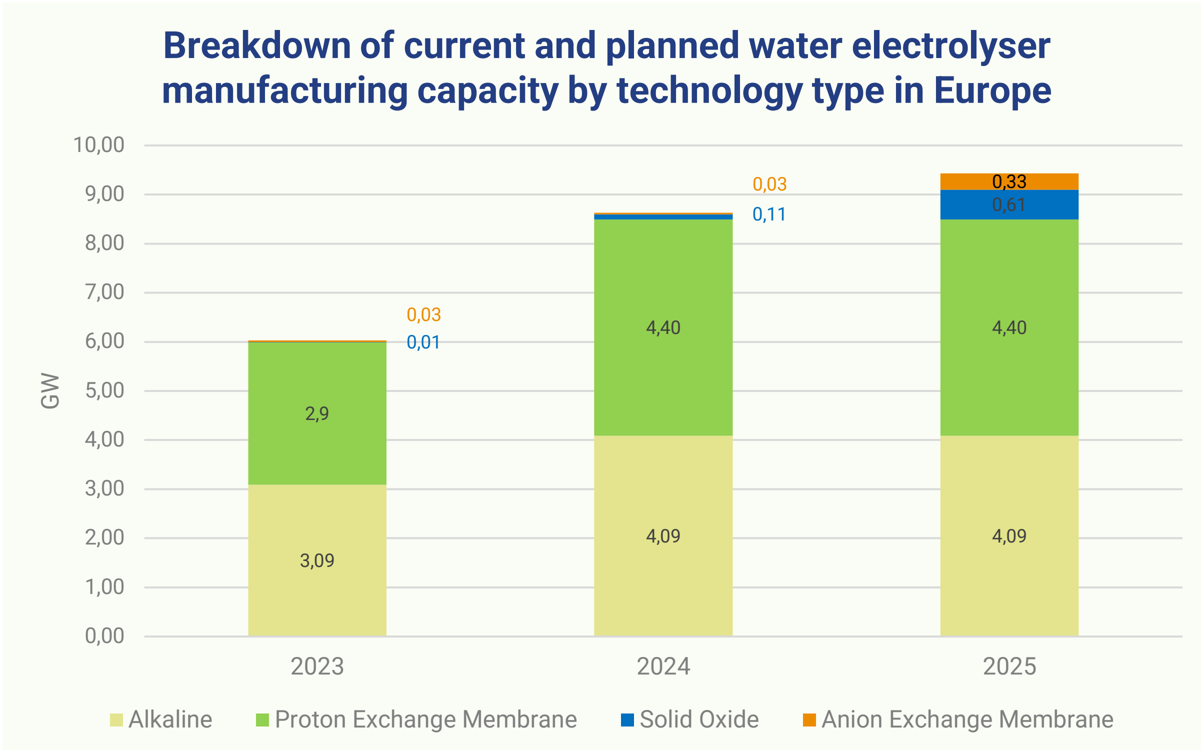


Figure 60. Breakdown of current and planned water electrolyser manufacturing capacity by technology type in the European countries (in GW/year)

5.2.

Electrolyser sales New

Annual electrolyser sales in MW by technology from facilities in EU27, EFTA and UK countries are presented in Figure 61.

Approximately 62 MW of water electrolysers were sold by European water electrolyser manufacturers in 2022. Technological breakdown of water electrolyser sales shows that alkaline technologies accounted for 19% of total sales or 11.9 MW, while PEM technologies represented roughly 73% of total sales or 45.3 MW. The majority of the remaining sales originated from projects where the electrolyser technology is unknown, amounting to 4.45 MW. AEM water electrolyser sales accounted for less than 1% or 0.23 MW.

