

Study report

# Fuel Cells Hydrogen Trucks

Heavy-Duty's High Performance Green Solution

December 2020





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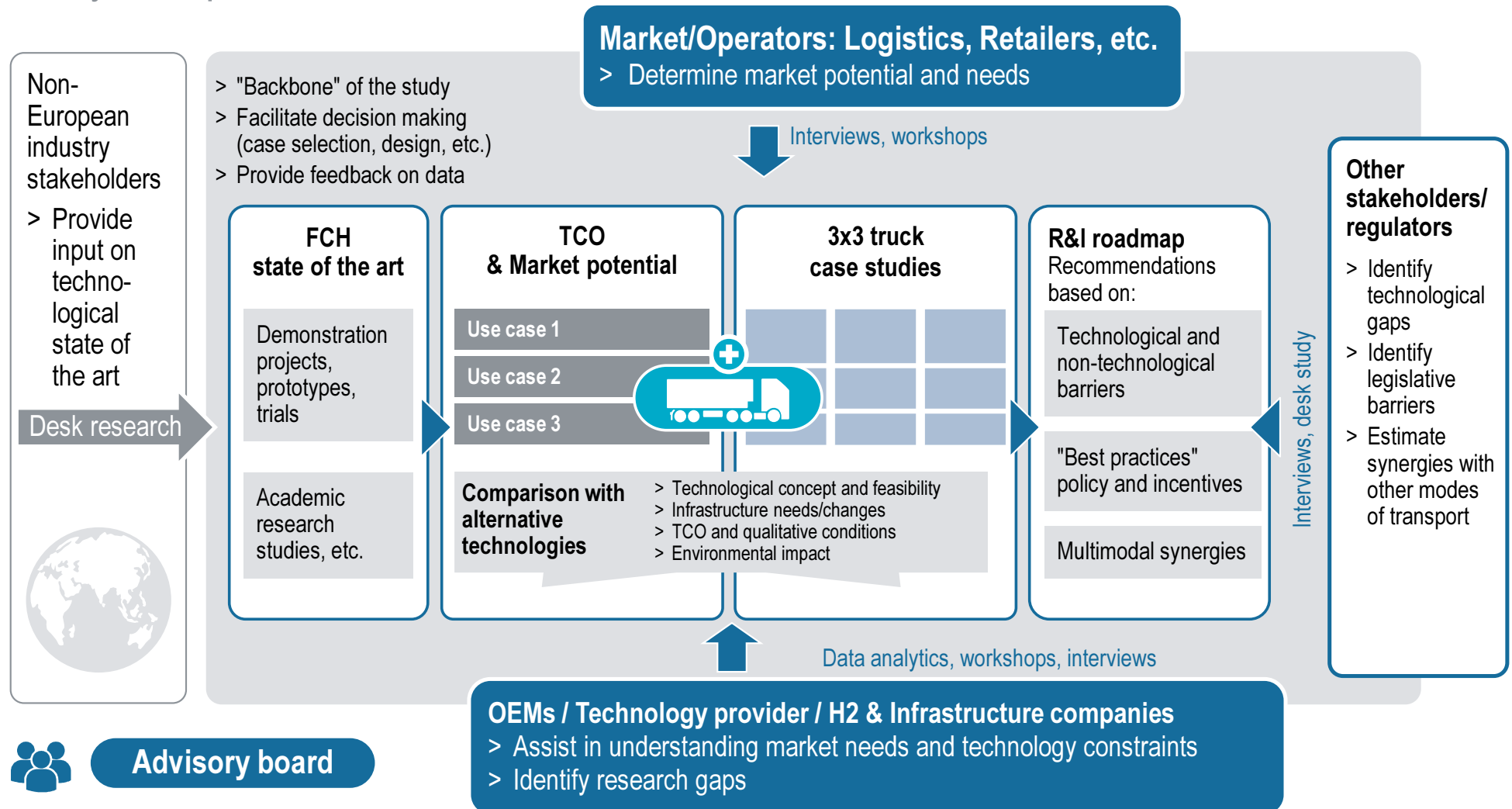
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## A. Executive summary



# The study considers different dimensions and stakeholders insights from the heavy-duty truck and fuel cell and hydrogen tech. industry

## Study set-up in a nutshell



# This study assesses the state of the art of technology and investigates existing initiatives...

## Executive Summary (1/6)

### 1 Literature review

The scientific literature focuses mostly on **developments in North America, followed by Europe**. A strong increase in publications shows **growing interest in FCH technology and applications for HD trucks**. Commercialisation and total cost on ownership analysis are often the focus of research.

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### 2 Trial and demonstration projects

Increasingly, the **number of European FCH heavy-duty trucks trial and demonstration projects is growing**, levelling up with US efforts (esp. forerunner California). As European projects are set up for local European conditions, it is specifically the **success factors of non-European projects** that provide further impulses for development uptake. It is shown that it is often a **combination of partners involved in the project set-up**, the possibility to rely on **public support schemes**, and the **existence of hydrogen ecosystems** from other applications that facilitate demonstration projects.

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### 3 State of the art technology

State of the art technology provides an **aggregated overview of alternative powertrain technologies** of the HD road transportation sector that are available today – namely FCH, battery-electric (BET), lower-carbon fuels, e-fuels and catenary. Based on a review of technical data points, **FCH heavy-duty trucks** could offer a **zero-emission alternative with high operational flexibility** allowing for long-haul rides, while featuring a relatively short refuelling time. *[continued on next page]*

...as well as conducts a policy analysis in the most relevant markets with focus on the European Union

## Executive Summary (2/6)

### 3 State of the art technology [continued]

[...] While **weight and cost of batteries limit range and payload of BET**, **limited reduction potential** of emissions, pollutants and particles is a bottleneck for **lower-carbon fuel trucks**. For e-fuels, the **emission reduction potential depends on sustainable sources for both H<sub>2</sub> and CO<sub>2</sub>**, while pollutants /particles of ICEs are not addressed. Non-hybrid catenary trucks are comparable to BET concerning emission reduction without the time of recharging, yet are highly dependent on the catenary system. Overall, **zero-emission powertrains have yet to reach full commercial readiness**.

### 4 Policy analysis

**Policy approaches on low emission HD trucks are different across key markets**, yet become **increasingly stricter in all geographies**. While in North America, HD Trucks increasingly are in focus of **general emission reduction** (e.g. upcoming US Cleaner Trucks Initiative), in Asia, China offers a strong **government incentive schemes** for low emission vehicles, incl. HD trucks. In Europe, the European Union (EU) follows a high-profile agenda on **decarbonisation** (e.g. EU Green Deal).

As policy makers and the general public push for lower carbon solutions, **FCH increasingly move into the focus of transport policy**. In the EU, the Green Deal is a **driving force for low emission vehicles, fuels, and related infrastructure**. If the currently fragmented European approach becomes more cohesive across Member States, FCH HD trucks can **further benefit from support schemes** that support the **uptake of hydrogen applications** and specifically drive **ZLEV<sup>1</sup> development**.

1) Zero and low emission vehicles



# In a total cost of ownership and market potential analysis, fuel cell and hydrogen trucks are compared with other technologies

## Executive Summary (3/6)

### 5 Business cases and total cost of ownership model

The **total cost of ownership (TCO) modelling** of trucks with conventional and alternative powertrains shows that **fuel cell technology has a significant cost down potential at scale** (not based on prototype cost). This applies to the **three use cases** developed for the analysis, **related to different operation patterns and truck types**. While the results reveal a **cost premium of up to 22% for fuel cell trucks** over diesel trucks in 2023, the analysis indicates a clear trend towards cost competitiveness for all H<sub>2</sub> storage technologies until 2030. In comparison with battery electric trucks, FCH trucks show **lower TCO results across the years for the long- and medium-haul use cases**. In the third use case on **regional logistics, battery electric trucks have a cost advantage** compared to FCH technology. **Cost of powertrain (CAPEX)** and **energy/fuel costs (OPEX)** are identified as the **main cost drivers**. Moreover, **road toll is a potential key lever** to enable business cases already in the short-term.

### 6 Market model

The results of the market model show **clear potential for FCH and battery technologies** and an **increasing sales share until 2030**, if the market uptake is supported today. After a slower uptake of the technology until 2027, the model indicates a **FCEV market increase to an overall sales share of 17% in 2030** (specific market segments increase up to 32%). The high potential of FCH trucks within the whole market reflects also a necessary **trajectory for reaching the CO<sub>2</sub> emission reduction targets** for 2050, which could be achieved with this market development. However, the analysis shows that this will only hold true **if the modelled growth rate for zero-emission technology is sustained**. Currently, the **market is still in a very early phase** and needs to be developed now to allow for the market potential to materialise. Cost competitiveness and market uptake can only be achieved through a **push to market and the set-up of required infrastructure**.

# Case studies based on real-life operations are developed together with the industry to investigate potential business opportunities

## Executive Summary (4/6)

### 7 Case study approach

In **nine specific case studies**, the **economic and operational benefits of fuel cell and hydrogen technology** within the broader transport environment are demonstrated. The case studies were **selected along the three defined use cases** across the heavy-duty market segments. Hence, three case studies each were developed to illustrate the potential of FCH technology in the market segments of **long-haul, medium-haul & regional distribution**. All nine case studies were developed in **close collaboration with members of the study's Advisory Board** from the transport and logistics industry to build on **expert insights and real-life data**. They provided data on a **specific route they operate to explore potential opportunities** of FCH technology in these operations and business cases. For the case studies, a **balanced geographical spread across Europe** was ensured to allow for a differentiated view on the application potential of FCH technology in different national contexts. The countries in which a case study was developed are: Austria, Czech Republic, France, Germany, Italy, Slovakia, Spain, Sweden, United Kingdom.

### 8 Specific case studies

The case studies can serve as **tangible business opportunity blueprints for the industry**, while also giving a **first glance on current limitations, but also opportunities in the near term as real life FCH truck products and a mature hydrogen supply chain are still to materialise**. They demonstrate the wide **spectrum of deployment** and show that real-life operations can take diverse forms with specific opportunities and constraints. The case studies illustrate **cross-border and cross-country logistics, high-mileage, multi-shift operations as well as fixed-schedule, low-mileage regional distribution** within a specific perimeter.

### 9 Results and learnings

**FCH technology constitutes a good fit for a wide range of heavy-duty utilisation patterns**. For example, in some of the case studies investigated, a similar or better TCO result for battery electric trucks was found. When conducting further stakeholder interviews, **however, it became clear that the trucks used on the related routes should be able to allow for flexibility in operations in order to provide a long-term added value** to the truck operators' fleets. This **flexibility (e.g. the necessary power of the fuel cell system, the tank volume and payload considerations)** can often be better ensured by FCH trucks.

# (Non-) technological barriers and synergies are identified that currently affect the industry development and market uptake

## Executive Summary (5/6)

### 10 Barriers

Identified **technological and non-technological barriers illustrate the current state of play** regarding **technology development and framework conditions for FCH heavy-duty trucks** in Europe. Of the identified 22 barriers, **none is considered a show-stopper for commercialisation**. However, a prioritisation of the barriers shows that **several roadblocks should be addressed in order to enable a large-scale roll-out** of FCH trucks in the upcoming years. **Technological barriers** have been identified **along the FCH truck value chain**, from truck design to infrastructure availability, refuelling technology to service & maintenance offerings. **Non-technological barriers** relating to **economic, political, legal and social framework conditions** illustrate that a lack of financing and funding support to mitigate TCO considerations and business risks in the market entry phase is a high need for action, as well as establishing planning security for demand and supply side stakeholders.

### 11 Synergies

A key factor for the successful commercialisation of FCH technologies in the heavy-duty truck industry is **exploiting potential synergies of FCH applications with other industries and modes of transport**, such as buses, taxis, trains, forklifts and maritime applications. The main synergies identified relate to collaborations and industrialisation effects to achieve **lower production costs, higher infrastructure utilisation, and optimising production, use and transport of hydrogen**. It is illustrated how **multimodal synergies along the entire hydrogen value chain create spill-over effects** for the roll-out of FCH trucks.

# Recommendations for future activities are formulated that tackle these barriers and provide further insights for policy makers

## Executive Summary (6/6)

### 12 Recommendations for Research and Innovation

**Four tailored R&I projects, with an estimated total budget of EUR 470 million, are suggested to support overcoming the identified barriers in the short- and medium-term. These projects refer to the technology development and optimisation for standardised refuelling processes, the development of further truck and powertrain prototypes with higher levels of standardisation of fuel cell system integration, further large scale (~500 trucks) multi-national demonstration of FCH heavy-duty truck fleets and specific technology development for high energy efficiency HRS for trucks. These R&I projects could accelerate the successful roll-out of FCH heavy-duty trucks and provide a strong fundament for standard setting and regulatory frameworks. In that regard, further political focus areas for tailored programmes are proposed to provide funding for truck and component production facilities, target the entire truck life cycle and offer market entry support to infrastructure providers (CAPEX and OPEX schemes). Furthermore, concrete policy recommendations are formulated to the European Union, national governments and municipalities in order to accelerate FCH HD truck commercialisation.**

## B. State of the art and existing initiatives





## B.1 Literature review



# We identified 60 relevant scientific publications on FCH and related powertrain technologies for heavy-duty trucks

## Literature review

### Overview of relevant literature (2015-2020)

Overview of literature concerned with implementation of FC and hydrogen technologies in the heavy duty trucks sector within Europe

#	Title	Type of document	Description and results	Focus	Author(s)	Publisher	Geographical focus	Year
1,1	Comparing alternative heavy-duty drivetrains based on GHG emissions.	Research Paper	This study quantifies the well-to-wheel GHG emissions, total ownership costs and abatement cost for 16 different heavy-duty drivetrains, including those powered by hydrogen (parallel hybrid fuel cell, plug-in parallel hybrid fuel cell and plug-in series fuel cell).	Case study, technical comparison	Molaba Lajeverdi, Jonn Axsen, Prof. Curran Crawford	Transportation Research Part D	Canada	2019
1,2	An Examination of Heavy-duty Trucks Drivetrain Options to Reduce GHG Emissions	Thesis for PhD in mechanical engineering	In addition to 1a, this paper starts with a comparison of compressed natural gas and diesel HDTs based on a physical energy consumption model. The model compares on-road energy consumption and CO2 emissions of compressed natural gas and diesel HDTs.	Case study, technical comparison	Molaba Lajeverdi, Jonn Axsen, Prof. Curran Crawford	University of Victoria	Canada	2020
2	Estimating the infrastructure needs and costs for the launch of heavy-duty hydrogen trucks	Research Paper	Although heavy-duty decarbonization is still in the early stages, the pace of development could progress quickly as innovation in battery and fuel cell technologies and cost reduction from economies of scale can provide a foundation for commercial trucks to be powered by hydrogen.	Case study	Dale Hall, Nic Lutsey	The International Council on Clean Transportation	USA	2019
3	Fuel cell electric vehicles: An option to decarbonize heavy-duty transport?	Research Paper	Heavy-duty freight transport is an important CO2 emitter and its share in emissions grows worldwide. A potential solution for this problem is the electrification of heavy-duty vehicles.	Case study	Emir Cabukoglu, Gil Georges, Lukas Küng, Giacomo Pareschi, Konstantinos Roumelios	Transportation Research Part D	Switzerland	2019
4	Designing hydrogen fuel cell electric trucks in a diverse medium and heavy duty truck market	Research Paper	Policy makers are increasingly looking for ways to reduce pollutant emissions, greenhouse gas emissions and petroleum consumption in the road transportation sector (e.g. MHDVs). The study answers the question, whether fuel cell and hydrogen technologies are a viable alternative to internal combustion engines.	Technical Feasibility study	James Kast, Geoffrey Morrison, John Gangloff Jr., Ram Vijayagopal, Jason Marcinkoski	Research in Transportation Economics	n/a	2019
5	Alternative drive trains and fuels in road freight transportation – a review	Research Paper	Road freight transport performance has increased steadily in the past and further growth is forecasted, even with a further shift to rail transport. The pressure to act and the challenge for decarbonisation in freight transport are correspondingly high. The paper reviews alternative drive trains and fuels in road freight transportation.	Technical Feasibility	Til Gnann, Patrick Plötz, Marin Wietschel, Philipp Kluschke, Claus Doll	Fraunhofer ISI	Germany	2018
6	Fuel cell trucks: critical development barriers, research needs and policy options	Research Paper	Fuel cell (FC) technology is an option to reduce the dependence on fossil fuels and greenhouse gas emissions in the transport sector. In the past, there have been many FC demonstration projects for both passenger cars and city buses; FC cars are about to go into production.	Case study, Technical feasibility	Dr. Til Gnann, Prof. Dr. Martin Wietschel, Dr. André Kühn, Dr. Axel Thielmann, Andreas Sauer, Dr. Patrick Plötz, Cornelius Moll	Fraunhofer ISI and Fraunhofer IML	Germany	2017
7	Design space assessment of hydrogen storage onboard medium and heavy-duty trucks	Research Paper	In this paper, the design space of hydrogen storage onboard of a set of representative FCETs in medium and heavy trucks is discussed. The authors developed a simple physical model to estimate the mass of compressed overwrapped pressure vessels.	Technical Feasibility study	John Gangloff, James Kast, Geoffrey Morrison, Jason Marcinkoski	Journal of Electrochemical Energy Conversion and Storage	USA	2016
8	Fuel cell layout for a heavy-duty vehicle	Master Thesis	Due to the rising demand for zero-emission vehicles, Scania decided to analyse the economic potential of fuel cell and hydrogen in heavy-duty vehicles. To this end, the main objective of the study was to determine the optimal design and dimension of the fuel cell system.	Technical Feasibility Study	Henrik Nguyen, Sophie Lindström	Scania, Mälardalen University Sweden	Europe (Sweden)	2017
9	Clean commercial transportation: Medium and heavy-duty fuel cell electric vehicles	Research Paper	Recent progress in the research and development of hydrogen fuel cells has resulted in the commercialization of fuel cell electric vehicles for passengers, e.g. Toyota Mirai, Hyundai Tucson, etc. This study analyses whether fuel cells are also commercially viable for heavy-duty trucks.	Technical feasibility study	Kast, Vijayagopal, John Gangloff, Jason Marcinkoski	Hydrogen Energy 42 (2017)	USA	2017
10	Technology assessment: Medium- and heavy-duty fuel cell electric vehicles	Research Paper	The Air Resources Board's (ARB) long-term objective is to transform the on- and off-road mobile source fleet into one utilizing zero- and near-zero-emission technologies to meet established air quality and climate change goals. The purpose of this study is to take a first step towards this goal.	Technical Feasibility study	Air Resources Board, State of California	Air Resources Board, State of California	USA (California)	2016
11	Comparative analysis of battery electric, hydrogen fuel cell and hybrid trucks	Research Paper	Road transport today is responsible for a significant and growing share of global emissions of CO2. Moreover, it is almost entirely dependent on oil-derived fuels, thus highly vulnerable to possible oil price shocks and supply disruptions. Also, using oil-derived fuels is not in line with the Paris Agreement.	Technical comparison	Offer, Howey, Contestabile, Clague, Brandon	Energy Policy 38 (2010)	n/a	2010
12	How to decarbonize heavy road transport?	Research Paper	Ambitious long-term greenhouse gas (GHG) emission targets require decarbonisation of the transport sector. Where plentiful supplies of low carbon electricity are available for road transport, passenger cars with internal combustion engines need to be replaced by electric vehicles.	Technical comparison	Til Gnann, André Kühn, Patrick Plötz, Martin Wietschel	eccee Summer Study	Germany	2017
13	Market diffusion of alternative fuels and powertrains in heavy-duty trucks	Research Paper	With about 22%, the transport sector is one of the largest global emitters of the greenhouse gas CO2. Long-distance road freight transport accounts for a large and rising share within this sector. For this reason, in February 2019, the European Union adopted a regulation on alternative fuels for road transport.	Market (diffusion) modelling	Philipp Kluschke, Til Gnann, Patrick Plötz, Martin Wietschel	Energy Reports Vol. 5 (November 2019)	n/a	2019
14	British Columbia Hydrogen Study	Study	Deployment of hydrogen in British Columbia (BC) will be required for the Province to meet 2030 and 2050 decarbonization goals and emissions reduction commitments. End use energy demand in BC was 1.15 EJ in 2016, with 68% of demand met by fossil fuels.	Geographical study, with transport being one focus sector	Zan and the Art of Clean Energy Solutions	Zan and the Art of Clean Energy Solutions	Canada	2019

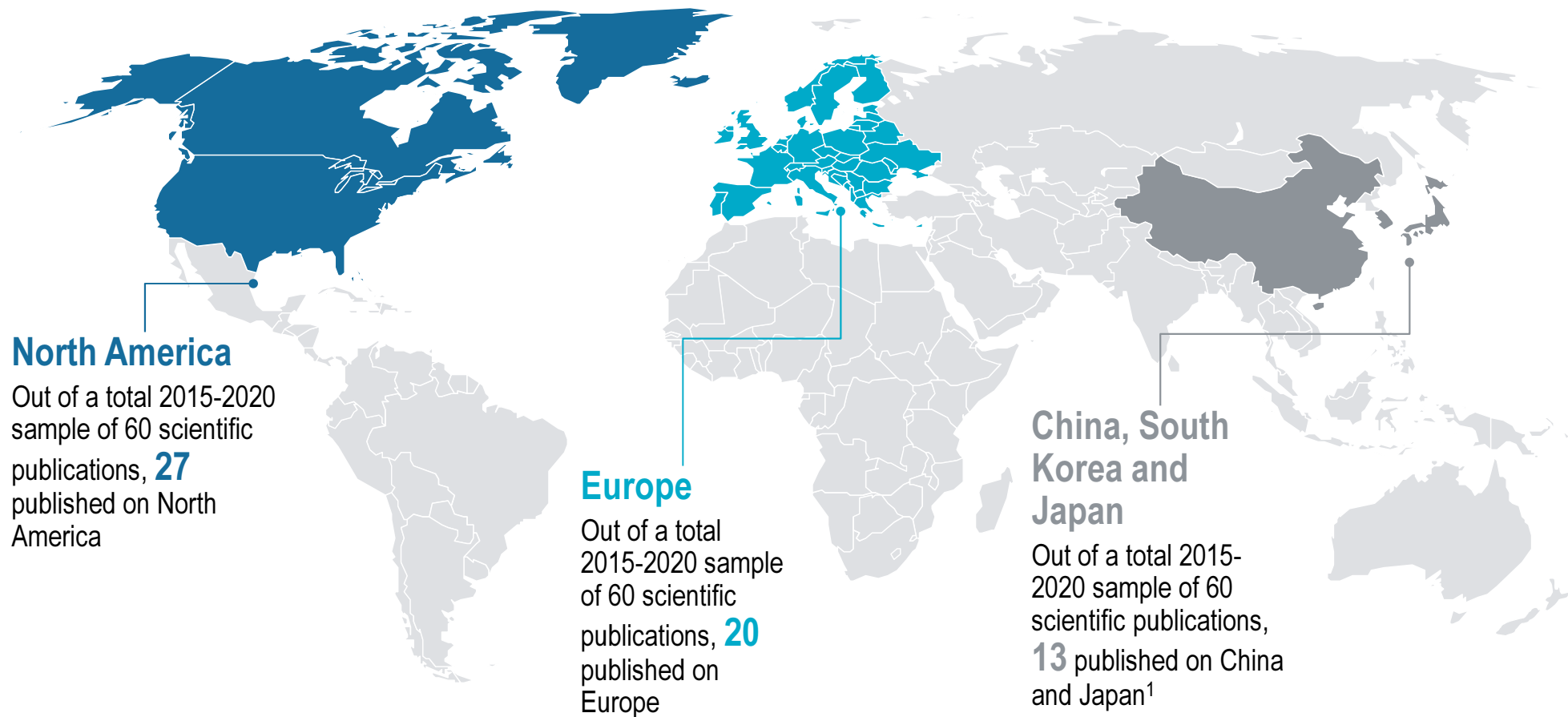
Σ 60 publications reviewed

**Number of scientific publications has increased continuously from 2015 through 2020**

**Scientific publications are mainly published in and with focus on North America and Europe**

# The review of literature shows that the focus of scientific publications is on developments in North America and Europe

## Geography of hydrogen fuel cell HDT publications



**North America**  
Out of a total 2015-2020 sample of 60 scientific publications, **27** published on North America

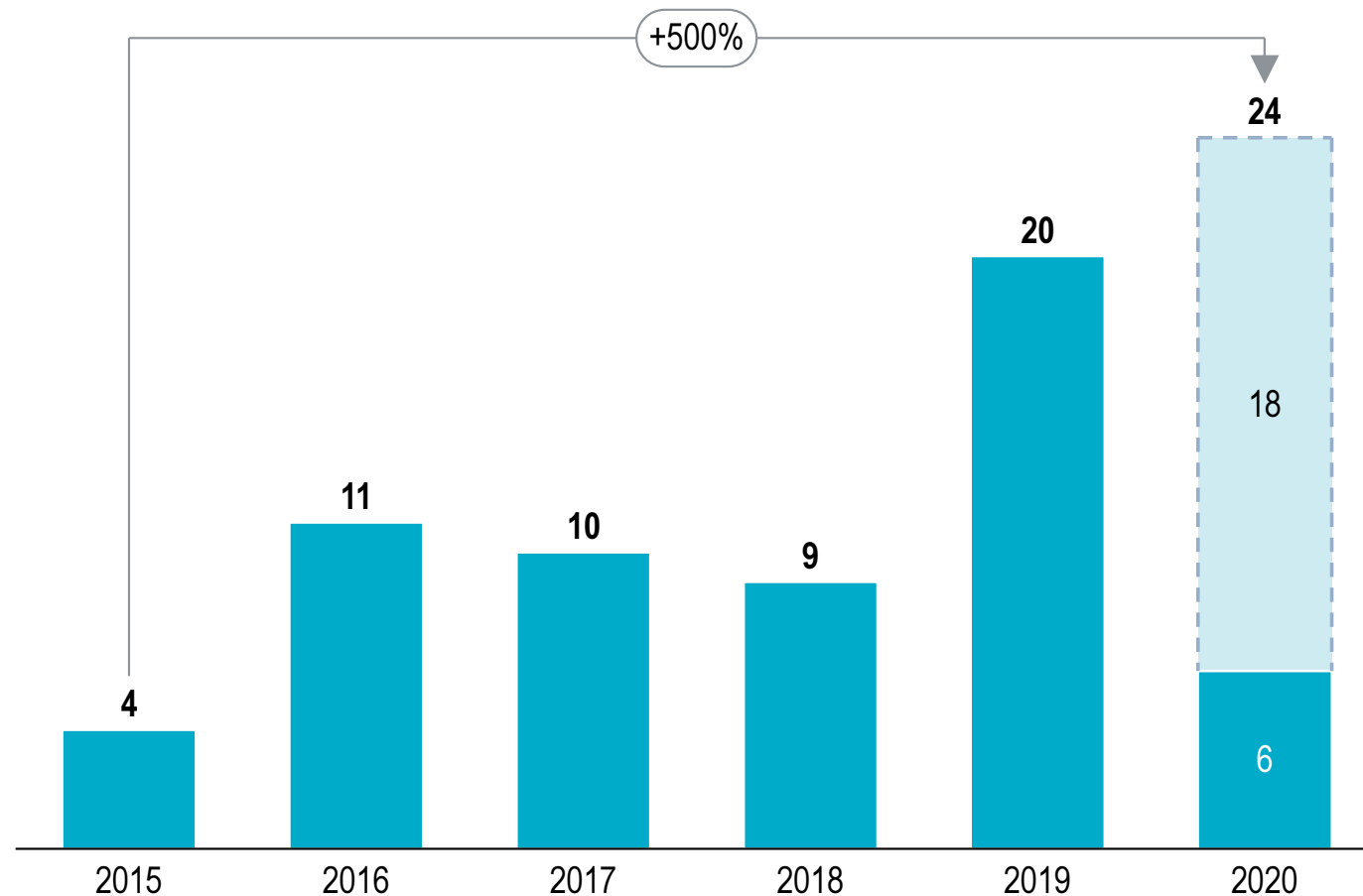
**Europe**  
Out of a total 2015-2020 sample of 60 scientific publications, **20** published on Europe

**China, South Korea and Japan**  
Out of a total 2015-2020 sample of 60 scientific publications, **13** published on China and Japan<sup>1</sup>

1) No relevant scientific literature was identified for South Korea

# The strong increase in scientific publications illustrates the growing interest in FCH technology and applications for heavy-duty trucks

## Hydrogen fuel cell HDT publications



Indication: six publications in the first four months of 2020 extrapolated to 24 publications for the entire year

- > For the time span of 2015-2020 a **sample of 60 relevant scientific publications** was identified
- > The review of this literature reveals a clear trend of **increasing interest in FCH technology and applications** for HD trucks
- > The main areas of interest are **specific case studies** regarding FCH applications, **technical feasibility studies**, and studies of **technology comparison**
- > International comparisons are drawn with **specific regard for national policy landscapes**

# We have identified 60 relevant scientific publications on FCH and related powertrain technologies for heavy-duty trucks

## Reviewed HDT publications (1/4)

#	Publication title	Authors	Publication type	Geographical focus	Publication year
1	A model-based approach to battery selection for truck onboard fuel cell-based APU in an anti-idling application	Pregelj et al.	Research Paper	Europe	2015
2	Evolution of heavy-duty vehicle fuel efficiency policies in major markets	Kodjak et al.	Research Paper	Worldwide	2015
3	Development trend of solid oxide fuel cell and possibility of carbon dioxide emission reduction	Tohru Kato	Report	Japan	2015
4	Research progress of models for direct methanol fuel cell and system	Wang et al.	Research Paper	n/a	2015
5	Design space assessment of hydrogen storage onboard medium and heavy-duty fuel cell electric trucks	Gangloff et al.	Research Paper	USA	2016
6	Technology assessment: Medium- and heavy-duty fuel cell electric vehicles	Air Resources Board, Cal.	Research Paper	USA (California)	2016
7	Medium- & heavy-duty fuel cell electric truck action plan for California	California Fuel Cell Partnership	Policy paper	USA	2016
8	Air quality impacts of fuel cell electric hydrogen vehicles with high levels of renewable power generation	Mac Kinnon et al.	Research Paper	USA	2016
9	Demonstration of the first European SOFC APU on a heavy duty truck	Rechberger et al.	Research Paper	Sweden	2016
10	Driving an Industry: Medium and Heavy Duty Fuel Cell Electric Truck Component Sizing	Marcinkoski et al.	Research Paper	USA	2016
11	Estimating the fuel efficiency technology potential of heavy-duty trucks in major markets around the world	Delgado et al.	Research Paper	Worldwide	2016
12	A battery-fuel cell hybrid auxiliary power unit for trucks: Analysis of direct and indirect hybrid configurations	Samsun et al.	Research Paper	n/a	2016
13	Empirical membrane lifetime model for heavy duty fuel cell systems	Macauley et al.	Research Paper	Canada	2016
14	Research for solid oxide fuel cells for automotive applications	Ken Terayama	Research Paper	Japan	2016
15	Analysis of key technology patents for fuel cell vehicles	China Automotive Technology and Research Center Co., Ltd	Study	Worldwide	2016



# We have identified 60 relevant scientific publications on FCH and related powertrain technologies for heavy-duty trucks

## Reviewed HDT publications (2/4)

#	Publication title	Authors	Publication type	Geographical focus	Publication year
16	Fuel cell trucks: critical development barriers, research needs and market potential [translated from German]	Gnann et al.	Research Paper	Germany	2017
17	Fuel cell layout for a heavy duty vehicle	Nguyen, H.; Lindström, S.	Master Thesis	Europe (Sweden)	2017
18	Clean commercial transportation: Medium and heavy duty fuel cell electric trucks	Kast et al.	Research Paper	USA	2017
19	How to decarbonise heavy road transport?	Gnann et al.	Research Paper	Germany	2017
20	The Future of Trucks - Implications for energy and the environment	Majoe et al.	Study	France	2017
21	Geospatial, Temporal and Economic Analysis of Alternative Fuel Infrastructure	Fan et al.	Research Paper	USA	2017
22	Analysis of fuel economy and GHG emission reduction measures from Heavy Duty Vehicles in other countries and of options for the EU	Ricardo Energy & Environment	Study	Europe	2017
23	Truck Choice Modeling: Understanding California's Transition to Zero-Emission Vehicle Trucks Taking into Account Truck Technologies, Costs, and Fleet Decision Behavior	Miller et al.	Report	USA	2017
24	Transitioning to zero-emission heavy-duty freight vehicles	Moultak et al.	White Paper	Europe, USA	2017
25	Fuel cell development status and trends	Liu et al.	Study	China, Japan, USA	2017
26	Alternative drive trains and fuels in road freight transportation – recommendations for action in Germany	Gnann et al.	Research Paper	Germany	2018
27 <sup>1</sup>	Energy Consumption and Life Cycle Costs of Overhead Catenary Heavy-Duty Trucks for Long-Haul Transportation	Mareev, I.; Sauer, D.	Research Paper	Germany	2018
28 <sup>1</sup>	Battery Dimensioning and Life Cycle Costs Analysis for a Heavy-Duty Truck Considering the Requirements of Long-Haul Transportation	Mareev et al.	Research Paper	Germany	2018
29	Vehicle Technologies and Fuel Cell Technologies	Argonne National Laboratory	Report	USA	2018
30	The Fuel Cell Industry Review 2018	E4tech	Report	USA	2018

1) Literature on relevant alternative powertrain technology with a link to FCH.

Source: Desk research; Roland Berger

# We have identified 60 relevant scientific publications on FCH and related powertrain technologies for heavy-duty trucks

## Reviewed HDT publications (3/4)

#	Publication title	Authors	Publication type	Geographical focus	Publication year
31 <sup>1</sup>	Analysis of long haul battery electric trucks in EU	Earl et al.	Research Paper	Europe	2018
32	Comparative analysis of the cost of fuel cell and pure electric vehicle in different application scenarios	Jing Gao	Research Paper	China, Japan, USA	2018
33	Comparative analysis of fuel cell vehicle powertrain configurations	Yuan et al.	Research Paper	China, Japan	2018
34	Development of Shanghai Automotive Hydrogen Energy Industry and Demonstration of Fuel Cell Vehicles	Rong et al.	Study	China	2018
35	Comparing alternative heavy-duty drivetrains based on GHG emissions, ownership and abatement cost	Lajevardi et al.	Research Paper	Canada	2019
36	Estimating the infrastructure needs and costs for the launch of zero-emission trucks	Dale Hall, Nic Lutsey	Research Paper	USA	2019
37	Fuel cell electric vehicles: An option to decarbonize heavy-duty transport? Results from a Swiss case-study	Cabukoglu et al.	Research Paper	Switzerland	2019
38	Designing hydrogen fuel cell electric trucks in a diverse medium and heavy duty market	Kast et al.	Research Paper	n/a	2019
39	Market diffusion of alternative fuels and powertrains in heavy-duty vehicles: A literature review	Kluschke et al.	Research Paper	n/a	2019
40	British Columbia Hydrogen Study	Zen; Art of Clean Energy Solutions	Study	Canada	2019
41	Hydrogen Fuel Cell Vehicles; Current Status and Future Prospect	Manoharan et al.	Research Paper	USA	2019
42	Optimization of Component Sizing for a Fuel Cell-Powered Truck to Minimize Ownership Cost	Sim et al.	Research Paper	n/a	2019
43	Overview of hydrogen and fuel cells developments in China	Bente Verheul	Study	China	2019
44	Hydrogen Roadmap Europe - A sustainable pathway for the European energy transition	FCH 2 JU	Policy Roadmap	Europe	2019
45 <sup>1</sup>	Fuel Switch to LNG in Heavy Truck Traffic	Research Paper	Smajla et al.	Europe	2019

1) Literature on relevant alternative powertrain technology with a link to FCH.

