



IPHE Country Update Jun 2025 – Oct 2025: Germany

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1. New Initiatives, Programs, and Policies on Hydrogen and Fuel Cells

In September, the Federal Ministry for Economic Affairs and Energy (BMWE), under the new Federal Minister Katherina Reiche, published an [energy monitoring report](#). Building on its findings, the ministry presented a 10-point plan to accelerate the energy transition while safeguarding competitiveness and security of supply. Action Point 9 calls for a more pragmatic approach to advancing the hydrogen ramp-up and for reducing overly complex regulatory requirements.

In October, as part of the restructuring of the BMWE, the ministry published its [updated organizational chart](#). Units working on hydrogen have been consolidated within the newly established Department VIII – *Safety, Gas, and Hydrogen, Participations*.

In October, the [draft Hydrogen Acceleration Act \(WassBG\)](#) was approved by the Federal Cabinet. The act aims to accelerate approval procedures for projects involving the production or import of renewable and low-carbon hydrogen and derivatives, as well as infrastructure.

2. Hydrogen and Fuel Cell R&D Update

In July, the Federal Ministry for Research, Technology and Space (BMFTR) launched a [call for proposals](#) to promote bilateral cooperation with Chile in the field of energy research. Funding of up to 300,000 euros (approx. USD 349,000) per project is available for joint research and innovation projects on hydrogen produced from renewable electricity sources.

In August the [FormaPort research project](#) received 4.4 million euros (approx. USD 5.13 million) in funding from the federal state of Mecklenburg-Western Pomerania and the European Union (EU). The consortium, comprising Wismar University of Applied Sciences, Akros Energy, the Leibniz Institute for Catalysis, and TAB GmbH, is developing an alternative hydrogen storage technology that does not require high pressure or low temperatures. The approach uses potassium-based compounds as a cost-effective and safe storage medium.

A [study](#) published in August by DIW Berlin (the German Institute for Economic Research) found that water availability will not be a limiting factor for hydrogen



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production in Germany. The projected electrolysis capacities for 2030 would require only 0.15 percent of current national water withdrawal.

In August, the National Hydrogen Council published an [information and background paper](#) that systematically analyzes the technological challenges and research needs along the value chain of renewable and low-carbon hydrogen and its derivatives.

Since August, the Lower Saxony Research Center for Vehicle Technology has been developing a [new research platform](#) for hydrogen and fuel cell technologies. The initiative aims to expand gaseous and liquid hydrogen infrastructure to support research on energy storage and propulsion systems. It is funded by the federal state of Lower Saxony with around 4.3 million euros (approx. USD 5.01 million) and carried out in collaboration with the Technical University of Braunschweig and the Fraunhofer Institute for Surface Engineering and Thin Films.

In August, the [Heidekrautbahn Hydrogen Railway research project](#) – the only initiative of its kind in Germany – successfully completed its first implementation phase. The aim is to convert the trains of the RB27 regional railway in the Barnim district to hydrogen-powered trains. The project is supported by the Federal Ministry of Transport's (BMV) National Innovation Programme for Hydrogen and Fuel Cell Technology (NIP).

With the BALIS project, the German Aerospace Centre is building a unique scientific test facility in order to develop and test the components of fuel cell-based electric drives for mobile applications (especially in aviation) with an output of up to 1.5 megawatts and liquid hydrogen storage and supply. As of early September, for the first time, [researchers were able to reach an output of more than one megawatt](#) with two of the most important components – the fuel cells and the electric motor. The research is being carried out as part of the BALIS 2.0 project under the NIP, funded with a total of 9.3 million euros (approx. USD 10.83 million) by the BMV.

In September, the BMFTR and the Japan Science and Technology Agency launched a [new joint call](#) under the Strategic International Collaborative Research Program. The call supports German-Japanese research on hydrogen technologies for a sustainable hydrogen economy. Funding of up to 600,000 euros (approx. USD 700,000) per German consortium and 46.8 million yen (approx. USD 313,000) per Japanese consortium is available.

The [Hydrogen Innovation Center](#) (HIC) in Chemnitz was officially launched in September as part of the Hydrogen Innovation and Technology Center. With funding of about 70 million euros (approx. USD 81.6 million) from the BMV and a further 14 million euros (approx. USD 16.3 million) from the federal state of Saxony, the center is building dedicated infrastructure to support hydrogen-related research, development, and innovation. The project is part of the German Recovery and Resilience Plan, with funding provided through the European Recovery and Resilience Facility. The HIC's Research and Transfer Center is already operational, offering consultancy and knowledge transfer services as well as support for small and



medium-sized enterprises and startups with regards to regulations, codes and standards.