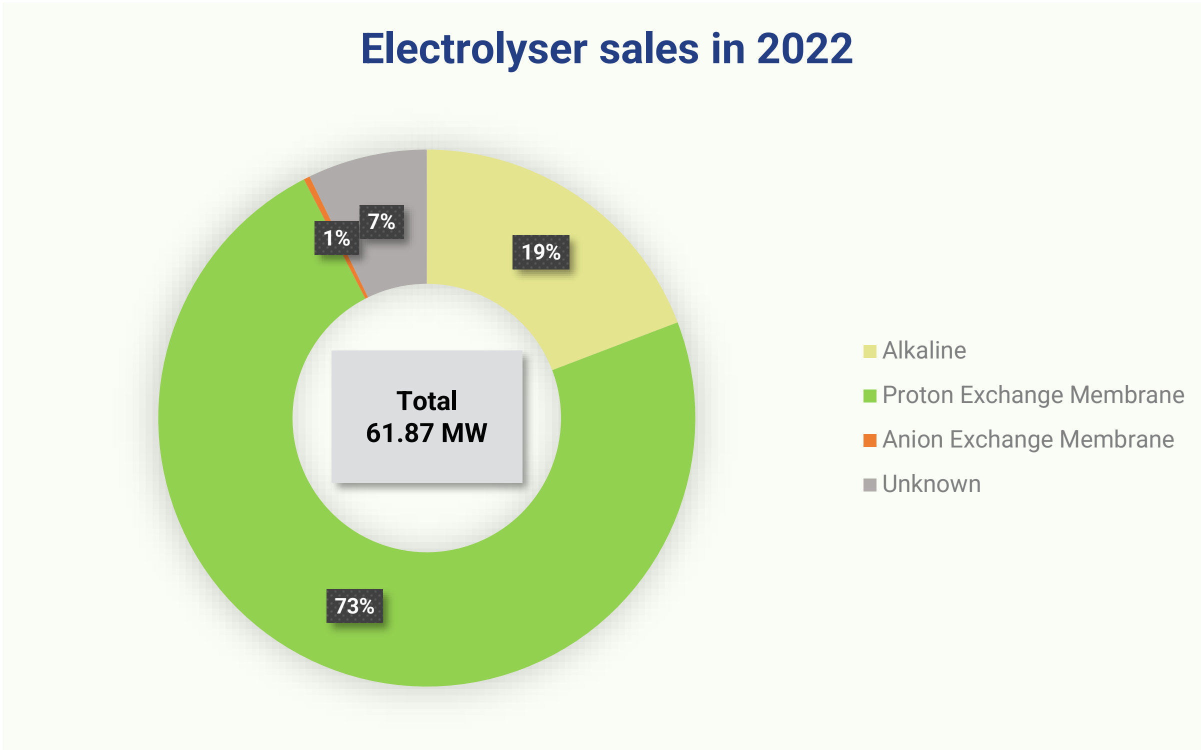


Figure 61. Electrolyser sales by European manufactures by technology in 2022

5.3.

Fuel cells market

Fuel cell deployment in Europe has showed an increasing trend over the past decade, as can be observed in Figure 62 (number of shipments) and Figure 63 (total capacity). For the total number of shipped fuel cells, apart from the observed decreases after 2015 and 2020, a consistent and progressive increase was monitored up until the end of 2020, reaching around 13,200 units. In 2021[15], around 11,200 of shipped units were forecasted.

The total capacity of fuel cells deployment, had a faster growth from 2014 onwards, compared to the number of shipments, going from 9.9 MW to 190 MW in 2021*. The capacity of the shipped fuel cells is thus increasing, growing from 1.77 kW/unit to 16.96 kW/unit. The most significant increase in capacity occurred between 2018 and the forecast of 2021, an addition of 148.8 MW in 3 years of time.

[15] 2021* is a forecast for the full year, based on firm data from January to September, and in most cases to as late as December.