Source: Desk research; Roland Berger

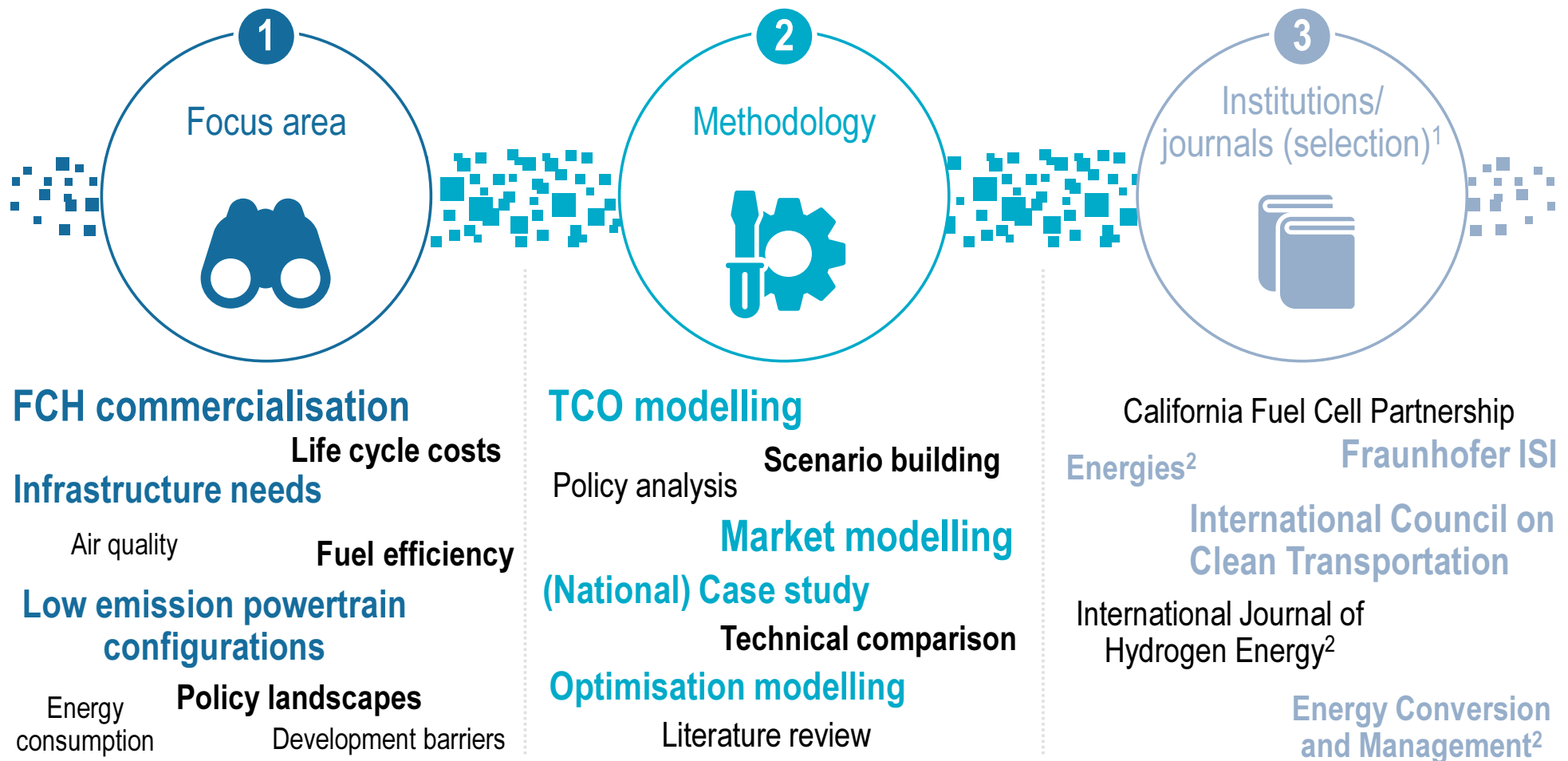
# We have identified 60 relevant scientific publications on FCH and related powertrain technologies for heavy-duty trucks

## Reviewed HDT publications (4/4)

#	Publication title	Authors	Publication type	Geographical focus	Publication year
46	Evaluating national hydrogen refueling infrastructure requirement and economic competitiveness of fuel cell electric long-haul trucks	Nawei et al.	Research Paper	USA	2019
47	Techno-economic Study of Hydrogen as a Heavy-duty Truck Fuel	Janis Danebergs	Master Thesis	Norway	2019
48	Fuel cells for heavy duty trucks 2030+?	Karlström et al.	Report	Sweden	2019
49	China's vehicle fuel cell technology research and development progress	Song et al.	Study	China	2019
50	Research on Cooling System of Heavy Duty Truck with Hydraulic Retarder	Guo et al.	Research Paper	n/a	2019
51	Analysis of Technology Circuit and Related System of Fuel Cell Heavy Truck	Xiaochun et al.	Research Paper	n/a	2019
52	Technology Research Progress on the Fuel Cell of Commercial Vehicles	Yanan et al.	Research Paper	China	2019
53	Research on Fuel Cell Vehicle Policy System of China in Post-Subsidy Era	Jia et al.	Research Paper	China	2019
54	The hydrogen option for energy: a strategic advantage for Quebec	Roy, J.; Demers, M.	Study	Canada (Québec)	2019
55	An Examination of Heavy-duty Trucks Drivetrain Options to Reduce GHG Emissions in British Columbia	Lajevardi et al.	PhD Thesis	Canada	2020
56	The impact of disruptive powertrain technologies on energy consumption and carbon dioxide emissions from heavy-duty vehicles	Smallbone et al.	Research Paper	China, UK	2020
57	Technology, Sustainability, and Marketing of Battery Electric and Hydrogen Fuel Cell Medium-Duty and Heavy-Duty Trucks and Buses in 2020-2040	Burke, A.; Kumr Sinha, A.	Research Paper	USA	2020
58	Zero-Emission Medium- and Heavy-duty Truck Technology, Markets, and Policy Assessments for California	Burke, A.; Miller, M.	Research Paper	USA (California)	2020
59	Path to hydrogen competitiveness A cost perspective	Hydrogen Council	Report	n/a	2020
60	Fueling the Future of Mobility	Mace et al.	White Paper	Europe, China, USA	2020

# A qualitative comparison of the literature shows key focus areas, frequently used methodologies and active institutions and journals

## Qualitative insights into literature review



1) A selection of more frequent institutions and journals is shown here as the reviewed articles come from different sources 2) Peer-reviewed journal

## B.2 Trial and demonstration projects



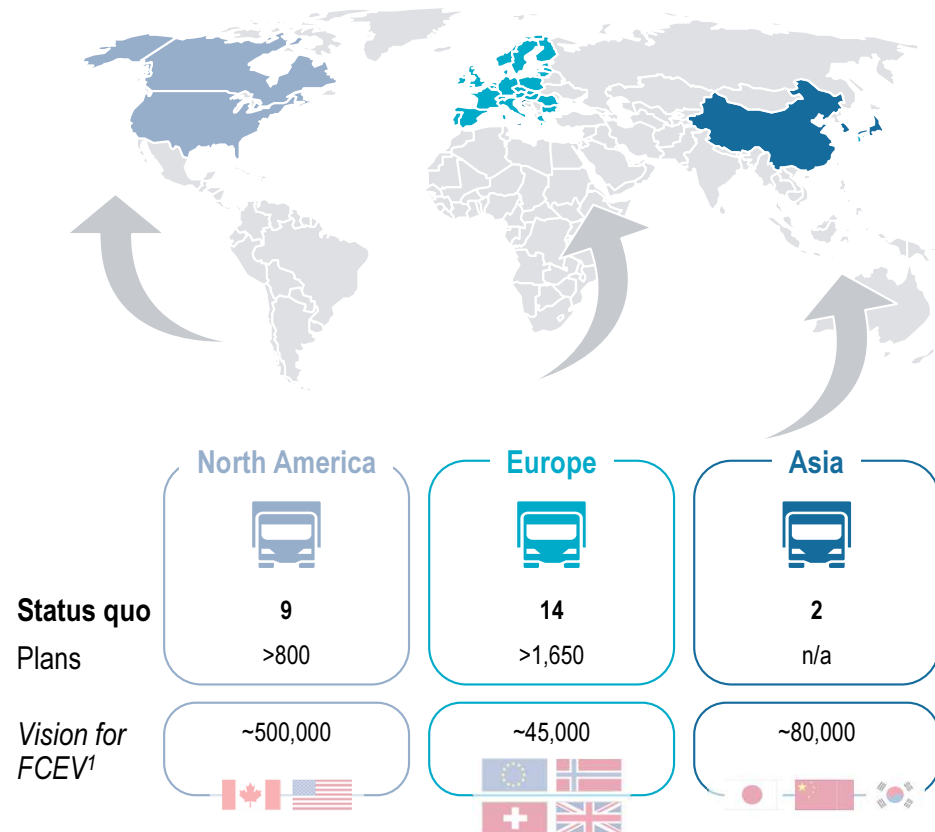


# A clear ambition for increased deployment of commercial fuel cell vehicles and better H<sub>2</sub> infrastructure can be observed

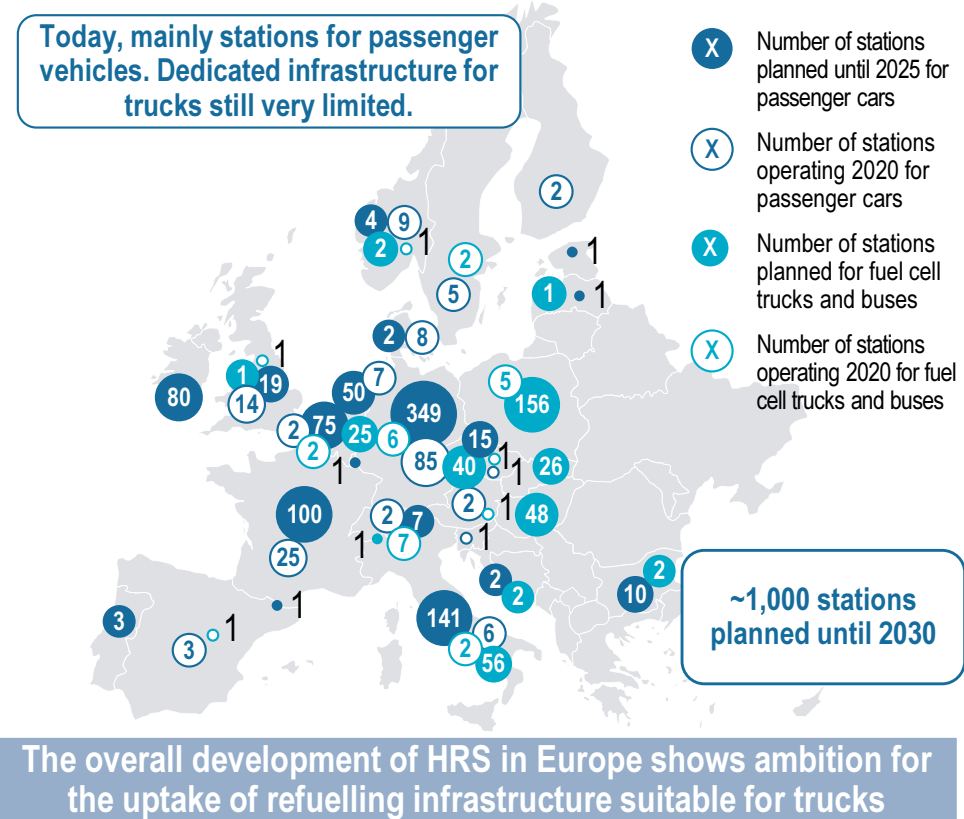
Status and publicly stated plans for FCEV and H<sub>2</sub> infrastructure

as of June 2020

## Deployment of FCH technology by continent



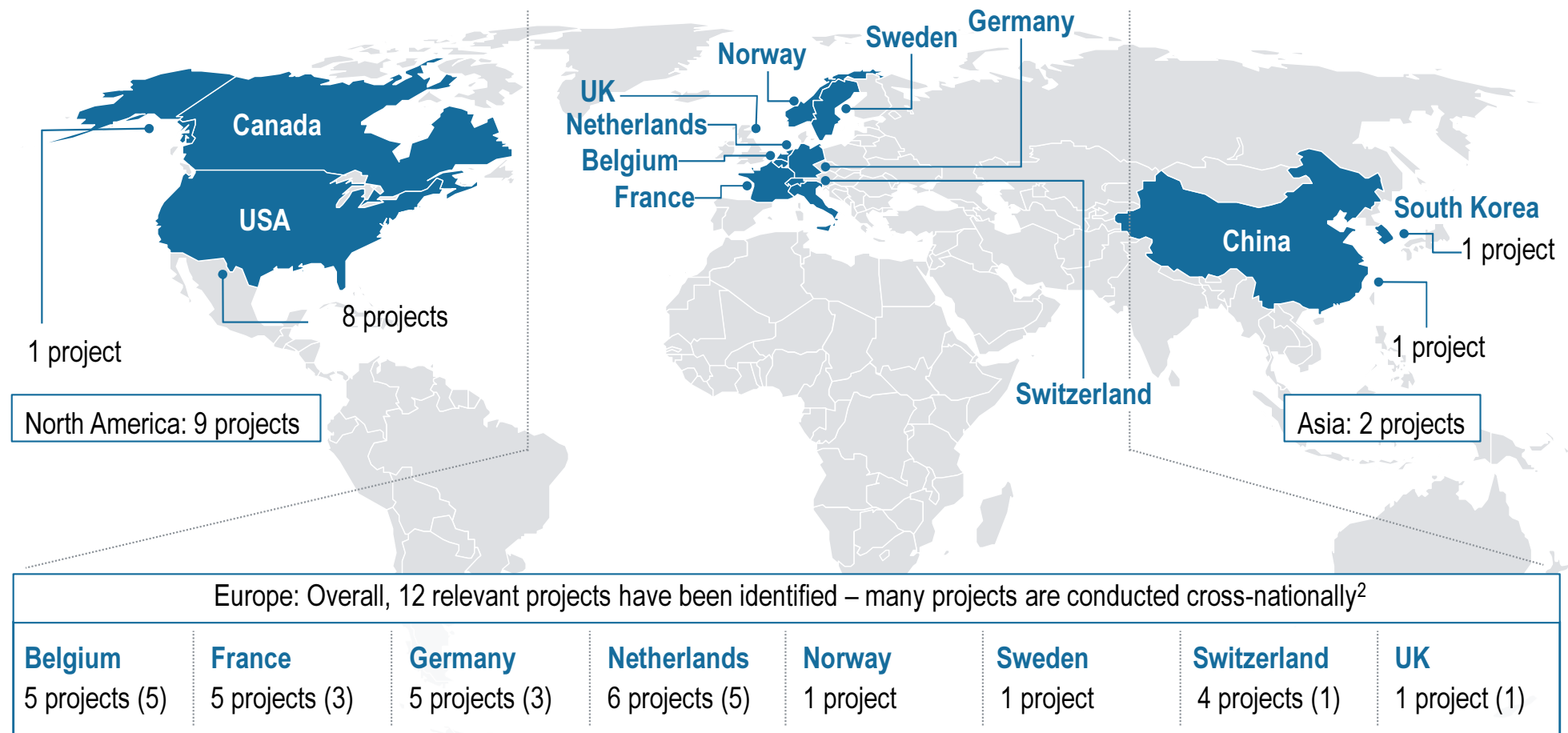
## Hydrogen refuelling stations (HRS) in Europe



heavy-duty trucks (>15 t) [#] 1) Fuel cell electric vehicles; Sum of governments' and companies' publicly stated ambition worldwide (Mid-to-long-term 2025+) incl. all types of trucks (light-, medium-, heavy-duty) and buses as plans and visions often do not differentiate the specific types of commercial vehicles

# Increasingly, Europe shows a specific focus on FCH heavy-duty trucks trial and demonstration projects, levelling up with US efforts

Geography of key fuel cell hydrogen HDT trial and demonstration projects<sup>1</sup>



1) Finalised, ongoing and planned HDT trial and demonstration projects since 2015 until today 2) The number in ( ) signals the number of cross-national projects

# European projects often include multi-national stakeholders with a strong participation of wholesale and retail companies...

## Selected fuel cell hydrogen HDT trial and demonstration projects (1/3)

Project	Country	Duration	Operator / logistics user	Application	OEM/ System integrator	FC provider
1 H2-Share		2017 – 2021	BREYTNER, Colruyt Group		VDL (DAF)	Ballard
2 H2Haul		2019 – 2024	BMW Group logistics, Coop, Colruyt Group, Carrefour (Chabas, Perrenot), Air Liquide		IVECO, FPT Industrial, VDL	ElringKlinger, PowerCell
3 Waterstofregio 2.0		2016 – n/a	Colruyt Group		VDL (DAF)	Ballard
4 ASKO distribution logistics trucks		2017 – 2024	ASKO		Scania / Hydrogenics	Hydrogenics
5 Hyundai Hydrogen Mobility <sup>1</sup>		Start in 2020	Hyundai Hydrogen Mobility		Hyundai	Hyundai

**Business venture**

Rigid 4x2 truck    Tractor 4x2 truck    Rigid 6x4 truck    Tractor 6x4 truck

1) The Hyundai Hydrogen Mobility project refers to a commercial roll-out of trucks. It is not a trial and demonstration in a strict sense.

...while North American projects build on broad public support from regional governments, e.g. FCH frontrunner California

Selected fuel cell hydrogen HDT trial and demonstration projects (2/3)





Project	Country	Duration	Operator / logistics user	Application	System integrator	FC provider
<b>6</b> Esoro hydrogen truck for Coop		2017 – n/a	Coop		Esoro (MAN)	SwissHydrogen, PowerCell
<b>7</b> Alberta Zero-Emissions Truck Electrification Collaboration (AZETEC)		2019 – 2022	Bison Transport, Trimac Transportation		Freightliner / Daimler	Ballard
<b>8</b> Zero and Near-Zero Emissions Freight Facilities Project (ZANZEFF)		2019 – n/a	Toyota Logistics Services, UPS, TTSI <sup>1</sup> , Southern Counties Express		Toyota, Kenworth	Toyota
<b>9</b> GTI Fast-Track Fuel Cell Truck		2018 – 2020	TTSI, Daylight Transport LLC		Transpower (Navistar), Peterbilt	Hydrogenics, Loop Energy
<b>10</b> Anheuser Busch Zero-Emission Beer Delivery		Start in 2018	Anheuser Busch		Nikola	Bosch

Rigid 4x2 truck  
 Tractor 4x2 truck  
 Rigid 6x4 truck  
 Tractor 6x4 truck

1) Total Transportation Services Inc.

# In Europe there are also several ongoing demonstration projects in the area of FCH waste collection and garbage trucks

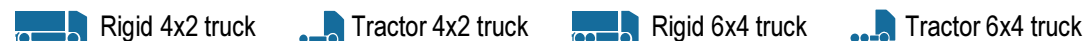
## Selected fuel cell hydrogen HDT trial and demonstration projects (3/3)

Project	Country	Duration	Operator / logistics user	Application	System integrator	FC provider
<b>11</b> Refuse Vehicle Innovation and Validation in Europe (REVIVE)		2018 – 2021	SUEZ, SEAB SPA, ASM Merano, Stadtwerke, Renova		DAF	Proton Motor Fuel Cell
<b>12</b> Hydrogen Waste Collection Vehicles in North West Europe (HECTOR)		2019 – 2023	Aberdeen, Groningen, Touraine, Vallee de l'Indre		n/a	n/a



### Additional information on FCH applications for waste collection and garbage trucks

- > FCH technology is particularly suited for this application as FCH technology can also well cater for the additional power needs of garbage trucks (e.g. hydraulics for lifting and compressing garbage)
- > Due to back-to-base schedule, operation of fleet of vehicles is possible as trucks can be fuelled by one HRS
- > Year-round (daily) operations results in high utilisation of both trucks and infrastructure
- > Potential noise reduction during start-stop operations and idling



# H2-Share is a cooperation between 16 partners that aim to create a 'transnational living lab' across four European countries

Deep-dive: H2-Share (1/2)

1

## General information



Image: H2-Share

<b>Country / countries</b>	Belgium, France, Germany, Netherlands
<b>Start / end year</b>	2017 - 2021
<b>System integrator</b>	VDL (DAF)
<b>FC provider</b>	Ballard
<b>Truck operator / logistics user</b>	BREYTNER, Colruyt Group
<b>Other partners</b>	AutomotiveNL, BREYTNER, Colruyt Group, Cure, DPDHL, E-mobil, Hydrogen Europe, Dutch ministry of Infrastructure, TNO, VDL ETS, WaterstofNet, Wystrach; City of Helmond; VIL

**Project description**

The demonstration project tests hydrogen solutions for heavy-duty transport aimed at the reduction of emissions in North West Europe. It deploys a heavy-duty (27 t) truck with fuel cell electric drive for zero emission last mile delivery.

Wystrach has developed a mobile hydrogen refuelling station to allow for refuelling operation in six different regions: Rotterdam region (NL), Eindhoven (NL), Breda (NL), Stuttgart (GER), Brussels region (BE), Rochefort-sur-Nenon (FR).

The demonstration project is planned to take place in each region for the duration of three months.

## Project budget / funding

The project is supported with EUR 1.69 million via the Interreg North-West Europe programme.



# H2-Share is a cooperation between 16 partners that aim to create a 'transnational living lab' across four European countries

## Deep-dive: H2-Share (2/2)

1

### Detailed truck information



<b>Number of trucks</b>	[#]	1
<b>Truck type</b>		Rigid 6x2
<b>Cabin type</b>		Day cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	27 / n/a
<b>Range per year</b>	[km]	n/a
<b>Powertrain power</b>	[hp]	n/a
<b>Battery capacity</b>	[kWh]	82
<b>Tank location</b>		Back of cabin
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Tank size</b>	[kg]	30
<b>Range per tank</b>	[km]	400
<b>refuelling speed</b>	[kg/min]	n/a
<b>Fuel cell power</b>	[kW]	60

### Detailed refuelling infrastructure information



<b>Type</b>		Mobile infrastructure
<b>Ownership</b>		Private ownership
<b>Supply</b>		Trailer (gaseous)
<b>H<sub>2</sub> source</b>		n/a
<b>Required space</b>	[sqm]	141
<b>Storage type</b>		Mobile (gaseous)
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Fuelling speed</b>	[min]	15
<b>Capacity</b>	[kg/day]	120

### Additional information



- > Demonstration started in April 2020
- > The Wystrach mobile hydrogen refuelling station consists of two units / containers which function as hydrogen storage (tank container) and refuelling station (refueller container)
- > While the tank container has to be transported to be refilled, the refueller container can fill up to three trucks / buses coming from an internal storage
- > The refuelling station is 'stand alone', transportable and controlled via a smart system with no personnel necessary

1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating

# H2Haul is an EU-funded cross-national project that sets out to deploy 16 zero-emission fuel cell trucks over the course of 5 years

Deep-dive: H2Haul (1/2)

2

## General information



Image: H2Haul

<b>Country / countries</b>	Belgium, France, Germany, Switzerland
<b>Start / end year</b>	2019 - 2024
<b>System integrator</b>	IVECO, FPT Industrial, VDL
<b>FC provider</b>	ElringKlinger, Bosch, PowerCell
<b>Truck operator / logistics user</b>	BMW Group logistics, Coop, Colruyt Group, Carrefour (Chabas and Perrenot), Air Liquide
<b>Other partners</b>	Air Liquide, Eoly, H2 Energy, Hydrogen Europe, IRU Projects, thinkstep, WaterstofNet, Element Energy Limited

**Project description**

H2Haul (Hydrogen Fuel Cell Trucks for Heavy Duty Zero Emissions Logistics) tests 16 heavy duty hydrogen fuel cell trucks in commercial operations in Europe (Belgium, France, Germany and Switzerland). The project began in 2019 and will run for five years.

For the project, two European manufacturers design, build, and test three types of FCH HD trucks, incl. rigid and articulated vehicles up to 44 tonnes. The fuel cell systems will be produced in Europe by two different suppliers.

## Project budget / funding

The project is supported with EUR 12 million by the Fuel Cell and Hydrogen Second Joint Undertaking (FCH 2 JU).

# H2Haul is an EU-funded cross-national project that sets out to deploy 16 zero-emission fuel cell trucks over the course of 5 years

## Deep-dive: H2Haul (2/2)

2

### Detailed truck information



<b>Number of trucks</b>	[#]	16
<b>Truck type</b>		Rigid / tractor <sup>2</sup>
<b>Cabin type</b>		Day cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	n/a / 26 - 44 <sup>2</sup>
<b>Range per year</b>	[km]	40,000-240,000 <sup>2</sup>
<b>Powertrain power</b>	[hp]	n/a
<b>Battery capacity</b>	[kWh]	n/a
<b>Tank location</b>		n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	n/a
<b>Tank size</b>	[kg]	n/a
<b>Range per tank</b>	[km]	n/a
<b>refuelling speed</b>	[kg/min]	n/a
<b>Fuel cell power</b>	[kW]	n/a

### Detailed refuelling infrastructure information



<b>Type</b>		Fixed infrastructure
<b>Ownership</b>		Private
<b>Supply</b>		Gaseous
<b>H<sub>2</sub> source</b>		<i>see add. information</i>
<b>Required space</b>	[sqm]	n/a
<b>Storage type</b>		Fixed (gaseous)
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	700 <sup>3)</sup>
<b>Fuelling speed</b>	[kg/min]	n/a
<b>Capacity</b>	[kg/day]	120

### Additional information



- > Currently, the project is in the design phase for the different truck types
- > Hydrogen refuelling stations will be installed to provide hydrogen supply to the trucks
- > H<sub>2</sub> providers are DATS24 (Belgium), Air Liquide (France), and H2 Energy (Switzerland)
- > In Belgium and Switzerland, the supply with Green H<sub>2</sub> will be provided

1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating 2) Depending on the specific truck type (3 truck types planned) 3) Air Liquide refuelling station

# A 44 ton heavy-duty truck is developed and demonstrated by the initiative Hydrogen region 2.0 in the Flanders region, Belgium

Deep-dive: Waterstofregio 2.0 (1/2)

3

## General information



<b>Country / countries</b>	Belgium
<b>Start / end year</b>	2016 - n/a
<b>System integrator</b>	VDL (DAF)
<b>FC provider</b>	Ballard
<b>Truck operator / logistics user</b>	Colruyt Group
<b>Other partners</b>	WaterstofNet

### Project description

Hydrogen region 2.0 is a project-based collaboration between Flanders and the Netherlands. Among the ongoing and planned projects, the partners develop and demonstrate the first large (44 ton) hydrogen truck by VDL.

The collaboration also focuses on improving and showing various applications and the development of several filling stations. It is coordinated by WaterstofNet and supported by companies / organisations in the field of hydrogen infrastructure and zero-emission applications.

## Project budget / funding

The EUR 13.9 million project is supported with EUR 5.9 million by the Interreg Vlaanderen-Nederland programme.

# A 44 ton heavy-duty truck is developed and demonstrated by the initiative Hydrogen region 2.0 in the Flanders region, Belgium

## Deep-dive: Waterstofregio 2.0 (2/2)

3

### Detailed truck information



<b>Number of trucks</b>	[#]	1
<b>Truck type</b>		Tractor 4x2
<b>Cabin type</b>		Sleeper cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	n/a / 44
<b>Range per year</b>	[km]	n/a
<b>Powertrain power</b>	[hp]	n/a
<b>Battery capacity</b>	[kWh]	85
<b>Tank location</b>		n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Tank size</b>	[kg]	30
<b>Range per tank</b>	[km]	350
<b>refuelling speed</b>	[kg/min]	n/a
<b>Fuel cell power</b>	[kW]	60

### Detailed refuelling infrastructure information



<b>Type</b>		Fixed infrastructure
<b>Ownership</b>		Private
<b>Supply</b>		Gaseous
<b>H<sub>2</sub> source</b>		n/a
<b>Required space</b>	[sqm]	n/a
<b>Storage type</b>		Fixed (gaseous)
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Fuelling speed</b>	[kg/min]	n/a
<b>Capacity</b>	[kg/day]	n/a

### Additional information



- > The truck and trailer recently passed the homologation phase, the operational demonstration is being planned
- > H<sub>2</sub> supply is organised via the Colruyt Group refuelling station in Belgium

1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating

# Norwegian retailer ASKO deploys 4 FCH heavy-duty trucks supported by industry partners and government in a first pilot

Deep-dive: ASKO distribution logistics trucks (1/2)

4

## General information



<b>Country / countries</b>	Norway
<b>Start / end year</b>	2017 - 2024
<b>System integrator</b>	Scania, Hydrogenics
<b>FC provider</b>	Hydrogenics
<b>Truck operator / logistics user</b>	ASKO
<b>Other partners</b>	Hexagon, NEL Hydrogen

**Project description**

The ASKO demonstration project includes four fuel cell powered electric Scania trucks for Norway's largest grocery wholesaler. The 27 tonnes Scania trucks are powered by four fuel cell systems and four hydrogen tank systems from Hydrogenics. They are deployed for ASKO's distribution network in the Trondheim area.

The demonstration project is focused on resource efficiency, low emissions and sustainable development for the wholesaler.

## Project budget / funding

The project is supported with NOK 19.6 million (EUR ~1,8 million) by the Norwegian clean energy agency Enova SF.



# Norwegian retailer ASKO deploys 4 FCH heavy-duty trucks supported by industry partners and government in a first pilot

## Deep-dive: ASKO distribution logistics trucks (2/2)

4

### Detailed truck information



<b>Number of trucks</b>	[#]	4
<b>Truck type</b>		Rigid 6x2
<b>Cabin type</b>		Day cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	27 / n/a
<b>Range per year</b>	[km]	45,000-60,000
<b>Powertrain power</b>	[hp]	290
<b>Battery capacity</b>	[kWh]	56
<b>Tank location</b>		Back of cabin
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Tank size</b>	[kg]	33
<b>Range per tank</b>	[km]	400 - 500
<b>refuelling speed</b>	[kg/min]	n/a
<b>Fuel cell power</b>	[kW]	90

### Detailed refuelling infrastructure information



<b>Type</b>		Fixed infrastructure
<b>Ownership</b>		Private
<b>Supply</b>		Gaseous
<b>H<sub>2</sub> source</b>		n/a
<b>Required space</b>	[sqm]	n/a
<b>Storage type</b>		Fixed (gaseous)
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Fuelling speed</b>	[kg/min]	n/a
<b>Capacity</b>	[kg/day]	300

### Additional information



- > The demonstration started in 2019
- > The H<sub>2</sub> supply is provided by NEL Hydrogen using electrolyzers with electricity from photovoltaics
- > The refuelling station also operates further FCH applications, e.g. forklifts
- > ASKO takes on a very proactive role being involved in the supply chain and material selection process

1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating



# An industry partnership between Hyundai Motor Company and H2Energy will provide 1,600 FCH trucks for a pay-per-use model

Deep-dive: Hyundai Hydrogen Mobility (1/2)

Business venture 5

## General information



Image: Hyundai Motor Europe

<b>Country / countries</b>	Switzerland
<b>Start year</b>	2020
<b>System integrator</b>	Hyundai
<b>FC provider</b>	Hyundai
<b>Truck operator / logistics user</b>	Swiss customers
<b>Other partners</b>	H2Energy, Association pro H2 Mobility Switzerland, Hydrospider, Alpiq, Linde

### Project description

Hyundai Hydrogen Mobility, a partnership between Hyundai Motor Company and H2Energy, are planning to bring 1,600 Xcient fuel cell trucks and the respective H<sub>2</sub> infrastructure to the Swiss market.

The first seven trucks have been delivered to the clients in October 2020. 50 trucks are to be delivered until the end of 2020.

The trucks are offered to companies in the form of a pay-per-use model. A flat rate per kilometre will be charged based on the driving profile, the usage of the vehicle, and the annual mileage. The fee per km includes the complete operation of the truck, including hydrogen refuelling.

## Project budget / funding

The fuel cell trucks are exempt from the Swiss heavy vehicle environmental duties (LSVA).

# An industry partnership between Hyundai Motor Company and H2Energy will provide 1,600 FCH trucks for a pay-per-use model

## Deep-dive: Hyundai Hydrogen Mobility (2/2)

5

### Detailed truck information



<b>Number of trucks</b>	[#]	1,600
<b>Truck type</b>		Rigid 4x2
<b>Cabin type</b>		Day cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	19 / 36
<b>Range per year</b>	[km]	n/a
<b>Powertrain power</b>	[hp]	471
<b>Battery capacity</b>	[kWh]	73.2
<b>Tank location</b>		Back of cabin
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Tank size</b>	[kg]	32
<b>Range per tank</b>	[km]	400
<b>refuelling speed</b>	[min]	8-20
<b>Fuel cell power</b>	[kW]	190

### Detailed refuelling infrastructure information



<b>Type</b>		Fixed infrastructure
<b>Ownership</b>		Private
<b>Supply</b>		Gaseous
<b>H<sub>2</sub> source</b>		Green H <sub>2</sub>
<b>Required space</b>	[sqm]	n/a
<b>Storage type</b>		Fixed (gaseous)
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Fuelling speed</b>	[kg/min]	n/a
<b>Capacity</b>	[kg/day]	n/a

### Additional information



- > The fuel cell trucks will either have a dry or refrigerated body
- > H<sub>2</sub> supply will be provided by Hydrospider, a Joint Venture of Alpiq, H2 Energy and Linde

1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating

# Esoro developed a 34-tonnes logistics truck to match Coop's fleet specifications and logistics management requirements

Deep-dive: Esoro hydrogen truck for Coop (1/2)

6

## General information



<b>Country / countries</b>	Switzerland
<b>Start year</b>	2016
<b>System integrator</b>	ESORO (MAN)
<b>FC provider</b>	SwissHydrogen, PowerCell
<b>Truck operator / logistics user</b>	Coop
<b>Other partners</b>	H2Energy, Emiss

**Project description**

Specifically for the purpose of matching regular Coop logistics, ESORO developed a fuel cell truck in the 34-tonnes category. The truck has the necessary load capacity to be fully integrated into the Coop logistics management process.

The deployed truck has a refrigerated body and a refrigerated trailer. Additionally, cooling systems and hydraulic lifts are included.

## Project budget / funding

n/a

# Esoro developed a 34-tonnes logistics truck to match Coop's fleet specifications and logistics management requirements

## Deep-dive: Esoro hydrogen truck for Coop (2/2)

6

### Detailed truck information



<b>Number of trucks</b>	[#]	1
<b>Truck type</b>		Rigid 4x2
<b>Cabin type</b>		Day cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	18 / 34
<b>Range per year</b>	[km]	n/a
<b>Powertrain power</b>	[hp]	n/a
<b>Battery capacity</b>	[kWh]	120
<b>Tank location</b>		Back of cabin
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Tank size</b>	[kg]	34,5
<b>Range per tank</b>	[km]	375-400
<b>refuelling speed</b>	[kg/min]	3-4
<b>Fuel cell power</b>	[kW]	100

### Detailed refuelling infrastructure information



<b>Type</b>		n/a
<b>Ownership</b>		Private
<b>Supply</b>		Gaseous
<b>H<sub>2</sub> source</b>		n/a
<b>Required space</b>	[sqm]	n/a
<b>Storage type</b>		Gaseous
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Fuelling speed</b>	[kg/min]	n/a
<b>Capacity</b>	[kg/day]	n/a

### Additional information



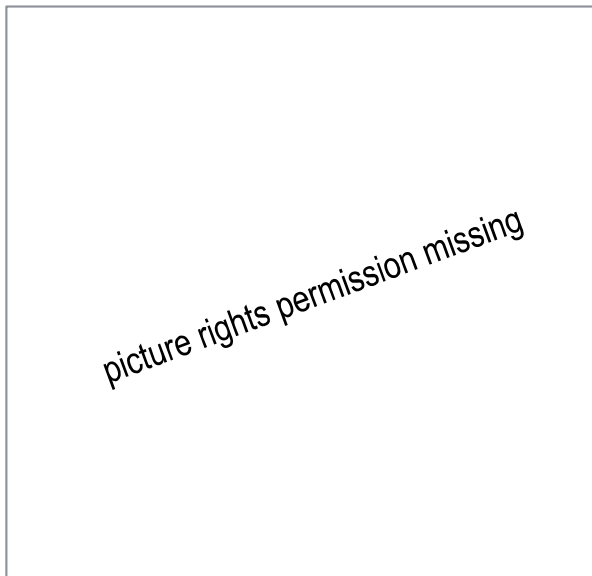
- > The rigid truck is combined with a trailer
- > The demonstration project is currently not in operation
- > The hydrogen used by the hydrogen refuelling station linked to the trucks is being produced by H2 Energy through a PEM electrolyser which sources the electricity from a run of the river plant in Aarau

1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating

# The AZETEC logistics industry project in Canada is a joint collaboration set out to test two FCH trucks on a fixed route

Deep-dive: Alberta Zero-Emissions Truck Electrification Collaboration (AZETEC) (1/2) 7

## General information



<b>Country / countries</b>	Canada
<b>Start / end year</b>	2019 - 2022
<b>System integrator</b>	Freightliner / Daimler
<b>FC provider</b>	Ballard
<b>Truck operator / logistics user</b>	Bison Transport (logistics), Trimac Transp. (logistics)
<b>Other partners</b>	Zen Clean Energy Solutions, Dana Inc., Nordresa, Alberta Motor Transportation Ass.

### Project description

AZETEC is an industry led project to design and manufacture two heavy-duty FCH hybrid trucks that move freight between Edmonton and Calgary from 2021 to mid 2022. By the end of the project the trucks will have travelled more than 500,000 km and carried about 20 million ton-km of freight. The refuelling infrastructure for the project will be generated by Praxair Services, Canada Inc. leveraging existing Oil & Gas infrastructure and transported under a 'drop and swap' model that will move fuel between the Praxair facility and a centralized depot in Edmonton.

## Project budget / funding

The CAD 15 million project is supported with CAD 7.3 million by Emissions Reduction Alberta (ERA) through the BEST Challenge programme.

# The AZETEC logistics industry project in Canada is a joint collaboration set out to test two FCH trucks on a fixed route

## Deep-dive: Alberta Zero-Emissions Truck Electrification Collaboration (AZETEC) (2/2) 7

### Detailed truck information



<b>Number of trucks</b>	[#]	2
<b>Truck type</b>		Tractor 6x4
<b>Cabin type</b>		Day cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	24 / 63.5
<b>Range per year</b>	[km]	n/a
<b>Powertrain power</b>	[hp]	n/a
<b>Battery capacity</b>	[kWh]	n/a
<b>Tank location</b>		n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Tank size</b>	[kg]	100
<b>Range per tank</b>	[km]	700
<b>refuelling speed</b>	[kg/min]	n/a
<b>Fuel cell power</b>	[kW]	210

### Detailed refuelling infrastructure information



<b>Type</b>		Fixed infrastructure
<b>Ownership</b>		Private
<b>Supply</b>		Pipeline (gaseous)
<b>H<sub>2</sub> source</b>		n/a
<b>Required space</b>	[sqm]	n/a
<b>Storage type</b>		Fixed (gaseous)
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Fuelling speed</b>	[kg/min]	n/a
<b>Capacity</b>	[kg/day]	n/a

### Additional information



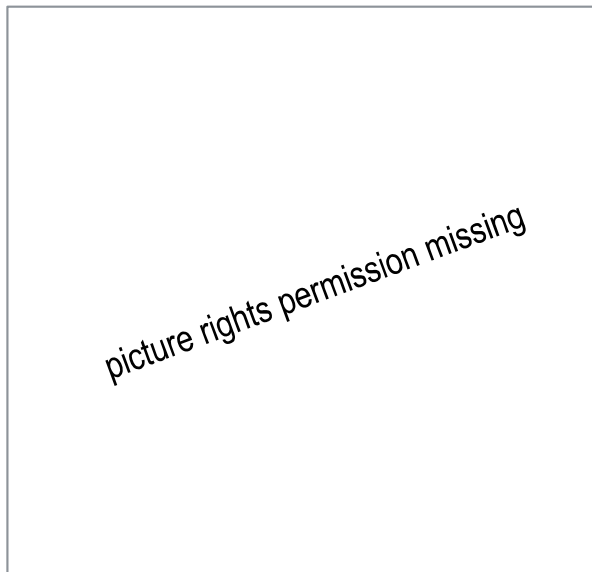
- > Expected demonstration from July 2021 until December 2022
- > It is estimated that about 50 trucks, using about five tonnes of hydrogen a day, would be required to make fuel distribution cost-efficient

1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating

# The Californian ZANZEFF project sets out to deploy 10 FCH Class 8 trucks in two port freight facilities and expand the H<sub>2</sub> fuelling network

Deep-dive: Zero and Near-Zero Emissions Freight Facilities Project (ZANZEFF) (1/2) 8

## General information



<b>Country / countries</b>	USA, California
<b>Start year</b>	2019
<b>System integrator</b>	Toyota, Kenworth
<b>FC provider</b>	Toyota
<b>Truck operator / logistics user</b>	Toyota Logistics Services, UPS, Total Transportation Services Inc., Southern Counties Express
<b>Other partners</b>	Port of Los Angeles, Shell, Air Liquide

### Project description

After two previous demonstration projects, the third ZANZEFF fuel cell electric truck demonstration project deploys 10 FCH Class 8 trucks to move cargo from the Ports of Los Angeles and Long Beach throughout the Los Angeles basin. The trucks will offer an estimated range of more than 450 km per fill.

In addition, two new large capacity heavy-duty hydrogen fuelling stations will be developed by Shell. These new stations will expand the existing network to form an integrated, five-station heavy-duty hydrogen fuelling network for the area.

## Project budget / funding

The USD 82.5 million ZANZEFF project is supported with USD 41.1 million by the California Air Resources Board (CARB).



# The Californian ZANZEFF project sets out to deploy 10 FCH Class 8 trucks in two port freight facilities and expand the H<sub>2</sub> fuelling network

## Deep-dive: Zero and Near-Zero Emissions Freight Facilities Project (ZANZEFF) (2/2) 8

### Detailed truck information



<b>Number of trucks</b>	[#]	10
<b>Truck type</b>		Tractor 6x4
<b>Cabin type</b>		Day cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	n/a
<b>Range per year</b>	[km]	n/a
<b>Powertrain power</b>	[hp]	670
<b>Battery capacity</b>	[kWh]	12
<b>Tank location</b>		Back of cabin
<b>H<sub>2</sub> tank pressure</b>	[bar]	700
<b>Tank size</b>	[kg]	60
<b>Range per tank</b>	[km]	~ 480
<b>refuelling speed</b>	[min]	~3
<b>Fuel cell power</b>	[kW]	n/a

### Detailed refuelling infrastructure information



<b>Type</b>		Fixed infrastructure
<b>Ownership</b>		Private
<b>Supply</b>		Gaseous
<b>H<sub>2</sub> source</b>		n/a
<b>Required space</b>	[sqm]	n/a
<b>Storage type</b>		Fixed (gaseous)
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	700
<b>Fuelling speed</b>	[min]	20-25
<b>Capacity</b>	[kg/day]	1,500

### Additional information



- > The H<sub>2</sub> infrastructure will be provided by Shell, Toyota Logistics Services, and Gardena R&D facilities
- > The new large-capacity H<sub>2</sub> refuelling stations in Wilmington and Ontario (California) are planned to be completed in spring 2020

1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating

# The GTI-led Fast-Track Fuel Cell Truck project in LA and San Diego operates five Class 8 trucks, focusing on impacts on local air quality

Deep-dive: GTI Fast-Track Fuel Cell Truck (1/2)

9

## General information



Image: GTI

<b>Country / countries</b>	USA, California
<b>Start / end year</b>	2018 - 2020
<b>System integrator</b>	Transpower (Navistar), Peterbilt
<b>FC provider</b>	Hydrogenics, Loop Energy
<b>Truck operator / logistics user</b>	Total Transportation Services Inc (TTSI), Daylight Transport LLC
<b>Other partners</b>	GTI, TransPower, Frontier Energy, Center for Sustainable Energy, OneH2

### Project description

The GTI-led, multi-partner collaboration demonstration project operates five fuel cell–electric hybrid Class 8 trucks in the Port of Los Angeles and the San Diego region. Existing infrastructure is used for charging and mobile H<sub>2</sub> fuelling infrastructure is provided.

Of the five trucks, three are Navistar chassis with Hydrogenics fuel cells systems and two are Peterbilt gliders with Loop Energy fuel cells systems.

An important project focus lies on the gathering of performance data and analysis from real-world conditions with regard to local air quality.

## Project budget / funding

The USD 6.78 million project is supported with USD 5.1 million by California Air Resources Board (CARB).

