

Japan's Policies on Hydrogen

May 2026

**Agency for Natural Resources and Energy
Ministry of Economy, Trade and Industry**



Japan's Hydrogen Policy Trends

- Japan was the first economy to formulate a **national hydrogen strategy**, in 2017, which was then revised in 2023.
- Establishment of the **Green Innovation Fund** of approximately ¥2 trillion (€ 11.7 billion) in 2021.
- Enacted and enforced the **Hydrogen Society Promotion Act** in 2024.

Milestones



Targets

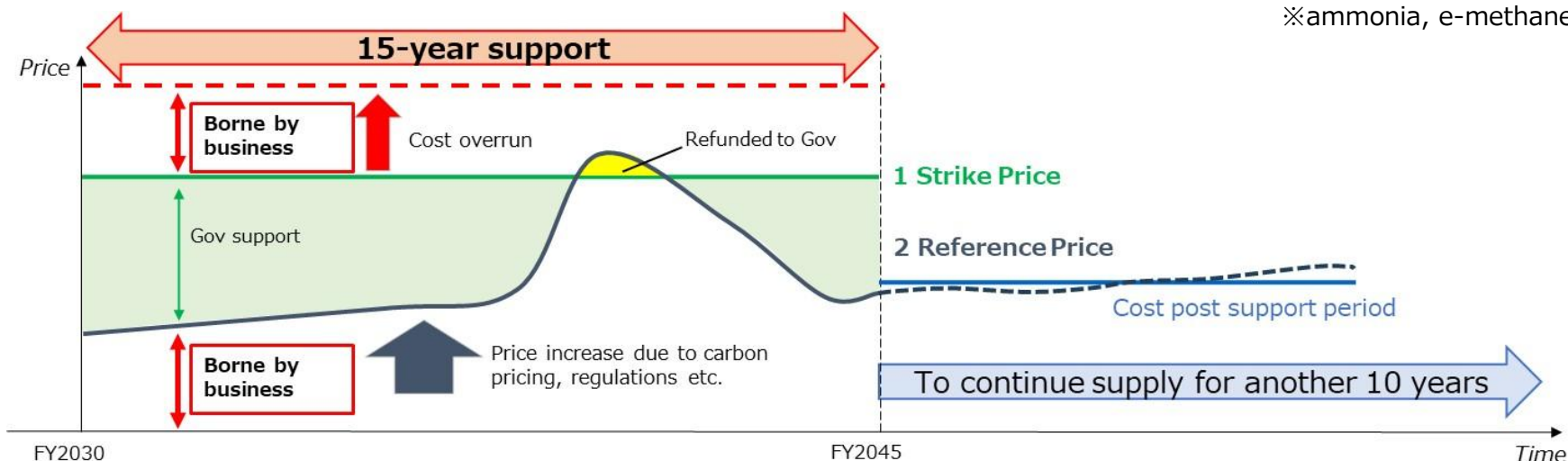
❑ Supply & Demand volume:

Current (Approx. **2Mt**) → 2030 (Approx. **3Mt**) → 2040 (Approx. **12Mt**) → 2050 (Approx. **20Mt**)

Support measure-1: Focusing on the Price Gap

- The government plans to provide a 15-year support to **suppliers** who aim to develop a **commercial-scale supply chain** of **low-carbon hydrogen and its derivatives**※ which meets Japan's primary energy policy and GX policy. (i.e. S+3E: Safety + Energy Security, Economic Efficiency, Environment)

※ammonia, e-methane and e-fuel



Key requirements

- Supply to users including in hard-to-abate sectors**, such as steel and chemical industries.
- Start supply by FY2030 and must continue for another 10 years** following the support period.