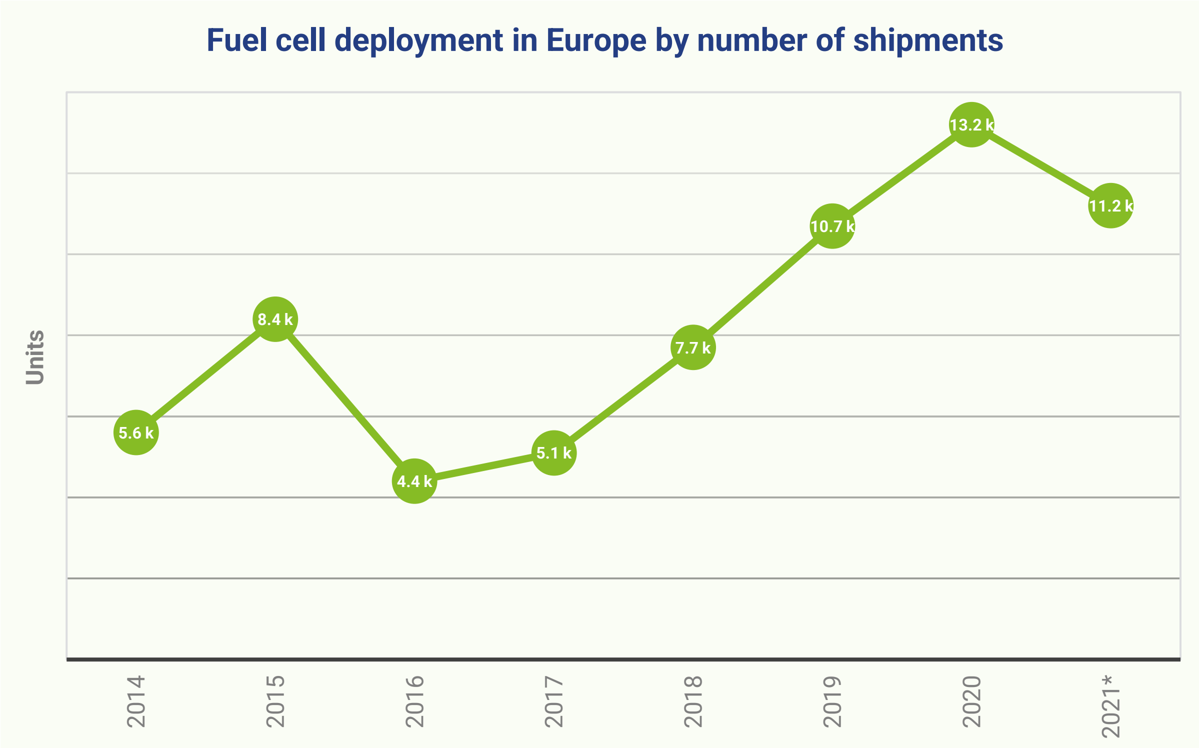


Figure 62. Fuel cell deployment in Europe by number of shipments

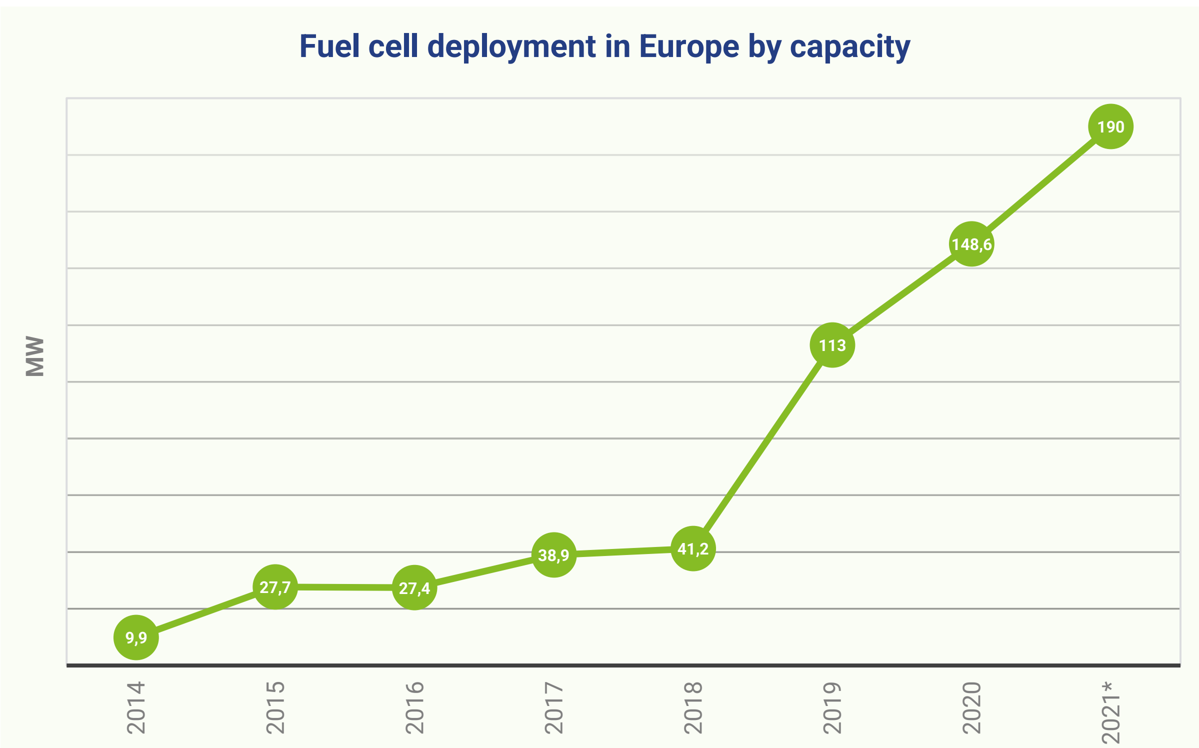


Figure 63. Fuel cell deployment in Europe by capacity

Conclusions

The purpose of this report is to provide an overview on the latest statistics covering the entire value chain of the European hydrogen market.

Compared to the previous report that analysed the hydrogen market of 2020, the capacity of water electrolysis projects in operation increased significantly, from 99 MW to 178 MW in 2022 (+80%). When looking at the expected capacity increase of water electrolysis projects that are currently under construction, an even higher raise should follow in the coming years, reaching 1,368 MW by 2025. European electrolyser manufacturers could meet this demand, as they are expected to reach a capacity of 6.03 GW/year by 2023 and 9.43 GW/year by 2025. In 2022, European manufacturers sold approximately 62 MW of water electrolysers, with PEM technologies making up 73% of total sales. No significant increase in the number of plants that produce hydrogen from reforming with carbon capture was yet observed, that remained at three.

This fast increase in clean hydrogen production is important to meet climate objectives with the aim of decarbonizing the entire hydrogen sector, in addition to supplying hydrogen to many new emerging applications. Based on an average of many different hydrogen demand forecast studies, it is expected that hydrogen demand in Europe could increase from 8.2 Mt in 2022 to 45.5 Mt by 2050.

In 2022, clean hydrogen consumption equalled approx. 20 kt in Europe, which is thus less than 0.25% of the total hydrogen demand. Clean hydrogen consumption was mainly serving new emerging applications, such as mobility, blending with natural gas in pipelines and production of steel. As for mobility, the number of fuel cell electric vehicles is constantly growing, reaching 5,570 vehicles in 2022. To meet this hydrogen demand, the number of operational and publicly accessible hydrogen refuelling stations is also increasing, amounting 178 by May 2023.

An important element for clean hydrogen production to break through is cost competitiveness. In 2022, the LCOH of renewable hydrogen (6,86 €/kg H_2) was almost comparable to SMR (6,23 €/kg H_2), which was far from the case in 2021 (2.67 €/kg H_2 for SMR and renewable hydrogen ranging from 3.3 to 6.5 €/kg H_2). This was mainly caused due to the sudden strong increase in energy prices, especially natural gas, following the COVID-19 pandemic and the war in Ukraine. The high natural gas prices of 2022 are also reflected in the break-even price of renewable hydrogen for oil refining, which would become economically competitive when delivered to the off-taker in the range of 3.9 €/kg to 8.1 €/kg depending on the country.

Next to this report, three other reports will be released before the summer of 2024, focusing on policies, research and innovation and a manual for the LCOH calculator.

Appendix

A.1.

Global fuel cells market

This appendix presents the global data of the fuel cell market that is available on the European Hydrogen Observatory website. As referred to in chapter 5, the dataset is originating from the E4tech Fuel Cell Industry Review.

