Ministerie van Klimaat en
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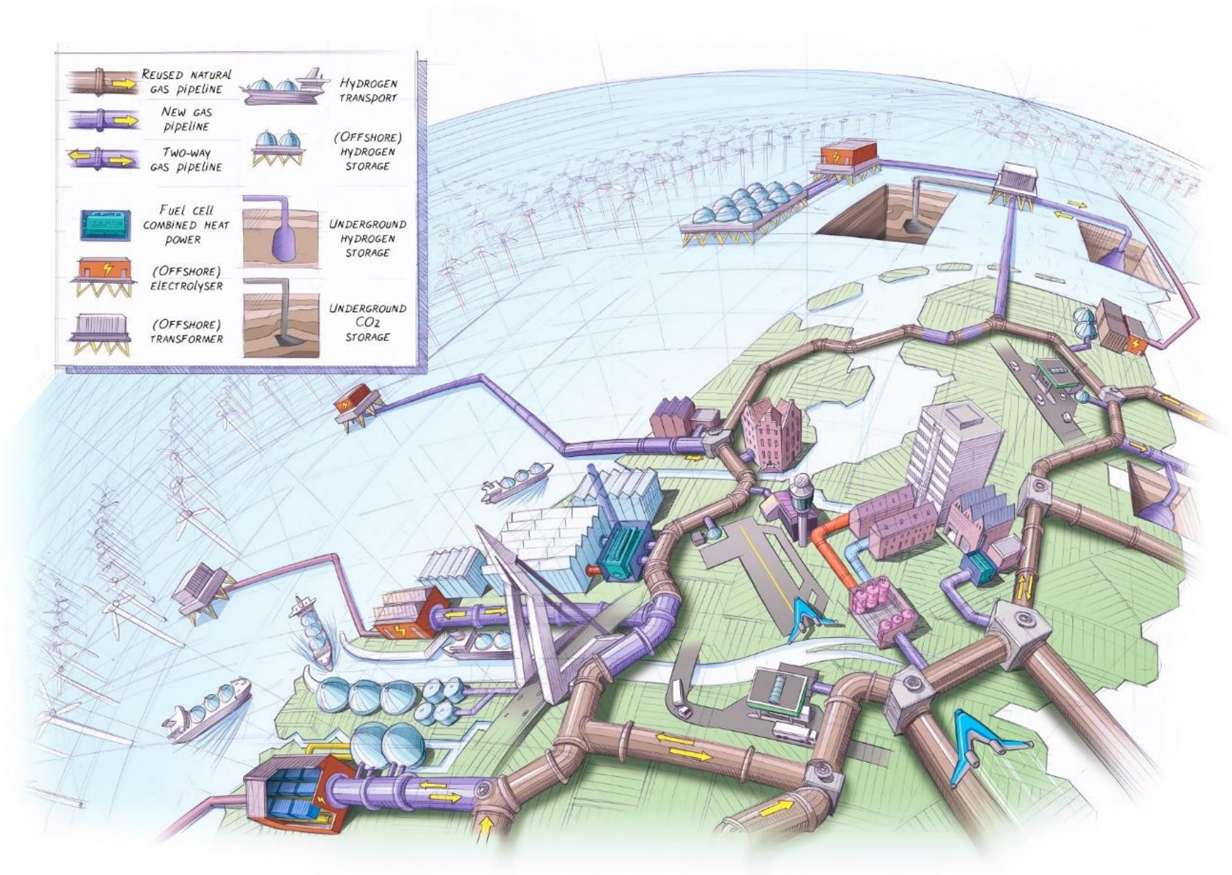

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Implementation of hydrogen market framework in The Netherlands: best practices and challenges

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Hydrogen and gas markets decarbonisation package in The Netherlands

- Assessment of implementation 'Member State options' hydrogen and gas markets decarbonisation package ongoing.
- *Potential use of flexibility in the package*:
  - Mandate regulator to exempt existing vertically integrated hydrogen networks and geographically confined networks (art. 51 and 52 Directive)
  - Hydrogen storage facilities:
    - Introduction of n-TPA regime until 2033 (Article 37.1 Directive).
    - Make use of option that allocated capacity rights (before 5 August 2026) will not be affected by r TPA
- *Timeline*
  - Decisions on member states options submitted for open public consultation this summer.
  - Submission implementing law to NL Parliament planned at beginning of 2026

Hydrogen market framework NL: how to adapt to higher costs transport network and hydrogen import 'profile'?

Best practice and Challenge: 2 examples	
Best practice	***Challenge***
1) 2023: Gasunie appointed as HNO to develop network and interconnections	*2025: Network cost will be higher than anticipated: how to prevent 'tariff shock' once tariffs are regulated (2033)?*
• Basis decision: Service of general economic interest • 750 mln. EU to cover for initial losses network development • Network tariffs until 2033 set by Ministry	• Cross-subsidizing ramp-up hydrogen network via natural gas tariffs deemed unwishful. • Assessing option of intertemporal cost allocation (amortization)
2) Publication Guidelines on hydrogen import terminal regulation	*Uncertainty how final hydrogen use will unfold*
• Substantial role for overseas import of hydrogen derivatives (ammonia, methanol, LH2, LOHC) expected • Various import terminal initiatives under development in The Netherlands (IPCEI-support allocated) • Participation in H2 Global to support development import	• H2-derivatives: self-standing commodity or conversion into H2? • Implications for hydrogen network use and applicable regulation • Hydrogen terminals cannot (solely) be connected to DSO-network/geographically confined network? First mover disadvantage?