# The GTI-led Fast-Track Fuel Cell Truck project in LA and San Diego operates five Class 8 trucks, focusing on impacts on local air quality

## Deep-dive: GTI Fast-Track Fuel Cell Truck (2/2)

9

### Detailed truck information



<b>Number of trucks</b>	[#]	5
<b>Truck type</b>		Tractor 6x4
<b>Cabin type</b>		Day cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	n/a
<b>Range per year</b>	[km]	n/a
<b>Powertrain power</b>	[hp]	n/a
<b>Battery capacity</b>	[kWh]	n/a
<b>Tank location</b>		n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Tank size</b>	[kg]	19
<b>Range per tank</b>	[km]	n/a
<b>refuelling speed</b>	[kg/min]	n/a
<b>Fuel cell power</b>	[kW]	60

### Detailed refuelling infrastructure information



<b>Type</b>		Mobile infrastructure
<b>Ownership</b>		PPP
<b>Supply</b>		Gaseous
<b>H<sub>2</sub> source</b>		n/a
<b>Required space</b>	[sqm]	n/a
<b>Storage type</b>		Mobile (gaseous)
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	350
<b>Fuelling speed</b>	[kg/min]	n/a
<b>Capacity</b>	[kg/day]	n/a

### Additional information



> The H<sub>2</sub> infrastructure is in part provided by OneH2; existing charging infrastructure is also used

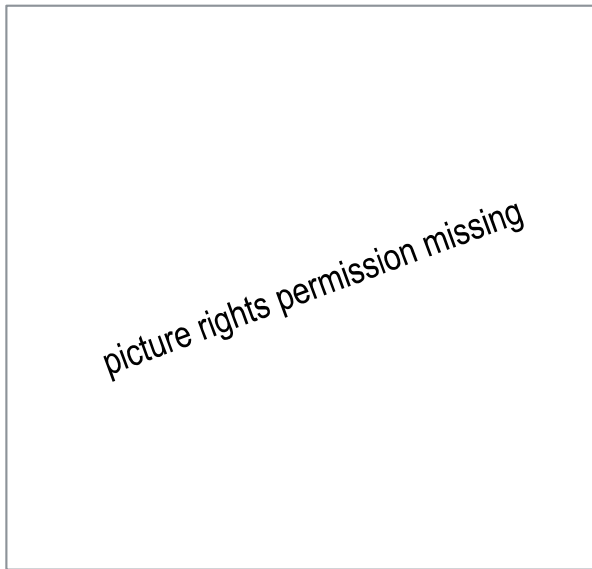
1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating

# US brewer Anheuser Busch plans to integrate 800 Nikola hydrogen-electric semi-trucks from 2020 on and convert delivery fleet by 2025

Deep-dive: Anheuser Busch Zero-Emission Beer Delivery (1/2)

10

## General information



<b>Country / countries</b>	USA
<b>Start year</b>	2018
<b>System integrator</b>	Nikola
<b>FC provider</b>	Bosch
<b>Truck operator / logistics user</b>	Anheuser Busch
<b>Other partners</b>	NEL Hydrogen

### Project description

Anheuser-Busch, a large US brewery company, ordered up to 800 hydrogen-electric powered semi-trucks from Nikola Motor Company. The integration of the zero-emission trucks into Anheuser-Busch's fleet will be starting in 2020.

By 2025, Anheuser Busch plans to convert their entire delivery fleet to renewable power.

The truck order comes after a trial project from 2019 in which the partners completed the first Zero-Emission Beer Delivery in St. Louis.

## Project budget / funding

n/a

# US brewer Anheuser Busch plans to integrate 800 Nikola hydrogen-electric semi-trucks from 2020 on and convert delivery fleet by 2025

## Deep-dive: Anheuser Busch Zero-Emission Beer Delivery (2/2)

10

### Detailed truck information



<b>Number of trucks</b>	[#]	800
<b>Truck type</b>		Tractor 6x4
<b>Cabin type</b>		Day cabin
<b>GVWR / GCWR<sup>1</sup></b>	[tonnes]	n/a / 40
<b>Range per year</b>	[km]	n/a
<b>Powertrain power</b>	[hp]	1,000
<b>Battery capacity</b>	[kWh]	250
<b>Tank location</b>		n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	700
<b>Tank size</b>	[kg]	81
<b>Range per tank</b>	[km]	800-1,200
<b>refuelling speed</b>	[kg/min]	4
<b>Fuel cell power</b>	[kW]	240

### Detailed refuelling infrastructure information



<b>Type</b>		Fixed infrastructure
<b>Ownership</b>		Private
<b>Supply</b>		Gaseous
<b>H<sub>2</sub> source</b>		n/a
<b>Required space</b>	[sqm]	n/a
<b>Storage type</b>		Fixed (gaseous)
<b>Storage size</b>	[kg]	n/a
<b>H<sub>2</sub> tank pressure</b>	[bar]	700
<b>Fuelling speed</b>	[min]	20
<b>Capacity</b>	[kg/day]	7,000

### Additional information



- > The H<sub>2</sub> supply will be provided on site
- > The order of 'up to 800 trucks' was placed as the relatively new company Nikola started the trucks' series production from 2019 on

1) GVWR = Gross vehicle weight rating, GCWR = Gross combined weight rating

# REVIVE is an EU-funded multi-national project deploying 15 fuel cell refuse trucks over the course of four years

## Deep-dive: REVIVE

11

### General information



<b>Country / countries</b>	Belgium, France, Sweden, Italy
<b>Start / end year</b>	2018 - 2021
<b>System integrator</b>	E-trucks Europe / Renova
<b>FC provider</b>	Proton Motor Fuel Cell, PowerCell
<b>Truck operator / logistics user</b>	Suez, SEAB SPA, ASM Merano, Renova, Antwerp, Amsterdam, Breda, Groningen
<b>Other partners</b>	PowerCell, Proton Motor, CEA, Element Energy, Tractebel, WaterstofNet

**Project description**

The demonstration project tests fuel cell refuse trucks in urban settings. It deploys 15 heavy-duty refuse trucks for zero emission waste collection in urban areas where air quality is a particularly important issue.

The 'Refuse Vehicle Innovation and Validation in Europe' project is planned to take place in eight sites across Europe for a total project duration of four years. The test vehicles will be operated in real-world conditions in Breda, Helmond, Amsterdam and Groningen (NL), Antwerp (BE), Bolzano and Merano (IT) and Gothenburg (SE) by waste operators for at least two years.

### Project budget / funding

The project is supported with EUR 5 million by the Fuel Cell and Hydrogen Second Joint Undertaking (FCH JU).

# HECTOR is an EU-funded project that deploys seven fuel cell garbage trucks in seven cities across North West Europe

## Deep-dive: HECTOR

12

### General information



Image: HECTOR

<b>Country / countries</b>	Belgium, France, Netherlands, UK, Germany
<b>Start / end year</b>	2019 - 2023
<b>System integrator</b>	n/a
<b>FC provider</b>	n/a
<b>Truck operator / logistics user</b>	Aberdeen, Groningen, Touraine Vallee de L'Indre, Suez, ARP-GAN, AGR, Wirtschaftsbetriebe Duisburg
<b>Other partners</b>	HAN University of Applied Science

#### Project description

The 'Hydrogen Waste Collection Vehicles in North West Europe' demonstration project tests fuel cell garbage trucks in various operational settings. Seven FCH waste collection trucks will be operated in urban and rural areas on fixed and flexible schedules while using existing HRS infrastructure.

The project is scheduled from January 2019 until 2023 and is taking place in seven cities in five countries in North West Europe. The project consortium consists of several waste management companies, local authorities, research and data analysis providers and Aberdeen City Council as the lead partner.











### Project budget / funding

The project is supported by EUR 5.5 million from the INTERREG North West Europe programme and has a total budget of EUR 9.28 million.



# Further demonstration projects indicate the breadth of FCH HDT applications that take place across Europe and increasingly in Asia

## Further FCH HDT trial and demonstration projects










Project	Country	Duration	Operator / logistics user	Application	OEM/ System integrator	FC provider
CNHTC hydrogen truck for port operation		2017 – n/a	Jinan Port		China National Heavy Duty Truck Company (CNHTC)	Loop Energy
GOH! Generation of Hydrogen 40 t truck		2019 – n/a	Migros		Kamaz	Green GT
CATHy0PÉ 44 t truck		2017 – 2021	Carrefour		Kamaz	Green GT
ROAD H2 refrigerated trailer		2016 – 2019	Malherbe		Chereau	FC Lab, Tronico
Hyundai partnership with Gwangyang Port (infrastruct. and trucks)		2020 – n/a	Gwangyang Port		Hyundai	n/a

 Rigid 4x2 truck  
  Tractor 4x2 truck  
  Rigid 6x4 truck  
  Tractor 6x4 truck

# The comparison of selected trial and demonstration projects shows different levels of transferability to the European context

## Qualitative comparison of projects

### Transferability analysis of selected trial and demonstration projects

- |    |   |  |
|----|---|--|
| 1  |    | H2-Share                                   |
| 2  |    | H2Haul                                     |
| 3  |  | Waterstofregio 2.0                         |
| 4  |  | ASKO distribution logistics trucks         |
| 5  |  | Hyundai Hydrogen Mobility                  |
| 6  |  | Esoro hydrogen truck for Coop              |
| 7  |  | AZETEC                                     |
| 8  |  | ZANZEFF                                    |
| 9  |  | GTI Fast-Track Fuel Cell Truck             |
| 10 |  | Anheuser Busch Zero-Emission Beer Delivery |

### Understanding of transferability

Transferability refers to the replicability and direct implementation potential of trial and demonstration activities / projects to the European context

### Approach

#### 1. Multi-dimensional transferability analysis

Selected projects are assessed using a multi-dimensional framework to draw a relative comparison across projects:






- > Regulatory framework
- > Use case
- > Technical features
- > Stakeholders
- > Political motivation

#### 2. Qualitative evaluation of specific projects

As activities from other geographies provide different project set-ups and ecosystems, success factors and favourable conditions of non-European projects are analysed that could offer further impulses for the European context

# The transferability of selected key trial and demonstration projects is assessed against five key dimensions in a structured framework

## Multi-dimensional transferability analysis framework

Dimensions		Criteria	Examples
Technical features		> Technology	> E.g. power, range, distance, battery capacity
Regulatory framework		> Geography	> E.g. EU, USA
		> Internationalisation	> E.g. cross-national transport
Use case		> Truck segment	> E.g. 18 tonnes, 40 tonnes
		> Route type	> E.g. long distance, distribution
		> Infrastructure conditions	> E.g. high number of hydrogen refuelling stations
Stakeholders		> Involvement of global suppliers and system integrators	> E.g. participation of Ballard, Hydrogenics, etc.
		> Mechanisms of cooperation	> Presence of coalitions, e.g. PPP
Political motivation		> Degree of political support	> E.g. enablement by political actors / institutions
		> Rationale behind investment	> E.g. national environmental programme
		> Availability of government funding	> E.g. funding by Ministry of Transport, etc.

# The transferability assessment clearly shows European projects as highly transferable, North American conditions as different

## Assessment of transferability

			Technical features	Regulatory framework	Use case	Stakeholders	Political motivation	Overall transferab.
1		H2-Share	●	●	●	●	●	●
2		H2Haul	●	●	●	●	●	●
3		Waterstofregio 2.0	●	●	●	●	●	●
4		ASKO distribution logistics trucks	●	◐	●	◐	◐	◐
5		Hyundai Hydrogen Mobility <span style="border: 1px solid blue; padding: 2px;">Business venture</span>	●	◐	◐	◐	◐	◐
6		Esoro hydrogen truck for Coop	●	◐	●	◐	◐	◐
7		AZETEC	◐	◐	◐	◐	●	◐
8		ZANZEFF	●	◐	◐	◐	◐	◐
9		GTI Fast-Track Fuel Cell Truck	◐	◐	◐	◐	●	◐
10		Anheuser Busch Zero-Emission Beer Delivery	◐	◐	◐	◐	◐	◐

● Very similar/easily transferable    
 ◐ Similar/transferable    
 ◑ Different/less transferable    
 ◒ Very different/hardly transferable

# The EU demonstration projects provide a high transferability and level of similarity, with little difference for the Norwegian project

## Detailed assessment of transferability (1/3)

	H2-Share	H2Haul	Waterstofregio 2.0	ASKO distribution logistics trucks
Technical features				
Regulatory framework				
Use case				
Stakeholders				
Political motivation				
<b>Overall transferability</b>				
<b>Key factors for overall score</b>	<ul style="list-style-type: none"> <li>&gt; Cross-EU, multi-partner project (industry and public sector)</li> <li>&gt; High transferability in all aspects</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Cross-EU, multi-partner project (industry and public sector)</li> <li>&gt; High transferability in all aspects</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Regional project with partners from industry and political support</li> <li>&gt; Comparable regulatory framework and political motivation</li> </ul>	<ul style="list-style-type: none"> <li>&gt; European context in application and technical features</li> <li>&gt; Industry use case with high engagement from individual party</li> </ul>

Very similar/easily transferable    
 Similar/transferable    
 Different/less transferable    
 Very different/hardly transferable

# Similar technical and legal provisions make Swiss projects transferable, Canadian technology different from European context

## Detailed assessment of transferability (2/3)

	Hyundai Hydrogen Mobility <span style="border: 1px solid blue; padding: 2px;">Business venture</span>	Esoro hydrogen truck for Coop	AZETEC
Technical features			
Regulatory framework			
Use case			
Stakeholders			
Political motivation			
<b>Overall transferability</b>			

**Key factors for overall score**

- |   |  |   |
|---|--|---|
| <ul style="list-style-type: none"> <li>&gt; Relevance of technology (power, range, etc.) in European country</li> <li>&gt; Comparable legal framework</li> <li>&gt; Unique set up of high involvement of system integrators and operator coalition less transferable</li> </ul> | <ul style="list-style-type: none"> <li>&gt; Relevance of technology and use case for European market</li> <li>&gt; Comparable legal framework</li> <li>&gt; Involvement of system integrators and coalitions transferable</li> </ul> | <ul style="list-style-type: none"> <li>&gt; Little transferability of technology directed to a different market</li> <li>&gt; Limited similarities of regulatory framework and specific use case</li> <li>&gt; Stakeholder coalition and political motivation transferable</li> </ul> |
|---|--|---|

Very similar/easily transferable    
 Similar/transferable    
 Different/less transferable    
 Very different/hardly transferable

# US demonstration projects each benefit from specific, mostly local factors that limit transferability to the European context

## Detailed assessment of transferability (3/3)

	ZANZEFF	GTI Fast-Track Fuel Cell Truck	Anheuser Busch Zero-Emission Beer Delivery
Technical features			
Regulatory framework			
Use case			
Stakeholders			
Political motivation			
<b>Overall transferability</b>			

- |   |   |   |
|---|---|---|
| <p><b>Key factors for overall score</b></p> <ul style="list-style-type: none"> <li>&gt; Relevance of technology (power, range, etc.) similar to Europe</li> <li>&gt; Comparability of legal framework and use case limited</li> <li>&gt; Polit. motivation very similar, but financial support less transferable</li> </ul> | <ul style="list-style-type: none"> <li>&gt; Limited relevance of technological features, legal framework, and use case for European market</li> <li>&gt; Involvement of system integrators and coalitions transferable</li> </ul> | <ul style="list-style-type: none"> <li>&gt; Limited relevance of technical features, legal framework, and use case for European market</li> <li>&gt; High industry ambition as individual case less transferable</li> <li>&gt; Similar political support</li> </ul> |
|---|---|---|

Very similar/easily transferable    
 Similar/transferable    
 Different/less transferable    
 Very different/hardly transferable



# Despite lower transferability, success factors of non-European projects offer impulses regarding set-up, support & ecosystems

## Success factors of non-European projects

Country	Selected project	Overall transferab.	Success factors
	<b>7</b> Alberta Zero-Emissions Truck Electrification Collaboration (AZETEC)		The project builds on a <b>multi-partner industry lead</b> and <b>substantial public funding</b> . It will take place on a <b>fixed route</b> with a 'drop and swap' <b>refuelling model</b> included in the route.
	<b>8</b> Zero and Near-Zero Emissions Freight Facilities Project (ZANZEFF)		The Californian Los Angeles basin region (incl. the ports of Los Angeles and Long Beach) forms a <b>local hydrogen ecosystem</b> . FCH HDT applications can leverage the existing synergies from different modes of applications ( <b>multi-modal approach</b> ), e.g. short-range port operations and forklifts, and infrastructure. Projects build on advantageous regulation and receive significant <b>political support</b> and <b>public funding</b> .
	<b>9</b> GTI Fast-Track Fuel Cell Truck		
	<b>10</b> Anheuser Busch Zero-Emission Beer Delivery		The project (incl. planned fleet replacement) is rooted in the <b>company strategy and commitment</b> on zero-emission transport for a <b>back-to-base distribution use case</b> . Initiative is strongly driven by US-based start-up Nikola Motors.

## B.3 State of the art technology



# The technology dossier shows the state of the art through comparing alternative powertrain technologies and current activities

## Prioritisation of technology focus

Outside-in view

	Alternative powertrain technologies for HDT	Refuel. / charg. infrastructure	ERP <sup>1</sup>	Technology dossier
<ul style="list-style-type: none"> <li>&gt; Interest and action on FCH trials and demonstration projects is increasing</li> <li>&gt; Other alternative powertrain technologies are pushed forward in parallel</li> <li>&gt; In the state of the art technology dossier, we                             <ul style="list-style-type: none"> <li>– cluster technologies according to type</li> <li>– identify key application cases per cluster to include in the technology dossier</li> <li>– focus on high emission reduction potential and TRL 6+ for the TCO analysis</li> </ul> </li> </ul>	<p><b>Fuel cell electric</b></p> <p>TRL* </p>			» Deep-dives on the following pages
	<p><b>Battery electric</b></p> <p>TRL* </p>			»
	<p><b>Lower-carbon fuels<sup>2</sup></b></p> <p>TRL* </p>			»
	<p><b>Synthetic fuels / e-fuels<sup>3)</sup></b></p> <p>TRL* </p>			»
	<p><b>Catenary and trolley</b></p> <p>TRL* </p>			»

1) Emission reduction potential: Tank-to-Wheel  
 2) Low carbon fuels (e.g. CNG, LNG), liquid biofuels  
 3) Sustainable e-fuels from renewable sources  
 \*) Technology Readiness Level of truck   
 Legend: low level high level  
 Source: Roland Berger

# Comparing alternative powertrains is complex with inherent uncertainties – We aim for a balanced comparison through case studies

## Complexity of alternative powertrains

Not exhaustive


	Factors contributing to complexity			Comments
<b>Technologies</b>	<ul style="list-style-type: none"> <li>&gt; ICE (+ e-fuels)</li> <li>&gt; BEV</li> <li>&gt; FCEV</li> <li>&gt; Catenary/Trolley</li> </ul>			<ul style="list-style-type: none"> <li>&gt; Adoption of more than one technology likely for different applications, use cases and regions</li> <li>&gt; CO<sub>2</sub> advantage not conclusive to single technology</li> <li>&gt; Furthermore, each technology has its own complexity, e.g. development of high energy density batteries (solid-state) can increase adoption of BEV</li> </ul>
<b>Infrastructure</b>	<ul style="list-style-type: none"> <li>&gt; Each technology will require different infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Infrastructure investments pend political decisions</li> <li>&gt; Electricity grid and H<sub>2</sub> fuel supply require large investments and political decisions</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Infrastructure</li> <li>&gt; Regulations</li> <li>&gt; Incentives</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Infrastructure will be a prerequisite for adoption of the specific technology</li> <li>&gt; Fleet projects could lower hurdles for road to market</li> </ul>
<b>Regional differences</b>	<ul style="list-style-type: none"> <li>&gt; Electricity price</li> <li>&gt; Diesel price</li> <li>&gt; Hydrogen price</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Electricity/fuel supply</li> <li>&gt; Clean electricity/fuel supply</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Infrastructure</li> <li>&gt; Regulations</li> <li>&gt; Incentives</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Regional differences will affect both TCO advantage and the operational feasibility for each technology</li> <li>&gt; Objective with electrification (CO<sub>2</sub> reduction vs. local emission reduction) varies between regions</li> </ul>
<b>Customer requirements</b>	<ul style="list-style-type: none"> <li>&gt; Daily driving range</li> <li>&gt; Fuelling/charging time</li> <li>&gt; Budget constraints</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Healthier working environment</li> <li>&gt; Green image</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Noise level</li> <li>&gt; Safety</li> <li>&gt; Flexibility</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Most important requirement differs between applications and regions</li> </ul>
<b>TCO advantage</b>	<ul style="list-style-type: none"> <li>&gt; Vehicle cost</li> <li>&gt; Battery raw material costs</li> <li>&gt; Maintenance cost</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Fuel cost</li> <li>&gt; Electricity cost</li> <li>&gt; Hydrogen cost</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Road tolls</li> <li>&gt; Incentives</li> <li>&gt; Driving range</li> </ul>	<ul style="list-style-type: none"> <li>&gt; TCO advantage for technologies differ between and within segments depending on applications / use cases</li> </ul>

**Alternative fuels / electrification is surrounded by high complexity – Technology adoption expected to differ between applications and depend on infrastructure, regulations, incentives, customer requirements and TCO for the technology**

# The technology portfolio for HD truck powertrains is comprised of conventional / fossil and zero-emission technology concepts

## High-level comparison of powertrain technology portfolio for HDT

	Reference		Project focus			
	Fossil powertrains		e-fuels	Zero emission <sup>1</sup>		
	Diesel	LNG/CNG		Battery-electric	Fuel Cell-electric	Catenary / Trolley
<b>Description</b>	Combustion engine powered by diesel	Combustion engine powered by LNG/CNG	Combustion engine powered by e-diesel	Electric motor powered by chemic. stored energy in a rechargeable battery	Electric motor powered by a fuel cell, combined with a battery	Electric motor powered by DC from overhead lines using a pantograph
<b>Strengths</b>	<ul style="list-style-type: none"> <li>&gt; Established technology with widespread infrastructure</li> <li>&gt; Long daily driving ranges</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Fuel cost advantage compared to diesel</li> <li>&gt; Lower particulate emissions than diesel</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Use of existing infrastructure</li> <li>&gt; Use of existing HDT combustion engines</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Meet emission restrictions</li> <li>&gt; High powertrain efficiency</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Meet emission restrictions</li> <li>&gt; Possibility for long daily driving ranges</li> <li>&gt; Quick refuelling compared to BET</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Charging while driving, i.e. no stops needed</li> <li>&gt; Smaller batteries and good CO<sub>2</sub> footprint</li> </ul>
<b>Potential constraints</b>	<ul style="list-style-type: none"> <li>&gt; CO<sub>2</sub> and NO<sub>x</sub> emissions and related regulation</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Infrastructure availability</li> <li>&gt; Limited emission reduction potential</li> <li>&gt; Relatively low fuel efficiency (~25%)</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Production cost not on competitive level: ~3.5 x diesel price</li> <li>&gt; Remaining local emissions (e.g. NO<sub>x</sub>)</li> <li>&gt; CO<sub>2</sub> sourcing</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Cost, size and weight of batteries</li> <li>&gt; Range limitations</li> <li>&gt; Recharging time and space required</li> <li>&gt; Vehicle cost</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Availability of infrastructure</li> <li>&gt; Production cost of H<sub>2</sub></li> <li>&gt; Vehicle cost</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Availability of infrastructure</li> <li>&gt; Limited flexibility of routes</li> <li>&gt; Early development stage</li> </ul>

1) With primary energy derived from renewable sources  Remaining local emissions

# The relevant powertrain technologies are considered in the different project segments – Hydrogen application as focus technologies

## Analysed relevant powertrain technologies

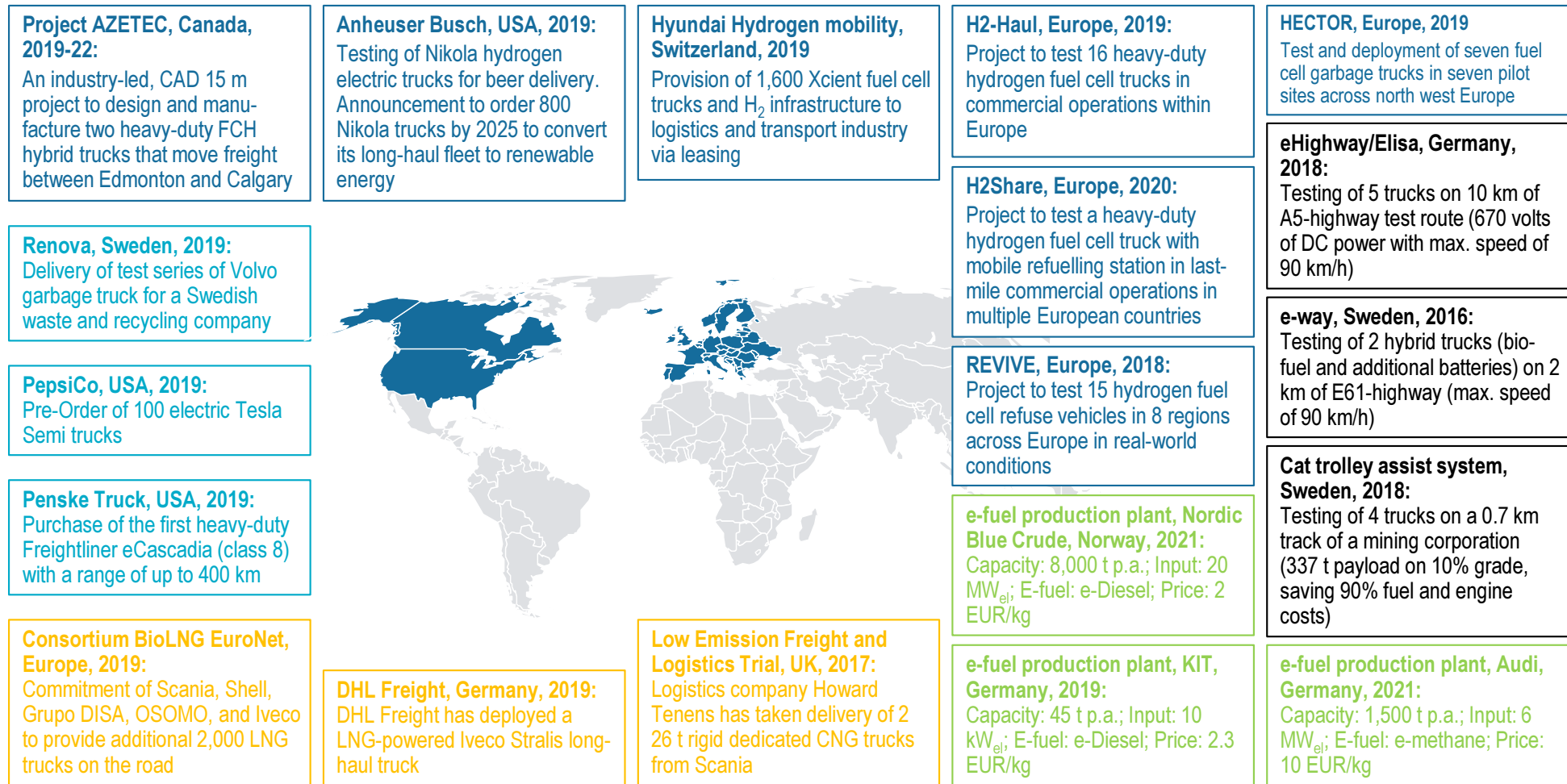
Powertrain technology	State of the art technology	TCO & market potential	3x3 truck case studies	Recommendations and R&I roadmap
Diesel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e-diesel	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
BET	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
CGH <sub>2</sub> (350 bar)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
CGH <sub>2</sub> (500 bar)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CGH <sub>2</sub> (700 bar)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
LH <sub>2</sub> (-253 °C)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
H <sub>2</sub> ICE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Catenary	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
LNG/CNG <sup>1</sup>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1) LNG/CNG-powered trucks have been excluded for the detailed analysis due to their limited CO<sub>2</sub> reduction potential and their potential contribution to the EU's decarbonisation targets (e.g. EU Green Deal); furthermore, while also bio-based processes exist to produce renewable methane, the EU biomass potential is limited and methane slip risks prevail  
 Source: Roland Berger

# LNG/CNG are used commercially in some locations, FCH and BE beginning larger demonstration, catenary and e-fuels in small demo

## Trial and demonstration activities for HDT

Not exhaustive – includes announcements



FCH
  Battery electric
  LNG/CNG
  e-fuel
  Catenary



# Fuel cell heavy-duty trucks could offer a zero-emission alternative with high operational flexibility

## Fuel cell heavy-duty trucks



**Brief description:** FCH HD trucks use an electric motor powered by a fuel cell, combined with a battery (hybrid powertrain)

**Use cases:** FCH HD trucks are potentially applicable to long-haul rides, depending on the storage system<sup>1</sup>

### High-level assessment:

**Costs:** Relatively high vehicle costs and production costs of H<sub>2</sub> compared to conventional diesel

**Application:** Possibility for long daily driving ranges; shorter refuelling times compared to BET

**Emission:** Potential to meet emission regulation standards

**Efficiency:** ~16% higher powertrain efficiency than diesel

**Infrastructure:** Availability of refuelling infrastructure currently limited

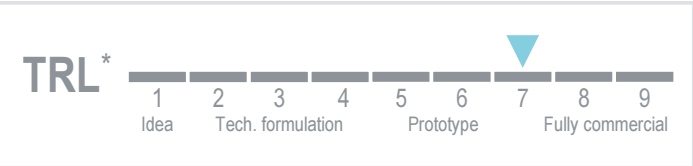
FCH heavy-duty truck	[Unit]	State of the art (2015-2020) <sup>2</sup>
Powertrain power	[kW]	208-745
Fuel cell power	[kW]	88-240
Truck type		rigid and tractor 6x4; rigid and tractor 4x2
Torque	[Nm at rpm]	n/a
GCWR	[tonnes]	34-64
Average range per charge	[km]	350-1,250
Refuelling time	[min]	6-40
H <sub>2</sub> consumption	[kg/100 km]	5-9
CO <sub>2</sub> emission	[gCO <sub>2</sub> /kWh] <sup>3</sup>	0
Tank size	[kg]	32-100
Battery capacity	[kWh]	56-280
H <sub>2</sub> storage	[bar]	350; n/a
Vehicle costs	[EUR]	n/a

1) Approx. with CGH<sub>2</sub> at 350 bar: 500 km; 700 bar: 1000 km; with LH<sub>2</sub>: 1250 km 2) Only ready-to-road trucks are taken into account 3) Tank-to-Wheel

# Several FCH heavy-duty truck prototypes are beginning on-road demonstration – Limited commercial availability of products to date

## Fuel cell heavy-duty trucks

**Overall technological readiness:** Generally at prototype-stage; prototypes are demonstrated in relevant environments, e.g. Esoro FC truck tailored for retailer COOP or ZECT II program, Nikola One FCH truck presented in December 2016; activities by Norwegian grocery retailer ASKO



### Demonstration projects / deployment examples (selection only)

Project	Country	Start	Scope	Project volume [EUR]
H2Haul		2019	H2Haul tests 16 heavy-duty hydrogen fuel cell trucks in commercial operations in Europe (Belgium, France, Germany and Switzerland)	12 m
ASKO		2017	The ASKO demonstration project includes four fuel cell powered electric 27 t Scania trucks for Norway's largest grocery wholesaler	1.8 m
Hydrogen region 2.0		2016	Hydrogen region 2.0 is a project-based collaboration between Flanders and the Netherlands. The partners develop and demonstrate the first large (40 ton) hydrogen truck by VDL	13.9 m

### Major prototypes (selection only)

Name	OEM	Product features	Country	Since	Cost [EUR]
ZANZEFF-truck		GCWR <sup>1</sup> : n/a; Battery capacity: 12 kWh; Range per tank: 480 km; Fuel cell power: n/a; Type: tractor 6x4		2019	n/a
AZETEC-truck		GCWR <sup>1</sup> : 63.5 t; Battery capacity: n/a kWh; Range per tank: 700 km; Fuel cell power: 210 kW; Type: tractor 6x4		2019	n/a
Hydrogen region-truck		GCWR <sup>1</sup> : 44 t; Battery capacity: 72 kWh; Range per tank: 350 km; Fuel cell power: 72 kW; Type: tractor 4x2		2016	n/a

\*) Technology Readiness Level ≤ 5 6-7 8-9 1) Gross Combined Weight Rating

# Battery electric heavy-duty trucks could offer a zero-emission alternative with low-medium range

## BE heavy-duty trucks

**Brief description:** BE HD trucks use an electric motor powered by chemical stored energy in a rechargeable battery

**Use cases:** BE HD trucks are limited on low-medium range/drayage due to cost, size, and weight of batteries resulting in range limitations

**High-level assessment:**

**Costs:** Reduced fuel and maintenance costs, increased battery cost compared to conventional diesel engine

**Application:** Relatively long recharging time, large size/weight of battery limit payload, battery capacity limits range

**Emission:** Potential to meet emission regulation standards

**Efficiency:** ~45% higher powertrain efficiency than diesel

**Infrastructure:** Availability of charging infrastructure currently limited

BE heavy-duty truck	[Unit]	State of the art (2019) <sup>1</sup>
Powertrain power	[kW]	355-536
Truck type		rigid 6x4; tractor 6x4
Torque	[Nm at rpm]	850 - 2,300 at n/a
GCWR	[tonnes]	26-47
Average range per charge	[km]	120-400
Charging time	[min]	90-390
Energy consumption	[kWh/100 km]	100-140
CO <sub>2</sub> emission	[gCO <sub>2</sub> /kWh] <sup>2</sup>	0
Battery capacity	[kW]	200-550
Battery size	[tonnes]	2-7
Lifetime battery	[years]	5
Vehicle costs <sup>3)</sup>	[EUR]	140k-180k

1) Only ready-to-road trucks are taken into account    2) Tank-to-Wheel    3) EUR 150/kWh battery

# Several BE heavy-duty trucks are currently being tested – Experience from passenger cars accelerates the development

## BE heavy-duty trucks

**Overall technological readiness:** In general, BE HD trucks are at a pre-series-stage demonstrated in operational environment. However, technological development of BE HD trucks is not fully completed ensuring competitiveness in operational environment; e.g. delivery of Freightliner 'eCascadia'



### Demonstration projects / deployment examples (selection only)

Project	Country	Start	Scope	Project volume [EUR]
Penske Truck/ NFI Industries		2019	American customers Penske Truck Leasing and NFI Industries have acquired the first heavy-duty Freightliner eCascadia trucks (class 8) with a range of up to 400 km; market launch 2021	n/a
PepsiCo		2019	PepsiCo has reserved 100 of Tesla's new electric Semi trucks; market launch Q4 2020	13.7 m
TGM Sweden		2019	Delivery of test series as Volvo garbage truck for the waste and recycling company Renova and a distribution truck for the DB Schenker service provider TGM operating in Sweden	n/a

### Major prototypes/products (selection only)

Name	OEM	Product features	Country	Since	Cost [EUR]
Semi		Battery capacity: 650 kW; Range per tank: 800 km; GCWR <sup>2</sup> : 40 t; Powertrain power: 800 kW		2021, Q4	150k-180k
eCascadia		Battery capacity: 50 kW; Range per tank: 400 km; GCWR <sup>2</sup> : 36 t; Powertrain power: 739 kW		2019	n/a
FE Electric		Battery capacity: 200 kW; Range per tank: 120-200 km; GCWR <sup>2</sup> : 27 t; Powertrain power: 400 kW		2019	n/a

\*) Technology Readiness Level ≤ 5 6-7 8-9  
 1) Specifically adjusted to port requirements Example of use case I  
 2) Gross Combined Weight Rating Example of use case II

# Lower-carbon fuels heavy-duty trucks could offer an alternative to diesel trucks, but featuring limited emission reduction potential

## Lower-carbon fuels heavy-duty trucks

**Brief description:** Lower-carbon HD trucks are combustion-engine trucks using LNG/CNG as a fuel

**Use cases:** Lower-carbon fuels HD trucks are limited to medium-high range due to availability of infrastructure

**High-level assessment:**

**Costs:** Fuel cost advantage compared to diesel

**Application:** Same fields of application as diesel

**Emission:** Overall limited emission reduction potential compared to diesel

**Efficiency:** Relatively low fuel efficiency (~25%)

**Infrastructure:** Availability of refuelling infrastructure limited, esp. for LNG

Lower-carbon fuels heavy-duty truck	[Unit]	State of the art (2017-2019) <sup>1</sup>
Powertrain power	[kW]	294 - 338
Truck type		4x2 tractor
Torque	[Nm at rpm]	1,700-2,300 at 1,100-1,400
GCWR	[tonnes]	40
Average range per tank	[km]	1,000-1,600
refuelling speed	[min] <sup>2</sup>	9-20
Fuel consumption	[l/100 km]	50-70
CO <sub>2</sub> emission	[gCO <sub>2</sub> /km] <sup>3</sup>	688-776 (~3-14% less than diesel)
Storage capacity	[l]	495-1080
1st life	[km]	772,000
Vehicle costs	[EUR]	130k-145k

1) Only ready-to-road trucks are taken into account    2) 55 l/min    3) Tank-to-Wheel

# Several LNG/CNG heavy-duty trucks have been developed – Re-fuelling infrastructure and remaining emissions as main bottleneck

## Lower-carbon fuels heavy-duty trucks

**Overall technological readiness:** Lower-carbon fuel technology is commercially ready with leading OEMs offering selected models in serial production; widespread market introduction depending on expansion of LNG/CNG refuelling infrastructure and economies of scale / learning-curve effects to lower the premium on the product cost



### Demonstration projects / deployment examples (selection only)

Project	Country	Start	Scope	Project volume [EUR]
Consortium BioLNG EuroNet		2019	Scania, Shell, Grupo DISA, OSOMO and Iveco have committed to provide 2,000 more LNG trucks on the road, LNG fuelling stations and the construction of a BioLNG production plant in the Netherlands	2.9 bn
DHL Freight-LNG		2019	DHL Freight has deployed a LNG-powered Iveco Stralis long-haul truck. One year test as a daily shuttle between DHL's logistics centre and a BMW Group production plant	n/a
Low Emission Freight and Logistics Trial		2017	Logistics company Howard Tenens has taken delivery of 2 26 t rigid dedicated CNG trucks from Scania back in 2017, followed by two more 26 t trucks in March 2019	n/a

### Major products (selection only)

Name	OEM	Product features	Country	Since	Cost [EUR]
G 410 LNG		Power: 301 kW; Range per tank: 1,100 km; Fuel consumption: 0,68 l/km; Storage capacity: 750 l (LNG) Torque: 2,000 Nm at 1,100 rpm; GCWR <sup>1</sup> : 40 t		2019	n/a
Stralis NP 460		Power: 294 kW; Range per tank: 1,600 km; Fuel consumption: 0,67 l/km; Storage capacity: 746 l (LNG) Torque: 1,700 Nm at n/a rpm; GCWR <sup>1</sup> : 40 t		2017	n/a
FM 460 LNG		Power: 338 kW; Range per tank: 1,000 km; Fuel consumption: 0,49 l/km; Storage capacity: 495 l (LNG) Torque: 2,300 Nm at n/a rpm; GCWR <sup>1</sup> : 40 t		2017	n/a

\*) Technology Readiness Level ≤ 5 6-7 8-9      1) Gross Combined Weight Rating      Example of use case I



# e-fuels heavy-duty trucks could offer a CO<sub>2</sub>-neutral alternative with medium-high range due to limited mass supply of e-fuel

## Synthetic fuels/e-fuels heavy-duty trucks

**Brief description:** e-fuel HD trucks are otherwise-conventional multi-ton trucks using e-diesel as thermal energy to fuel an internal combustion engine

**Use cases:** e-fuels HD trucks are limited to medium-high range due to availability of mass supply

### High-level assessment:

**Costs:** Production cost not on competitive level: ~3.5 x diesel price

**Application:** Use of e-diesel for currently available trucks without retrofitting

**Emission:** Remaining local emissions (e.g. NO<sub>x</sub>), CO<sub>2</sub> sourcing challenging

**Efficiency:** Same as for conventional diesel

**Infrastructure:** Potential use of existing infrastructure of conventional fuel/gas; however, mass supply not existing yet

e-fuels heavy-duty truck	[Unit]	State of the art (2018) <sup>1</sup>
Powertrain power	[kW]	330-338
Truck type		4x2 tractor
Torque	[Nm at rpm]	2,200-2,350 at 1,100
GCWR	[tonnes]	40
Average range per tank <sup>2</sup>	[km]	800 – 1,500
Refuelling speed	[min]	10
Fuel consumption	[l/100 km]	30-31
CO <sub>2</sub> emission <sup>3</sup>	[gCO <sub>2</sub> /km]	CO <sub>2</sub> neutral
Storage capacity	[l]	1,000-1,500
Lifetime	[km]; [years]	9.5-15 m; 9
Vehicle costs	[EUR]	106k-109k