Figure A.1.1. provides a visual representation of the trend in the total number of shipped fuel cells and the total capacity of fuel cells (in MW) from 2014 to 2021[16]. In 2014, the total number of shipped fuel cells stood at around 64,000 units. From 2014 to 2016, there was a slight decrease, resulting in a total of over 63,000 fuel cells in 2016. Subsequently, there was a consistent and progressive increase in the total number of fuel cells, reaching around 88,000 by the end of 2021. The total capacity of fuel cells, however, exhibited a consistent growth from 2014 onwards, going from 185 MW to 2,284 MW in 2021. The capacity of the shipped fuel cells is thus increasing, growing from 2.9 kW/unit to 26 kW/unit. The most significant increase in capacity occurred between 2020 and the forecast of 2021, being a remarkable addition of 963 MW to the total fuel cell capacity, which is a 73% increase.

[16] 2021* is a forecast for the full year, based on firm data from January to September, and in most cases to as late as December.

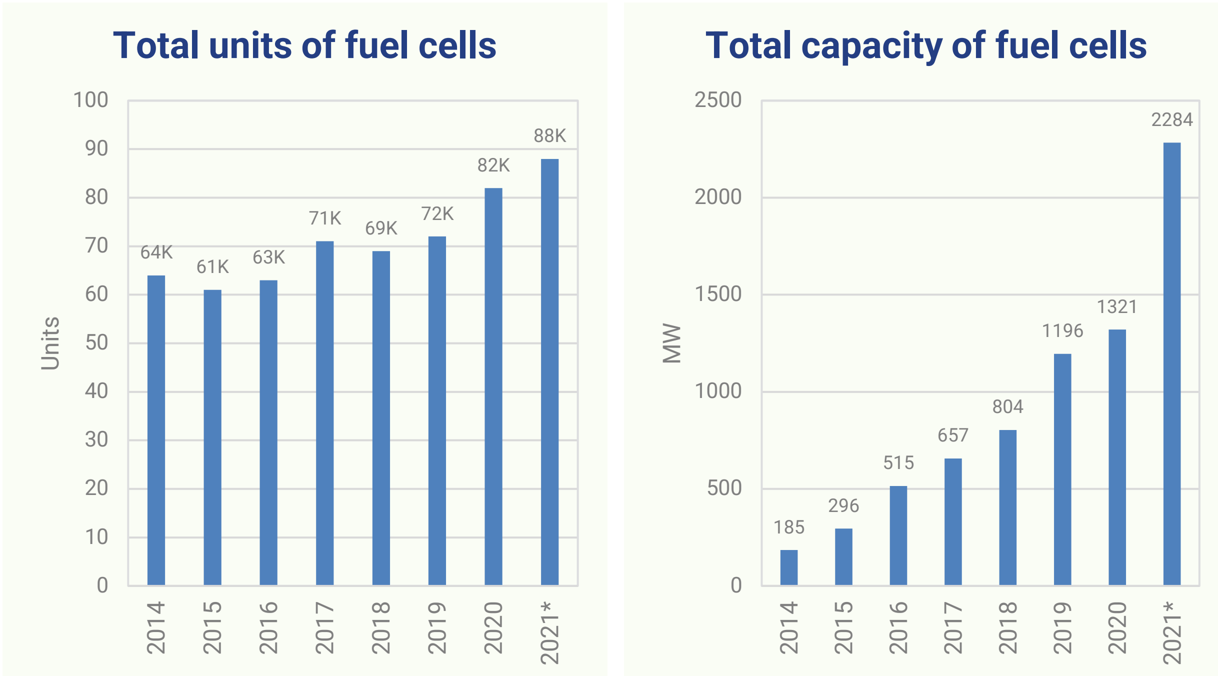


*Figure A.1.1. Total units and capacity of fuel cells in Europe during the period 2014-2021**

A.1.1.

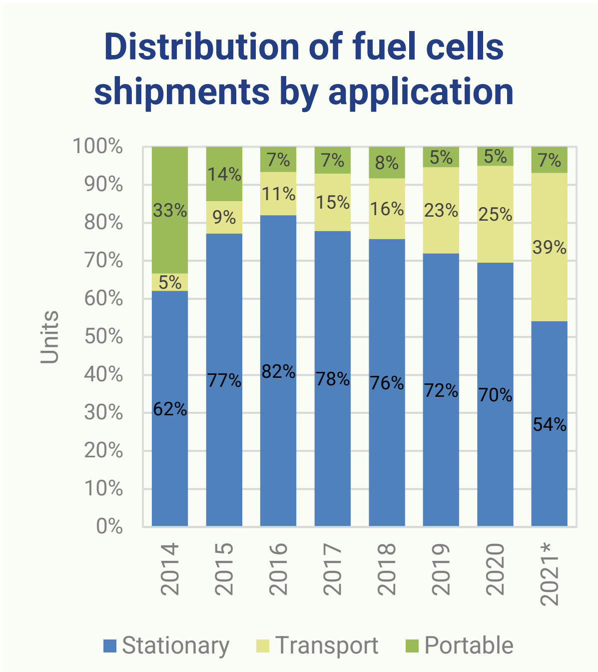
Shipments by application

Figure A.1.2. provides a visual representation of the distribution of fuel cell shipments in terms of the total number of units and the total capacity (in MW) by application from 2014 to 2021.

The dominant application category among shipped fuel cell systems, in terms of units, was stationary fuel cells, accounting for the largest share of total shipments. However, since 2014, there has been a slight decrease in their share of total shipments. In 2014, stationary fuel cells represented 62% of the total shipments, which decreased to 54% in 2021. A similar trend was observed in portable fuel cells, where there was a continuous decline in their share of total shipments. In 2014, portable fuel cells represented 33% of the total shipments, but this percentage decreased to 7% by 2021. In contrast, fuel cells designed for transportation purposes exhibited a notable increase over the years. In 2014, they represented only 5% of the total shipments, but this figure rose significantly to 39% by 2021.

