



ENERGIAÜGYI MINISZTERIUM



HYDROGEN OPEN 2025  
23rd January 2025

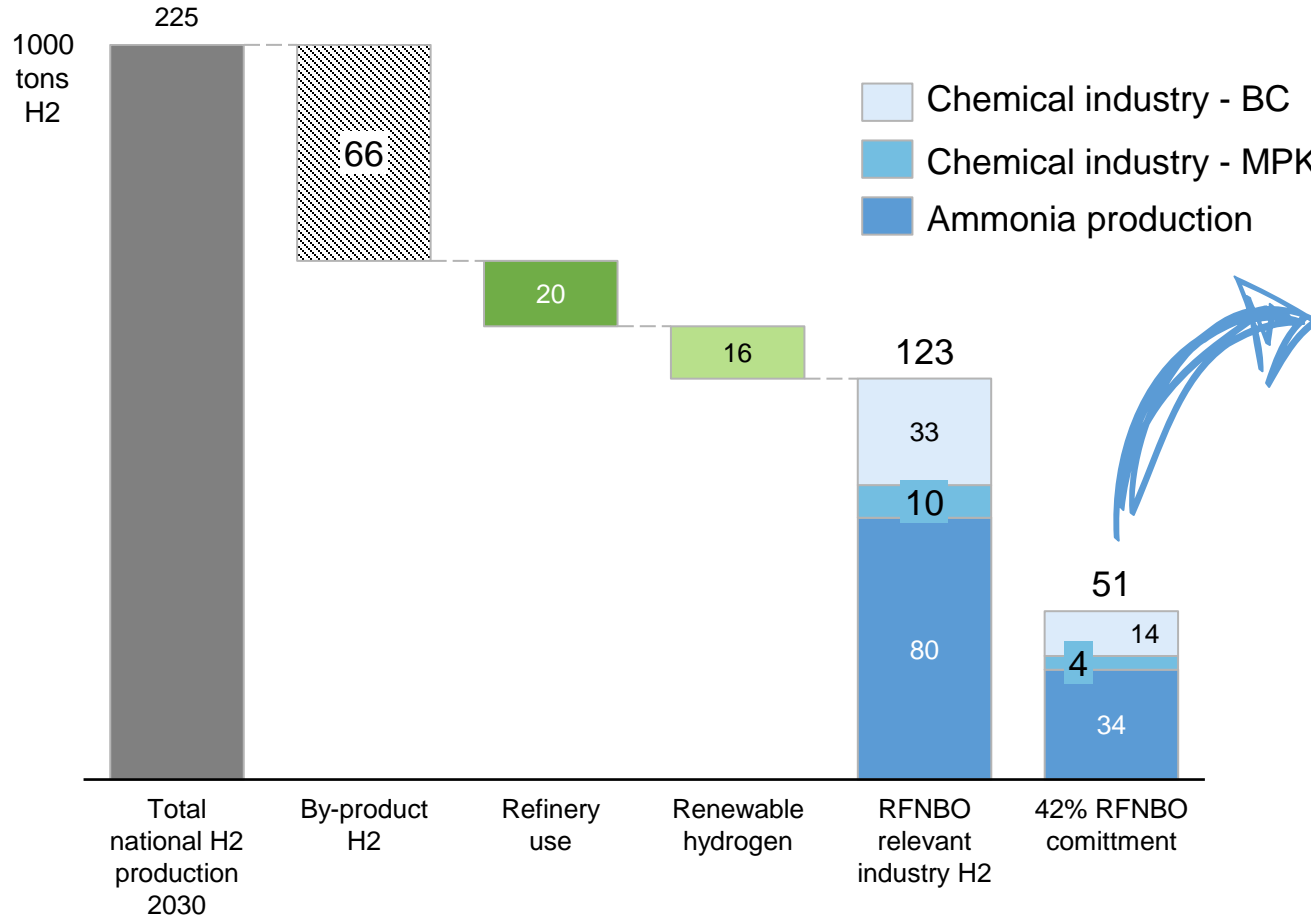
# Hungarian policy on achieving the RFNBO target

**Viktor Horváth**  
Deputy State Secretary for Energy Transition  
Ministry of Energy

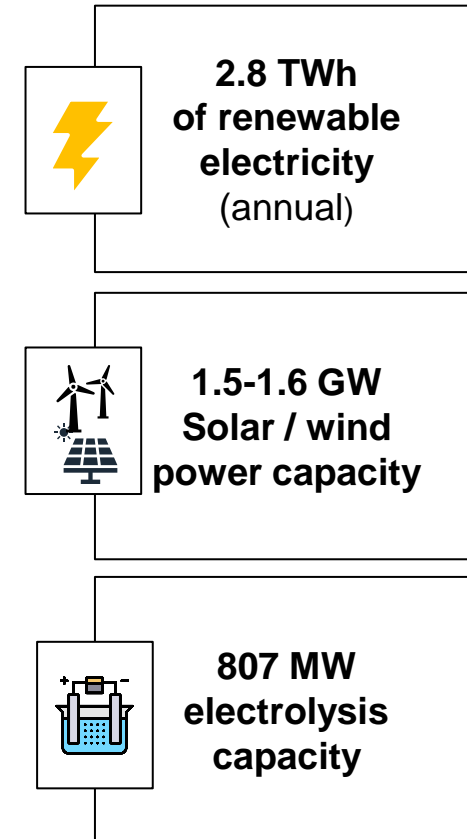
# Industrial RFNBO obligation will create significant demand