1) Only ready-to-road diesel trucks are taken into account 2) Equivalent to conventional diesel trucks depending on size of tanks 3) Tank-to-Wheel



# Several e-fuel projects have shown technological readiness – Fuel price as bottleneck of full commercialisation

## Synthetic fuels/e-fuels heavy-duty trucks

**Overall technological readiness:** Various demonstration projects have shown technological maturity; high fuel costs remain a barrier for widespread adoption, despite principle benefits of CO<sub>2</sub> reduction compared to conventional diesel-engines



### e-fuel production projects (selection only)

Project	Country	Start	Scope	Project volume [EUR]
Nordic Blue Crude		2021	Capacity: 8,000t p.a.; Input: 20 MW <sub>el</sub> ; E-fuel: e-Diesel; Price: 2 EUR/kg	75 m
KIT		2019	Capacity: 45t p.a., Input: 10 kW <sub>el</sub> ; E-fuel: e-Diesel; Price: 2 EUR/l	20 m
Audi		2013	Capacity: 1,500t p.a.; Input: 6 MW <sub>el</sub> ; E-fuel: e-methane; Price: 10 EUR/kg	n/a

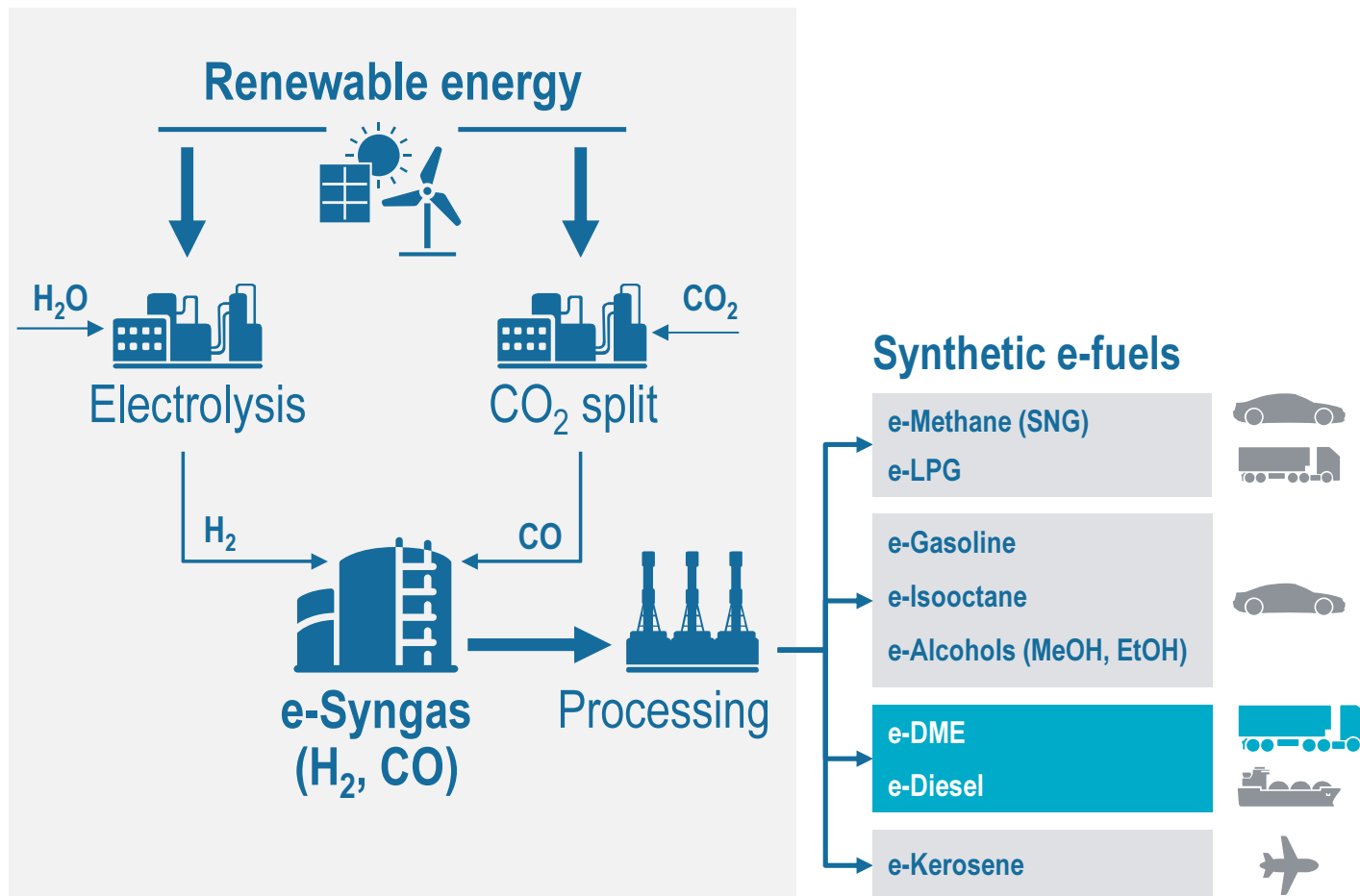
### Major products (selection only)

Name	OEM	Product features	Country	Since	Cost [EUR]
Actros 1845 LS Streamspace		Power: 330 kW; Range per tank: 400 km; Fuel consumption: 30.5 l/100 km; Storage capacity: 1,300 l; Torque: 2,400 Nm at 1,100 rpm; GCWR <sup>1</sup> : 40 t		2018	109,000
R 450A4x2NA CR20H		Power: 331 kW; Range per tank: 450 km ; Fuel consumption: 30 l/100 km; Storage capacity: 1,500 l; Torque: 2,350 Nm at 1,150 rpm; GCWR <sup>1</sup> : 40 t		2018	109,000
FH460 Globetrotter		Power: 338 kW; Range per tank: 460 km; Fuel consumption: 31.3 l/100 km; Storage capacity: 1,470 l; Torque: 2,300 Nm at 1,200 rpm; GCWR <sup>1</sup> : 40 t		2018	106,000

\*) Technology Readiness Level ≤ 5 6-7 8-9      1) Gross Combined Weight Rating      Example of use case I

# Various e-fuels can be produced with known process technology – e-Diesel and e-DME most relevant for heavy-duty trucks

## E-fuel production and application possibilities



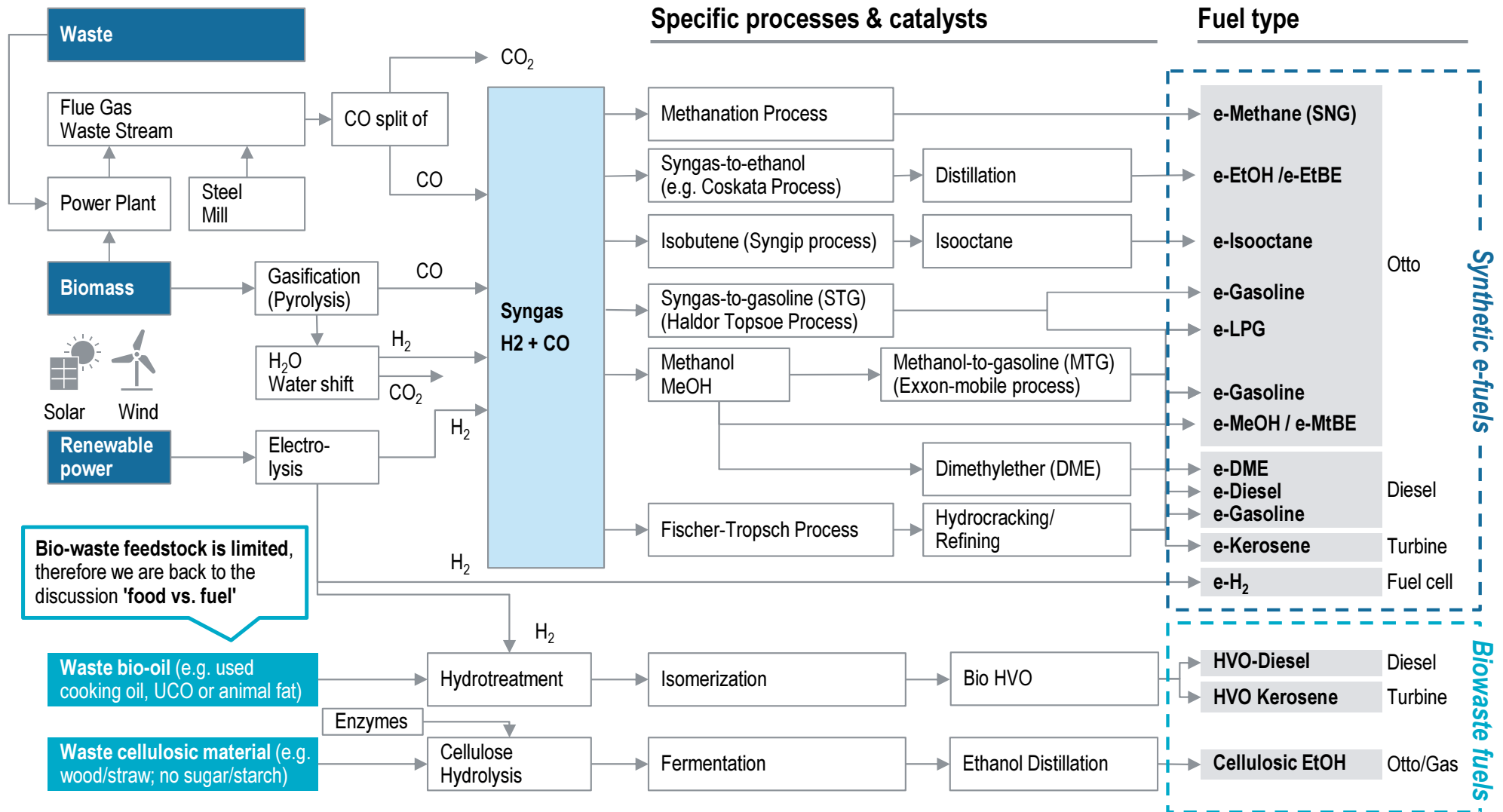
**Technological maturity** of Power-to-Liquid (PtL) process steps has already reached **commercial readiness** but integrated value chains so far **only in first pilot plants**

Two e-fuels could be used with existing engine technology: e-DME and e-Diesel, where the latter **could directly be used** in existing drop-in fuel infrastructure

E-fuel **prices not yet on competitive level**. Cost parity achievable via **industrialization** and increased future **CO<sub>2</sub> price**

**Final efficiency of e-fuels** in engines at **levels between 10-16%**

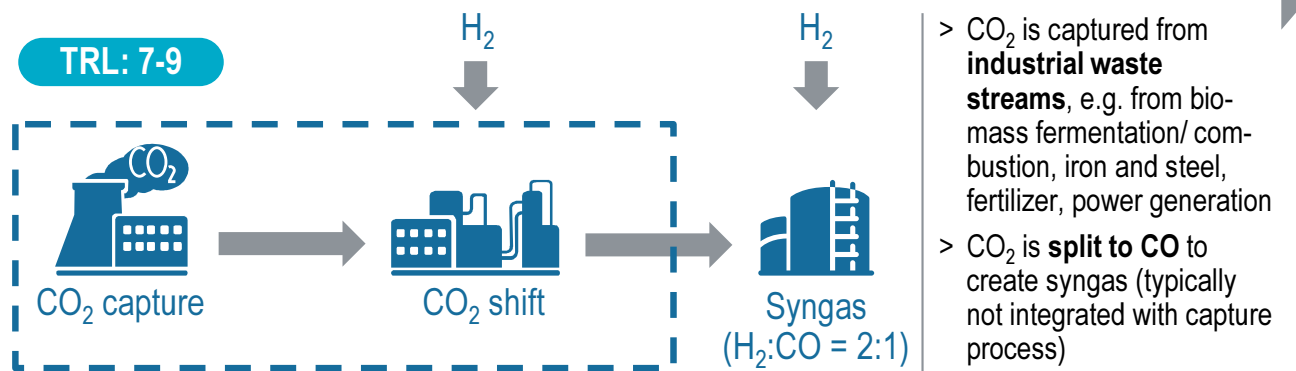
# Different production processes exist to derive renewable fuels, either from hydrogen electrolysis or bio-waste feedstock



# Sustainable CO<sub>2</sub> is key for e-fuels – However, capture from industrial waste streams still more cost-efficient than from ambient air

## Excursus: Overview of CO<sub>2</sub> capture and CO<sub>2</sub> shift

### CO<sub>2</sub> capture utilization and storage (CCUS) from point sources + CO<sub>2</sub> shift



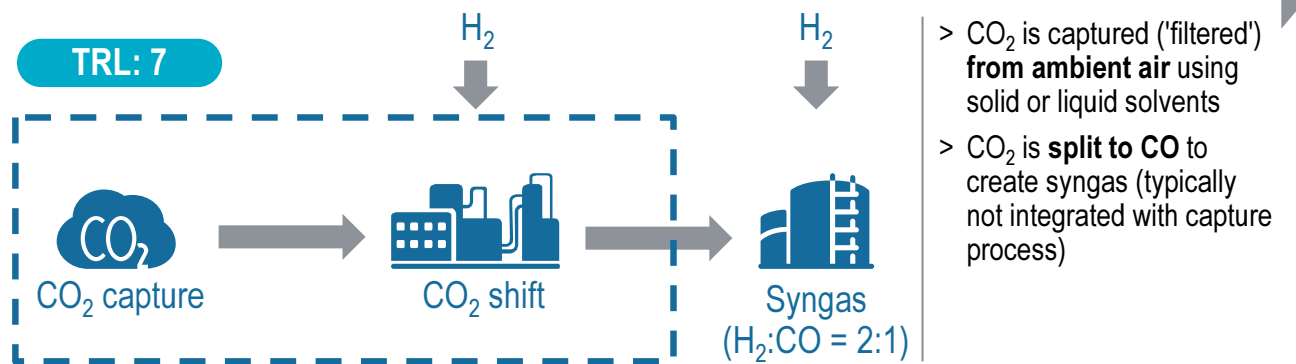
Capture costs 2019<sup>1</sup>: 20-250 EUR/t CO<sub>2</sub>

Capture costs 2030<sup>1</sup>: 15-50 EUR/t CO<sub>2</sub>

Investment [EUR m/kt]<sup>2</sup>: EUR 0.3-2.0 m

Technology providers (selection):

### CO<sub>2</sub> direct air capture (DAC) + CO<sub>2</sub> shift



Capture costs 2019<sup>3</sup>): 100-500 EUR/t CO<sub>2</sub>

Capture costs 2030<sup>3</sup>): 50-200 EUR/t CO<sub>2</sub>

Investment [EUR m/kt]<sup>3</sup>): EUR 2.0-3.0 m

Technology providers (selection):

1) Global CCS Institute; capture costs highly depend on specific industrial source, lowest costs for biomass fermentation and natural gas processing; 2) Only investment for CO<sub>2</sub> capture taken into account, additional investments necessary for industrial plant itself; 3) New York Times Magazine Feb. 12, 2019; GreenBiz Apr. 18 and Aug. 29, 2019; Carbon Engineering 2018

# Catenary heavy-duty trucks could offer a zero-emission alternative with high range, depending on the catenary system

## Catenary and trolley heavy-duty trucks

Not input for TCO assessment, but starting point

**Brief description:** Catenary HD trucks receive power via a pantograph from a DC overhead line, sometimes combined with a CNG or diesel-combustion engine

**Use cases:** Catenary HD trucks are applicable to long-haul tracks, depending on the catenary system

### High-level assessment:

**Costs:** Similar to BET, increasing costs for pantograph, decreasing costs for smaller battery (before infrastructure investment cost)

**Application:** Charging while driving, i.e. no stops needed, smaller batteries, but limited flexibility of routes

**Efficiency:** Similar to BET, when operating in pure electric mode

**Emission:** Meet emission restrictions, in case of non-hybrid

**Infrastructure:** Currently only short test track infrastructure available

Catenary heavy-duty truck	[Unit]	State of the art (2018-2019) <sup>4)</sup>
Powertrain power	[kW]	350 <sup>1</sup> ; 130 <sup>2</sup>
Truck type		6x4 tractor <sup>1</sup> 4x2 tractor <sup>2</sup>
Torque	[Nm at rpm]	n/a <sup>1</sup> ; 1050 at n/a <sup>2</sup>
GCWR	[tonnes]	40
Average range per charge	[km]	65-160 <sup>1</sup> ; 15 <sup>2</sup>
Charging time	[min]	51 <sup>1</sup> ; 8 <sup>2</sup>
Energy consumption	[kWh/100 km]	88-147 <sup>1</sup> ; 120 <sup>2</sup>
CO <sub>2</sub> emission	[gCO <sub>2</sub> /km] <sup>3)</sup>	0 <sup>1</sup> ; n/a <sup>2</sup>
Battery capacity	[kW]	115-200 <sup>1</sup> ; 18.5 <sup>2</sup>
Battery size	[tonnes]	n/a
Lifetime battery	[years]	5
Vehicle costs	[EUR]	158k-188k <sup>1</sup>

1) Non-hybrid 2) Diesel-hybrid: Electric engine only 3) Tank-to-Wheel 4) Only ready-to-road trucks are taken into account

# Only few demonstration projects for catenary and trolley trucks have been developed – Underutilization of infrastructure is a challenge

## Catenary and trolley heavy-duty trucks

**Overall technological readiness:** Prototypes developed and demonstration projects in operational environment partly complete or ongoing (e.g. in the USA, Sweden, Germany)



### Demonstration projects / deployment examples (selection only)

Project	Country	Start	Scope	Project volume
eHighway/Elisa		2018	Tests on 10 km of A5 highway with 5 trucks on 670 volts of DC power allowing for a max. speed of 90 km/h; Partners: Siemens Mobility, Scania, Mercedes, Fahrner Logistics, Huettemann Logistics	EUR 70 m
Cat trolley assist system		2018	Tests on 0.7 km industry yard track at a mine with 4 trucks allowing for 337 t payload on 10% grade, saving 90% fuel and engine costs; Partners: Caterpillar, Boliden, ABB, Eitech, Zeppelin Univ.	n/a.
e-way		2016	Tests on 2 km of E61 highway with 2 hybrid trucks (bio-fuel and additional batteries) allowing for a max. speed of 90 km/h; Partners: Siemens Mobility, Scania, Mercedes	n/a.

### Major prototypes (selection only)

Name	OEM	Product features	Application/Country	Since	Cost
R 450		Powertrain power: 130 kW (e) + 330 kW (diesel); Range per tank: 15 km (by battery); Torque: 1050 NM; Battery capacity: 18.5 kWh; 10% diesel savings compared to conventional diesel	ELISA	2018	n/a
ECAT		Powertrain power: 300 kW (e); Range per tank: 140 km (by battery); Torque: 1050 Nm; Battery capacity: 115 kWh	eHighway	2017	n/a
CCAT		Powertrain power: 130 kW (e) + n/a kW (CNG); Range per tank: 140 km (by battery) + 160 km (by CNG); Torque: n/a Nm; Battery capacity: 115 kWh	eHighway	2017	n/a












\* Technology Readiness Level ≤ 5 6-7 8-9

Example of use case I

# The comparison of alternative powertrain technologies reveals a lower technology readiness of fully zero-emission trucks today

## State-of-the-art today: high-level assessment overview

Summary

	 <b>Fuel cell electric</b> TRL 7: Prototype stage	 <b>Battery electric</b> TRL 7-8: Pre-series-stage	 <b>Lower-carbon fuels</b> TRL 9: Fully commercial	 <b>Synthetic fuels/e-fuels</b> TRL 8: Technological readiness at pilot stage	 <b>Catenary and trolley</b> TRL 6: Prototype developing ongoing
<b>Technology Readiness Level</b> 	> Considered for long-haul range	> Mainly low-medium range/drayage	> Medium and long-haul range	> Medium and long-haul range	> Long-haul range with limited flexibility of routes
<b>Use Case</b> 	> Considered for long-haul range	> Mainly low-medium range/drayage	> Medium and long-haul range	> Medium and long-haul range	> Long-haul range with limited flexibility of routes
<b>Cost<sup>1</sup></b> 	> Relatively high vehicle and fuel cost	> High battery cost, but potentially lower fuel costs	> Lower fuel costs	> Very high fuel production costs	> High battery and infrastructure cost
<b>Emission</b> 	> Potential to meet emission regulation standards	> Potential to meet emission regulation standards	> Limited emission reduction potential <sup>1</sup>	> Local emissions (NO <sub>x</sub> ) remain	> Potential to meet emission regulation standards
<b>Operational Flexibility</b> 	> Long daily driving ranges; shorter refuelling times (compared to battery-electric trucks)	> Long recharging time; size/weight of battery limits payload; battery capacity limits range	> Similar to diesel (LNG), some range constraints with CNG	> Same as diesel; use of e-diesel for currently available trucks without retrofitting possible	> Charging while driving; smaller batteries; limited flexibility of routes
<b>Infrastructure</b> 	> Limited refuelling infrastructure available > Refuelling station utilisation challenges in early rollout years	> Limited charging infrastructure available > Recharging station utilisation and grid upgrade challenges	> Growing refuelling infrastructure	> Use of existing infrastructure <sup>2</sup>	> Only short test tracks available > Infrastructure utilization, investment and grid upgrade challenges

1) Compared to equivalent diesel performance 2) Refers to existing infrastructure of conventional diesel fuel



## B.4 Policy analysis



# While policy approaches on low emission HDT are different across intl. markets, FCH increasingly move into focus of transport policy

Insights on policies and support schemes<sup>1</sup>

as of July 2020

## Comparison of policy approaches of key international markets



- > Overall, general public and policy makers **push for higher decarbonisation ambition**
- > **Increasing support for low emission solutions for heavy-duty trucks**, however at **different levels** between technologies and markets
  - **CO<sub>2</sub> emission standards** for HDT introduced in all key markets
  - China sets a precedent with a strong **government incentive schemes**
  - EU with a **high-profile agenda on decarbonisation** (EU Green Deal)

## Analysis of the European policy landscape



- > EU legislation **increasingly pushes for stricter standards** in emission reduction and fuel quality (partly already binding)
- > Hydrogen application not yet in focus of existing policies, but **upcoming legislation to 'kick-start clean hydrogen economy'** (European Commission, May 27, 2020)
- > **EU Green Deal aims for a 90% reduction in transport emissions by 2050** and is a **driving force for low emission vehicles, fuels, and related infrastructure** offers development potential for FCH heavy-duty trucks
- > **EU Hydrogen Strategy** lays out **three key steps** for the **hydrogen agenda** in Europe until 2030 (European Commission, July 8, 2020)

## Policies and support schemes for FCH HDT commercialisation

General support	Truck manufact.	Techn. provision	Infra. & energy provision	End use / operation

- > Approach towards **application of H<sub>2</sub> still fragmented in EU Members States**
- > Alike other H<sub>2</sub> developments, **subsidies and tax exemptions offer potential for FCH HDT**, yet are not implemented in a cohesive way across Europe
- > FCH HDT **commercialisation** to also **further benefit from specific support schemes** that drive the zero and low emission vehicles development for different industry players

1) As of July 2020

# Public discussions and legislation increasingly push for higher decarbonisation ambition, including emission targets for HD trucks

## HD road freight decarbonisation trajectory

Markets      HDT CO<sub>2</sub> standards      Long-term target

Markets	HDT CO <sub>2</sub> standards	Long-term target
North America	USA 2027 GHG Phase 2 standards [-15-27% compared to 2018 baseline]	n/a
	Canada 2027 GHG Phase 2 standards [-15-27% compared to 2018 baseline]	2050 Net-Zero Emission target
Europe	EU 2030 CO <sub>2</sub> standards [-30% compared to 2019/20 baseline]	2050 Net-Zero Emission target with a 90% reduction in transport emissions
Asia	China 2020 Fuel consumption standards [-15% compared to 2015 baseline]	2030 expected CO <sub>2</sub> emission peak, no overall reduction target
	South Korea Euro VI based overall emission standards (no specific CO <sub>2</sub> regulation)	2050 Discussion on net-zero emission target
	Japan 2025 Fuel economy standards [avg. -13% compared to 2015 baseline]	2050 80% reduction of transport emissions

> **Increasingly stricter CO<sub>2</sub> emission targets** are implemented for key HDT markets worldwide

> **Country-specific factors** make for a **difficult direct comparison of stringency** across standards and long-term targets:













- Technology baselines
- Testing methodologies
- Test cycles
- Allowed payloads

Note: Emission reduction targets refer to different baseline years and technologies and are as such not like for like comparable

# Low carbon solutions for heavy-duty trucks experience increased support, however at different levels between technologies and markets

## Support for alternative propulsion technologies

Exemplary

	North America	Europe	Asia
1 <b>Fuel cell electric</b>	 Regional activities, e.g. California action plan for trucks, increasing activities in Quebec	 H <sub>2</sub> strategies, e.g. plans in GER; regional H <sub>2</sub> supply networks	 Strong political and industry support (Japan, South Korea)
2 <b>Battery electric</b>	 US industry push from established and new OEMs	 Increasing OEM activity on BEV truck development	 Sales quota for high adoption rate of BEV, including trucks (China)
3 <b>Alternative fuels<sup>1</sup></b>	 Policy support for uptake of fuels & truck models (US)	 EU legislative push with fuel quality policies, toll exemptions	 Chinese truck market with increasing use of LNG
4 <b>Catenary</b>	 Uptake restricted to demonstration projects	 Public-private demonstration projects, esp. in Sweden and Germany	 Public bus models introduced; no road freight application (China)

1) Biofuels, LNG, CNG    ● High support    ○ Low support

# North America, Europe, and Asia introduced CO<sub>2</sub> emission standards for HDT – China with strong focus on incentive schemes

## Key insights on policy approaches by continent

North America	Europe	Asia
<ul style="list-style-type: none"> <li>&gt; <b>USA and Canada with fuel consumption and CO<sub>2</sub> emission standards; Canada with specific FCH strategic initiatives</b></li> <li>&gt; <b>US Cleaner Trucks Initiative</b> for more stringent NO<sub>x</sub> emissions (upcoming)</li> <li>&gt; <b>California</b> with a precedent regarding the implementation of the <b>Clean Air Act</b> as key framework for stricter targets on air quality, setting the <b>cornerstone for industry action</b></li> <li>&gt; California also set <b>Advanced Clean Truck Regulation</b> including sales quota for zero-emission trucks from 2024</li> </ul>	<ul style="list-style-type: none"> <li>&gt; <b>EU focus on CO<sub>2</sub> emission reduction</b> in vehicle standards and <b>fuel quality</b></li> <li>&gt; <b>Truck manufacturer-specific CO<sub>2</sub> emissions targets</b> from 2025</li> <li>&gt; Individual country plans to ban fossil fuel vehicles from 2040 (e.g. France)</li> <li>&gt; <b>EU Green Deal</b> as driving force of policy development. also regarding revision of policies, e.g. Eurovignette, energy taxation, Euro VI</li> </ul>	<ul style="list-style-type: none"> <li>&gt; <b>China with CO<sub>2</sub> emission standards and fuel consumption regulation</b></li> <li>&gt; <b>Japan and South Korea with Euro VI based emission standards</b></li> <li>&gt; China recently prolonged a strong <b>government NEV<sup>1</sup> incentive scheme</b> (subsidies and tax exemption) by 2 years until 2022<sup>2</sup></li> <li>&gt; <b>S. Korea provides strong subsidies for hydrogen and fuel cell technology</b></li> </ul>

» There are **different approaches per continent** on how policy instruments are used. So far, a stronger focus on push-factors such as CO<sub>2</sub> emission standards supports the uptake of zero- and low-emission vehicles

1) NEV = New energy vehicles 2) Phase-out was planned for 2020, yet was prolonged as a consequence of the Covid-19 crisis

# With the transport sector as a main source of air pollution in Europe, targeted air quality measures are set across the continent

## Selected examples of air quality approaches

### European Union

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- > Two **EU Ambient Air Quality (AAQ) Directives**<sup>1</sup> set air quality standards and requirements for Member States (incl. monitoring, obligation to adopt national air quality plans, accountability in court)
- > The **National Emissions Ceilings (NEC) Directive** (2016/2284/EU) sets national emission reduction commitments for 2020 and 2030 targeting six main pollutants<sup>2</sup>
- > **National Air Pollution Control Programmes** (NAPCPs) are required in all EU Member States since 2019
- > For HDT, the EURO VI regulation sets stricter **type approval standards** aimed at improved air quality through
  - Not-to-exceed emission limits
  - Stricter testing cycles
  - Independent market surveillance

1) Directives 2008/50/EC and 2004/107/EC

2) Sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia, methane and fine particulate matter

### National approaches

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#### France / Paris

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- > **Low emission zones in place in several cities**, excl. access for vehicles below Euro 4
- > **Access regulation for delivery trucks** in several cities with time restrictions
- > **Plan to ban all diesel cars in 2024** in Paris, exemption for delivery trucks

#### UK / London

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- > **Plan to ban new petrol, diesel and hybrid car sales** from 2035, trucks not covered
- > **Ultra Low Emission Zone (ULEZ)** in the City of London since 2019 and complete **ban of petrol and diesel cars** since March 2020 in **selected central parts**

#### Germany / Stuttgart

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- > **National framework of low emission zones in place** incl. vehicle bans
- > **Transit bans** in several cities for **medium- and heavy-duty vehicles**
- > 'Smog alarm' programme in Stuttgart for times of high particulate concentration

#### Spain / Madrid

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- > **Low emission zone in place in several cities** with eased restrictions in Madrid (2019)
- > **Weight restricted access** for trucks during daytime and holidays incl. bans for heavy-duty trucks to access central city areas



# EU legislation increasingly pushes for stricter standards in emission reduction and fuel quality, hydrogen application not yet in focus

## Key EU legislation – Binding / in force

Focus	Norm	Insights
Truck specifications	<b>CO<sub>2</sub> Emission Standards Regulation (EU) 2019/1242</b>	<ul style="list-style-type: none"> <li>&gt; Manufacturer-specific tailpipe CO<sub>2</sub> emission targets for new HDT: from 2025 -15%; from 2030 -30%</li> <li>&gt; Incentive mechanism for zero- and low-emission vehicles with less stringent requirements and +2 t weight</li> </ul>
	<b>Monitoring &amp; Reporting Reg. - VECTO (EU) 2018/956</b>	<ul style="list-style-type: none"> <li>&gt; Manufacturer requirement to monitor and report annually the CO<sub>2</sub> emissions and fuel consumption of each new vehicle they produce for the EU market</li> </ul>
	<b>Euro VI - Exhaust emission regulation (EC) No 595/2009</b>	<ul style="list-style-type: none"> <li>&gt; Set of regulations with strict targets in real-world NO<sub>x</sub> and particle number emissions, stricter on-board diagnostics (OBD) requirements and new testing requirements and cycles</li> <li>&gt; 2019-Step E requires cold engine start targets and PEMS<sup>1</sup> to measure particle numbers</li> </ul>
	<b>Weights and Dimensions Directive (EU) 96/53/EC<sup>2</sup></b>	<ul style="list-style-type: none"> <li>&gt; Derogation of max. dimensions and weights for international traffic: Length for better aerodynamic performance and road safety (+ approx. 0.8m)<sup>3</sup>; Weight for accommodating alternative powertrains (+ max. 1 t)</li> </ul>
Infrastructure	<b>Alternative Fuels Infrastructure Directive 2014/94/EU</b>	<ul style="list-style-type: none"> <li>&gt; Requirements for set-up of networks of refuelling stations for alternative fuels along primary road networks; National Policy Frameworks for the development of the alternative fuels market and deployment</li> <li>&gt; H<sub>2</sub> not included as alternative fuel for network of mandatory refuelling stations</li> </ul>
	<b>RED II (EU) 2018/2001</b>	<ul style="list-style-type: none"> <li>&gt; Overall target of 32%, transport sub-target of min. 14% of renewable energy share by 2030</li> <li>&gt; Transport sub-target requires 3,5% share of advanced biofuels, with a cap of 7% for conventional biofuels</li> <li>&gt; Guarantee of Origin (GO) scheme extended for renewable and low carbon gases for more transparency</li> </ul>
	<b>Fuel Quality Dir. 2009/30/EC</b>	<ul style="list-style-type: none"> <li>&gt; Reduction of the GHG intensity of vehicle fuels by 6% by 2020, regulates sustainability of biofuels</li> </ul>
Other requirements	<b>Clean Vehicles Directive 2009/33/EC, amended by (EU) 2019/1161</b>	<ul style="list-style-type: none"> <li>&gt; National minimum procurement targets for clean mobility solutions (LDV, HDV) in public procurement: until 2025 6-10% of (waste) collection trucks and HDV; until 2030: 7-15% of (waste) collection trucks and HDV</li> <li>&gt; Introduction of definition of 'clean vehicles': clean HDV are trucks/busses using alternative fuels<sup>4</sup></li> </ul>

1) Portable emissions measurement system 2) Including several amendments 3) From Sept. 2020 4) Hydrogen, BEV, PHEV, natural gas (CNG, LNG, incl. biomethane), liquid biofuels, synthetic and paraffinic fuels, LPG



# Upcoming legislation likely takes an even stricter stance on emissions – Developments highly relevant for hydrogen and fuel cell tech

## Key EU legislation – Upcoming

Status as of May 2020

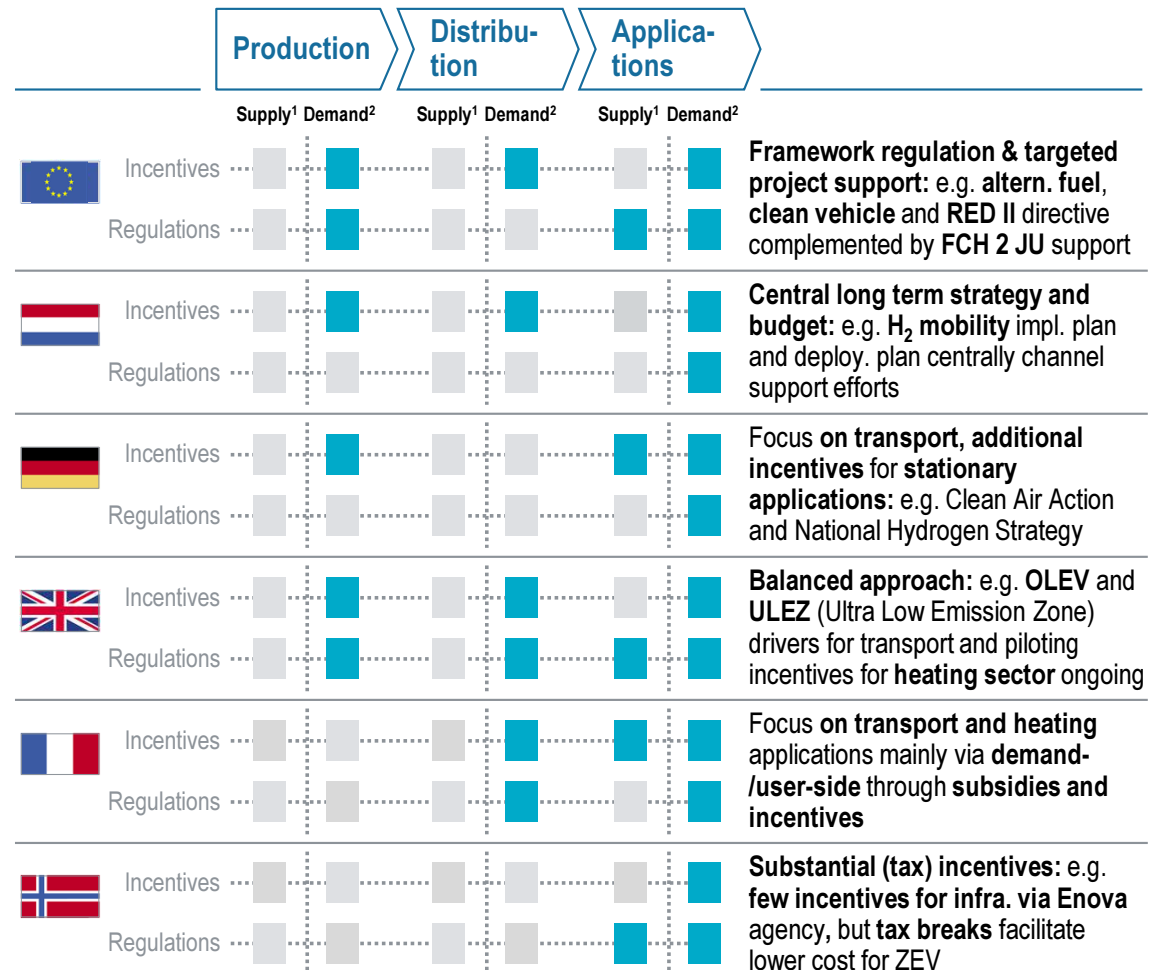
Focus	Norm	Insights
Truck specifications	<b>Review of CO<sub>2</sub> Emission Standards Regulation (2022)</b>	> General review in 2022, incl. a review of 2030 targets, extension of scope to other HDVs, ZLEV incentive mechanism
	<b>Euro VII</b>	> Expected focus on vehicles over their respective life time, testing methodology to cover all driving conditions, and a broadened scope to include additional truck categories
Infrastructure	<b>Revision of AFID<sup>1</sup> (exp.2021)</b>	> Update on requirements for refuelling stations for alternative fuels with potentially compulsory targets for H <sub>2</sub> network
	<b>Revision of RED II (exp. 2021)</b>	> Revision linked to EU Green Deal will probably include requirements to further decarbonise transport fuels > Assumed bridging of fuel quality with regard to regulate renewable content and origin of transport fuels
	<b>Revision of TEN-T (exp. 2020)</b>	> Introduction of designated national authorities to speed up (cross-border) permit-granting processes, set a maximum time limit and foster the implementation of the TEN-T (network)
	<b>Revision of Eurovignette Directive (exp. 2020)</b>	> Scope extension of vehicles covered by current legislation, application of 'polluter pays' and 'user pays' principles, introduction of charging based on CO <sub>2</sub> standards, incl. potential 50-75 % reduction for ZEV
	<b>Revision of Energy Taxation Directive (exp. 2021)</b>	> Alignment of taxation of energy products and electricity with EU energy and climate policies and establishment of link to environmental performance of different energy products, e.g. electricity and fuels
Other requirements	<b>Revision of European Gas Market Strategy (exp. 2021)</b>	> 'Gas decarbonisation package' to match Green Deal ambition currently being drafted by the EC > Expected reforms on the existing gas market regulation, of 'green' and low-carbon gases (incl. hydrogen) and a framework for integration into climate policy
	<b>Legislation to match EU Green Deal ambition</b>	> Overarching framework for (earlier) revisions with focus on decarbonisation and long-term sustainability, e.g. Euro VII, Eurovignette, Energy Taxation, Gas decarbonisation package

1) Alternative Fuels Infrastructure Directive

# Clean H<sub>2</sub> becomes a building block for a renewable energy system in the EU, but Member States still follow fragmented approaches

## Direct support for H<sub>2</sub> in selected countries

- » **Europe with a systemic ambition** (emphasis on renewable energy and clean hydrogen), but lacking of holistic policies: **fragmented approaches across countries**
- » **Regional ecosystem approach** so far favoured through the European support of so-called **Hydrogen valleys** and **FCH JU Regions and Cities Initiative**
- » Most countries **lacking a comprehensive policy approach** along the entire value chain: strong focus on **mobility end-user support**
- » In 2020, **multiple new national H<sub>2</sub> strategies** have been launched alongside **significant budget announcements** (e.g. GER, FRA, SPA, POR, etc.) which will **improve the availability of direct support**