In terms of total capacity, it's worth noting that fuel cells for stationary applications took the lead in 2014, representing a substantial 80% of the total share. However, over the years, there was a significant decline in their share, dropping to a mere 15% by 2021. Conversely, transport-oriented fuel cells accounted for a relatively small share in 2014, representing only 20% of the total capacity. However, they experienced remarkable growth throughout the years and, by 2021, had taken the lead, representing an impressive 85% of the total capacity of fuel cells. In contrast, fuel cells for portable applications remained at consistently low levels throughout the years, accounting for less than 1% of the total capacity.

This data highlights the dynamic shifts in the distribution of total capacity across different fuel cell applications, with transport-oriented fuel cells emerging as the dominant category by 2021.



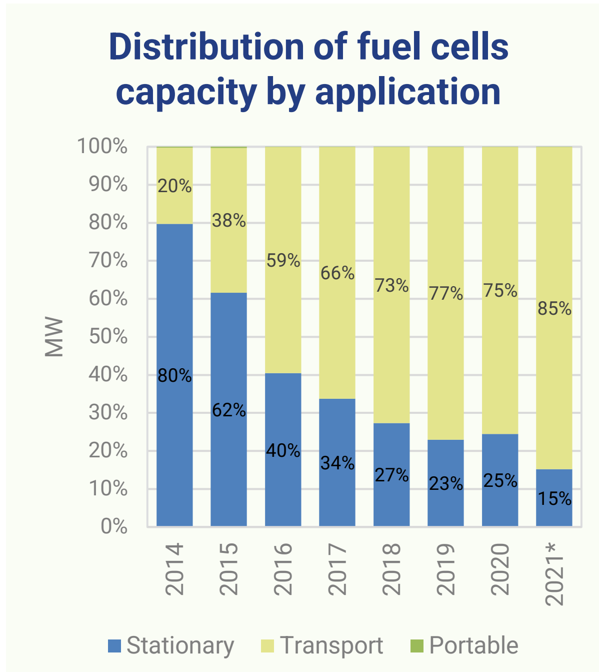


Figure A.1.2. Distribution of fuel cell shipments in terms of the total number of units and the total capacity (in MW) by application in Europe from 2014 to 2021.

The explanation of the different categories of fuel cell systems based on their intended application is presented in Table A.1.1.

Table A.1.1. Outline of the terminology employed in this chapter to describe different categories of fuel cell systems based on their intended application

Portable	Portable fuel cells are designed to be small, lightweight, and easily transportable. They can be used in applications where mobility is essential, such as powering portable electronic devices (e.g., laptops, smartphones, and cameras), portable generators, and even small vehicles like drones. Portable fuel cells often use hydrogen as a fuel source and can provide a convenient source of power in remote or off-grid locations. The main advantage is that they have a higher energy density compared to batteries.
Stationary	Stationary fuel cells are used to provide electricity and heat to stationary applications, such as homes, businesses, and industrial facilities. Stationary fuel cells are considered for distributed energy generation as a power source or for cogeneration applications since they can efficiently produce electricity and heat at the same time. Common types of stationary fuel cells include proton exchange membrane fuel cells (PEMFCs) and solid oxide fuel cells (SOFCs).
Transport	Transport fuel cells are fuel cell systems designed for use in vehicles, such as cars, buses, trucks, and even trains. They are part of the emerging hydrogen fuel cell vehicle technology, where hydrogen is used as a clean energy source to power electric motors in vehicles. Transport fuel cells are crucial in the development of hydrogen-powered transportation as an alternative to traditional internal combustion engines or battery electric vehicles (BEVs).

A.1.2.

Shipments by fuel cell type

Figure A.1.3. provides a visual representation of the distribution of fuel cell shipments in terms of the total number of units and the total capacity (in MW) by fuel cell type from 2014 to 2021.

The dominant category among fuel cell types, in terms of shipped units, was the Proton Exchange Membrane Fuel Cell (PEMFC), accounting for the largest share. However, it's worth noting that its share compared to other fuel cell types exhibited a declining trend over the years. In 2014, PEMFCs represented a substantial 92% of the total shipments, but by 2021, this figure had decreased to 65%. Following closely behind were Solid Oxide Fuel Cells (SOFC), which, in contrast, increased their share in the total shipments. In 2014, SOFCs accounted for a mere 4% of the total shipments, but by 2021, their share had risen to 28%. Direct Methanol Fuel Cells (DMFC) followed a similar pattern, with a slight increase in their share over the years. In 2014, DMFCs represented 4% of the total shipments, which grew to 6% in 2021. The remaining three types of fuel cells, namely Phosphoric Acid Fuel Cell (PAFC), Alkaline Fuel Cell (AFC), and Molten Carbonate Fuel Cell (MCFC), collectively constituted less than 1% of the total shipments. This data provides valuable insights into the changing landscape of fuel cell types in our shipments, with PEMFCs still dominating the market but showing a gradual decrease, while SOFCs and DMFCs are gaining ground.