3. Demonstration, Deployments, and Workforce Developments Update

In June, schrand.energy, a start-up founded in 2022, commissioned its [hydrogen pilot plant](#) in Essen (Oldenburg). The project received 2.7 million euros (approx. USD 3.15 million) in public funding from the federal state of Lower Saxony under the state's hydrogen programme.

In June, Austrian technology group Andritz opened a new one GW factory for pressurized alkaline electrolyzers at its site in Erfurt. The first 100 MW from the gigafactory are earmarked for steel manufacturer Salzgitter AG in central Germany, where the hydrogen will be used to produce "green" steel.

In June, Evonik completed a 50-kilometer hydrogen pipeline as part of the [GET H2 Nukleus](#) project, linking Legden, the Marl Chemical Park, and Gelsenkirchen. The Marl site, processes around 25,000 m³ of hydrogen per hour. The project's building blocks are eligible for IPCEI (Important Project of Common European Interest) funding.

By end of June, REVG Rhein-Erft-Verkehrsgesellschaft mbH [completed the rollout](#) of 26 Solaris Urbino nE12 hydrogen fuel-cell hybrid buses, now in service as standard solo vehicles. The project, initiated in 2024, received 12.6 million euros (approx. USD 14.7 million) in funding from the BMV under Germany's national programme supporting zero-emission buses.

In July, BP launched a [call](#) for hydrogen off-takers for its 100 MW LGH2 project in Lingen, which is expected to produce around 10,000 tons of RFNBO hydrogen annually from 2027. The project, already at final investment decision stage, is under construction and funded by the BMWE and the federal state of Lower Saxony under the IPCEI programme.

In July, Enertrag signed a [purchase agreement](#) for a site in Prenzlau, Brandenburg, where the company plans to build a 130 MW electrolyzer. The plant, funded under the IPCEI programme, will be connected to Germany's hydrogen core network and produce around 12,500 tons of renewable hydrogen per year. It will be part of Enertrag's East Germany Electrolysis Corridor.

In July, the world's first [floating platform for e-fuel production](#) entered operation in Bremerhaven. As part of the [H2Mare](#) flagship project, the facility aims to produce e-fuels from renewable hydrogen via Fischer-Tropsch synthesis on a 60 × 15 m offshore barge, demonstrating the complete offshore power-to-X process chain under real-world conditions. The project is funded by the BMFTR.

In July, H2 Mobility, Germany's largest operator of hydrogen refueling stations, signed an [agreement](#) with Air Liquide to purchase 1,000 tons of RFNBO-certified hydrogen



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per year for distribution to stations in the Rhine-Ruhr region. The hydrogen will be supplied from the 20 MW Trailblazer project in Oberhausen.

In August, Copenhagen Infrastructure Partners (CIP) announced it would take a 70 percent stake in the Lubmin hydrogen hub, securing pre-financing for IPCEI funding. CIP will initially invest around 15 million euros (approx. USD 17.5 million). The hub targets 210 MW electrolysis capacity, with the first 100 MW phase to start by 2028, producing about 10,000 tons of hydrogen annually.

In August, TSO Thyssengas began converting a 53-kilometer natural gas pipeline section between Vlieghuis (Netherlands) and Ochtrup (Germany) to carry hydrogen. The line will connect Dutch industrial hubs and ports to the German hydrogen core network and is scheduled for commissioning in 2027.

In September, the German steel producer Stahl-Holding-Saar (SHS) Group signed a hydrogen [oftake agreement](#) with Verso Energy to source at least 6,000 tons of “green” hydrogen from its *CarlHYng* project in France for its planned DRI plant in Dillingen. The project forms part of SHS’s [Power4Steel](#) transformation programme, which is supported by the BMWE and the federal state of Saarland under the IPCEI framework.

In September, Gasunie began converting the Weserdüker Süd natural gas station for hydrogen transport to connect the city of Bremen to the hydrogen core network. The site is part of the IPCEI [Hyperlink project](#), linking Germany, the Netherlands and Denmark.

As of September, Hamburger Hafen und Logistik AG is testing the [first hydrogen-operated straddle carrier](#) at Hamburg port. The vehicle is being used in operational service at the Container Terminal Tollerort on the associated test facility as part of the Clean Port and Logistics innovation cluster. The cluster and the refuelling station is being funded under the NIP by the BMV with three million euros (approx. USD 3,5 million).

As of October, [Germany’s hydrogen refuelling infrastructure](#) consists of 67 stations in operation. Of these, 61 offer refuelling for 700-bar light-duty vehicles, and 51 provide 350-bar refuelling for heavy-duty vehicles. An additional 20 stations are currently under construction, 15 of which will include 700-bar and all 20 will include 350-bar refuelling options.