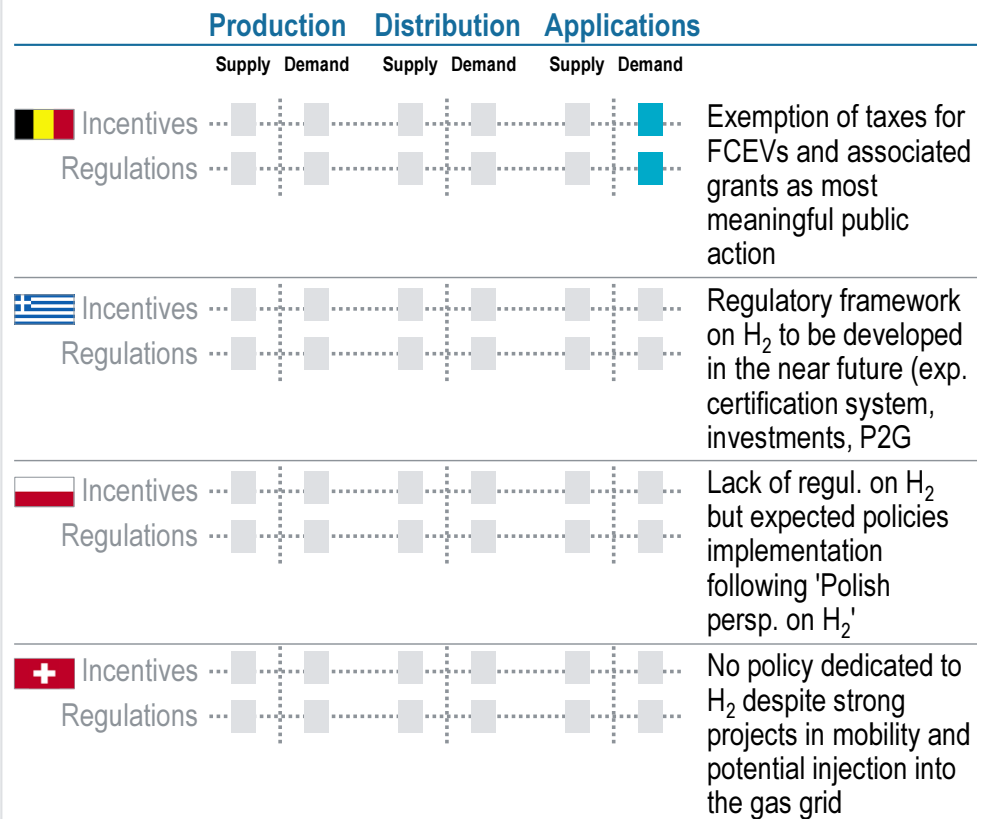
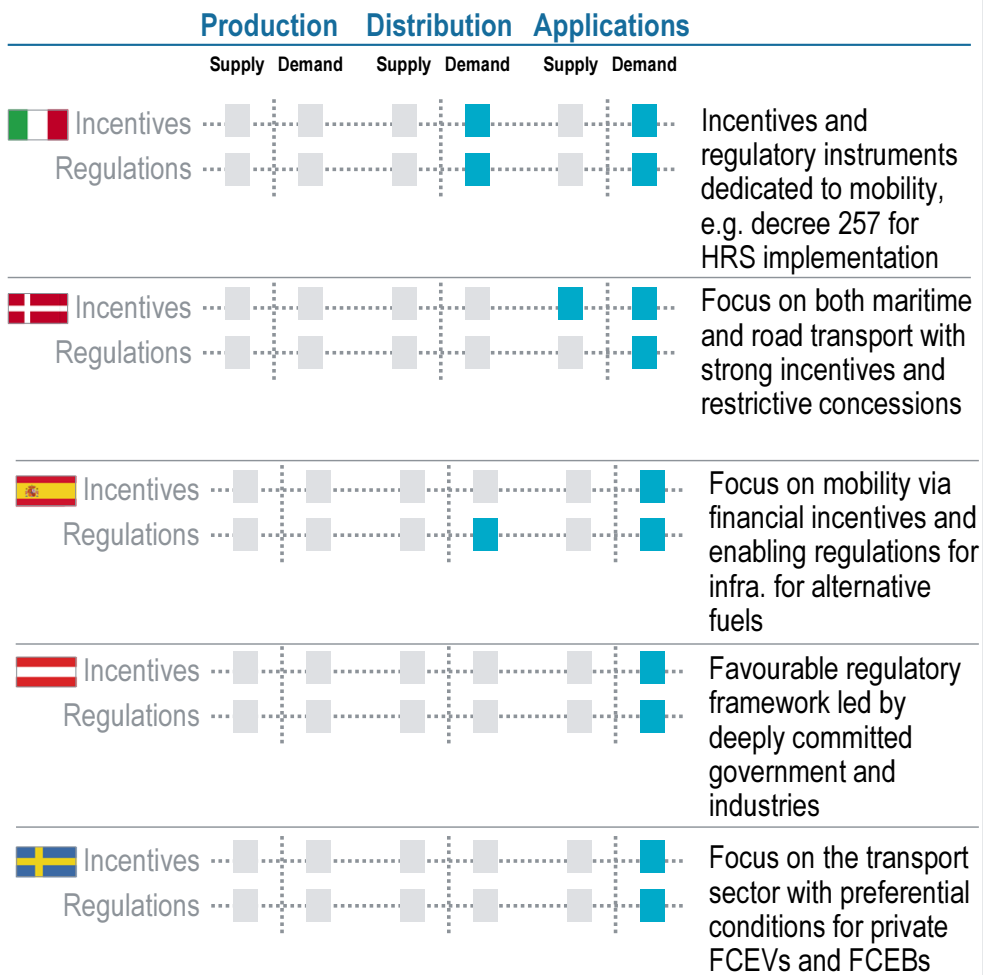


1) Targeting the 'producer' side (e.g. electrolyzers OEM for production, RFS OEM for distribution, FCEV OEM for applications) ■ Instruments in place ■ No instruments in place  
 2) Targeting the 'consumer' side (e.g. electrolyzers operator for production, RFS operator for distribution, FCEV end-consumer for applications)  
 Source: Roland Berger

# The analysis of individual national regulatory frameworks shows a strong overall focus on support for the H<sub>2</sub> demand side

## Direct H<sub>2</sub> support in Europe

Selection



■ Instruments in place    ■ No instruments in place

Source: Roland Berger

# Subsidies and tax exemptions have been much used to foster H<sub>2</sub> development – Use of such instruments promising for FCH HDT

## Possible regulatory instruments and link to H<sub>2</sub> support

	Description	Potential beneficiaries	Currently in use in
Technology supply <sup>1</sup>	<b>Investment subsidy</b>	<b>One-time non-repayable subsidy</b> directly received by the organization investing into production facilities	FCH industry realising supply side investments
	<b>Tax break</b>	<b>Exclusion from tax payments</b> / reduction of taxes for a defined sector to incentivize private investment	FCH industry realising supply side investment to increase product availability
	<b>Customs tariff breaks</b>	<b>Deferral of taxes</b> for later payment / refund on inputs imported for manufacturing goods locally	FCH industry realising supply investment (e.g. electrolysis equipment production)
	<b>Guarantee</b>	Legally binding <b>indemnity bond</b> backed by a public institution to ensure loan repayment in case of default	Large scale public / private investment projects following specific political objectives
Technology demand <sup>2</sup>	<b>CAPEX / OPEX subsidy</b>	<b>Fixed-time subsidies</b> to reduce initial investment requirements / increase confidence in investment	FCH OEMs and infrastructure operators, project promoters, individual customers
	<b>Tax breaks</b>	<b>Deduction / tax breaks / tax credits</b> to stimulate purchase of new technologies and drive investment	End-customers of FCH products, FCH OEMs, infrastructure operators, projects
	<b>Repayable grants / loans</b>	<b>Funding with expected payback</b> after a certain period / predetermined level of success	Potential project promoters for FCH deployment, individual customers of the technology
	<b>Match funding</b>	Tool to <b>guide industrial activity</b> in a specific area of interest through <b>boundary conditions</b>	Hydrogen projects (industrial advances in technology / applications), individual customers
	<b>Usual energy instruments</b>	<b>Contracts for difference / Feed-in tariffs / capacity compensation</b> to stimulate investments	FCH industry and infrastructure operators, investors (e.g. HRS, facilities, etc.)
Other	<b>Derogation from legislative requirements</b> under specific conditions that favour alternative technology solutions	FCH OEMs and individual customers (e.g. logistics users, etc..)	

1) Instruments supporting the build-up of H<sub>2</sub> and FCH technology production capacities (regular industrial policy tools with generally no specific H<sub>2</sub> / FCH focus)

2) Instruments supporting the deployment of H<sub>2</sub> and FCH technology in the market (mainly relying on public financial support)

Source: Press review, Roland Berger

# FCH HDT commercialisation to further benefit from specific support schemes that drive ZLEV development across industry segments

## Support schemes<sup>1</sup> for ZLEV commercialisation

Exemplary

General support of uptake (e.g. political)	Truck manufacturing	Technology provision	Infrastructure and energy provision	End use / operation
<ul style="list-style-type: none"> <li> Trans-European Transport Network (TEN-T) with available funding: Connecting Europe Facility (CEF), European Fund for Strategic Investment (EFSI), Horizon 2020 / Horizon Europe, European Structural and Investment Funds (ESIFs)</li> <li> H<sub>2</sub>-specific: Public private partnership Fuel Cell and Hydrogen Joint Undertaking (FCH 2 JU), incl. funding schemes</li> <li> H<sub>2</sub>-specific: Clean Hydrogen Alliance with support for Projects of Common European Interest</li> <li> H<sub>2</sub>-specific: Government roadmaps<sup>2</sup>, incl. funding and focus specifically on H<sub>2</sub>: Hydrogen Economy Roadmap (KR), Hydrogen Deployment Plan (FR)</li> <li> H<sub>2</sub>-specific: Nat. Organisation Hydrogen and Fuel Cell Technology (NOW GmbH) implementing the Nat. Innovation Programme Hydrogen and Fuel Cell Techn.</li> </ul>	<ul style="list-style-type: none"> <li> Super-credit system with less stringent requirements for ZLEV manufacturers</li> <li> National targets for ZLEV in public procurement</li> <li> Sales quota for ZEV and plug-in hybrid cars</li> <li> Sales quota for PHEV, FCEV, BEV, hybrid vehicles</li> </ul>	<p style="text-align: center;">Push factor for technology providers</p> <div style="border: 1px dashed blue; padding: 5px; width: fit-content; margin: 10px auto;"> <p>Potential for further support schemes?</p> </div>	<ul style="list-style-type: none"> <li> Target for share of renewable energy use in fuels</li> <li> National targets for refuelling points for alternative fuels</li> <li> California programme to co-fund hydrogen fuelling stations</li> <li> National targets, funding and standards for EV charging infrastructure</li> <li> Funding for alternative fuels refuelling stations</li> </ul>	<ul style="list-style-type: none"> <li> One-off purchase tax exemption<sup>2</sup></li> <li> Temporary exemption from vehicle tax</li> <li> Road toll exemptions for ZLEV<sup>2</sup></li> <li> California programmes for fleet replacement (vouchers and loans)</li> <li> Subsidies and purchase tax exemptions</li> </ul>

1) Support schemes refer to targets and credit systems set in policies, incentive schemes and government initiatives that foster zero and low emission vehicles

2) Example, other countries offer the same or similar support.

Source: European Commission; ICCT, Desk research; Roland Berger



# Governments are developing strategies and make strong commitments to develop hydrogen sectors, also often addressing HDT

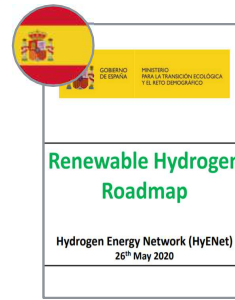
## Example of hydrogen strategy plans and roadmaps

as of August 2020



### Hydrogen strategy for a climate neutral EU

Commission's economic recovery plan 'Next Generation EU' highlights hydrogen as an investment priority to boost economic growth and resilience, create jobs and consolidate global leadership.



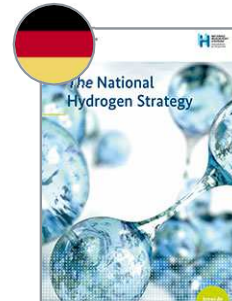
### Renewable hydrogen roadmap

According to the government's roadmap for hydrogen, Spain could install 4 GW of electrolyser capacity by 2030 and export renewable hydrogen to other EU states. Due to its renewable power potential, Spain aims at becoming an EU hydrogen giant.



### EN-H2 national hydrogen strategy

The Portuguese hydrogen strategy is expected to generate investments in the order of EUR 7-9 billion by 2030. Its central strategic points revolve around the creation of an anchor project and the decarbonisation heavy transport.



### The national hydrogen strategy

According to the strategy, "only hydrogen produced on the basis of renewable energies is sustainable in the long term". Therefore, The German government set the goal to use green hydrogen, to support a rapid market ramp-up and to establish corresponding value chains.



### Government strategy on hydrogen

The Dutch government shared its hydrogen strategy via a letter to the house of representatives. The intention is to underline the importance of the development of clean hydrogen and the unique starting point of NL.



### Hydrogen deployment plan for the energy transition

The plan is set to ensure hydrogen development as an asset for France's energy independence, leveraging France's position including many leading industry players on the international stage.

Note: Government across Europe launched national hydrogen strategies as part of their post-COVID-19 recovery plans. The above publications are examples only and do by no means constitute a judgment on market maturity for FCH technology

Source: Government websites, Press Clippings, Roland Berger

## C. Business cases and market potential





## C.1 Modelling approach



# The economic potential of FCH HD trucks is assessed with a TCO analysis, market potential assessment and tangible case studies

## Overview

### Business cases and market potential

#### I High level analysis

#### Specific examples II

<p><b>TCO<sup>1</sup> assumptions</b></p>	<p><b>TCO results</b></p>	<p><b>Sensitivity analyses</b></p>	<p><b>Market potential</b></p>
<p>&gt; Development of Excel-based TCO model built on assumptions in line with RB OEM project experience and Advisory Board member feedback</p>	<p>&gt; Analysis comparing the total cost of ownership of trucks with conventional and alternative powertrains</p>	<p>&gt; Specific analysis of the main cost drivers of the TCO model, review of sensitivity of results to pre-defined changes</p>	<p>&gt; Assessment of a potential market development in Europe, focusing on the uptake of FCEV technology</p>



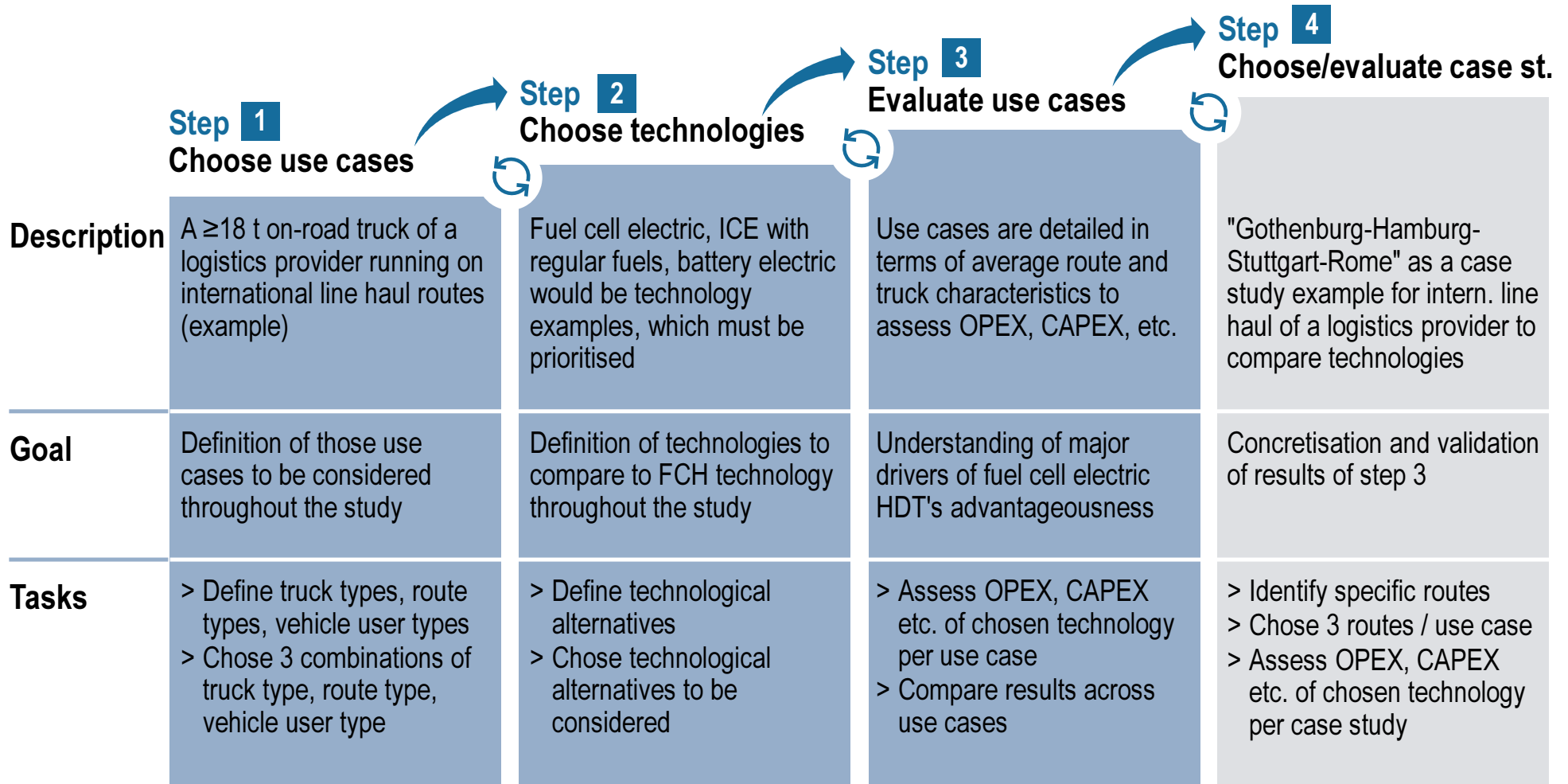
<p><b>Case studies</b></p>
<p>&gt; Analysis of specific examples of real life operations to provide a tangible illustration of the potential implications of FCEV introduction for the heavy-duty transport industry</p>

**Based on defined use cases**

1) Total cost of ownership

# For the TCO and market potential analysis, we define three use cases that represent key segments of the HDT sector

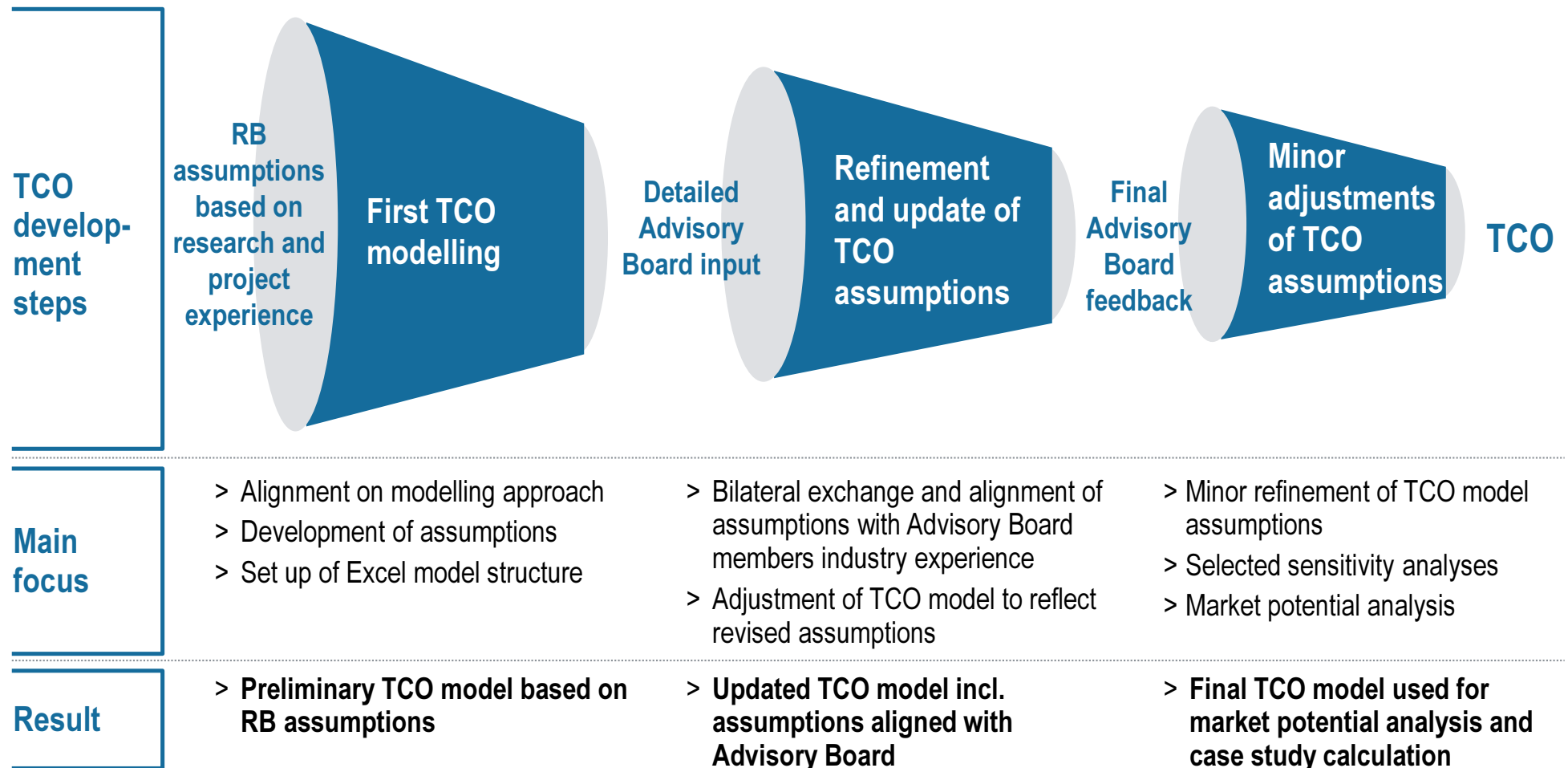
## Segmentation of HDT sector<sup>1</sup>



1) The key segments of the HDT sector that serve as a basis for the three selected uses cases are described in further detail in chapter C.2.1 use cases.

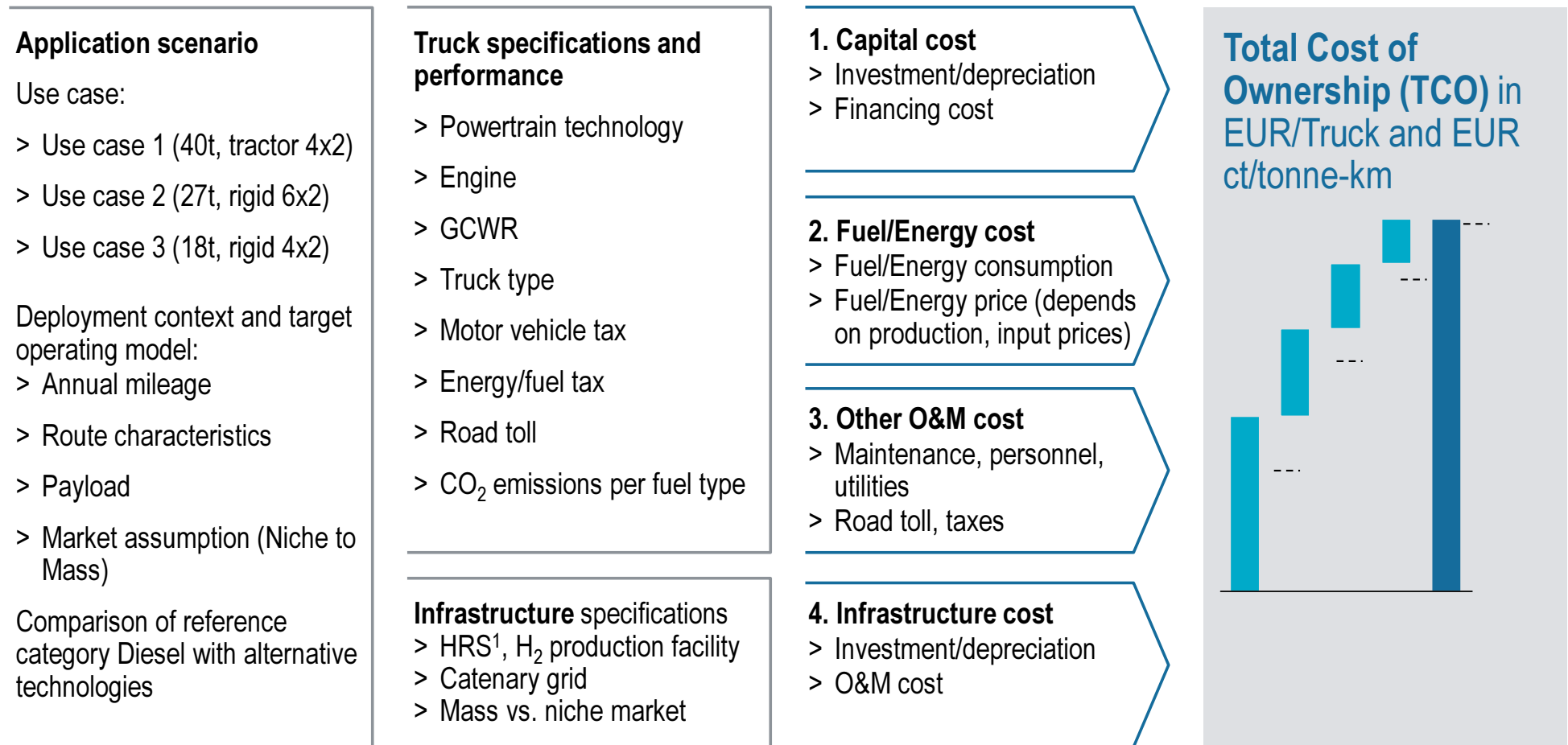
# The TCO model acts as a key pillar for the market potential analysis and case studies – Development of assumptions to be finalised

## TCO model development process



# The methodology is based on the use cases and key assumptions – Capital, fuel, O&M and infrastructure costs make up the TCO

## Schematic methodology of TCO modelling

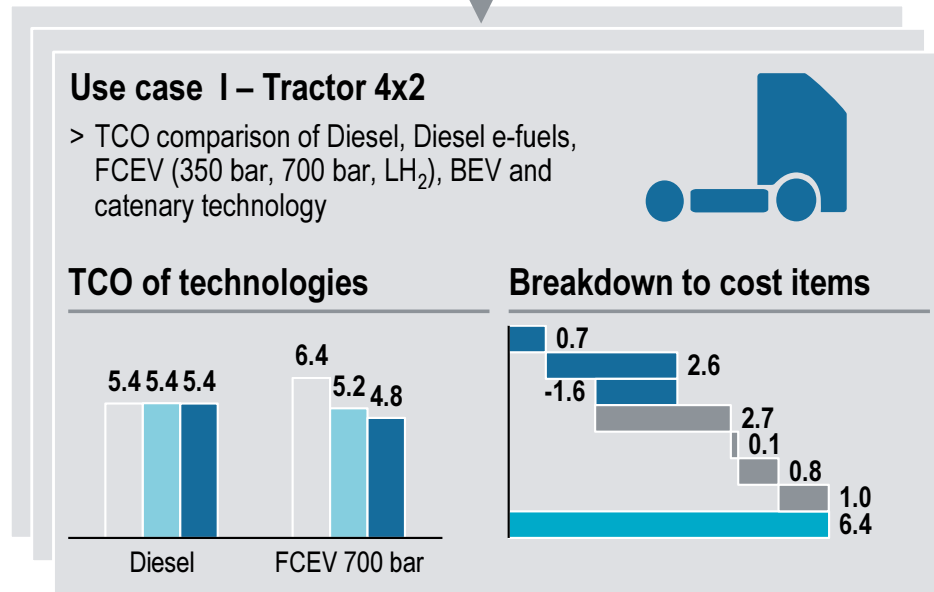
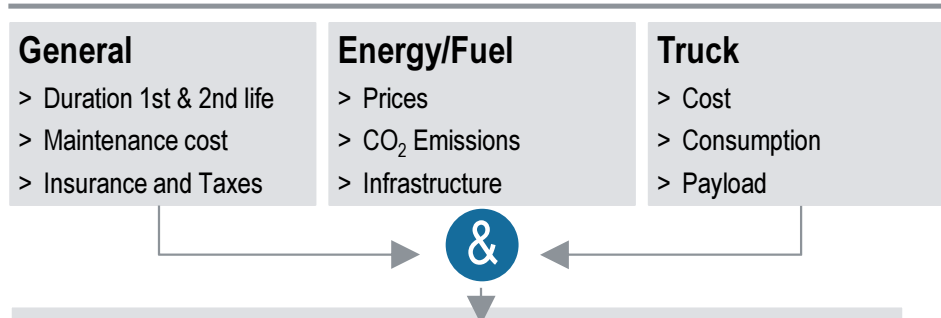


1) Hydrogen refuelling station 2) Niche <5.000 units/year; Rather niche <10.000 units/year; Rather mass >50.000 units/year (~10% of market); Mass <150,000 units/year (~30% of market)

# The European HDT market is modelled based on TCO comparison of the different propulsion technologies in use case sub groups

Link between TCO model and market model

## TCO Model

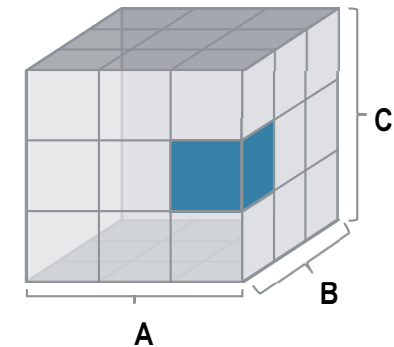


Legend: 2023 (light blue), 2027 (medium blue), 2030 (dark blue). CAPEX (dark blue), OPEX (grey). Source: Roland Berger

## Market Model

### Break down use case by:

- > A – Customer groups
- > B – Annual mileage group
- > C – Range requirements group



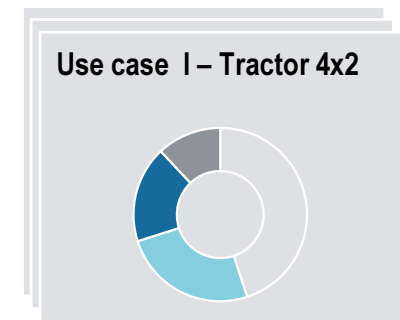
### For each use case, sub group technology decision based on:

- > TCO (based on TCO models)
- > Technology acceptance

### Outputs:

- > Market volume
- > Sales share of each use case
- > Technology share in each use case

Further details on the market modelling approach to be found in chapter C.2.3



## C.2 Results





# The decarbonisation of road transport is a call to action – Business cases are at the centre of discussion on zero-emission alternatives

## Rationale on business cases and market potential analyses

### Key considerations

The road freight sector is a **significant source of CO<sub>2</sub> emissions** in the EU with HDV accounting for ~ 25% of specific road transport CO<sub>2</sub> emissions

FCH heavy-duty trucks are attributed an **important role in zero-emission transport** and a **near-term market uptake is assumed**

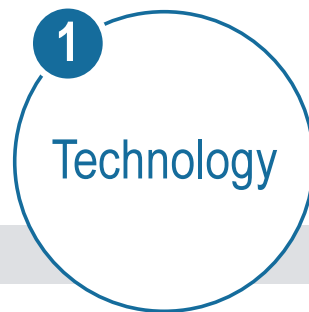
Currently, there is **very limited field data** on FCH heavy-duty trucks – Assumptions on **performance** and predicted **cost developments are based on prototypes** and **industry knowledge** are to be verified in first demonstrations and early commercial deployments

A detailed investigation of business cases (TCO) illustrates the **economic and environmental potential** for the industry and identifies **fields of action for decision-makers** setting up targeted support schemes

The analysis of **short- and mid-term market potential** (2023 / 2027 / 2030) integrates the views on **vehicle costs, technology acceptance** and the determined **CO<sub>2</sub> emission reduction trajectory** until 2050

# Current data and industry stakeholder perspectives are integrated in the business case analyses – Influencing factors are considered

## Key influencing factors to enable a future FCEV market



- > Industrialisation levels for **lower component costs**
- > **Infrastructure availability** (local and trans-regional)
- > Increasing **field data** beyond the **current prototype state of development**
- > **Development of specific heavy-duty trucks** suitable for fuel cell and hydrogen technology
- > Focus on **specific road freight segments** that allow for rather short-term decarbonisation potential (i.e. logistics vs. special purpose vehicles)



- > Regulation providing for **framework conditions** favouring FCH technology to **ensure scale effects** – infrastructure, investment costs, etc.
- > **Activation of all market actors** (e.g. OEMs, technology providers, end customers) to ensure the **commitment of the whole sector**
- > **Support of FCH technology** vis-à-vis other zero-emission technologies (in certain applications)
- > Stringent **trajectory** towards the **2050 CO<sub>2</sub> emission reduction targets**



- > **Share of business risks** across the sector and with other parties
- > **Subsidies / incentives** that allow **comparable business cases** to current diesel trucks
- > **Security on performance and reliability** of powertrain technology
- > **Change in composition of fleets** with higher share of alternative powertrain vehicles
- > Potentially **acceptance of some operational changes**, e.g. intra-day refuelling stops

# The TCO model shows the cost competitiveness of FCH technology and its market potential – Important drivers for uptake are identified

Insights derived from analyses

## Analyses

### Business cases (TCO)

- > A **significant cost down potential for FCEV at scale** is identified for all H<sub>2</sub> onboard storage technologies from 2023 to 2030<sup>1</sup>
- > **Main cost drivers** are cost of powertrain (CAPEX) and **energy / fuel costs** (OPEX)



### Market volume potential

- > **FCEV have a high potential** within the whole truck market – **steep increase in sales share from 2023 to 2030** in the analysed market segments based on the cost assumptions



High potential for FCH technology with cost competitiveness from 2027 onwards

## Insights

### How to get to a FCEV market?

- > Analysis shows that it is **specifically the economies of scale that will make competitiveness of FCH technology possible** – the main technology elements is already mature and in place
- > **Uptake of technology and facilitation of market scaling** are crucial:
  - Industrialisation with **lower component costs** and **volume ramp-up**
  - 'Affordable' hydrogen costs
  - **Infrastructure availability**
- > **Policies** needed that target and ensure **these framework conditions**
- > **Industry and end users of trucks need to signal strong commitment to provide [for]** (OEMs, technology provider, HRS infrastructure and H<sub>2</sub> supplier) **and deploy the FCH trucks** (logistics operator and users)

1) Research on hydrogen onboard storage technologies is still ongoing – Remaining uncertainties regarding different storage technologies also impact the cost down potential in future scenarios; ongoing FCH JU projects like the PRHYDE project specifically focus on this research & development field

# The TCO results indicate that FCH HD trucks could become a viable alternative in the first half of the decade if scale up is pushed

## Overview of TCO results

[See chapter C.2.2](#)

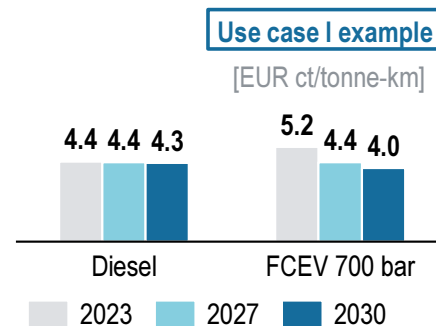
### Base case assumptions

- > **Base case assumptions** are the basis for the TCO calculation of **each use case**
- > **Parameters** in the TCO model are set to **match the most common usage** (i.e. annual and daily mileage) for each use case
- > **Specific assumptions** for the different alternative powertrain technologies are made over time



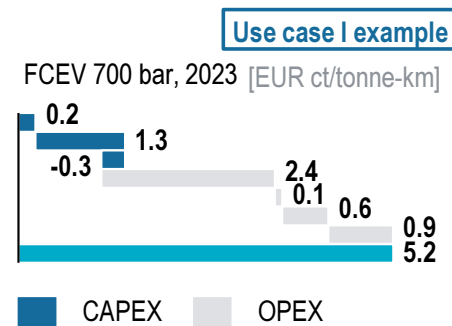
### TCO results per use case

- > The **high level TCO results** indicate a cost premium of up to ~22% in 2023 for FCH trucks compared to diesel
- > A **significant cost down potential for FCEV at scale** is indicated for all H<sub>2</sub> storage technologies across the use cases



### Cost drivers per use case

- > The analysis of **main cost drivers** shows that **fuel cell costs (CAPEX)** and **energy / fuel costs (OPEX)** have the most influence on the TCO of all FCEV applications



### Sensitivity analyses

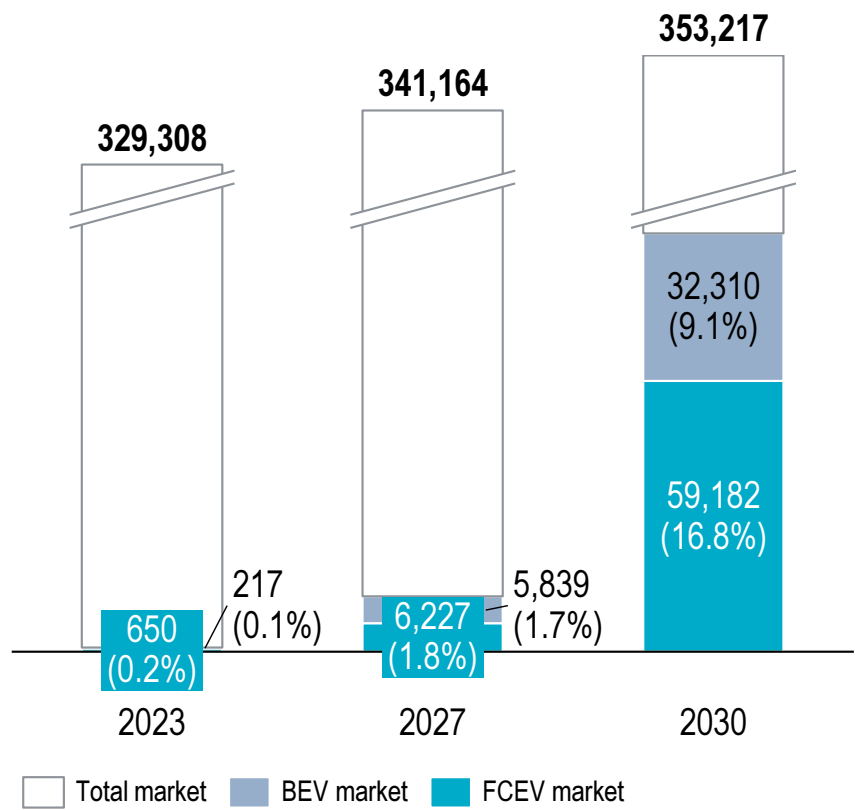
- > **Sensitivity analyses confirm the results** that TCO for FCEV are lower than BEV for most cases
- > **Specific parameters** with the **highest impact** are identified
- > Sensitivity results show that **FCEV could become an viable alternative to diesel, esp. in 2030**, assuming favourable conditions

# The market potential analysis shows a clear potential for alternative technologies and a changing technology split until 2030

Overview of market potential results (base scenario)

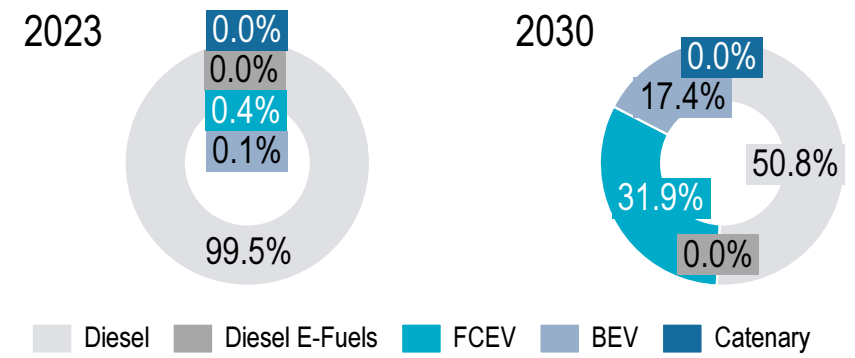
See chapter C.2.3

## European market potential of FCEV [# of truck sales]<sup>1</sup>



- > The **market potential** analysis focuses on **selected market segments<sup>2</sup>** with a sales share of ~53%
- > Overall, **FCEV have a high potential** within the whole truck market – **steep increase in sales share** from 0.2% in 2023 to **16.8% in 2030**
- > Within the specific market segments, the **technology split** shows **clear changes between 2023 and 2030**: FCEV technology represents ~32% in 2030