When considering total capacity, PEMFC emerged as the dominant category, securing the largest share of the total capacity. Its share displayed a steady and significant increase since 2014, surging from a 39% share to an impressive 86% share in 2021. Conversely, SOFC experienced a substantial decrease in its share of the total capacity of fuel cells. In 2014, SOFC represented a 21% share, which dwindled to a mere 9% in 2021. A similar trend was observed for MCFC, which exhibited a considerable decline from a 38% share of the total capacity in 2014 to less than 1% in 2021. PAFC showed fluctuations in its share throughout the years, accounting for 2% in 2014, reaching a peak of 12% in 2017, and subsequently dropping to 4% in 2021.

This data underscores the dynamic shifts in the distribution of total capacity among different fuel cell types, with PEMFC leading the way, while SOFC, MCFC, and PAFC underwent varying trends in their respective shares over the years.

The explanation of the different fuel cell types discussed in this chapter is presented in Table A.1.2.

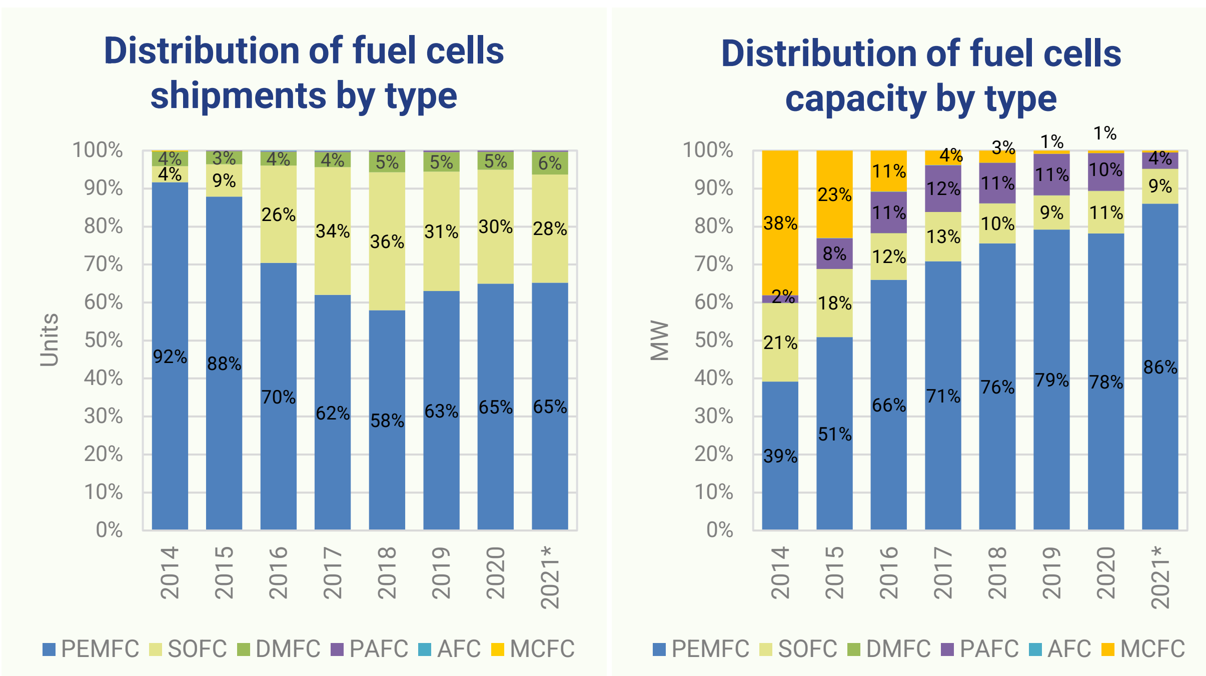


Figure A.1.3. Distribution of fuel cell shipments in terms of the total number of units and the total capacity (in MW) by fuel cell type in Europe from 2014 to 2021.

Table A.1.2. Explanation of the different fuel cell types

AFC	AFC stands for Alkaline Fuel Cell. It is a type of fuel cell technology that generates electricity and heat through an electrochemical process using an alkaline electrolyte, typically potassium hydroxide (KOH) or sodium hydroxide (NaOH). This electrolyte allows for the movement of hydroxide ions (OH^-), creating a low ionic resistance between the anodic and cathodic electrochemical reactions of the fuel cell.
DMFC	DMFC stands for Direct Methanol Fuel Cell. This type of fuel cell technology is used for generating electricity directly from methanol, a liquid fuel, without the need for an external reformer to convert the methanol into hydrogen. This direct utilization of methanol simplifies the fuel cell system since it is easier to handle and transport than gaseous or liquefied hydrogen, which is used in many other types of fuel cells.
MCFC	MCFC stands for Molten Carbonate Fuel Cell. In MCFCs, the electrolyte is a high-temperature molten carbonate salt, typically a mixture of lithium carbonate (Li_2CO_3) and potassium carbonate (K_2CO_3). This molten carbonate electrolyte allows for the movement of carbonate ions (CO_3^{2-}) between the anode and cathode. MCFCs can operate on a variety of fuels, including natural gas, biogas, and even coal-derived gases. This flexibility makes them suitable for a range of applications and helps reduce dependence on a single fuel source.
PAFC	PAFC stands for Phosphoric Acid Fuel Cell. In PAFCs, the electrolyte is typically made in the form of a phosphoric acid-doped polymer membrane. This phosphoric acid electrolyte allows for the movement of ions between the anode and cathode. They operate well at a steady state, making them suitable for stationary and continuous power generation applications.
PEMFC	PEMFC stands for Proton Exchange Membrane Fuel Cell. The core of a PEMFC is a proton-conducting polymer membrane, typically perfluorosulfonic acid membranes such as Nafion™. This membrane allows protons (H^+) to pass, while blocking gases and electrons, allowing a compact design.
SOFC	SOFC stands for Solid Oxide Fuel Cell. The "solid oxide" in SOFC refers to the type of electrolyte used in the fuel cell, namely a solid oxide or ceramic material. This solid oxide allows for the transport of oxide ions (O^{2-}), which requires high temperatures. The major advantage of the SOFC is that it has a high combined heat and power efficiency.