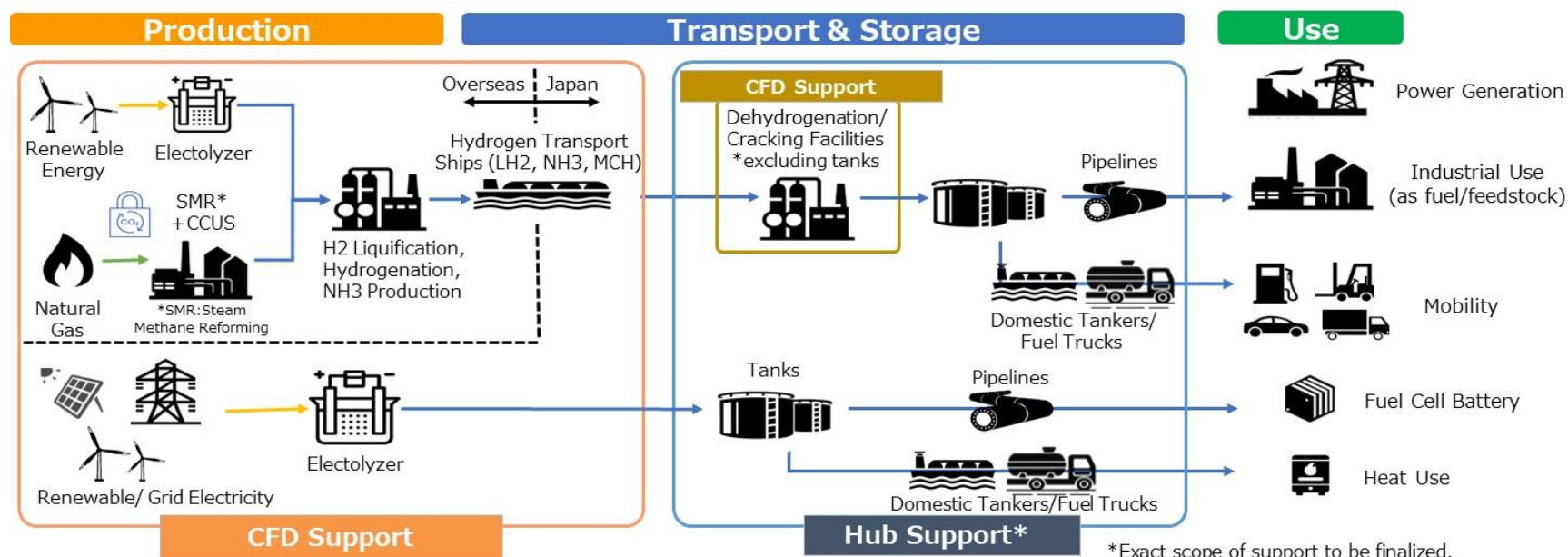
* In the approval process, business plans are to be reviewed holistically from Japan's energy and GX policy perspectives

Application Acceptance Period

- Start: November 22, 2024** **Deadline: March 31, 2025**

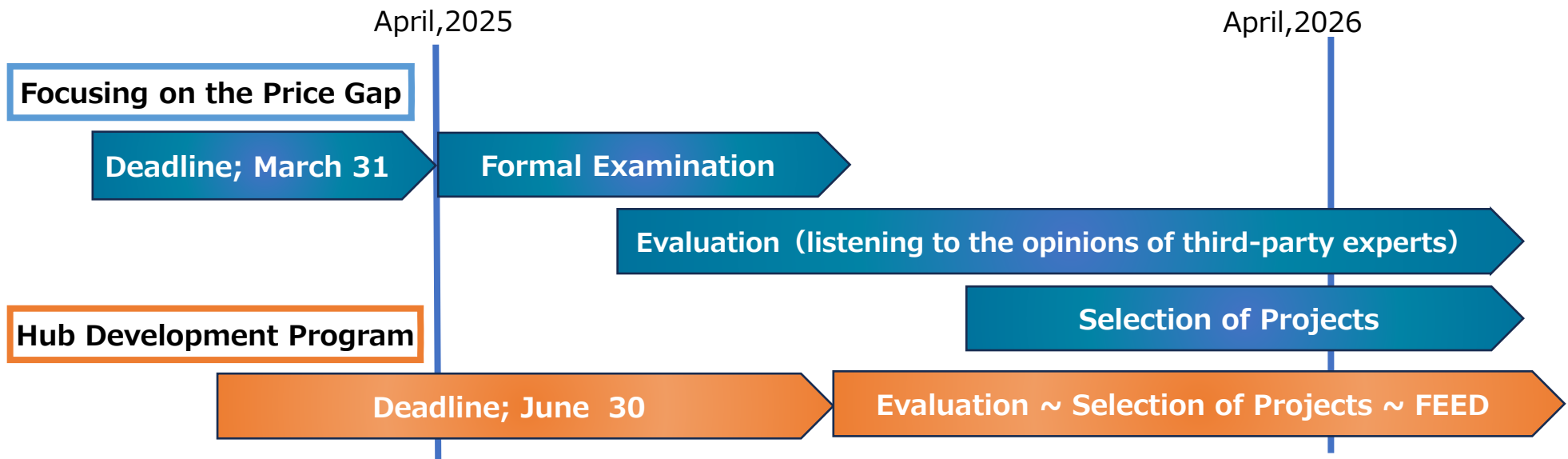
Support measure-2: Hub Development Program