4. Events and Solicitations

On November 6, the Chamber of Commerce and Industry in Berlin, together with the German Chambers of Commerce Abroad, delivered an [International Hydrogen Summit](#), focusing on technological innovations, international collaboration, and Europe’s role in the global hydrogen market.



5. Investments: Government and Collaborative Hydrogen and Fuel Cell Funding

In June, the Energie Schwaben Group received around 10 million euros (approx. USD 11.7 million) in funding from the Bavarian Ministry of Economic Affairs, Regional Development and Energy to support the installation of three electrolyzers in Bavarian Swabia.

In June, the federal state of Saxony-Anhalt announced two hydrogen funding calls worth 87 million euros (approx. USD 101.4 million) under the European Just Transition Fund—about 58 million euros for electrolyzers and storage and 29 million euros (approx. USD 33.8 million) can be used for pipeline construction or repurposing.

In July, the BMV launched its fourth [funding call](#) for hydrogen fuel cell buses. The initiative supports the procurement of new buses, retrofitting of existing buses to alternative drives, as well as required charging, refuelling, and maintenance infrastructure. Funding is provided as non-repayable grants, covering up to 80 percent of the additional investment costs for fuel cell buses and up to 40 percent for hydrogen refuelling and maintenance infrastructure.

In August, Linde received a grant notification of 4.3 million euros (approx. USD five million) from the federal state of Saxony-Anhalt for the construction of a five MW electrolyzer in Leuna. The electrolyzer is to be built there by the end of 2026 and will then produce around 450 tons of hydrogen per year.

In September, the BMWE published the second call for proposals under the funding guideline for international hydrogen projects, together with the BMFTR. German companies can submit project outlines until mid-December to receive support for the implementation of projects for renewable hydrogen and hydrogen derivatives in countries outside Europe.

In October, the BMWE launched the [prequalification procedure](#) for the 2026 Carbon Contracts for Difference (CCfD) auction, supporting low-carbon production processes in energy-intensive industries such as chemicals, steel, cement, glass, and hydrogen applications. A draft funding guideline was published for consultation, aiming to make the scheme more flexible, SME-friendly, and technology-neutral than the first CCfD round in early 2024. The next bidding round, expected by mid-2026, is planned with a budget of 6 billion euros, pending final budget approval and EU clearance.

There have been a number of updates on [H2Global](#) over recent months:

- In July, the BMWE conducted a [public market consultation](#) on the design of the planned bilateral tender with [Canada](#). Both countries intend to provide up to 200 million euros (approx. USD 233 million) each for this window.
- In September, [Australia](#) launched a [consultation](#) for the planned joint Australian-German hydrogen tender with a volume of 400 million euros (approx. USD 466 million).



- In September, H2Global's pilot auction for [e-methanol](#) was resumed, with the budget increasing to 437.5 million euros (approx. USD 510 million).
- In September, Hintco announced the launch of the [joint German–Dutch auction](#) to procure renewable hydrogen and its derivatives under long-term off-take contracts. The four regional lots—covering Africa, Asia, North America, South America and Oceania—are financed exclusively by Germany with a minimum total budget of 1.94 billion euros (approx. USD 2.26 billion) —484 million euros (approx. USD 565 million) per lot—to support imports to Germany. In addition, a global lot for renewable hydrogen—open to producers worldwide and supplying both Germany and the Netherlands—is co-funded by both countries with at least 567 million euros available (approx. USD 661 million).

6. Regulations, Codes & Standards, and Safety Update

In June, TÜV Rheinland was recognized for the CertifHy EU RFNBO program, while TÜV Nord announced provisional recognition by the German Federal Environment Agency for RFNBO certifications according to the ISCC EU standard.

In June, the Federal Network Agency (BNetzA) announced the [ramp-up fee for using the hydrogen core network](#). It amounts to 25 euros per kilowatt-hour per hour per year for feeding hydrogen into or out of the network. The fee will be adjusted annually in line with general monetary developments, but otherwise remains unchanged. The ramp-up fee will be reviewed every three years.

In June, the Federal Ministry for the Environment, Climate Action, Nature Conservation and Nuclear Safety published a [draft bill](#) for the further development of the greenhouse gas (GHG) reduction quota. The draft bill adjusts the GHG quota and extends targets until 2040. It also provides for the introduction of a sub-quota for RFNBO. It starts at 0.1 percent in 2026 and rises to 12 percent by 2040.

A [study](#) by NOW, published in October, identifies regulatory requirements and hurdles in developing hydrogen refueling stations.