A.1.3.

Shipments by region

Figure A.1.4. provides a visual representation of the distribution of fuel cell shipments in terms of the total number of units and the total capacity (in MW) by region from 2014 to 2021.

Asia emerged as the predominant region for the deployment of fuel cell units, consistently holding the largest share. In 2014, it accounted for 62% of the total shipments, and this share exhibited a steady increase until 2018 when it reached a peak of 80%. However, in the subsequent years, there was a gradual decline, and by 2021, the share had reverted to approximately 63%. North America followed with a notably lower share, representing 27% of the total shipments in 2014. There was a significant drop to 11% in 2015, but it gradually increased until 2018. Subsequently, there was another drop until 2020, after which it rebounded to a 24% share in 2021. Europe constituted the region with the smallest share, accounting for 9% of the total shipments in 2014. Over the years, Europe experienced fluctuations in its share, ultimately reaching a 13% share of the shipments deployed in 2021.

It is important to note that the remaining fuel cells were distributed among various countries in the rest of the world. This data underscores the dominant position of Asia in fuel cell deployments, with North America and Europe showing variable trends in their respective shares over the years.

The global deployment of fuel cell systems exhibited significant regional variations, with each region showing distinct trends in capacity utilization. Asia emerged as the dominant market for fuel cell system capacity, although it experienced fluctuations over the years. In 2014, it accounted for 56% of the total fuel cell system megawatts (MW) manufactured. This share reached its highest point at 69% in 2020 and concluded at a 63% share in 2021. North America followed with a substantial share of the total capacity deployed in 2014, representing 38%. Its share experienced an upward trajectory, reaching a peak of 50% in 2017. However, it declined to a 28% share by 2021. Europe, on the other hand, consistently had the lowest share of the total capacity, also displaying fluctuations over the years. In 2014, it accounted for 5% of the total capacity, with the highest share recorded at 11% in 2022. By 2021, Europe represented 8% of the total capacity.

These regional variations emphasize the dynamic nature of fuel cell system capacity deployment, with Asia taking the lead and North America and Europe demonstrating their distinct patterns.

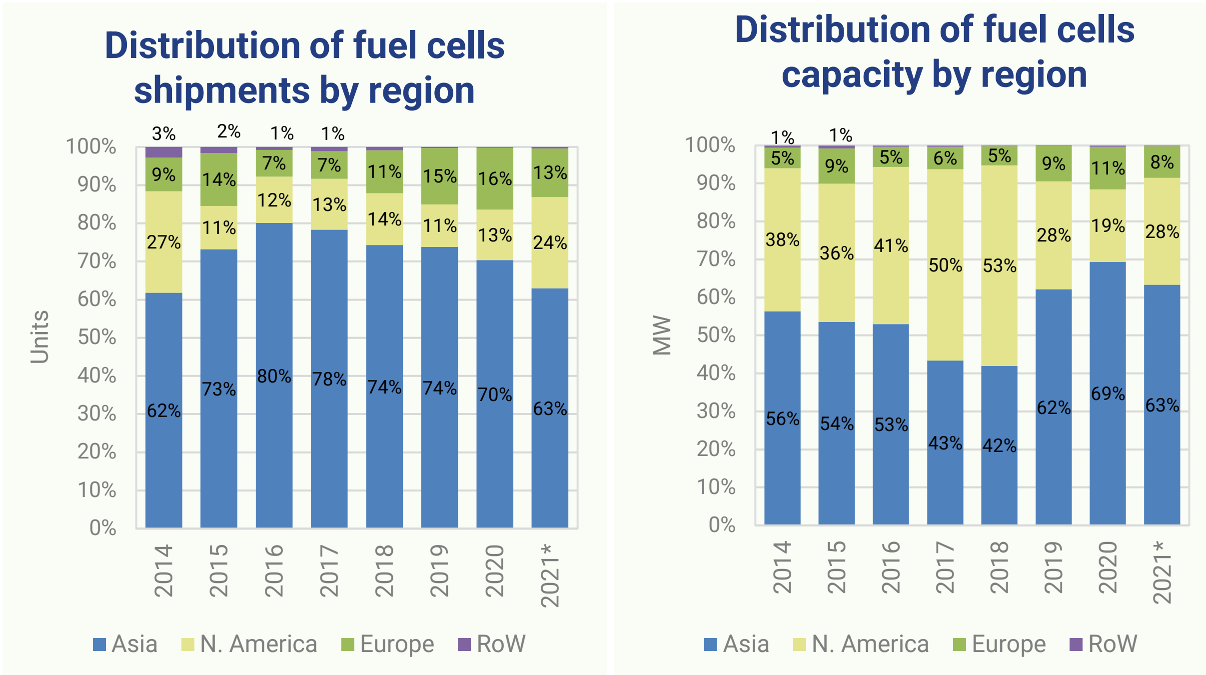


Figure A.1.4. Distribution of fuel cell shipments in terms of the total number of units and the total capacity (in MW) by fuel cell by region of deployment and system integration in Europe from 2014 to 2021

A.2.

