

Coalition Statement
On the deployment of fuel cell and hydrogen heavy-duty trucks in Europe

From Joint statement from the OEMs, technology providers, refuelling infrastructure and hydrogen providers, truck operators, road freight services users and related industry associations towards decision makers

Preamble

The European Union (EU) plans to reach carbon neutrality by 2050, as established in the EU Green Deal. This sets a precedent in the European efforts to combat climate change with specific targets and a clear time frame. The transport and logistic industry is called upon to reduce greenhouse gas (GHG) emissions by 90% by 2050. Their action is pivotal as over 75% of all freight transport today relies on road transport.

All involved stakeholders must act now to embark on a joint decarbonisation journey. Mass deployment of zero emission vehicles is crucial to meet decarbonisation targets. Fuel cell and hydrogen (FCH) heavy-duty trucks represent a very promising zero-emission alternative, in particular in the long-haul segment. Their large-scale deployment is a key lever for reducing emissions while fulfilling the operational requirements of heavy-duty road transport in terms of range, refuelling time and payload capacity.

Common objectives of the supporting parties

We, the OEMs, fuel cell and hydrogen technology providers, refuelling infrastructure and hydrogen providers, truck operators, road freight services users and related industry associations, intend to reduce greenhouse gas emissions and local pollution to establish a cleaner and more sustainable freight transport system. We are convinced that FCH heavy-duty trucks in the logistics industry can serve as a trailblazer for hydrogen applications by showcasing the environmental and commercial benefits in Europe.

As part of our transition to zero emissions powertrains, we commit to the joint target for the transport sector in Europe to deploy up to 100,000 FCH heavy-duty trucks from 2030 onwards as highlighted in the study supported by the Fuel Cells and Hydrogen Joint Undertaking, as well as up to 1,500 hydrogen refuelling stations (HRS) closely synchronised with FCH heavy-duty truck developments and roll out until 2030. We intend to do so by cross-industry collaboration, introducing new products and business models, use FCH trucks for our logistics service offerings and establish the respective HRS networks and fuel supply chain to kick-start and speed-up their deployment.

We herewith express our commitment and willingness to contribute to the decarbonisation of the European transport sector by heavily investing in the development, production and deployment of FCH trucks, to create demand for large amounts of green hydrogen and to build and operate the respective HRS infrastructure.

To achieve the necessary scale effects and to reach expected cost reductions through technical optimisations until fuel cell trucks and hydrogen reach competitive market prices, we intend to support commercialisation by a concerted push to the market.

Prerequisites of deployment of fuel cell and hydrogen heavy-duty trucks

Our commitment is based on the understanding that financial and operational risks of being frontrunners for the rollout of hydrogen technology to the trucking industry as well as the hydrogen infrastructure sector will be carried jointly by all industry stakeholders. We welcome the long-term vision presented by the European Commission in the Hydrogen Strategy from 8th July 2020 with its strong commitment towards the technology including a list of financial tools to support the private sector in transforming the industry. In line with the EU Green Deal targets and stricter legislation on emissions, as well as legislation supporting the uptake of HRS networks and clean vehicles, the EU is providing a clear, specific and long-term vision on the future of mobility and transport. In order to stimulate a successful climate-neutral transition, the current momentum behind FCH technologies should be carried forward by implementing the tools outlined in the EU Hydrogen Strategy. We very much welcome funding instruments such as Next Generation EU, the InvestEU programme or the ETS Innovation Fund. Furthermore, continued Research & Innovation support remains vital to ensure that FCH heavy-duty truck models are made available for the various users' needs. Hence, we welcome and very much support the political ambitions as set up in the Hydrogen Strategy when it comes to the transport sector, specifically in the European Commission's upcoming Sustainable and Smart Mobility Strategy, the Alternative Fuels Infrastructure Directive review and the revision of the Regulation on the Trans-European Transport Network . We believe it is important to further strengthen the use of hydrogen in transport and explore additional ways to support the sectors involved.

While we acknowledge a cost premium for the new technology in the next years, it is paramount that policy makers concert scale-up and support us to leverage the above-mentioned tools to reduce cost for FCH trucks, HRS and renewable hydrogen supply. Additionally, we consider CO₂-based road toll systems that support FCH trucks to be a strong financial incentive to achieve cost competitiveness earlier.

It is our hope that the commitment shown by this joint Coalition Statement contributes to achieving the prerequisites for large-scale hydrogen fuel cell heavy-duty truck deployment and infrastructure build-up. Against the backdrop of growing interest in clean fuel cell and hydrogen trucks, policy and industry stakeholders must act now to unlock the full market potential of this new technology. It will contribute significantly to our climate neutrality efforts, economic growth, job and value creation as well as competitiveness of the European economy and industry internationally. We herewith also invite further industry stakeholders to join this Coalition Statement to build a strong foundation to enable these opportunities and tackle climate change.

In support of the above understanding, the logos of the parties hereto have been added to this coalition statement on the date set herein below.

Brussels, November 23, 2020

This Coalition Statement emerges from a study commissioned by the Fuel Cells and Hydrogen Joint Undertaking (FCH JU). It is acknowledged by the FCH JU and Hydrogen Europe.



Vehicle OEMs



Technology Providers



Infrastructure and H₂ providers



Truck operators / Logistics users



Associations and others