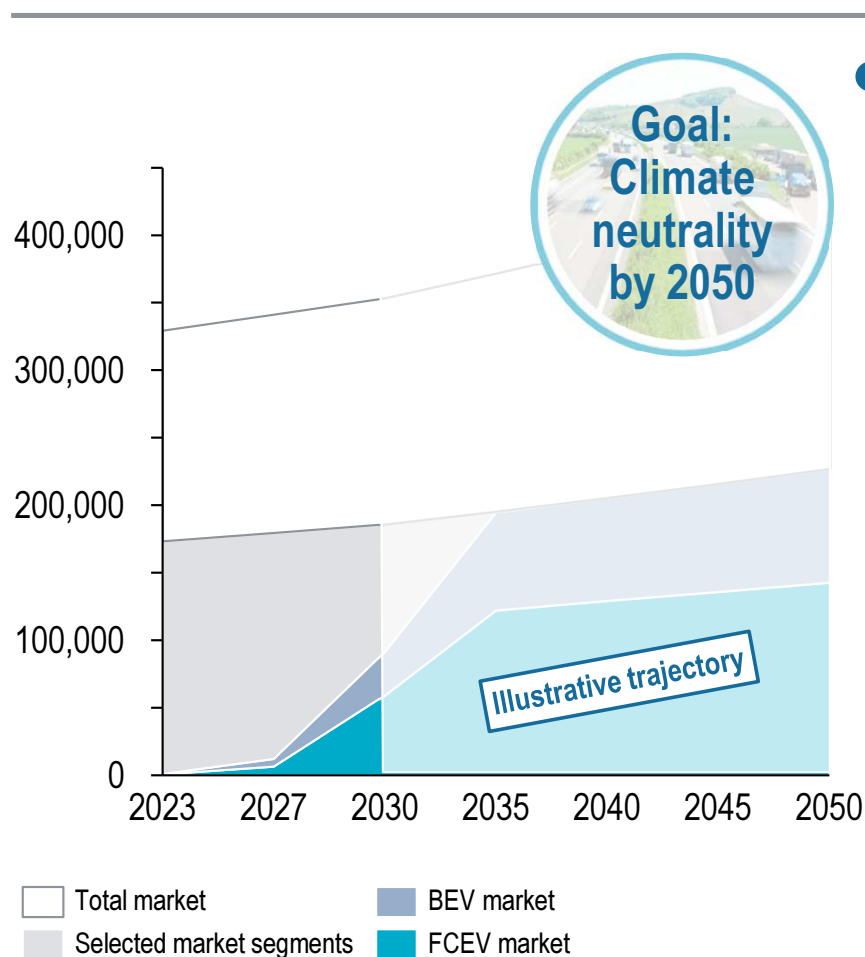
## Market segment technology split [%]



1) Results based on absolute EUR/truck results, not payload corrected  
 2) The market potential analysis refers to specific market segments: international logistics, national logistics, manufacturing industry, wholesale, retail and regional logistics, i.e. ~  
 Source: IHS market forecast; Roland Berger

# The market development over the next ten years is crucial for achieving the 2050 climate goals – Fleet replacement required

## Assessment of 2050 market potential



- > The **CO<sub>2</sub> emission reduction targets for 2050 in transport can be reached** for the heavy-duty truck segment – if the projected **growth rate of zero emission technology until 2030** materialises
- > As **zero-emission trucks become cost-competitive**, new sales of diesel trucks and other **CO<sub>2</sub>-intensive technology** should be fully **replaced from 2035** onwards
- > The **projected trajectory is necessary to replace** the majority of the fleet of **diesel** trucks until 2050 assuming 10 to 15 year replacement cycles of trucks
- > Put simply, to achieve **95% emission reduction** in transport by 2050 **requires almost only zero emission vehicles sales by 2035**
- > Critical factors:
  - **Push to market** for zero-emission trucks to ensure **scaling effects for cost competitiveness** and market uptake
  - **Enable infrastructure availability** to allow for widespread deployment
  - **Change within fleets** and **diesel phase-out** until 2035 as diesel trucks have a total lifetime of 10+ years
  - **Specific mandatory targets for all market actors** – OEMs in scope of HDT legislation, yet contribution across the whole sector necessary

## C.2.1 Use cases





# Europe's transport sector is highly fragmented with a variety of ownership models – Deployed truck types as common ground

Road freight sector in the EU (1/3)

## Ownership Models

Increasing **variety of shared ownership models**, e.g. on-demand mobility, MaaS, FaaS and LaaS<sup>1</sup>



**High market fragmentation**, as Top 10 of operators and logistics providers account for ~10% of the market

## Market fragmentation

**Tractor-trailer and rigid trucks** are most common in the heavy-duty segment – vehicles deployed in different use case, applications and industry sectors



## Truck types

1) MaaS: Mobility as a Service; FaaS: Freight as a Service; LaaS: Logistics as a Service

# Changes in the market are expected to affect the logistics landscape and the structure of operating market players

## Road freight sector in the EU (2/3)

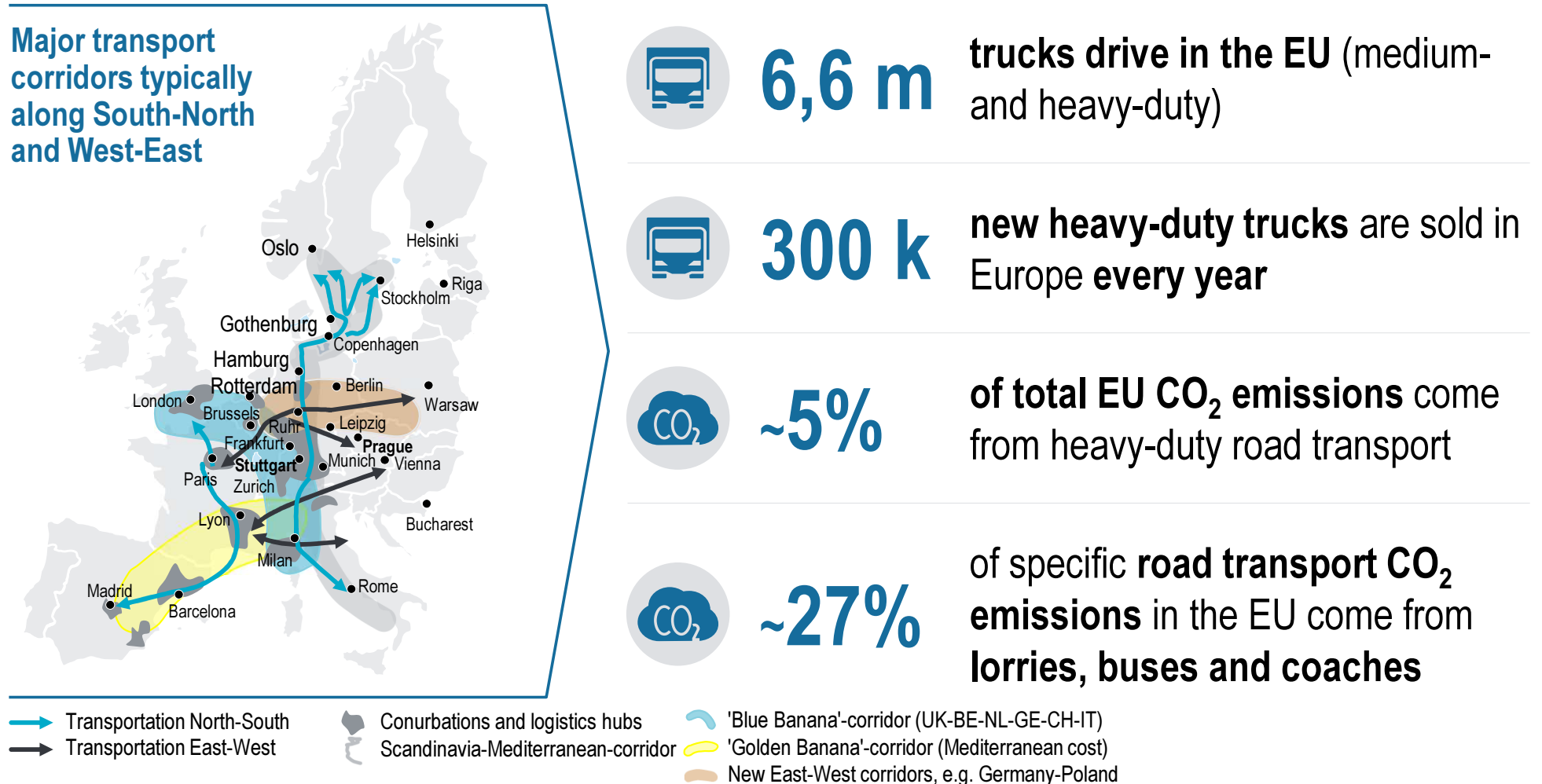
Transport and logistics market segments		Fleet size	Market share <sup>1)</sup>	Trend
<b>Owner-driver</b>	<ul style="list-style-type: none"> <li>&gt; Truck driver owns truck</li> <li>&gt; Works as subcontractor and/or covers market niche</li> </ul>	1	~15-25%	Affected by market consolidation but covering market niches
<b>Small/mid-sized fleet operator</b>	<ul style="list-style-type: none"> <li>&gt; Works as subcontractor and/or covers market niche</li> <li>&gt; Lower professionalisation due to lack of economies of scale</li> </ul>	2-20	~35-40%	Affected by market consolidation due to competitive disadvantages
<b>Municipalities</b>	<ul style="list-style-type: none"> <li>&gt; Fleets operated by public authorities</li> <li>&gt; Transport not a core function</li> </ul>	up to 100	~5-10%	Ongoing privatisation partly resulting in decreasing relevance
<b>Special vehicle fleet operator</b>	<ul style="list-style-type: none"> <li>&gt; Focus on specific transport needs</li> <li>&gt; High professionalisation in their segment</li> </ul>	1-5	<5%	Stable demand in the coming years expected (depending on industry segment)
<b>Large fleet operator</b>	<ul style="list-style-type: none"> <li>&gt; Large logistics providers or large corporate fleets</li> <li>&gt; Highly professionalised, e.g. some with own repair shops</li> </ul>	>100	~25-35%	Growth due to cost advantages (e.g. due to own repair shops, improved utilisation)

Trend: Decreasing Stable Increasing

1) Estimate based on market insights for Western Europe

The road freight sector is a strong pillar of the exchange of products and goods across Europe, yet a significant source of CO<sub>2</sub> emissions

Road freight sector in the EU (3/3)



# The EU is tackling this by introducing stricter CO<sub>2</sub> standards targeting the heavy-duty sector – Starting point for the study's use cases

## Rationale behind the selected use cases

> **Regulation (EU) 2019/1242** on CO<sub>2</sub> emission standards for heavy-duty trucks sets **tailpipe CO<sub>2</sub> emission performance targets** for **new trucks** – **Targets are set at level of sub-groups**

- HDT sub-groups refer to delivery vehicles:
  - all 6x2 tractor and rigid trucks (all weights)
  - all 4x2 tractor and rigid trucks above 16 tonnes
- HDT sub-groups also account for different use profiles: urban, regional, long haul

These **truck types** are responsible of **up to 70% of total HDV CO<sub>2</sub> emissions** – **4x2 tractors contribute by far the most, accounting for up to 38% of these emissions**

> **CO<sub>2</sub> emission targets are binding<sup>1</sup> and manufacturer-specific**

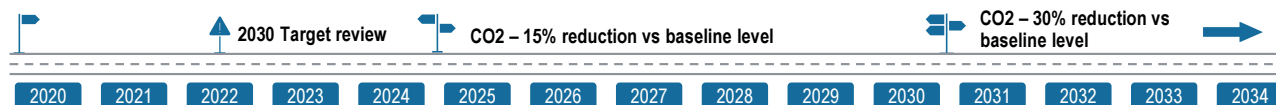
> **Incentive mechanism for zero- and low-emission vehicles (ZLEV)<sup>2</sup>** with less stringent requirements is put in place

**OEMs identified long-haul heavy-duty trucks** as the market segment with the **highest potential** to ensure their efforts in complying with the legislation

### Selected use cases reflect the specific scope of the regulation

- > Prioritisation of market segments in line with EU regulation
  - Focus on freight delivery vehicles
  - Consideration of use profiles in HDT sub-groups (urban, regional, long-haul)
- > Definition of use case specific characteristics for truck and route in line with use profiles

Regulation (EU) 2019/1242 timeline






We prioritised six road transport segments and combined these to represent three use cases as the focus throughout the study

	HDT			MDT	LDT	
	Long distance	Rough road & off-road	Distribution	Distribution	Distribution	Bus
<b>Logistics, wholesale/retail</b>	International logistics <sup>1</sup> National logistics <sup>1</sup> Manufacturing industry		Wholesale Regional logistics <sup>1</sup> Retail		Retail Retail frigo	
<b>Construction</b>		Transport at constr. site Bulk freight Concrete mixer Concrete pump	Support vehicles Construction equip./material supply		Construction/flatbed Municipality flatbed	
<b>Garbage</b>	Waste transport		Waste collection Recycling material Used liquids		Waste collection	
<b>Agri.</b>	Animals	Grain transport Wood				
<b>Mining/Raw Material Extraction</b>		Ore transport High vol. transport Service trucks				
<b>Special transport</b>	Chemicals		Combustible material			Coach Intercity City
<b>Others special applications</b>	Municipal services (w/o garbage)	Airport	Energy supply	Rescue/ civil protection	Defense	Aerial platform ...

  = First level prioritisation for fuel cell electric  
   = Prioritised use cases  
 1) Logistic = line haul and on-demand

# The prioritised use cases account for approximately 53% of sales in the European HDT market

## Use case characteristics

	Use case I	Use case II	Use case III
<b>Segment</b>	International logistics National logistics Manufacturing industry	Wholesale	Regional logistics Retail
<b>Truck segment</b>	HDT (40 t)	HDT (27 t)	HDT (18 t)
<b>Truck characteristics</b>	Tractor 4x2 	Rigid 6x2 	Rigid 4x2 
<b>Route type</b>	Long distance	Long distance	Distribution
<b>Route characteristics</b>	~140,000 km p.a. ~570 km per day	~95,000 km p.a. ~380 km per day	~60,000 km p.a. ~250 km per day
<b>Average new truck sales in Europe p.a.<sup>1</sup></b>	~100 k trucks (~28% of market)	~20 k trucks (~6% of market)	~70 k trucks (~20% of market)
<b>Typical operators</b>	National and International logistics companies Manufacturing companies with own trucking fleet	Wholesalers with own trucking fleet	Logistics companies Retailers with own trucking fleet

1) Total European market is approximately 360,000-370,000 new trucks p.a.

# Approach and underlying data for drive cycle analysis and use-case definition

## Use case approach

### Input

- > The analysis of use cases and corresponding drive cycles is based on
- business intelligence due to former project experience
  - an online survey through a panel of truck fleet operators (approx. 1,400 participants)
  - additional selective phone interviews

### Results

- > Average **drive cycles** have been derived based on the abovementioned sources and shall indicate a "typical" drive cycle for the respective use case; data include averages from survey responses (e.g. average daily mileage)

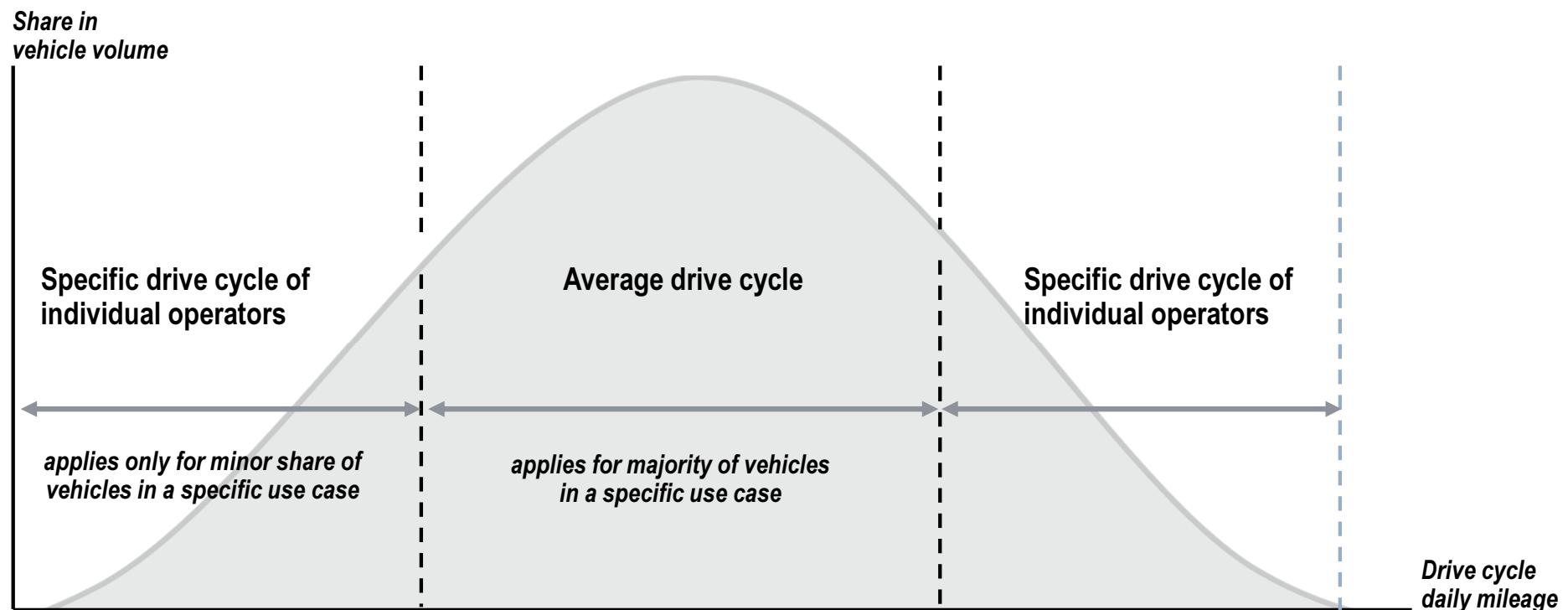
> **Note:** Calculations are based on average calculations from the online survey, telephone interviews and own research and are to be considered as an indication but not as representative





# For the prioritised use cases we have analysed average drive cycles as well as selected "extremes" per region

## Use cases and drive cycles



- > **Average drive cycles** were derived based on various customer feedbacks (phone interviews and online survey)
- > **Specific drive cycles** represent rather "extreme" cases (e.g. in terms of mileage, trip characteristics etc.)



# Use case I – Tractor 4x2

## Definition of use case I

	Customer profile	Vehicle configuration	Route characteristics	Drive cycle analysis
<b>Use case I</b>	<ul style="list-style-type: none"> <li>&gt; International logistics</li> <li>&gt; National logistics</li> <li>&gt; Manufacturing industry</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Tractor 4x2</li> <li>&gt; GVW: 40 t</li> <li>&gt; Engine: 330 kW</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: Avg. 570 km</li> <li>&gt; One shift per day</li> </ul>	
<b>International logistics</b>	<ul style="list-style-type: none"> <li>&gt; International logistics provider</li> <li>&gt; Transport and cargo services</li> <li>&gt; Largely own operated HDT fleet, some subcontracting to control capacity</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Vehicles mostly tractor, 4x2</li> <li>&gt; GVW: 18 t - 40 t</li> <li>&gt; Large cabin/sleeper cabin</li> <li>&gt; Engine: 330 kW</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: 500-700 km</li> <li>&gt; Mixed goods</li> <li>&gt; Average payload: 25 t</li> <li>&gt; One shift per day</li> </ul>	
<b>National logistics</b>	<ul style="list-style-type: none"> <li>&gt; Mostly national transports for wholesalers and manufacturing</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Most vehicles are tractor, 4x2</li> <li>&gt; GVW: 40 t</li> <li>&gt; Engine: 270 -330 kW</li> <li>&gt; Sleeper cabins, usually tractor with single trailer</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: 450-500 km</li> <li>&gt; Manufacturing goods, general cargo</li> <li>&gt; One shift per day for most trucks, some trucks with two</li> </ul>	
<b>Manufacturing</b>	<ul style="list-style-type: none"> <li>&gt; Logistic companies transporting manufacturing supplies/ parts/ components and equipment (e.g. to manufacturing plants)</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Vehicles are mostly tractors, 4x2 or 6x2 or Rigid, 6x2 or 6x4</li> <li>&gt; GVW: 40 t</li> <li>&gt; Engine: 370 kW</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: 320-800 km</li> <li>&gt; Goods for manufacturing purpose</li> <li>&gt; Average payload 24 t</li> <li>&gt; One shift per day</li> </ul>	

# Use case II – Rigid 6x2

## Definition of use case II

	Customer profile	Vehicle configuration	Route characteristics	Drive cycle analysis
<b>Use case II</b>	<ul style="list-style-type: none"> <li>&gt; Wholesalers with own trucking fleet</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rigid 6x2</li> <li>&gt; GVW: 27 t</li> <li>&gt; Engine: 270 kW</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: Avg. 380 km</li> <li>&gt; One shift per day</li> </ul>	
<b>Wholesale</b>	<ul style="list-style-type: none"> <li>&gt; Logistic firm specialised on transporting great quantities to businesses</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Vehicles are mostly Rigid 6x2 or 4x2</li> <li>&gt; GVW: 27 t</li> <li>&gt; Engine: 270 kW</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: 200-600 km</li> <li>&gt; Mixed goods, merchandise</li> <li>&gt; Average payload: 10 t</li> </ul>	

# Use case III – Rigid 4x2

## Definition of use case III

	Customer profile	Vehicle configuration	Route characteristics	Drive cycle analysis
<b>Use case III</b>	<ul style="list-style-type: none"> <li>&gt; Logistics companies</li> <li>&gt; Retailers with own trucking fleet</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Rigid 4x2</li> <li>&gt; GVW: 18 t</li> <li>&gt; Engine: 220 kW</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: Avg. 250 km</li> </ul>	
<b>Regional line haul</b>	<ul style="list-style-type: none"> <li>&gt; Regional logistics provider</li> <li>&gt; Transport in regional area, cargo varies largely (e.g. supplier, merchandise etc.)</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Majority of vehicles are rigid, 4x2</li> <li>&gt; GVW: 18 t</li> <li>&gt; Engine: ~260 kW</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: 200-400 km</li> <li>&gt; Mixed general cargo</li> <li>&gt; Average payload: 12 t</li> <li>&gt; One shift per day</li> </ul>	
<b>Regional on demand</b>	<ul style="list-style-type: none"> <li>&gt; Regional distribution of goods (e.g. office equipment, medicine, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Mostly Rigid 4x2</li> <li>&gt; GVW: 40 t</li> <li>&gt; Engine: 110-220 kW</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: 100-300 km</li> <li>&gt; General cargo</li> <li>&gt; Average payload: 6 t</li> </ul>	
<b>Retail</b>	<ul style="list-style-type: none"> <li>&gt; Mostly national, in specific regional transports</li> <li>&gt; Often in MDT sector</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Most vehicles are rigid, 4x2</li> <li>&gt; GVW: 18 t</li> <li>&gt; Engine: ~190 kW</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Daily Mileage: 170-320 km</li> <li>&gt; Mixed goods, merchandise</li> <li>&gt; Average payload: 9 t</li> <li>&gt; 3-5 trips per day, depending on distance to retail customers</li> </ul>	

## C.2.2 Business cases



# TCO analysis builds on industry data points, studies and justified assumptions – Future commercialisation of technology in focus

## Guiding principles for TCO analysis

### TCO

TCO model is designed to reflect a **like-for-like comparability** of truck performance for operators, i.e. truck operators get a similar product as with a diesel truck today

**Adjustments and optimisation** potential should be **addressed within the case studies** (i.e. lower range requirements of different duty-cycles, reflection of lower operational flexibility requirements, e.g. allowing for intra-day charging)

Niche to mass **market scenarios<sup>1</sup> assumed** to show the capabilities of the technology at industrial scale production (not based on today's **prototype cost**)

**Assumptions based on research** and available **industry project experience** applied, **justified assumptions otherwise**

**Adjustments based on AB member input** if available, i.e. assumption corrected if based on multiple AB member feedback or concrete data source (iterative feedback)

**Current EU regulatory framework** is taken into account

1) Assumptions: Truck production p.a.: Niche <5,000 units/year; Rather niche <10,000 units/year; Rather mass >50,000 units/year (~10% of market); Mass >150,000 units/year (~30% of market)

# The relevant powertrain technologies are considered in the TCO model – Hydrogen application as focus technologies

## Relevant powertrain technologies for TCO model

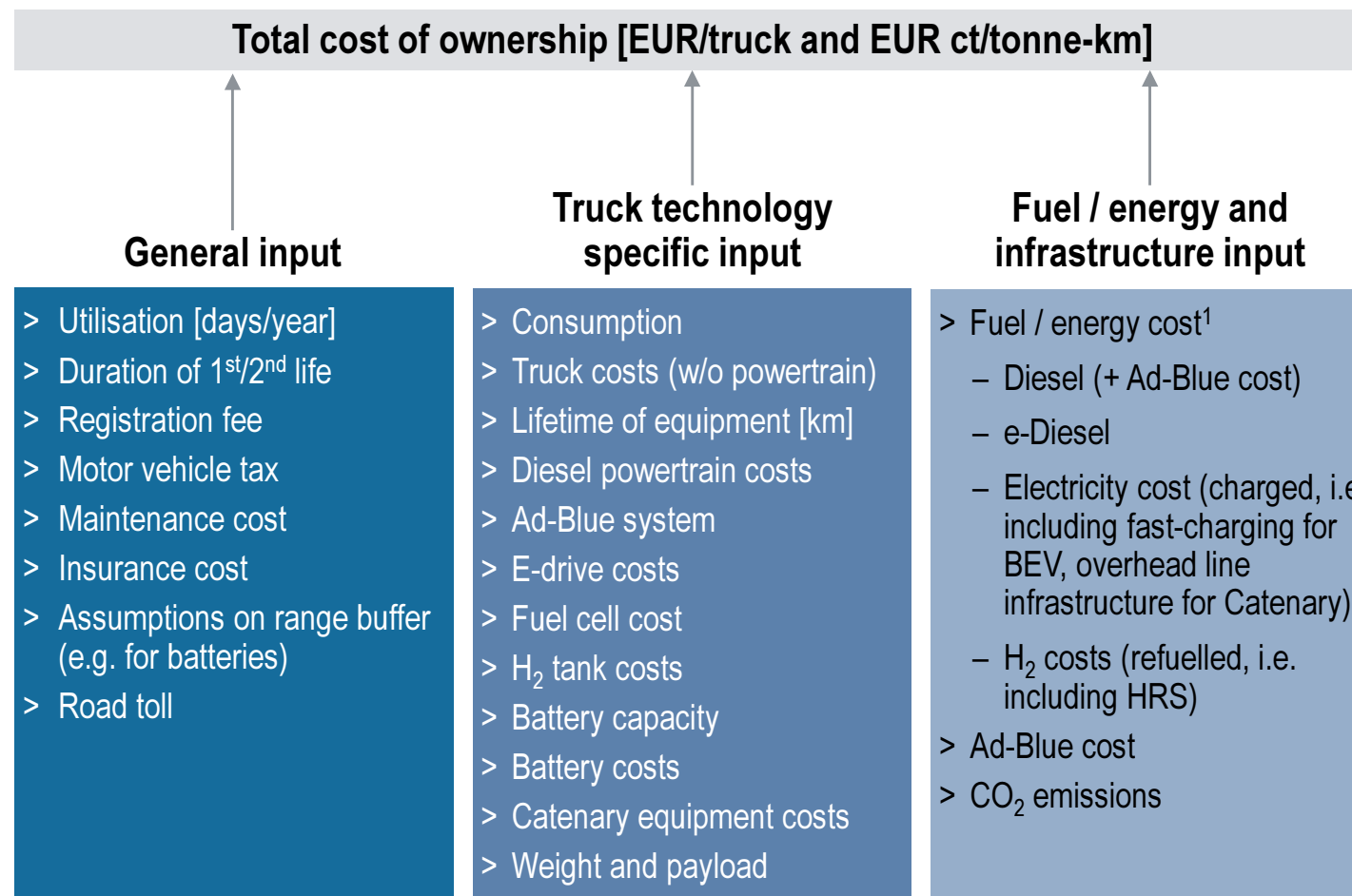
Powertrain technology		TCO relevance	Comments
Fossil fuel	Diesel		<p>&gt; The TCO model uses <b>conventional diesel technology</b> as the reference case</p> <p>&gt; <b>Hydrogen application</b> at 350 and 700 bar and liquid hydrogen remain as <b>focus technologies</b><sup>1</sup></p> <p>&gt; <b>e-Diesel, BET and Catenary</b> are included as main technologies for comparison</p>
	LNG/CNG	addressed in chapter B	
Remaining local emissions	e-diesel		
Zero emission	CGH <sub>2</sub> (350 bar)		
	CGH <sub>2</sub> (500 bar)	addressed in chapter E	
	CGH <sub>2</sub> (700 bar)		
	LH <sub>2</sub> (-253 °C)		
	H <sub>2</sub> ICE	addressed in chapter E	
	BET		
	Catenary		

1) Research and development on storage technologies is still ongoing and current uncertainties regarding the further technological development need to be taken into account. This area is addressed by projects such as the FCH JU-funded PHRYDE project investigating refuelling protocol requirements for medium and heavy-duty hydrogen vehicles.



# The TCO model consists of several input factors that include detailed parameters and build on specific technology assumptions

## TCO model structure



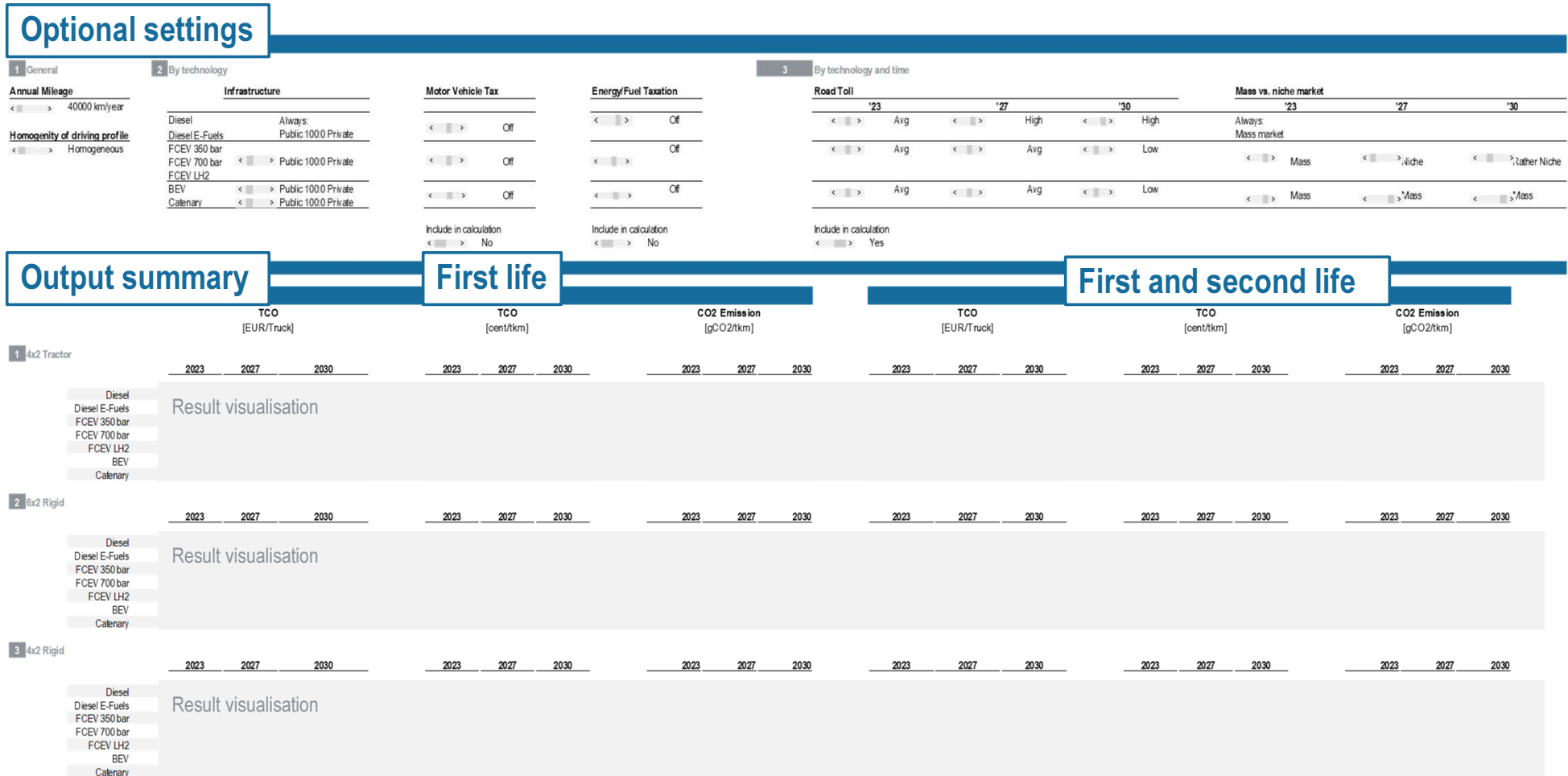
- > The **TCO model** builds on **detailed parameter assumptions** for all considered **powertrain technologies per use case**
- > The **parameters are used to calculate the TCO** in a step-by-step approach and provides aggregated results – all **parameters can be changed for individual cases** (override function<sup>2</sup>)
- > The **assumptions are based on varied sources**, e.g. publicly available data (studies, publications), RB project experience and AB member insights

1) Cost of energy includes infrastructure surcharges and taxes

2) TCO model of the study will be made available through the website of the FCH JU for further use of interested stakeholders

The model output is presented in a comprehensive 'cockpit' sheet that brings together the information from the input sheets

Cockpit of TCO tool (Excel)



# The TCO model 'cockpit' also allows for adjustments of truck utilisation patterns, infrastructure, taxation aspects, and market size

## Modification of optional settings

### Detailed view of optional settings

**1 General**

**Annual Mileage**  
40000 km/year

**Homogeneity of driving profile**  
Homogeneous

**2 By technology**

Technology	Infrastructure	Motor Vehicle Tax	Energy/Fuel Taxation
Diesel	Always:	Off	Off
Diesel E-Fuels	Public 100:0 Private	Off	Off
FCEV 350 bar	Public 100:0 Private	Off	Off
FCEV 700 bar	Public 100:0 Private	Off	Off
FCEV LH2	Public 100:0 Private	Off	Off
BEV	Public 100:0 Private	Off	Off
Catenary	Public 100:0 Private	Off	Off

Include in calculation: No

---

**3 By technology and time**

**Road Toll**

Technology	'23	'27	'30
Diesel	Avg	High	High
Diesel E-Fuels	Avg	Avg	Low
FCEV 350 bar	Avg	Avg	Low
FCEV 700 bar	Avg	Avg	Low
FCEV LH2	Avg	Avg	Low
BEV	Avg	Avg	Low
Catenary	Avg	Avg	Low

**Mass vs. niche market**

Technology	'23	'27	'30
Diesel	Always:	Always:	Always:
Diesel E-Fuels	Mass market	Mass market	Mass market
FCEV 350 bar	Mass	Niche	Rather Niche
FCEV 700 bar	Mass	Niche	Rather Niche
FCEV LH2	Mass	Mass	Mass
BEV	Mass	Mass	Mass
Catenary	Mass	Mass	Mass

Include in calculation: Yes

**Scroll bars allow for easy adjustment of settings:**

- > Annual mileage
- > Driving profile
- > Infrastructure (private / public)
- > Motor vehicle tax
- > Energy / fuel taxation
- > Road toll
- > Mass vs. niche market<sup>1</sup>

1) Niche <5.000 units/year; Rather niche <10.000 units/year; Rather mass >50.000 units/year (~10% of market); Mass >150,000 units/year (~30% of market)

# Detailed explanation of the assumptions used for the TCO model are included in the annex – Comments facilitate transparency



## Annex to Report 1<sup>1</sup>

- > Overview of the TCO assumptions
- > Explanation of calculations
- > Transparency on sources

1) Annex included at the end of this document

# The study's Advisory Board played an important role in defining the TCO assumptions with industry experience & technology know-how

## Detailed view on specific Advisory Board input

<b>General input</b>	<b>Duration of 1st/2nd life<sup>1</sup></b>	> Point of discussion revolved around the <b>uncertainty of a mature 2nd life market for FCEV</b> (~10 years) after a regular 1st life span (~5 years), combination of 1st & 2nd life considered based on current LNG/CNG experience (trucks often remain with first buyer)
	<b>Maintenance costs</b>	> <b>Lower maintenance costs for FCEV, BEV and Catenary</b> considered
<b>Truck technology specific input</b>	<b>Fuel cell costs</b>	> <b>Fuel cell costs</b> discussed with Advisory Board members largely supporting niche scenario as probable option; <b>scale-up scenarios developed based on expert discussion</b>
	<b>Hydrogen tank size</b>	> <b>Hydrogen tank size defined</b> according to use case and vehicle type (dynamic adjustment with equal logic as for BEV incl. range buffer)
	<b>Consumption</b>	> <b>Consumption factors</b> defined based on <b>fuel efficiency calculation</b> reflecting AB member feedback
	<b>Payload factor</b>	> <b>Different average loading factors for use cases I - III</b> considered due to different use patterns based on AB member feedback
<b>Fuel / energy and infrastr. input</b>	<b>H<sub>2</sub> costs</b>	> <b>H<sub>2</sub> costs</b> defined reflecting Advisory Board member feedback on <b>higher refuelling station CAPEX investment, lower electrolysis utilisation</b> but also lower CAPEX




1) Advisory Board member discussion on the residual value after the first life of a FCEV and limited second life market in the early years of deployment

# Different H<sub>2</sub> on-board storage systems are in development by the industry – 700 bar and LH<sub>2</sub> deemed most promising for long-haul

## H<sub>2</sub> storage technology maturity status

TCO – Main principles

### Main on-board hydrogen storage technologies

		Status today <sup>1</sup>
 <p><b>350 bar</b> 350 bar technology <b>suitable for short-range operations</b> with lower hydrogen on-board storage requirements</p>		<ul style="list-style-type: none"> <li>&gt; First FC truck rollout in EU with 350 bar is currently underway</li> <li>&gt; Established technology for FC buses</li> <li>&gt; Pursued by OEMs as compromise (e.g. refuelling protocol available)</li> </ul>
 <p><b>700 bar<sup>2</sup></b> 700 bar technology provides <b>more flexibility for hydrogen sourcing</b> (e.g. through pipeline supply or on-site electrolysis)</p>		<ul style="list-style-type: none"> <li>&gt; First FC truck concepts for EU with 700 bar announced</li> <li>&gt; Established technology for FC passenger cars</li> <li>&gt; Pursued by OEMs for higher energy density, interoperability of HRS and H<sub>2</sub> supply flexibility</li> <li>&gt; Dilemma of using 700 bar in the short-term vs. waiting for further development of LH<sub>2</sub></li> </ul>
 <p><b>LH<sub>2</sub></b> Liquid hydrogen could be a viable refuelling alternative by 2030 mainly due to <b>scale of production</b> and potentially <b>lower refuelling infrastructure cost</b></p>		<ul style="list-style-type: none"> <li>&gt; First FC truck concepts for EU with LH<sub>2</sub> announced</li> <li>&gt; Technology in R&amp;D stage with limited demonstration within passenger cars around from 1998-2008</li> <li>&gt; Pursued by one OEM to achieve high range at lower vehicle cost (due to for higher energy density), but limited H<sub>2</sub> supply options in Europe today</li> </ul>

**To consider for study results**

- > Some **uncertainty remains** regarding the technological development of H<sub>2</sub> storage, but ongoing R&I projects are addressing this barrier
- > TCO results show the potential of different storage technologies, but **maturity status needs to be considered**
- > The potential to integrate the storage in the available vehicle architecture, project cost developments and technical feasibility (e.g. for LH<sub>2</sub> tanks) have been identified as **potential barriers<sup>3</sup>**

1) The ongoing FCH JU funded PRHYDE project investigates refuelling protocol requirements to help facilitate the future standardisation of fuelling protocols for FCH HDT 2) For further information on storage and LH<sub>2</sub> costs, please refer to chapter C.2.2. Sensitivity analyses 3) Further information on potential barriers for commercialisation can be found in Report 3

# HRS are sufficiently mature in some market segments, but specific HDT HRS need development to balance truck and fuel supply needs