- The Hub Development Program supports the establishment of infrastructure which leads to large-scale expansion of the use of low-carbon hydrogen and its derivatives and widely benefits a variety of companies, with an aim to stimulate demand creation and the efficient buildout of hydrogen supply chains.
- The Program will subsidize a portion of the CAPEX for developing “facilities necessary to transport low-carbon hydrogen from the receiving terminal to the point of actual use by consumers and used by multiple companies (e.g. shared pipelines and tanks)”
- The application was closed at the end of June 2025.



Progress of the Support Measures

- 27 applications for support focusing on the price gap were received by the deadline of March 31, 2025. The total amount of all applications was well over the budgeted size of ¥ 3 trillion (≒ Approx. € 18 billion).
- The application period for the Hub Development Program was closed at the end of June 2025.
- While proceeding with the formal examination of whether the necessary information is covered, etc., and listening to the opinions of third-party experts, we will proceed with the examination and dig deeper while deciding which projects should be examined on a priority basis in light of the evaluation criteria.
- The government will select projects on a rolling basis from summer to the latter half of this fiscal year, starting with those that have met the requirements.



Building an Integrated Large-Scale Supply Chain (Support Focusing on the Price Gap)

- Up to the deadline of March 31, 2025, a total of 27 project applications were submitted for support focusing on the price gap under the Hydrogen Society Promotion Act.
- projects are to be selected on a rolling basis. Six projects were selected as of March 2026.

Toyota Tsusho: Green Hydrogen Project

- Using electricity from onshore wind power for water electrolysis system by Toyota Motor·Chiyoda Corporation at Aichi Steel's Chita plant to produce hydrogen. (Approximately 1,600 t /year)
- Aichi Steel will use the hydrogen in the heating furnaces for steel and iron materials and produce the electric furnace industry's first green steel.

Resonac: Hydrogen·Ammonia Project

- Resonac will gasify waste plastics etc. to produce hydrogen (using technology from Ebara and UBE, licensed by JGC), which will be used as feedstock to produce low-carbon ammonia. (Approximately 20,000t-NH₃/year)
- Resonac will also be the primary user, producing and selling raw material for textiles (acrylonitrile).

JERA: Blue Ammonia/Mitsui & Co: Blue Ammonia

Supplier	CF Industries: 40%, JERA: 35%, Mitsui & Co: 25%	
User	①	JERA, Toyota Industries Corporation etc.
	②	Hokkaido Electric Power, Mitsubishi UBE Cement Corporation, Tosoh Corporation
Place	Louisiana, USA (Approximately 770,000 t-NH ₃ /year) →①Hekinan, Aichi Prefecture etc. (JERA) →②Tomakomai, Hokkaido etc. (Mitsui & Co)	

- Contributes to Japan's decarbonization and energy security at the Hekinan Thermal Power Station, Japan's largest coal-fired power plant. IHI's co-firing boiler to be used commercially.
- Contributes to the creation of regional industrial clusters in Japan, including the Chubu region, generating diverse high-value-added products markets such as auto parts, cement and semiconductor-related chemicals.

YHC, Suntory: Green Hydrogen Project

- Yamanashi Hydrogen Company (YHC) and Suntory to produce low-carbon hydrogen through water electrolysis. (Approximately 1,607 t /year)
- The hydrogen will be used primarily as a heat source in the sterilization process for natural water manufactured by Suntory.