## Industrial RFNBO obligation 2030

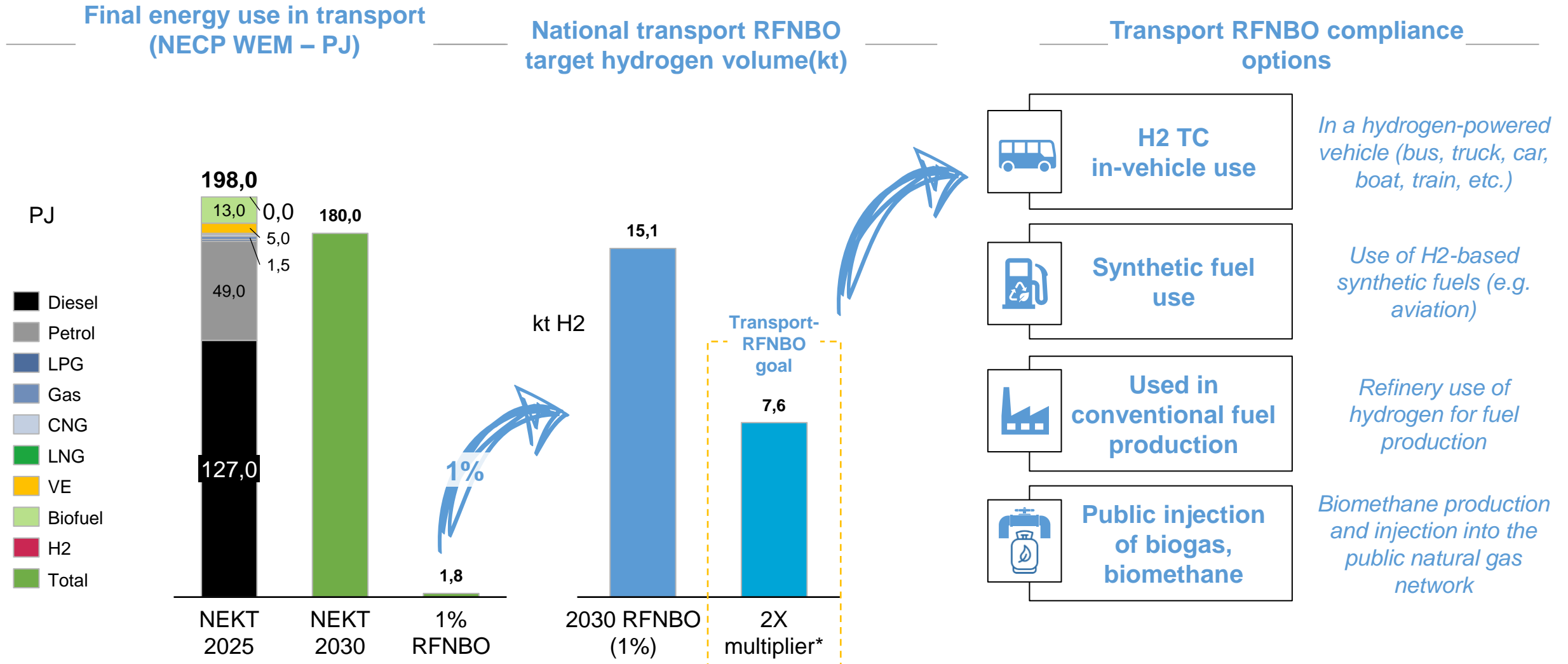


## Capacities needed

















# Transport RFNBO target can be met in different ways



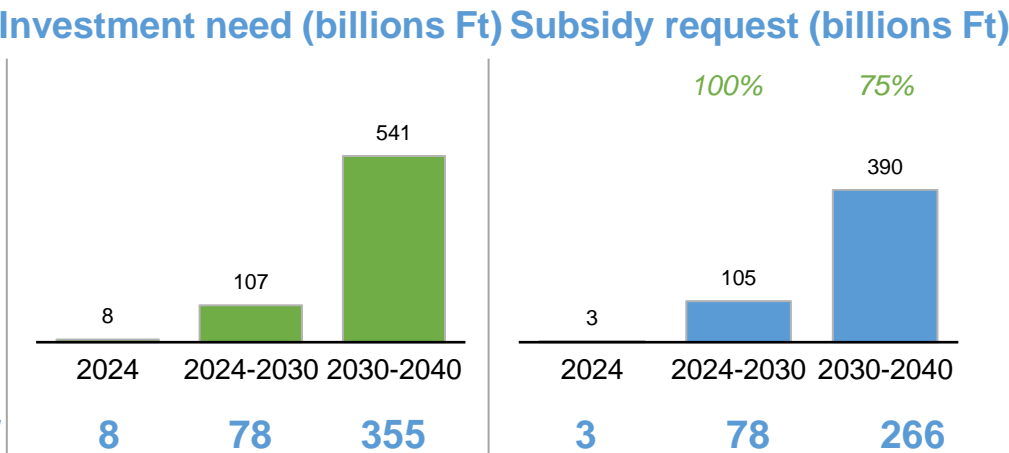
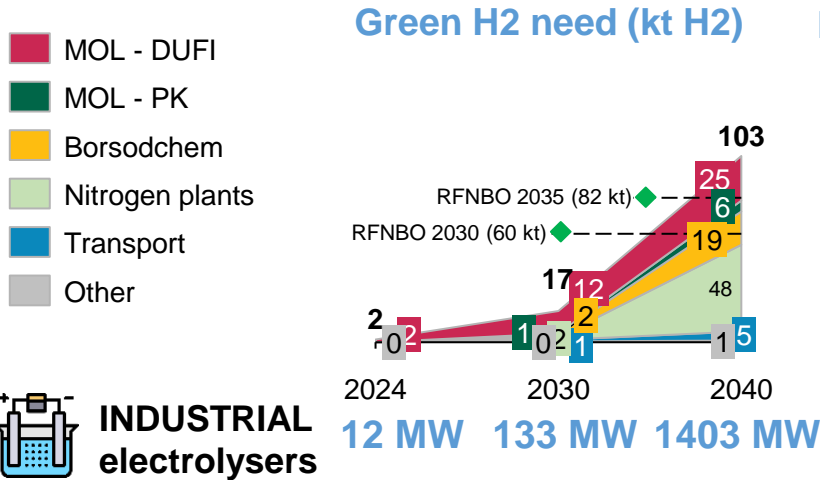
\*2018/2001 / Article 27(2)(c): the share of biofuels and biogases produced from the feedstocks listed in Annex IX and of non-biological renewable fuels shall be considered to be twice its energy content

# RFNBO transport target delivery options



Options		Theoretical option	
Target value	 <b>H2 for use in vehicles</b>	 <b>Used in conventional fuel production</b>	 <b>Public injection of biogas, biomethane</b>
	<b>~8 kt H2</b> (2x multiplier)	<b>~8 kt H2</b> (2x multiplier)	<b>50 million m3 of biomethane</b>
Infra-structure need	 414 GWh green electricity demand	 414 GWh green electricity demand	 10-15 biogas plants with a capacity of 1000+ m3/h
	 220-240 MW PV/wind capacity	 220-240 MW PV/wind capacity	
	 118 MW electrolyser (40% utilisation)	 118 MW electrolyser (40% utilisation)	
	 1000 buses/camions		
	 25 charging stations		

# Small-scale up to 2030, followed by strong development by 2040



- Benefits** 👍
- Timing large-scale development when the market is mature and costs are lower - optimising the support framework
  - In the meantime, pilots will provide the basis for ramp-up and meaningful experience