## HRS technology status

TCO – Main principles

	<b>350 bar – compressed gaseous refuelling</b>	<b>700 bar – compressed gaseous refuelling</b>	<b>LH<sub>2</sub> cryogenic liquid refuelling at -253 °C</b>
<b>Status</b>	<ul style="list-style-type: none"> <li>&gt; Existing refuelling technology similar as for FC bus</li> <li>&gt; Refuelling protocol available</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Existing refuelling technology for cars only (volume limitations today)</li> <li>&gt; Refuelling protocol in development</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Past refuelling technology for cars only (developments stop c. 2008)</li> <li>&gt; Refuelling protocol to be developed</li> </ul>
<b>Pro</b>	<ul style="list-style-type: none"> <li>&gt; Short-term availability</li> <li>&gt; H<sub>2</sub> supply from gaseous source, e.g. gas tube trailers, pipeline, on-site</li> <li>&gt; Lower cost of on-board storage</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Higher range of FC trucks</li> <li>&gt; H<sub>2</sub> supply from gaseous source, e.g. gas tube trailers, pipeline, on-site</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Highest range of FC trucks</li> <li>&gt; (Potential) lowest cost of on-board storage</li> <li>&gt; Refuelling energy requirements</li> </ul>
<b>Con</b>	<ul style="list-style-type: none"> <li>&gt; Lower range of FC trucks due to space limitations in vehicle</li> <li>&gt; Refuelling energy requirements for compression</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Higher cost of on-board storage</li> <li>&gt; Refuelling energy requirements for compression and pre-cooling</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Technology development stage only</li> <li>&gt; H<sub>2</sub> boil-off losses of vehicle tank</li> <li>&gt; H<sub>2</sub> supply limited to LH<sub>2</sub> sources<sup>1</sup></li> </ul>
<b>Key topics</b>	<ul style="list-style-type: none"> <li>&gt; HRS need to be supplied with sufficient amounts of H<sub>2</sub>, especially for large, heavily utilised stations of &gt; 1,000 kg per day capacity (main options: LH<sub>2</sub>, on-site production, pipeline)</li> <li>&gt; LH<sub>2</sub> supply is an option for all the above HRS types, however, currently only three hydrogen liquefaction plants are operational in Europe. A significant sequential ramp-up of production capacity alongside HRS and truck rollout is necessary, especially for LH<sub>2</sub> refuelled trucks</li> <li>&gt; Further refuelling/storage technology options like 500 bar and cryo-compressed H<sub>2</sub> are investigated at R&amp;D stage and could offer possibilities to improve the TCO economics in parts of the value<sup>2</sup></li> </ul>		
<p><b>Industry stakeholders need to address H<sub>2</sub> on-board storage, refuelling station design and H<sub>2</sub> supply chain as a whole to identify the best overall TCO option with sufficient flexibility for logistics operators</b></p>			

1) Today, only three hydrogen liquefaction plants operational in Europe. A significant sequential ramp-up of production capacity alongside HRS and truck rollout is necessary  
 2) The FCH JU-funded PRHYDE project investigates different storage and refuelling technologies, addressing uncertainties through the development of standards and protocols  
 Source: Expert interviews; Desk research; Roland Berger



# Roll-out of alternative drivetrain technology has further optimisation potential – FCEV and BEV could benefit from similar levers

Optimisation potential levers for specific future HDT projects




Examples – not exhaustive

	FCEV trucks	BEV trucks
Vehicle cost	<ul style="list-style-type: none"> <li>&gt; <b>FC cost reduction</b> related to spill-over effects from other applications, e.g. LDVs, FC buses</li> <li>&gt; <b>Optimised refuelling pressure</b> for specific truck use case</li> <li>&gt; <b>Relaxation of weights and dimensions req.</b></li> </ul>	<ul style="list-style-type: none"> <li>&gt; <b>Battery cost reduction</b> related to spill-over effects from, e.g. light-duty vehicles</li> <li>&gt; <b>Increased battery cycle life</b> due to HD specific cell chemistry</li> <li>&gt; <b>Relaxation of weights and dimensions req.</b></li> </ul>
Vehicle operation	<ul style="list-style-type: none"> <li>&gt; Reduced required fuel tank size via <b>intra-day fuelling</b> during breaks</li> <li>&gt; Very <b>homogenous driving</b> patterns for fuelling and H<sub>2</sub> tanks size <b>optimisation</b></li> <li>&gt; <b>FC waste heat integration</b> for heating purposes during winter times</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Reduced required battery size via <b>intra-day charging</b> during breaks</li> <li>&gt; Very <b>homogenous driving</b> patterns for charging and <b>battery size optimisation</b></li> <li>&gt; <b>Higher power charging</b> stations, e.g. 1 MW chargers for reduced charging time</li> </ul>
Energy & infrastructure cost	<ul style="list-style-type: none"> <li>&gt; <b>Switch to "blue" hydrogen</b> only or blends</li> <li>&gt; <b>Supply</b> of stations <b>from pipelines</b>, large <b>on-site electrolysis</b> or with <b>lower delivery distance</b></li> <li>&gt; <b>Optimisation</b> of <b>primary energy</b> sourcing</li> <li>&gt; Infrastructure <b>CAPEX reduction</b> by further <b>adjustment to actual fleet size</b></li> </ul>	<ul style="list-style-type: none"> <li>&gt; <b>Switch to</b> lower power-rating <b>private charging</b> stations and overnight charging</li> <li>&gt; <b>Optimisation</b> of <b>primary energy</b> sourcing</li> <li>&gt; Specific <b>reduction of grid and other surcharges</b></li> <li>&gt; Infrastructure <b>CAPEX reduction</b> by further <b>adjustment to actual fleet size</b></li> </ul>

# Alternative fuel infrastructures are in early phases – Advantages and constraints can be identified today and at scale

## Alternative fuel infrastructures at scale

TCO – Main principles

	<b>FCEV hydrogen refuelling infrastructure</b> 	<b>BEV recharging infrastructure</b> 	<b>Catenary infrastructure</b> 
<b>Advantages</b>	<ul style="list-style-type: none"> <li>&gt; Relatively quick refuelling time</li> <li>&gt; Handling and utilisation similar to diesel Potential retrofit of existing gas pipelines</li> <li>&gt; Hydrogen capacity for energy storage allows for plannable supply of green hydrogen</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Existing technology with some synergies due to expanding infrastructure for passenger vehicles</li> <li>&gt; Set-up of private charging points realisable depending on truck depot situation</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Charging while driving possible</li> <li>&gt; Higher efficiency of traffic flows</li> <li>&gt; Potential for digitalised technology developments (e.g. autonomous driving)</li> </ul>
<b>Disadvantages</b>	<ul style="list-style-type: none"> <li>&gt; Supply of refuelling stations only possible either through on-site hydrogen production or via trailer delivery (pipeline early stage)</li> <li>&gt; Lack of standardised storage technology/pressure levels – Refuelling stations cannot be used by all applications<sup>1</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Long charging time with current technology</li> <li>&gt; Very limited possibility of intra-trip charging</li> <li>&gt; High dependence on local energy grid</li> <li>&gt; Imbalance in supply/demand (e.g. daytime vs. night) – Potential mismatch in renewable energy production and consumption</li> <li>&gt; Volatility of energy prices (at peak hours)</li> </ul>	<ul style="list-style-type: none"> <li>&gt; High upfront infrastructure investment costs</li> <li>&gt; Comprehensive construction measures necessary for installation, hence availability outside of main highways unlikely</li> <li>&gt; Limited flexibility of routes due to dependence on infrastructure</li> </ul>
<b>Potential constraints</b>	<ul style="list-style-type: none"> <li>&gt; Production cost of H<sub>2</sub>,</li> <li>&gt; Availability of green hydrogen</li> <li>&gt; Remaining uncertainties regarding storage technologies</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Electrical lines potentially over dimensioned: high need during limited hours, with underutilised capacity during majority of time</li> <li>&gt; Potentially required expensive grid upgrades to allow for high energy discharge at station</li> </ul>	<ul style="list-style-type: none"> <li>&gt; High infrastructure surcharges put on energy price to recover investments</li> <li>&gt; Adaption of energy grid required in motorway areas without high power connection</li> <li>&gt; Reorganisation of urban / rural traffic flows</li> </ul>
<b>Key topics</b>	<ul style="list-style-type: none"> <li>&gt; Availability</li> <li>&gt; Storage technology / pressure levels</li> <li>&gt; Hydrogen supply and fuel costs</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Charging times</li> <li>&gt; Grid upgrades to allow energy supply</li> <li>&gt; Changing energy prices</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Infrastructure investment costs</li> <li>&gt; Potential surcharges on energy price</li> <li>&gt; Flexibility of routes</li> </ul>

1) The current FCH JU-funded PRHYDE project investigates refuelling protocol requirements for medium and heavy-duty hydrogen vehicles.

## C.2.2.1 TCO results



# The results indicate that FCH HD trucks could become a viable alternative in the first half of the decade if scale up is pushed

## Overview of results

### Base case assumptions

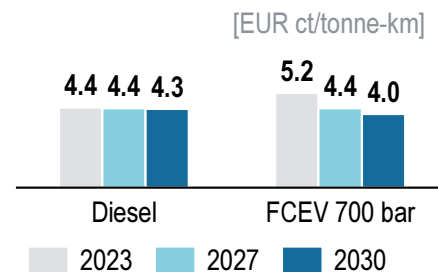
- > **Base case assumptions** are the basis for the TCO calculation of **each use case**
- > **Parameters** in the TCO model are set to **match the most common usage** (i.e. annual and daily mileage) for each use case
- > **Specific assumptions** for the different alternative powertrain technologies are **made over time**



### TCO results per use case

- > The **high level TCO results** indicate a cost premium of up to ~22% in 2023 for FCH trucks compared to diesel
- > A **significant cost down potential for FCEV at scale** is indicated for all H<sub>2</sub> storage technologies across the use cases

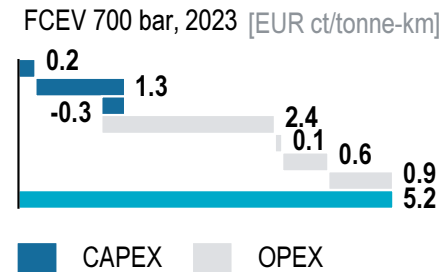
Use case I – Example for illustration only



### Cost drivers per use case

- > The analysis of **main cost drivers** shows that **fuel cell costs (CAPEX)** and **energy / fuel costs (OPEX)** have the most influence on the TCO of all FCEV applications

Use case I – Example for illustration only



### Sensitivity analyses

- > **Sensitivity analyses confirm the results** that TCO for FCEV are lower than BEV for most cases
- > **Specific parameters with the highest impact** are identified
- > Sensitivity results show that **FCEV could become a viable alternative to diesel, esp. in 2030**, assuming favourable conditions

# The TCO modelling is based on two different approaches to also reflect weight-related factors that could impact the truck payload

## Impact of powertrain and payload weight on TCO results

### TCO results – Main principles

#### Advantages

##### kEUR/truck basis

The kEUR/truck basis shows the TCO in thousand EUR per truck and reflects the overall costs of the vehicle directly

- > Direct representation of the vehicle costs as they will arise over the vehicle lifetime, incl. costs of powertrain and tank system
- > Easy-to-grasp figure that allows for direct comparison

##### EUR ct/tonne-km<sup>1</sup> basis

The EUR ct/tonne-km basis shows the TCO per EUR cents per tonne-km<sup>1</sup> and reflects the costs of transporting one tonne payload on one kilometre of the route

- > Representation of the difference in operational performance regarding weight-related factors that vary across the different technologies
  - Example: BEV carry a battery that increases in weight with size. Due to the defined permissible gross vehicle weight of trucks, the higher the weight of the battery, the more it potentially reduces the weight of goods that can be transported. If the size implies payload reductions, then the TCO shown on a tonne-km basis is higher.
  - A similar logic applies for FCH storage techn.

#### Constraints















- > No representation of weight-related constraints
- > No representation of volume-related factors (addressed in analysis with included footnotes)
- > No clear conclusion possible on payload performance of a vehicle - which is of interest for truck operators and logistics users
- > Truck weight adaptations due to different powertrains and tank systems need to be considered
- > Limitations of existing truck architecture<sup>2</sup> and the different technologies need to be explained, e.g. the differences in tank systems for the different hydrogen storage technologies
  - Example: Hydrogen at 350 bar technology has a larger tank system for the same amount of H<sub>2</sub> due to a lower energy density (of H<sub>2</sub> at 350 bar)
  - The resulting limited representation of volume-related factors is addressed in footnotes




1) A tonne-kilometre is a unit of measure of freight transport which represents the possible transport of tonne of goods by a given transport mode (road, rail, air, sea, inland waterways, pipeline etc.) over a distance of one kilometre [Eurostat] 2) Please refer to chapter E for more details on barriers related to existing truck architecture.

# The TCO cost breakdown illustrates the different positions relevant for the evaluation and shows the main cost drivers

## Guiding principles on TCO cost breakdown<sup>1</sup>

TCO results – Main principles

	<b>Truck w/o powertrain</b>		All costs related to truck design, truck engineering and integration and standardisation with existing truck architecture/chassis
	<b>Powertrain</b>		Powertrain specific costs, such as fuel cell modules, storage tanks, batteries, etc.
	<b>Residual value of powertrain</b>		Value of the powertrain after the 1st & 2nd life use
	<b>Total energy/fuel OPEX</b>		Cost related to energy and fuel, tax, as well as infrastructure-related surcharges, e.g. costs for HRS, charging and overhead lines
	<b>Motor vehicle taxation</b>		Tax on the vehicle, depending on the vehicle value at the time of purchase
	<b>Maintenance &amp; Insurance</b>		Service & maintenance fees at workshops and dealers as well as insurance-related costs
	<b>Road toll</b>		Road toll costs that apply when driving on motorways

 General input  
  Truck specific input  
  Fuel/energy & infrastructure input

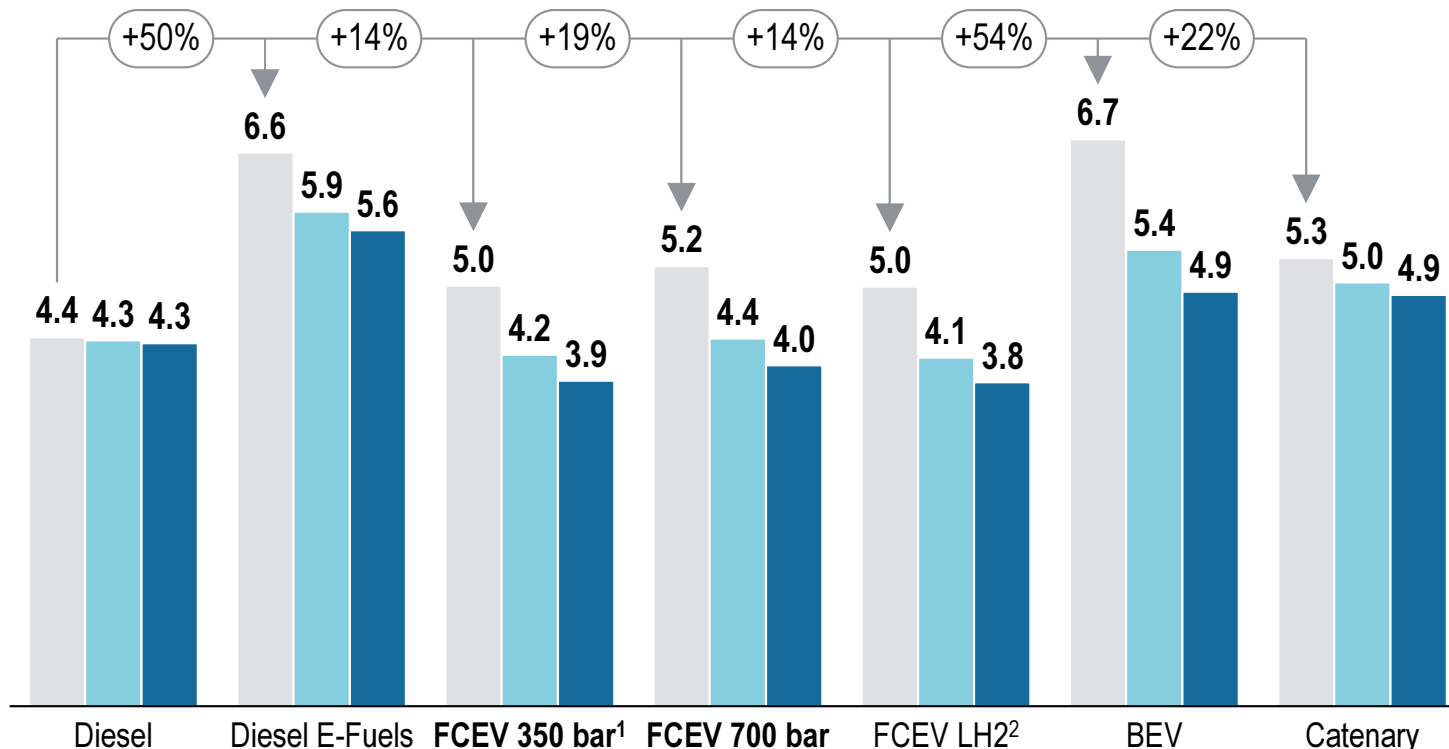
1) Please refer to the Annex for more detailed information on the assumptions included in the TCO calculation

Source: Roland Berger

# A positive outlook is established when looking at a longer life time – In 2023 FCH trucks assume a cost premium of up to 19%

High-level TCO assessment – Use case I [EUR ct/tonne-km; 1st & 2nd life]

## 1 Use case I – Tractor 4x2, 140,000 km annual mileage



### Comments

- > When considering 1st and 2nd life, a significant cost down potential for FCEV at scale exists
- > FCH trucks for use case I have a cost premium of up to ~19% in 2023 compared to diesel and could become cheaper if implemented at scale
- > FCH truck technologies are more competitive than the alternatives Diesel E-Fuels, BEV and catenary on a tonne-km basis

Legend: 2023 (grey), 2027 (light blue), 2030 (dark blue). +X% TCO difference versus alternatives

1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture. Potential length regulation adjustments required.

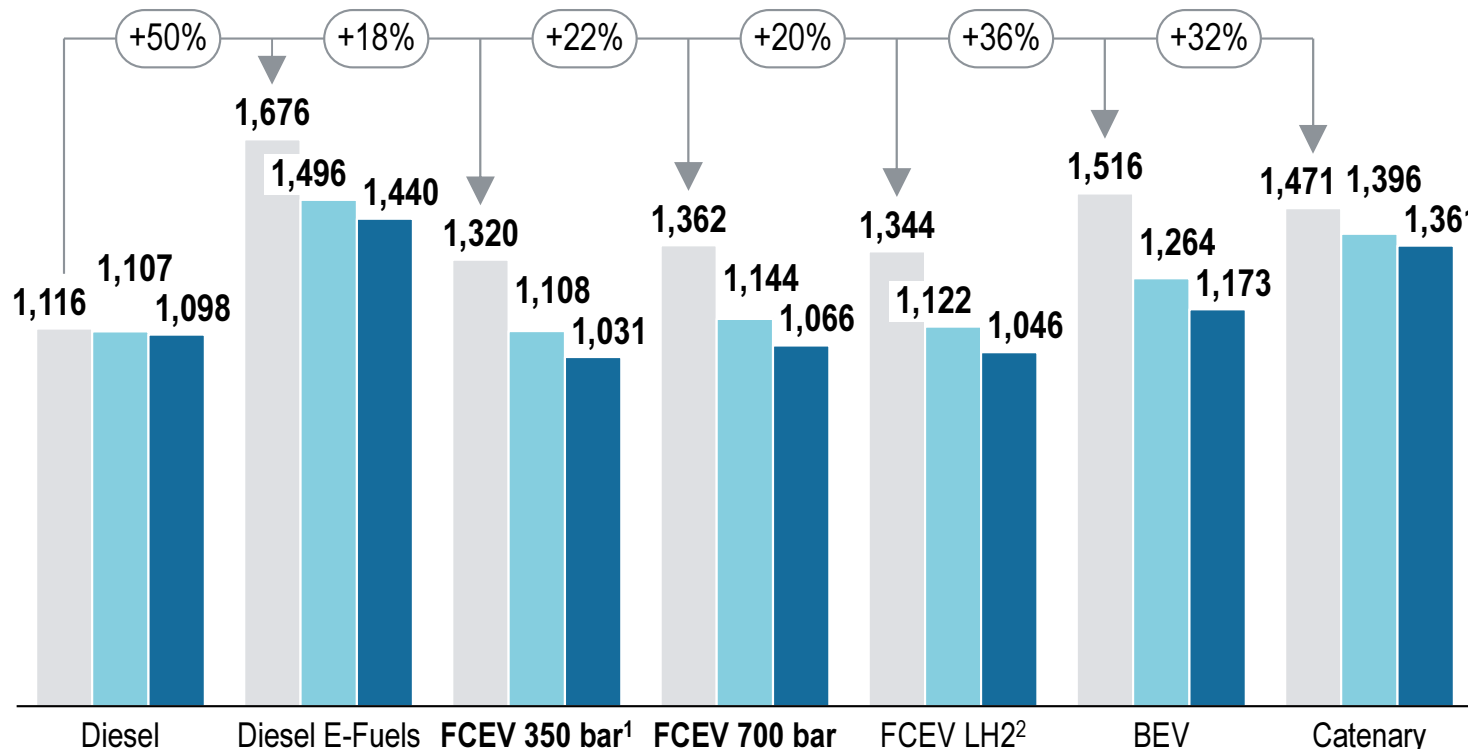
2) The technical maturity is at a very early stage and needs to be demonstrated in a truck.



# Looking at the EUR/truck comparison, FCH trucks assume a cost premium of up to 22% over diesel trucks in 2023

High-level TCO assessment – Use case I [kEUR/Truck; 1st & 2nd life]

## 1 Use case I – Tractor 4x2, 140,000 km annual mileage



### Comments

- > FCH trucks for use case I have a **cost premium of up to ~22%** in 2023 on a EUR per truck basis
- > Significant **cost down potential** for FCEV at scale
- > **FCH truck technologies are more competitive than the alternatives** Diesel E-Fuels, BEV and catenary on a EUR/truck basis
- > **Gap to Diesel could be reduced with specific incentives**

Legend: 2023 (grey), 2027 (light blue), 2030 (dark blue)

+X% TCO difference versus alternatives

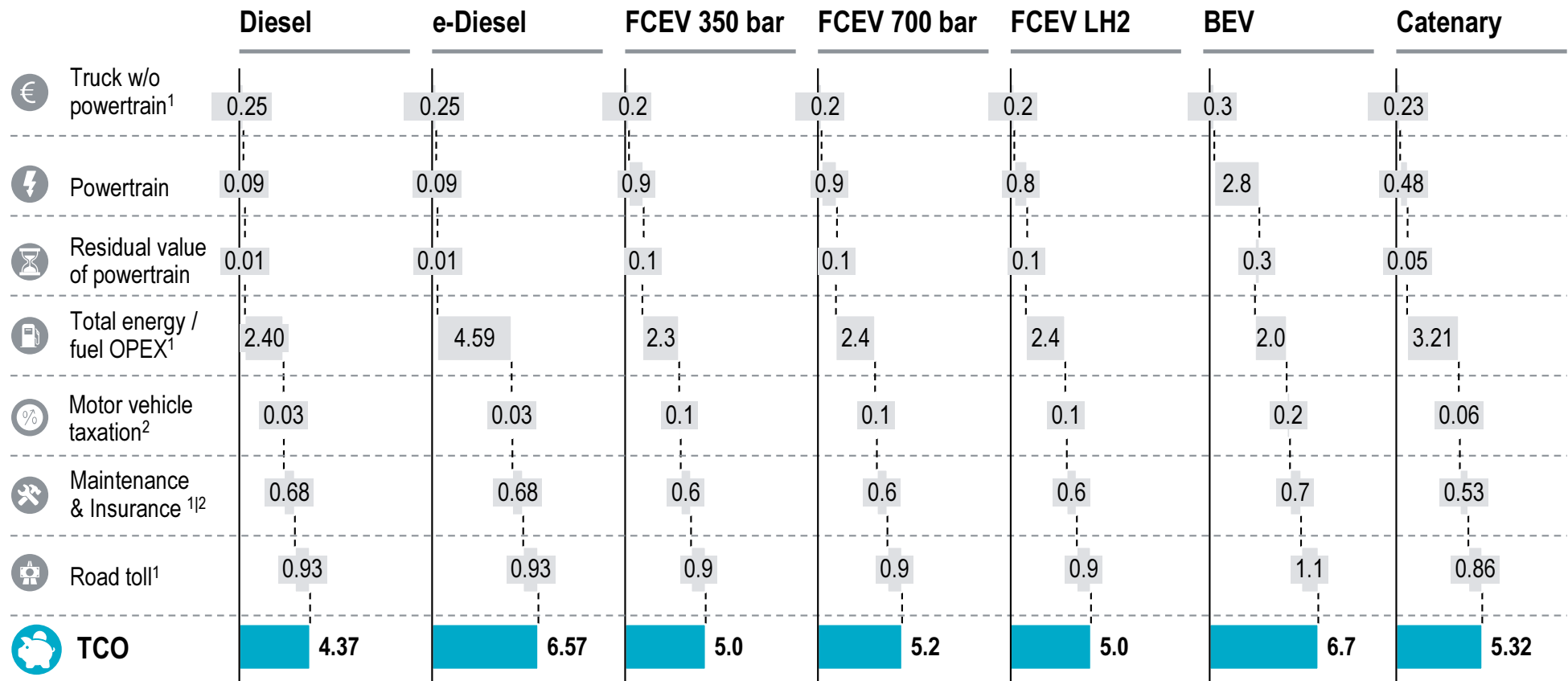
1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture. Potential length regulation adjustments required.

2) The technical maturity is at a very early stage and needs to be demonstrated in a truck.

# The TCO analysis for use case I identifies cost of energy as main cost driver and cost of powertrain as important differentiating factor

Cost drivers of TCO – Use case I [EUR ct/tonne-km in 2023; 1st & 2nd life]

## 1 Use case I – Tractor 4x2

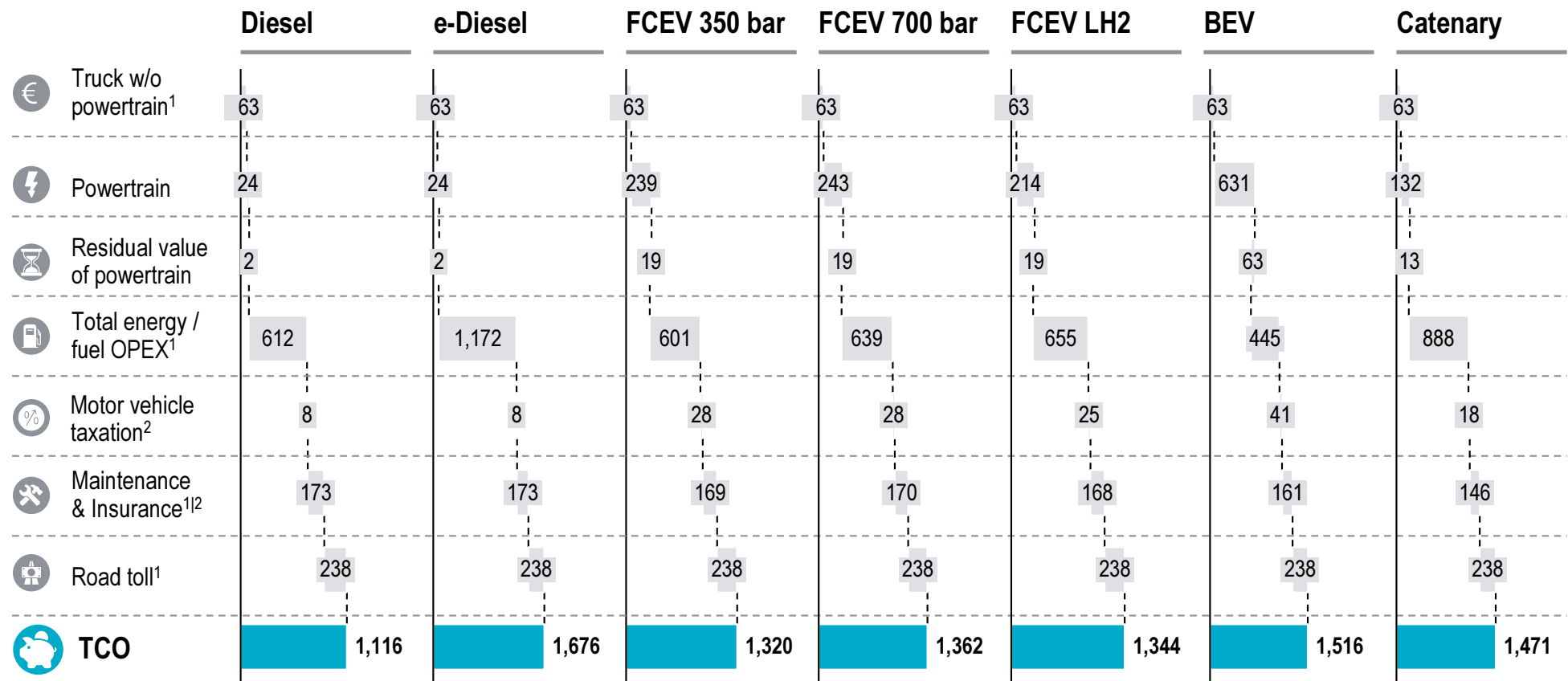


1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# The TCO analysis for use case I identifies cost of energy as main cost driver and cost of powertrain as important differentiating factor

Cost drivers of TCO – Use case I [kEUR/truck in 2023; 1st & 2nd life]

## 1 Use case I – Tractor 4x2

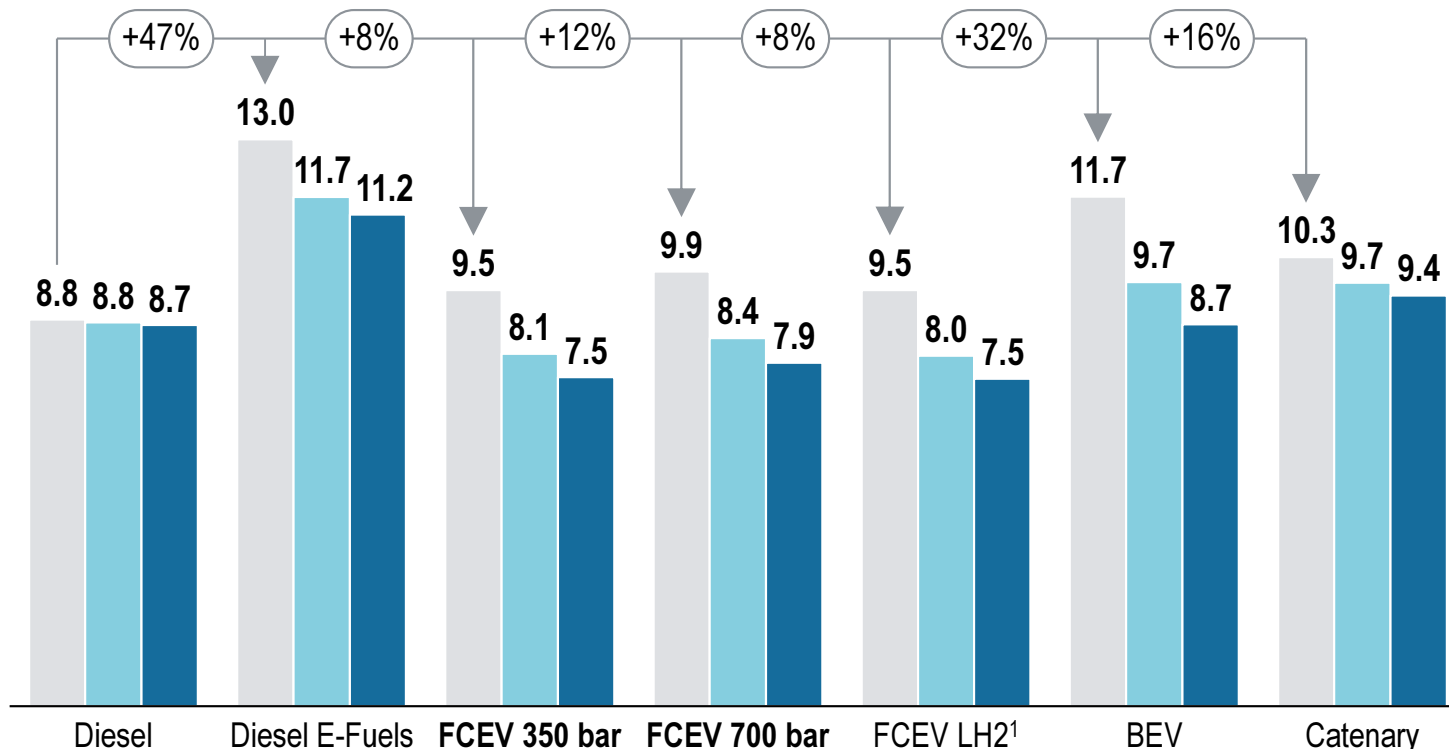


1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

For use case II, the results indicate that FCH trucks assume a cost premium of up to 12% over diesel trucks (base case assumed)

High-level TCO assessment – Use case II [EUR ct/tonne-km; 1st & 2nd life]

2 Use case II – Rigid 6x2, 95,000 km annual mileage



Comments

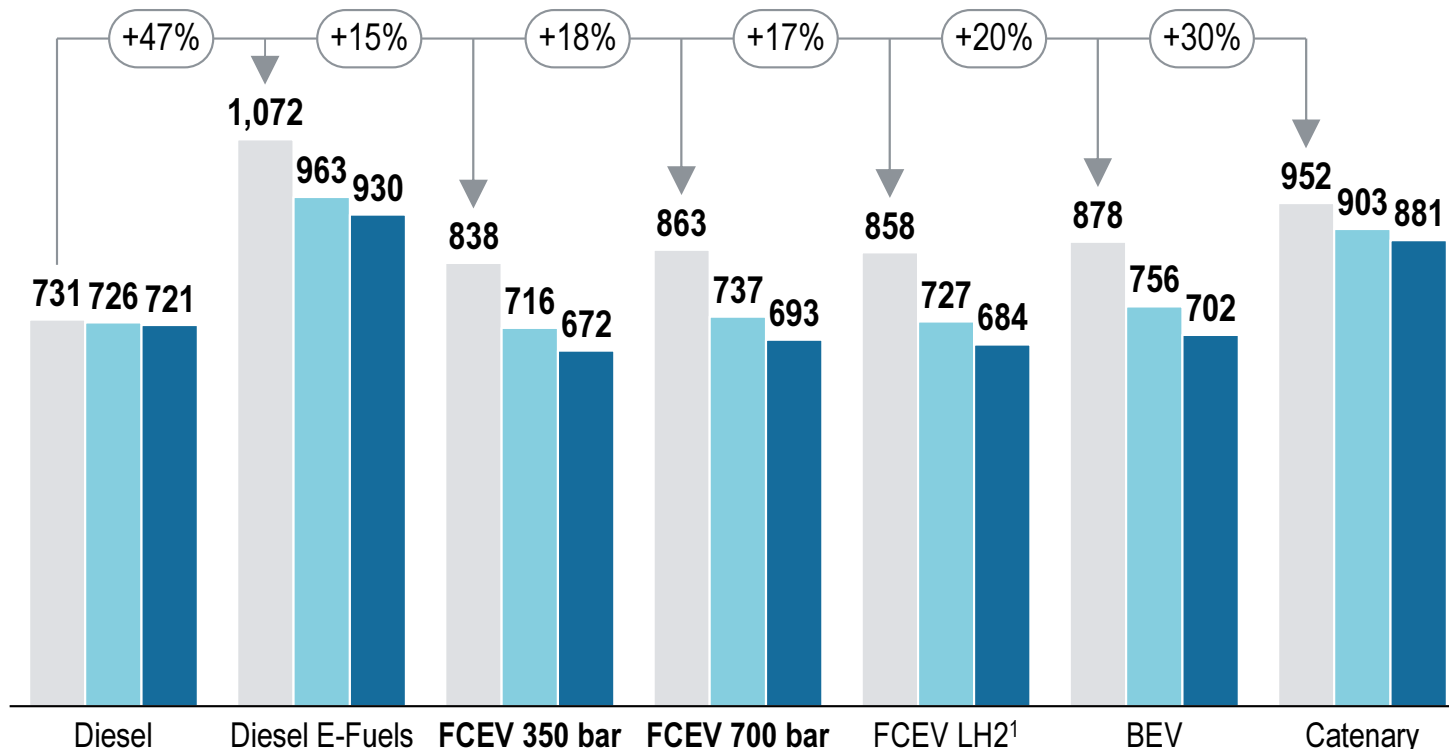
- > FCH trucks for use case II have a **cost premium of up to ~12% in 2023**
- > Significant **cost down potential** for FCEV at scale
- > **FCH truck technologies are more competitive than the alternatives** Diesel e-fuels, BEV and catenary on a tonne-km basis
- > **More or less flexible operations could change picture**, e.g. dual-shift swap body operation for FCEV

Source: Roland Berger | 139

Also the results in absolute terms indicate a cost advantage of FCEV trucks – Use case specific requirements could shift the result

High-level TCO assessment – Use case II [kEUR/Truck; 1st & 2nd life]

2 Use case II – Rigid 6x2, 95,000 km annual mileage



Comments

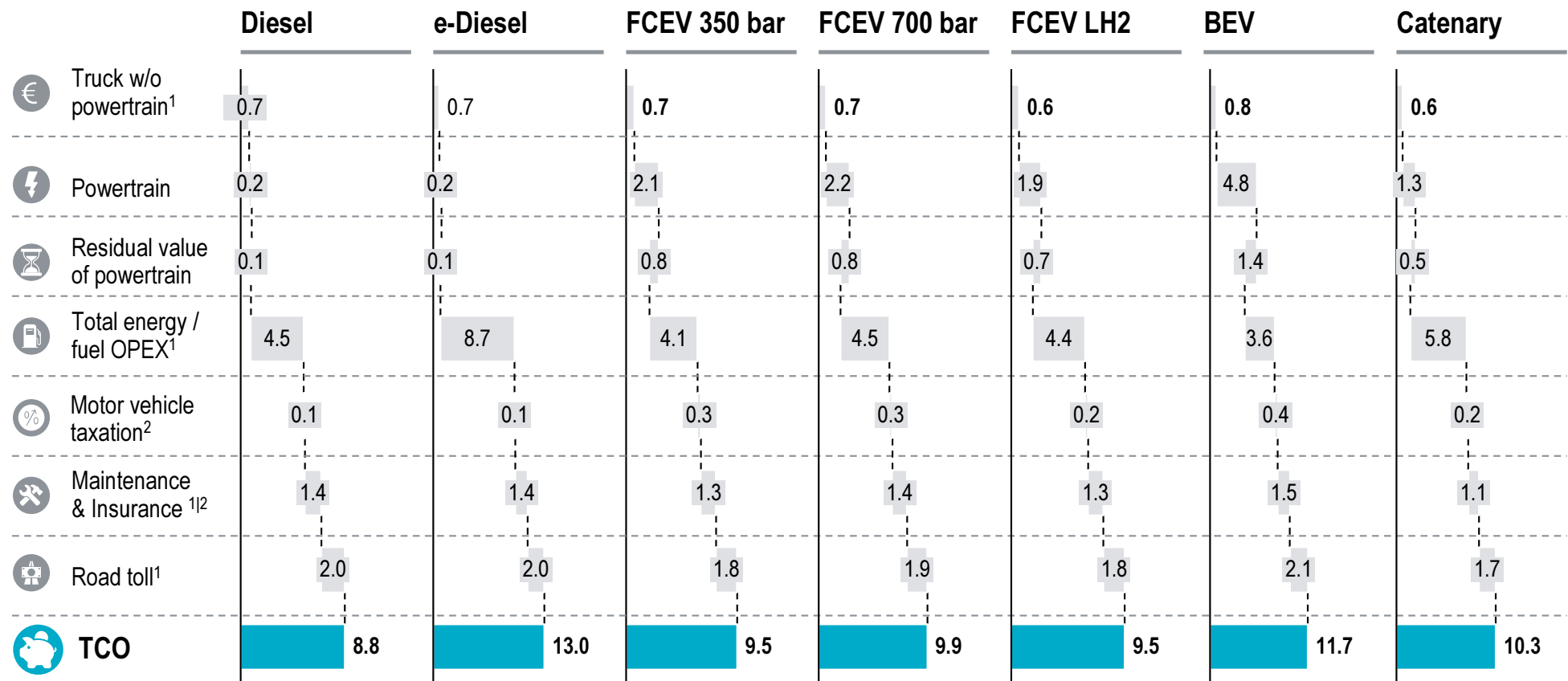
- > FCH trucks for use case II have a **cost premium of up to ~18% in 2023**
- > Significant **cost down potential** for FCEV at scale
- > **FCH truck technologies are more competitive than the alternatives** Diesel e-fuels, BEV and catenary on a EUR/truck basis
- > **More or less flexible operations could change picture**, e.g. dual-shift swap body operation for FCEV