Used assumptions for estimating the break-even prices of renewable hydrogen New

Table A.2.1. Assumptions made when estimating break-even hydrogen prices by end use

Oil refining

1. The analysis is based on the assumption that grey hydrogen would be produced using steam methane reforming, using natural gas as feedstock. The only reason why the BEP is not equal to the calculated grey hydrogen production costs is that the SMR unit is producing not only hydrogen but also by-product steam (around 7 MWh per metric ton of hydrogen), which is utilised for other oil refining processes. Therefore replacing grey hydrogen with renewable hydrogen would create a steam deficit which the refinery would need to supply from other sources. As a result the BEP for oil refining is set at a level equal to grey hydrogen production costs minus costs of producing additional amount of steam from other sources.

2. For the purpose of the analysis the alternative source of steam was assumed to be combustion of natural gas in a boiler with a 90% efficiency.

3. The assumed renewable hydrogen production process is low-temperature water electrolysis (i.e. no potential benefits from using waste heat from the refinery for high temperature electrolysis were considered).

4. An oil refinery usually has limited use for oxygen. Therefore potential revenues from by-product oxygen from electrolysis have not been included. If valorised oxygen could potentially improve the business case and increase the required BEP by around 0.2 EUR/kg. As low-temperature electrolysis is the technology of choice, no potential benefits from utilization of electrolysis waste heat have been included in the calculation.

5. The calculated BEP is indicative of the final delivery price to the end user (refinery) and not at hydrogen production point. In other words, if renewable hydrogen would be produced off-site and transported via pipelines, any costs related to compression, pipeline transportation, storage, etc. would have to be covered within the estimated break-even-point price.

Heavy-duty trucks

1. The BEP has been estimated at a level needed to reach cost parity with a diesel 40t 4x2 tractor, with an average daily mileage of 570 km and one shift per day, 250 days per year over a 5 year lifetime.

2. The hydrogen FCEV option assumed 350 bar refuelling.

3. Diesel costs used for the analysis were based on Eurostat data for October 2023, the prices used for comparison are retail prices including fuel taxes and charges, but excluding VAT.

4. Diesel and FCEV trucks, powertrain, equipment, refuelling infrastructure, fuel conditioning and fuel transportation costs were adopted after the JU Fuel Cells Hydrogen Trucks study from December 2020.

5. The potential inclusion of the road transport sector in the ETS system has not been taken into account at this stage.
6. The BEP has been calculated without taking into account any regulatory benefits from the hydrogen contribution towards RED III targets (i.e. no benefit from avoiding penalties or certificate trading were included in the analysis).
7. The BEP reflects the price at the pump and thus includes costs of fuel conditioning (compression), transportation and refuelling infrastructure, which are estimated at a combined level of 3.26 EUR/kg. In case these costs would be higher the hydrogen production costs would have to be lower by a corresponding amount.

Steel

1. The BEP is indicating the maximum price of H2 delivery (i.e. not a production cost) for the H2 DRI-EAF route to reach cost parity with the blast furnace - basic oxygen furnace route which is the market benchmark for primary steel manufacturing in Europe.
2. The analysis includes all the impacts from eliminating blast furnace other than just its crude steel output, but also including loss of blast-furnace-gas and coke-oven-gas outputs, which are currently, in most cases, used for onsite heat and/or power generation.
3. While in the case of onsite electrolysis the by-product oxygen could be used in some of the other processes at a steel plant, this potential benefit was excluded from the analysis to encompass also the case of offsite hydrogen production and delivery via pipeline.
4. The assumed renewable hydrogen production process is low-temperature water electrolysis (i.e. no potential benefits from using waste heat from the steel plant for high temperature electrolysis were considered).
5. Gradual phasing out of free allowances for steel production, following the implementation of CBAM has been incorporated in the business case.
6. The calculated BEP is indicative of the final delivery price to the end user (steel plant) and not at hydrogen production point. In other words, if renewable hydrogen would be produced off-site and transported via pipelines, any costs related to compression, pipeline transportation, storage, etc. would have to be covered within the estimated break-even-point price.

Maritime

1. The BEP is indicating the maximum price of H2 delivery for hydrogen fuel to reach cost parity with the benchmark fossil fuel option for 4 selected ship types.
2. The benchmark option in each case was the use of conventional very low sulphur fuel oil (VLSFO), based on fuel prices available in the Port of Rotterdam.
3. Only pure hydrogen options were considered in the analysis (so either compressed or liquefied hydrogen with a fuel cell or ICE - with the final value given for the most profitable from among these options).
4. No synthetic fuels were considered (e-ammonia, e-methanol, e-LNG).
5. The potential inclusion of the maritime sector in the ETS system has not been taken into account at this stage.

6. The BEP has been calculated assuming the ship owner would stay below the FuelEU Maritime targets even without the use of hydrogen (i.e. no benefit from avoiding the FuelEU Maritime penalties have been included in the analysis).

7. The analysis includes the economic impact of using alternative fuels beyond just fuel costs and includes also the impact resulting from lower energy density of the hydrogen fuel, resulting in potential loss of revenues from reduced cargo carrying capacity of the ship.

8. The calculated BEP is indicative of the final delivery price to the end user and not at hydrogen production point. In other words, the estimated break-even-point price would need to cover not only hydrogen production costs but also costs of hydrogen compression/liquefaction, transport, storage and bunkering operations.