- Disadvantages** 🛑
- Only small-scale experience until 2030, after 2030 significant development is needed in the short term, with implementation risks
  - Significant RFNBO backlog by 2030

- Evaluation** ★★★
- An optimal, level-headed approach in terms of subsidy needs.
  - Risks in achieving scale-up (this requires well-established foundations)

<b>H2 vehicle</b>	- pcs	80 pcs	1000 pcs
<b>HRS</b>	1 pcs	4 pcs	24 pcs
<b>PUBLIC Electrolysers</b>	0 MW	3 MW	78 MW

<b>Reducing CO2 emissions</b>	2030: 0,15 Mt/y 2040: 0,9 Mt/y	<b>Reduced natural gas consumption</b>	2030: 69 M m3/y 2040: 422 M m3/y	<b>Reduced gas oil consumption</b>	2030: 2 M l/y 2040: 20 M l/y
-------------------------------	-----------------------------------	--	-------------------------------------	------------------------------------	---------------------------------



# Import and transport of RFNBO



As lock landed country the pipeline supply is essential for RFNBOs: SEEHyC - South-East European Hydrogen Corridor.

A cooperation of seven European gas infrastructure companies.

Offers the possibility for hydrogen imports from the Near and Middle East - supply source diversity.

Ensures efficient and cost-effective long-distance hydrogen transportation.





ENERGIAÜGYI MINISZTERIUM



**Thank you for your attention!**

**[viktor.horvath@em.gov.hu](mailto:viktor.horvath@em.gov.hu)**