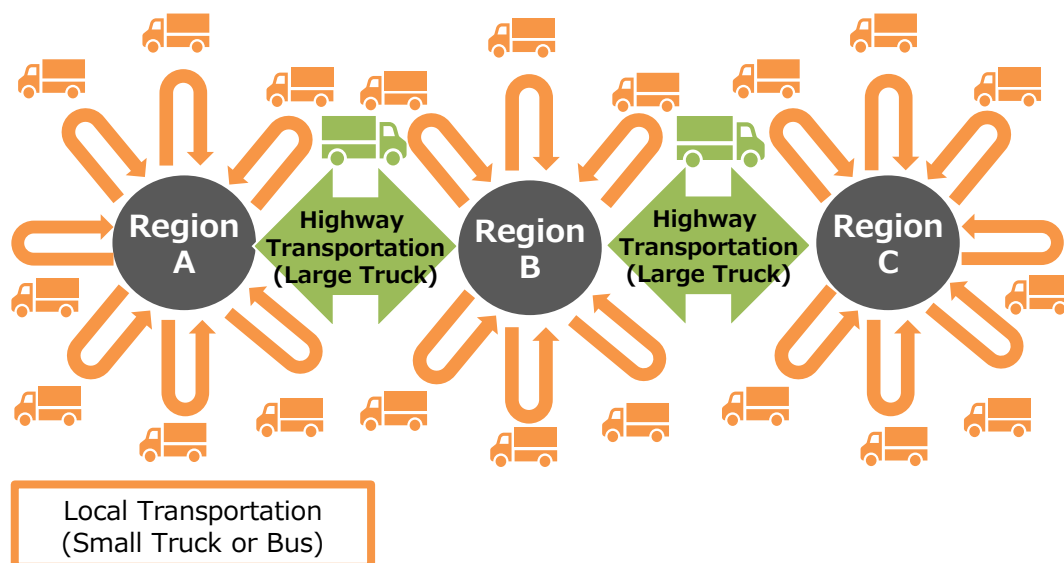
YHC, Himeji Rika: Green Hydrogen Project

- YHC and Himeji Rika to produce low-carbon hydrogen through water electrolysis at the Himeji Rika Tamura Plant and the Fukushima Hydrogen Energy Research Field (FH2R). (Approximately 1,177 t /year)
- The hydrogen will be used mainly as a heat source in the processing of quartz glass manufactured by Himeji Rika.

Efforts for Hydrogen Utilization in Mobility

- Since the world's first commercial launch of FCVs (MIRAI) in 2014, Japan has deployed approximately 9,000 vehicles, mainly passenger cars. At the same time, the advantages of FCVs—longer driving range and shorter refueling time compared with EVs—are especially valuable in commercial vehicle applications.
- Towards the social implementation of FC commercial vehicles, local governments are expected to lead discussions among FCV users, manufacturers and hydrogen refueling station (HRS) operators, and to develop integrated plans for the introduction of FC commercial vehicles and HRS.
- The Japanese government plans to select priority regions and to provide intensive financial support to these regions for introduction of FC commercial vehicles.
- After review by a committee of experts, five regions including Tokyo were selected on May 19, 2025.

Concept of priority regions



Key requirements for priority regions

High potential FCV demand

- ◆ Many commercial vehicles registered in the region
- ◆ Many commercial vehicles traveling through the region

and

Commitment by the local government

- ◆ To set goals for introduction of FCV & HRS by 2030
- ◆ To provide financial support for introduction of FCV & HRS

Development of the Hydrogen Supply Chain

- Japanese industrial sector has technical strength such as water electrolysis and membranes in "Production", Liquid hydrogen-related equipment (large-scale vessels, compressors) in "Transportation", Fuel cells and power generation turbines in "Utilization".
- Japan believes that these technologies can contribute to decarbonization and energy security in partner economies worldwide.

Production



Transportation (store)



Utilization



Core Technologies	• Water electrolysis • Membranes	• Liquid hydrogen-related equipment (Large-scale vessels, compressors)	• Fuel cells (for vehicle, etc.) • Power generation turbines
Strengths	Safe and stable operation of water electrolysis and innovative material development	Conducted the world's first demonstration of large-scale hydrogen transportation by liquefied hydrogen carrier	Leads technological development of fuel cells and is top class in number of patents

Thank you



Ministry of Economy, Trade and Industry