Source: Roland Berger | 140

# The TCO analysis for use case II identifies cost of energy as main cost driver and cost of powertrain as important differentiating factor

Cost drivers of TCO – Use case II [EUR ct/tonne-km in 2023; 1st & 2nd life]

## 2 Use case II – Rigid 6x2

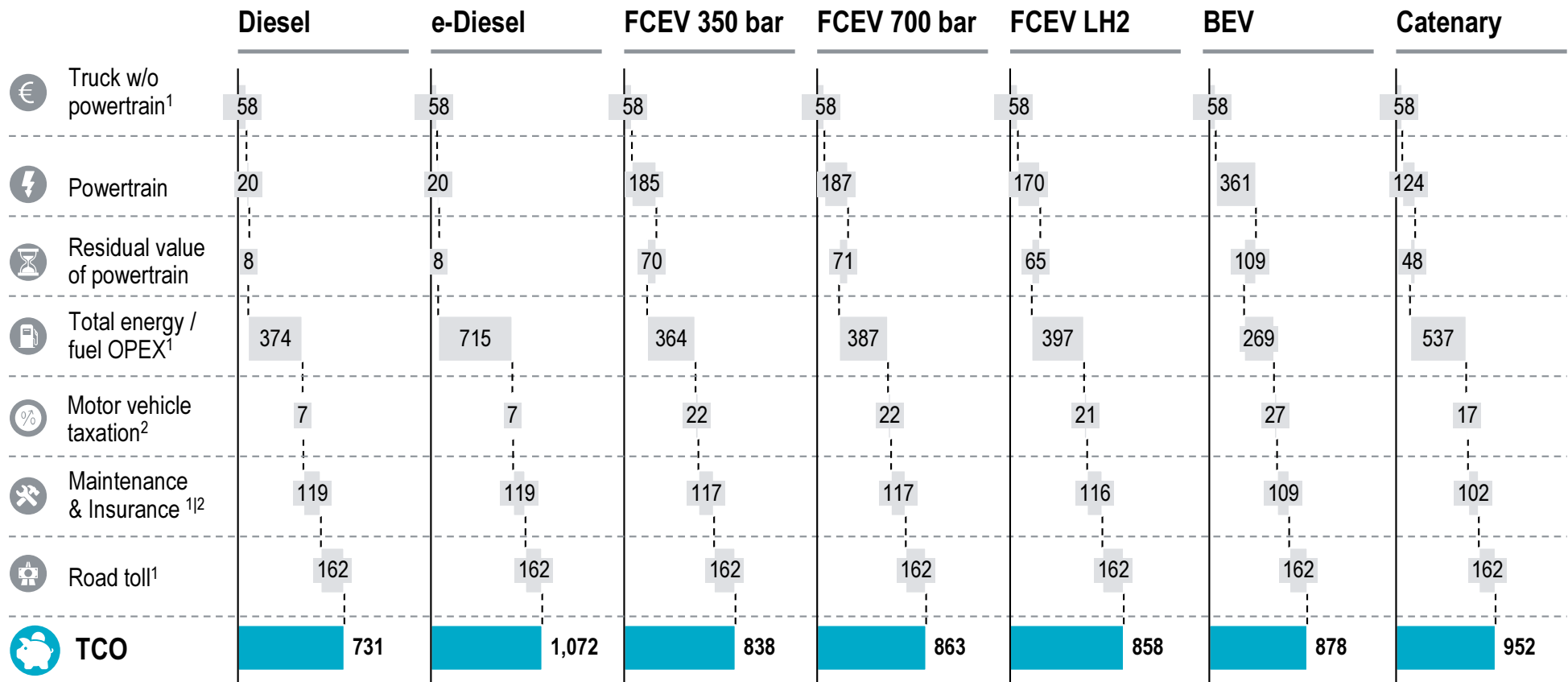


1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# The TCO analysis for use case II identifies cost of energy as main cost driver and cost of powertrain as important differentiating factor

Cost drivers of TCO – Use case II [kEUR/truck in 2023; 1st & 2nd life]

## 2 Use case II – Rigid 6x2



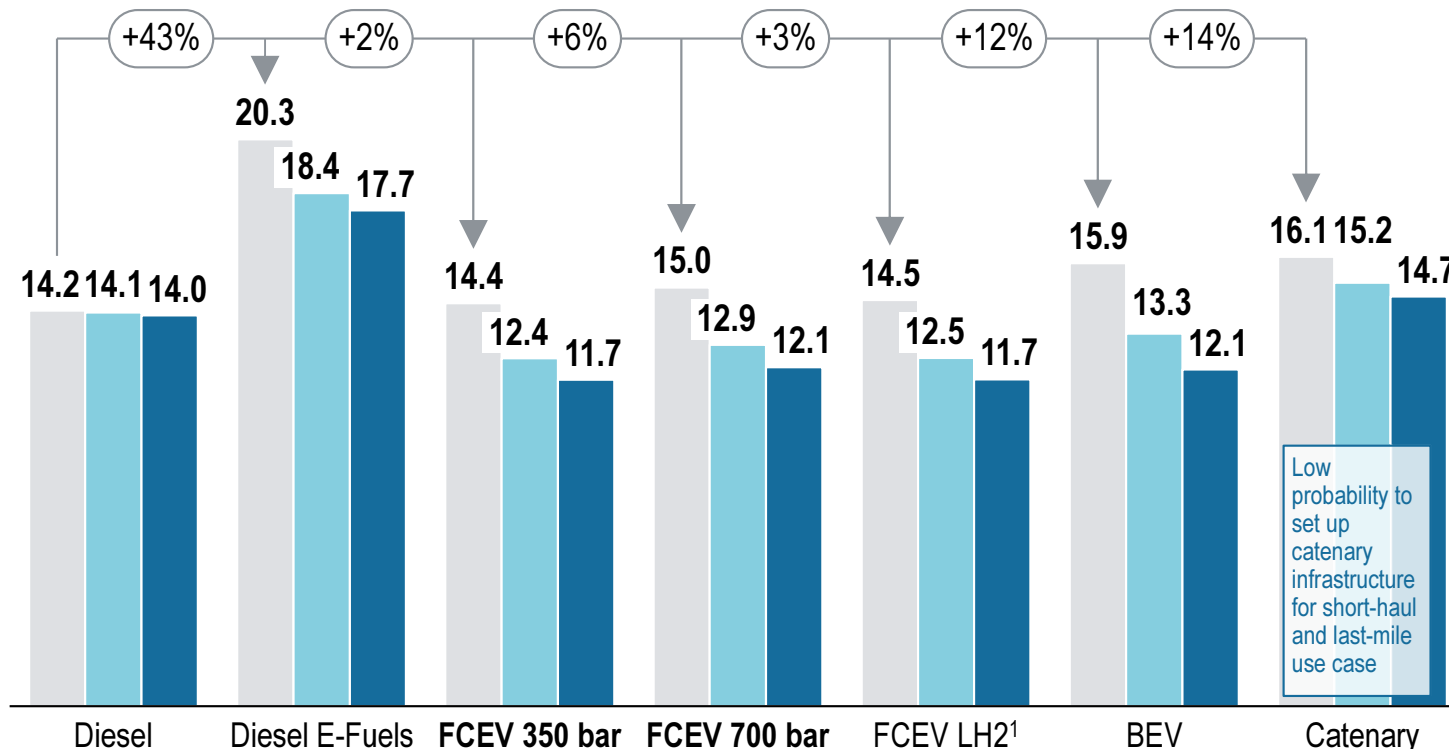
1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX



For use case III, the results indicate that FCH trucks assume a cost premium of up to 6% over diesel trucks (base case assumed)

High-level TCO assessment – Use case III [EUR ct/tonne-km; 1st & 2nd life]

3 Use case III – Rigid 4x2, 60,000 km annual mileage



Comments

- > FCH trucks for use case III have a **cost premium of up to ~6% in 2023**
- > Significant **cost down potential** for FCEV at scale
- > **FCH truck technologies are more competitive than the alternatives**  
Diesel e-fuels and catenary on a tonne-km basis
- > **Due to lower annual mileage, BEV trucks also indicate potential for specific, lower flexibility routes**

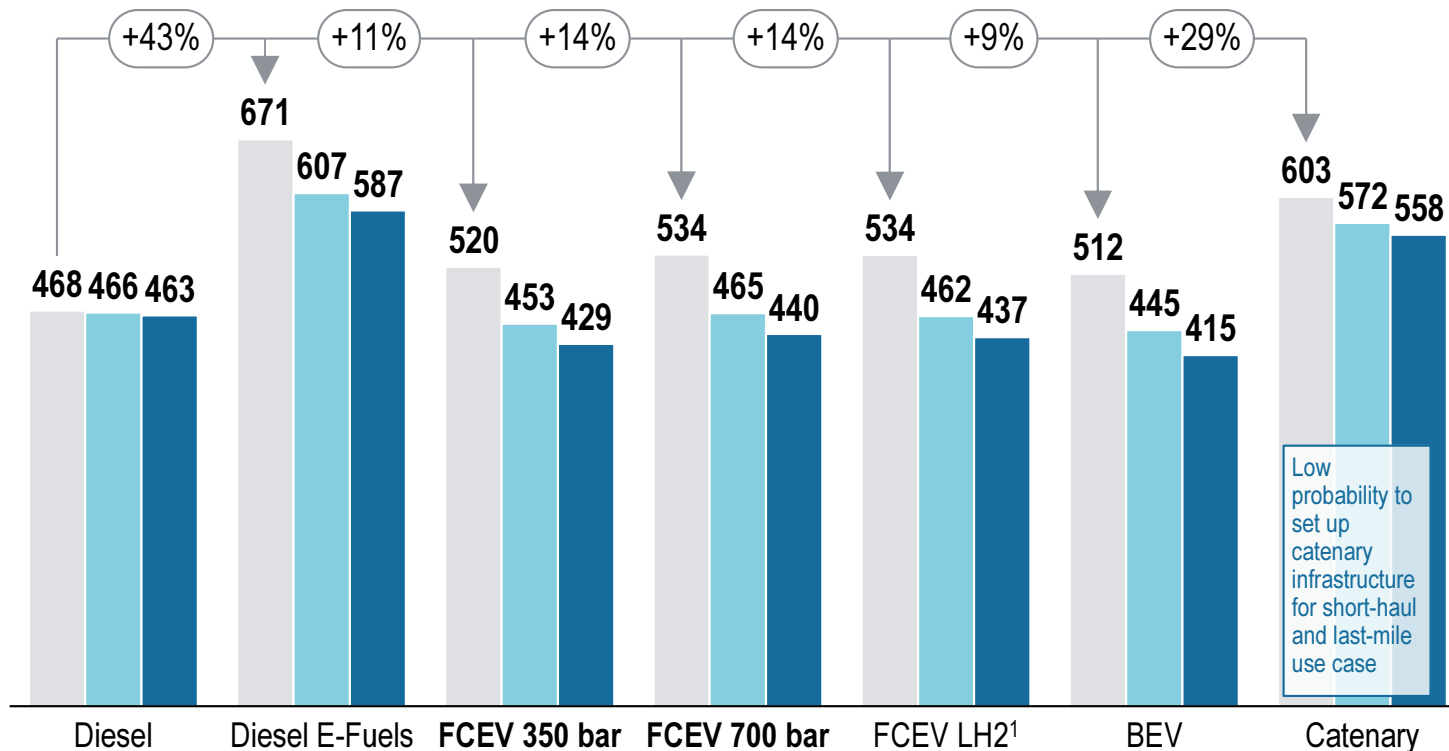
Low probability to set up catenary infrastructure for short-haul and last-mile use case

2023 2027 2030 +X% TCO difference versus alternatives 1) The technical maturity is at a very early stage and needs to be demonstrated in a truck.

In absolute terms, BEV technology could be more competitive than FCEV by 2030 if not payload constrained and operated in one shift

High-level TCO assessment – Use case III [kEUR/Truck; 1st & 2nd life]

3 Use case III – Rigid 4x2, 60,000 km annual mileage



Comments

- > FCH trucks for use case III have a **cost premium of up to ~14% in 2023**
- > Significant **cost down potential** for FCEV at scale
- > **FCH truck technologies are more competitive than the alternatives**  
Diesel e-fuels and catenary on a EUR/truck basis
- > **Due to lower annual mileage, BEV trucks also indicate potential for specific, lower flexibility routes**

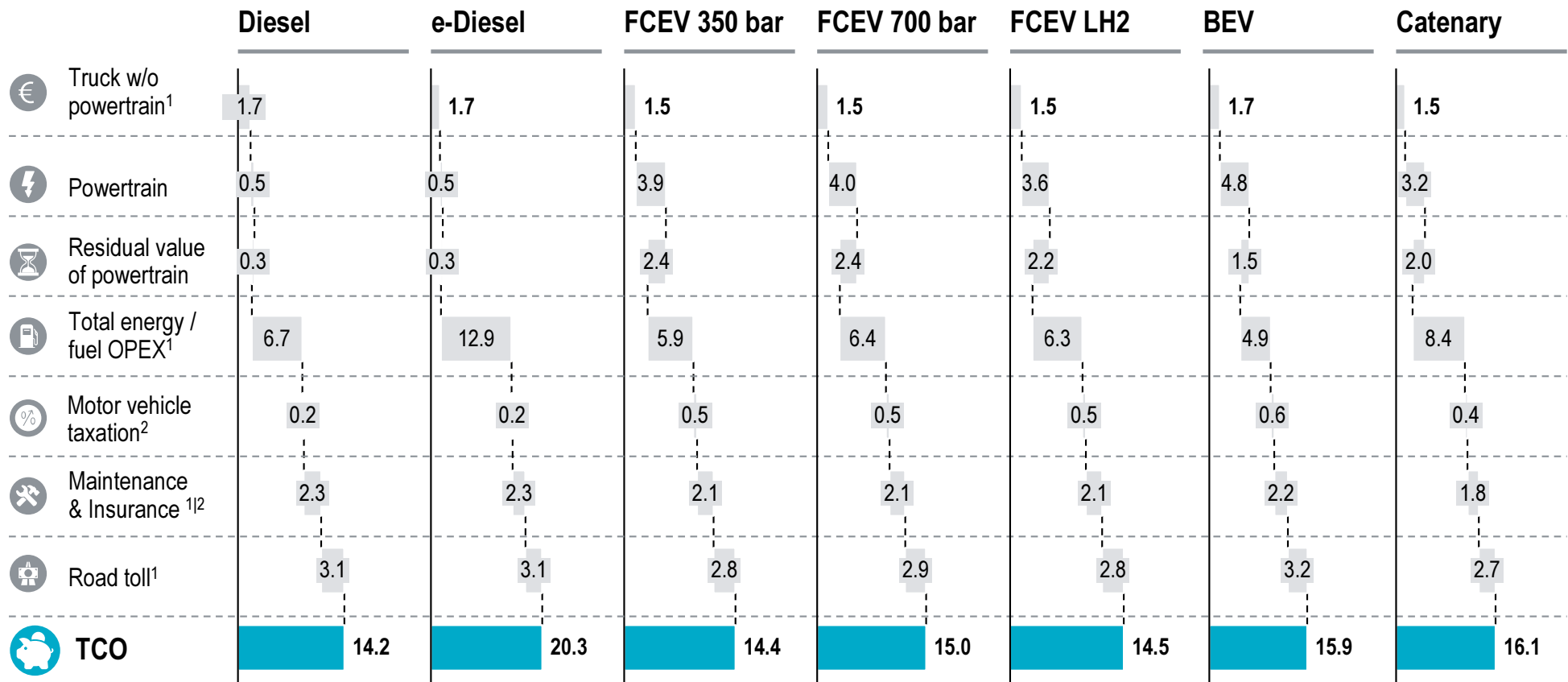
Low probability to set up catenary infrastructure for short-haul and last-mile use case

2023 2027 2030 +X% TCO difference versus alternatives 1) The technical maturity is at a very early stage and needs to be demonstrated in a truck.

# The TCO analysis for use case III identifies cost of energy as main cost driver and cost of powertrain as important differentiating factor

Cost drivers of TCO – Use case III [EUR ct/tonne-km in 2023; 1st & 2nd life]

## 3 Use case III – Rigid 4x2

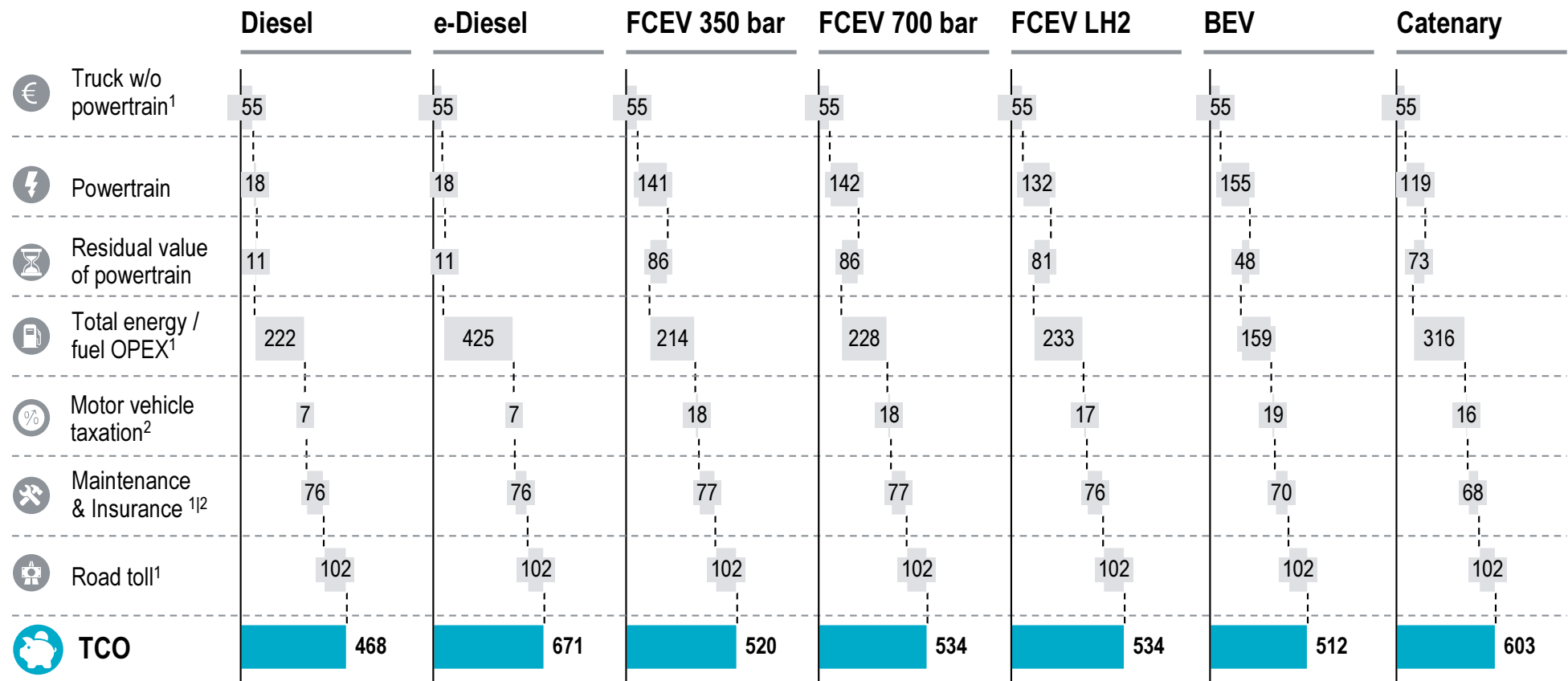


1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# The TCO analysis for use case III identifies cost of energy as main cost driver and cost of powertrain as important differentiating factor

Cost drivers of TCO – Use case III [kEUR/truck in 2023; 1st & 2nd life]

## 3 Use case III – Rigid 4x2

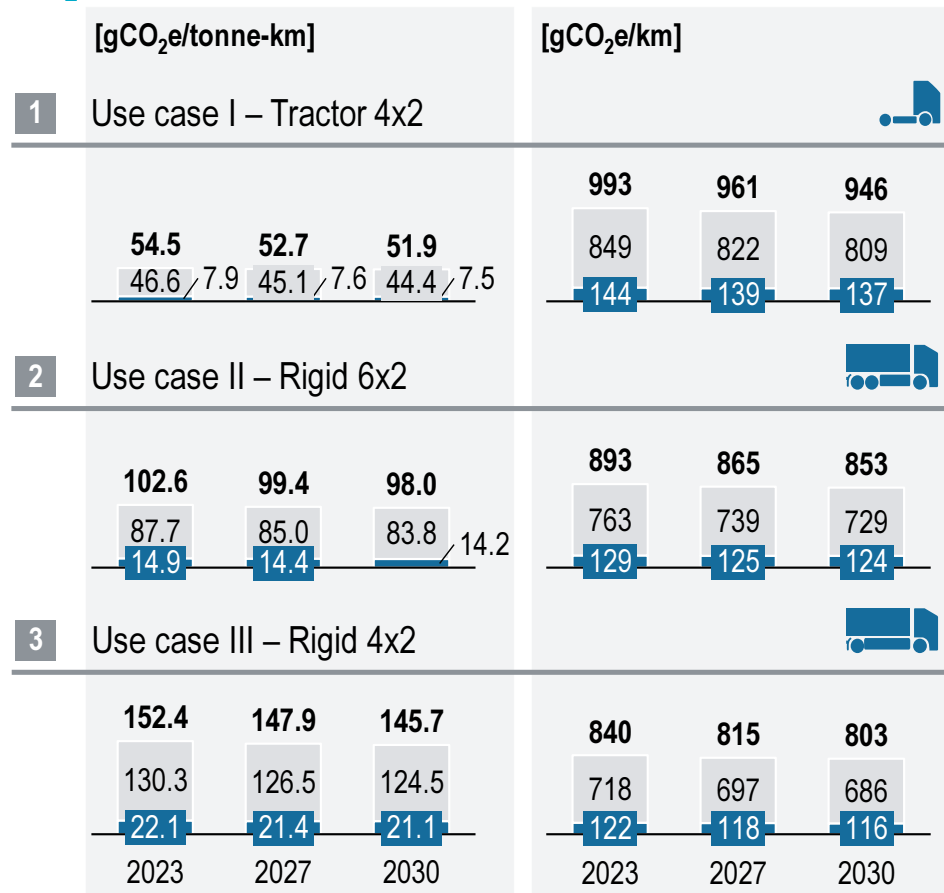


1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# FCH technology with clear environmental benefits compared to diesel – Significant emission reduction potential with green H<sub>2</sub>

## Environmental analysis (1/2)

### CO<sub>2</sub> savings potential – Well to Wheel



Tank to Wheel Well to Tank

1) Pollution reduction potential not quantified as specific limits are set for each heavy-duty diesel engine on the vehicle test stand. Limits are set per kWh of the vehicle power with maximum values set by legislation for pollutant mass (e.g. Euro VI with 0.46 gNOx/kWh) and particle number.

### Emission reduction

- > Current **CO<sub>2</sub> emissions** produced by diesel trucks can be **eliminated by switching to zero-emission vehicles**
- > **Fundamental requirement** for realising the zero-emission potential is the **access to zero-emission fuel and electricity from renewable energy sources**, e.g. green hydrogen

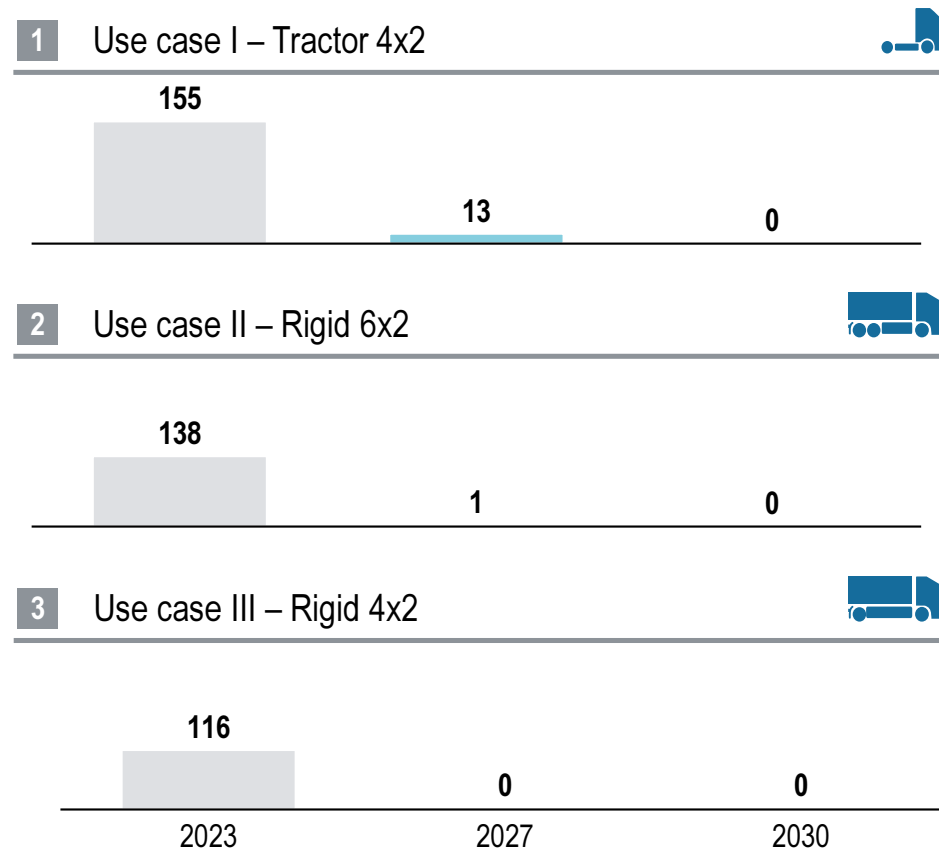
### Pollution reduction<sup>1</sup>

- > Zero-emission technologies also offer reduction potential for other pollutants:
  - FCH trucks allow for a total reduction of NOx pollutants as no combustion is needed
  - Particulate matter can potentially also be reduced due to more efficient driving patterns, incl. regenerative braking

# CO<sub>2</sub> mechanisms with the introduction of a CO<sub>2</sub> price could further support FCEV in achieving cost parity with diesel in the short-term

## Environmental analysis (2/2)

### Estimated CO<sub>2</sub> price for FCEV cost parity<sup>1</sup> [EUR/tonnes CO<sub>2</sub>e]



### Potential for FCEV cost parity

- > The TCO analysis allows to identify the **cost premium of zero-emission technologies** vs. the incumbent diesel trucks – Applying this principle to the **environmental analysis offers insights into the cost premium** from a different angle
- > The analysis shows that **FCEV become more cost-competitive over time; cost parity will be achievable with increasing industrialisation**; However, a CO<sub>2</sub> price could support the TCO of ZEV especially in the short term
- > The **long-haul use case I is the most CO<sub>2</sub> emissions intensive** – due to high OPEX for energy/fuel, the cost delta of FCEV to diesel trucks is higher; A **higher CO<sub>2</sub> price** can support closing the gap to reach cost parity in the short-term
- > A **key assumption** is that in order to benefit from a potential CO<sub>2</sub> price on diesel, **FCEV are fuelled by green hydrogen only** – the **build-up of a certified supply chain** for green hydrogen should be supported in parallel

*Note:* The TCO assumptions include a cost development for FCH technology ranging from a niche market scenario in 2023 to a rather mass scenario in 2030<sup>2</sup>. As such, the cost down potential of FCEV becomes evident – both in the TCO calculation and in estimating the CO<sub>2</sub> price to reach cost parity with diesel.

1) The CO<sub>2</sub> price to reach cost parity is estimated on the average of TCO results of the different H<sub>2</sub> storage technologies

2) For further references on the TCO assumptions, please refer to the Annex on general assumptions

# General insights can already be derived from generic TCO comparison before elaborating on specific nuances in the case studies

## General insights from TCO modelling

- 1** **Cost of energy** has the **biggest impact** over the truck lifetime while the **powertrain cost** is a key **differentiating factor** (for all technologies, except BEV due to the high cost of the large battery)
- 2** While **use case I and II** appear to be **best addressed with fuel cell technology**, in **use case III** the battery electric truck would be a stronger competitor for FCEV. Additional power loads (e.g. cooling trucks), longer ranges or multishift operation would further improve the FCEV value proposition
- 3** **Uncertainties** for alternative powertrains **still exist** due to **limited operating experience** in real driving conditions and **lack of production at scale** (while partly being already addressed by the industry)
- 4** **Liquid hydrogen** could be a **viable** refuelling alternative **by 2030** mainly due to **scale of production** and **lower infrastructure cost**, while **700 bar technology provides more flexibility** for H<sub>2</sub> sourcing (e.g. pipeline supply, on-site electrolysis production, pot. downwards compatibility with lower pressure levels, use by other vehicle types) and synergy effects with other end applications (e.g. cars and other LDVs)
- 5** **Road toll** and **CO<sub>2</sub> based mechanisms** are **potential key levers to enable business cases** already in the short-term

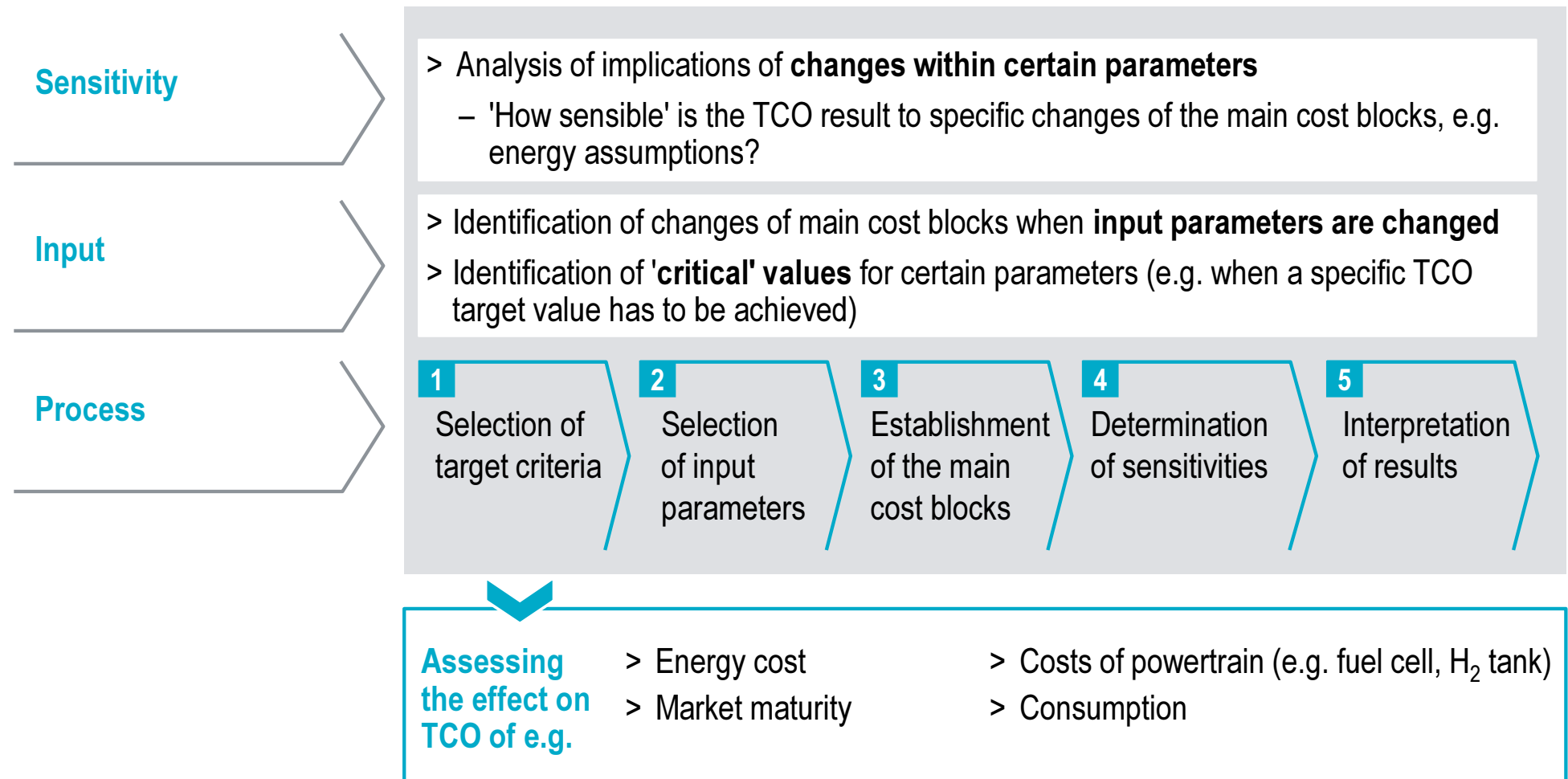


## C.2.2.2 Sensitivity analyses



# The robustness of the TCO results is validated through sensitivity analyses of selected parameters – Identification of main changes

## Sensitivity analysis approach



# Sensitivity analyses are conducted to reflect uncertainties regarding technical development, pol. incentives and geographical differences

## Guiding principles for sensitivity analysis

### Sensitivity analysis<sup>1</sup>

- ◆ Focus on comparing **FCEV and BEV, using diesel as reference category**, i.e. Diesel e-fuel and catenary are excluded due to limited competitiveness even under sensitisation
- ◆ Results shown in payload corrected [**EUR ct/tonne-km**] and absolute values [**EUR/truck**]
- ◆ Range of sensitisation to reflect **potential differences in real life use patterns**
- ◆ Selection of sensitisation parameter due to **uncertainties regarding technical development**:
  - > Consumption
  - > Powertrain cost
- ◆ Selection of sensitisation parameter due to **uncertainties by real life use and location**:
  - > Energy/Fuel costs
  - > Driving pattern
  - > Market maturity
  - > Annual mileage
- ◆ Selection of sensitisation parameter due to **potential future political incentives**:
  - > Road toll
- ◆ Use case I in focus to **test methodology and assumptions** as most drastic changes can be expected for this use case representing the main transport segments, offering the highest CO<sub>2</sub> savings potential and being of high interest to the industry

1) All assumptions can be found in detail in the Annex to this report

# With the TCO analysis and the Advisory Board expert input, a set of hypotheses was developed on potentials and uncertainties

## Hypotheses for sensitivity analyses (1/2)

- The **direct comparison of technologies in 2023 and 2030** will show the **most important changes over the years**. Moreover, in the 2023 perspective, **potential short-term measures** to support the TCO of FCEV **will be identified**.
- When **considering the EUR ct/tonne-km and EUR/truck values**, further conclusions can be drawn on **potential payload restrictions**. The comparison of both perspectives will lead to **further insights into the sensitivity parameter and allow the testing of assumptions** considering payload corrected and absolute values.
- The **most discussed assumptions** in the study's Advisory Board refer to **the powertrain costs**. Especially for the fuel cell module of FCEV, but also for BEV, there were differing views, yet a compromise could be established. Testing these assumptions again will account for the different opinions and factors that will likely lead to higher (or potentially lower) costs, e.g. availability of supply.
- Another much discussed parameter refers to the established **market maturity levels**. The sensitivity analysis will show how the **TCO results change if assuming extreme scenarios for both FCEV and BEV**. This analysis is conducted to 'stress test' the assumptions on market and technology development.
- **Vehicle consumption figures** in the model are **based on energy at wheel considerations**.<sup>1</sup> As a higher/lower consumption can have several reasons (e.g. driving conditions, operational patterns or payload considerations) and **real-life data for FCH trucks is still very limited**, the sensitivity variations will **show the impact on the TCO**. Also, the sensitivity analyses test for higher battery consumption (e.g. heating in winter, cooling in summer).

1) For further information on the consumption assumptions, please refer to the Annex on energy/fuel assumptions

# With the TCO analysis and the Advisory Board expert input, a set of hypotheses was developed on potentials and uncertainties








## Hypotheses for sensitivity analyses (2/2)

- ▶ Testing changes in the **assumed energy costs will solidify confidence in the assumptions** and provide evidence for **scenarios in which energy costs are much lower/higher**, especially regarding BEV charging and hydrogen prices.<sup>1</sup> The base assumption on energy/fuel costs **considers the base price, existing and anticipated taxes and surcharges** and an **infrastructure utilisation component**. Testing this assumption **answers to existing uncertainties on future charges**. For electric charging, the electricity grid is not everywhere equally dense and suited to supply the high energy demand arising from charging of several vehicles at the same time. Oftentimes, **investments in grid updates/further infrastructure will be needed** that are then added as further surcharges on the energy price. However, it could also be possible that the **base electricity price decreases until 2030**. For hydrogen, the variation in assumed fuel costs refers to **uncertainties around, e.g. availability of hydrogen or a low utilisation of the refuelling infrastructure** that need to recuperate high investments.
- ▶ Testing the assumptions on **driving pattern reflects increases in the daily range** and **considers any extreme variations of the average ranges** (if applicable, use case dependent). These assumptions on the driving pattern (homogenous vs. heterogenous) **influence the powertrain costs** – Higher daily ranges require larger powertrains.
- ▶ Testing for **changes of annual mileage** will provide a better understanding on how **CAPEX and OPEX of a truck are linked to the daily range/annual mileage assumptions**. The daily range is calculated based on the annual mileage and the days of operation per year.
- ▶ **Road toll exemptions are an important lever already considered** in some European countries for lower-carbon and zero-emission vehicles (e.g. CNG/LNG trucks but also BEV and FCEV). The sensitivity analysis will provide **insights into the impact of realistic scenarios** of full exemption for ZEV and a reduced cost.

1) For further information on the consumption assumptions, please refer to the Annex on energy/fuel assumptions

# Sensitivity analyses were conducted on seven parameters with parameter variation (high/low) reflected in the calculation

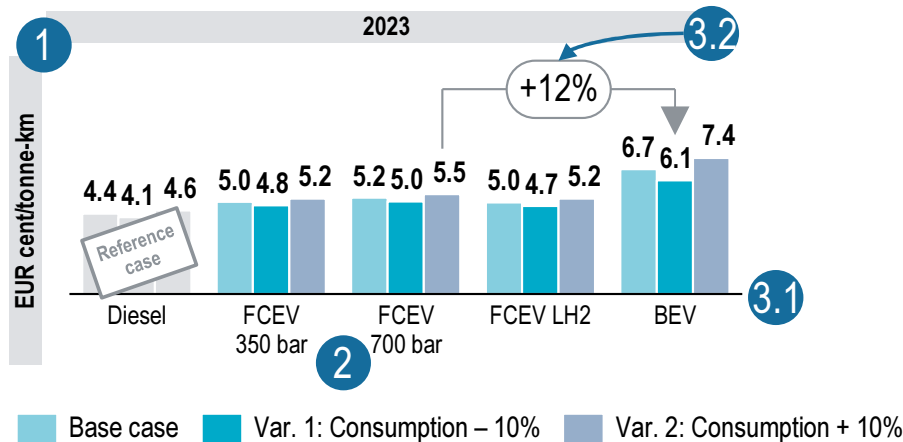
## Principle sensitivity of parameters

Sensitivity parameters <sup>1</sup>	Variation 1	Variation 2	Rationale
 Powertrain	Large battery – 30% FC module – 30% H <sub>2</sub> tanks – 30%	Large battery + 30% FC module + 30% H <sub>2</sub> tanks + 30%	Component costs determine the overall powertrain costs – For ZEV technologies still in development, this is subject to uncertainties, e.g. on technol. progress, sourcing (dis)advantages, supplier diversity, different system configurations. 30% reflect a range of cost developments discussed in the Advisory Board
 Market maturity	FCEV niche market BEV mass market	FCEV mass market BEV niche market	Market maturity and related cost development could play out differently for ZEV – Slower/faster market uptake and differing production volumes are likely across ZEV and the different H <sub>2</sub> storage technologies, e.g. 350 bar is an already existing technology while LH <sub>2</sub> is still in development
 Energy costs (incl. tax and surcharges)	- 30%	+ 30%	Differences across Europe and uncertainties on cost development > Variation 1 (lower costs): higher infrastructure utilisation, lower regular electricity prices, exemptions of taxes/ surcharges > Variation 2 (higher costs): H <sub>2</sub> dependence on primary energy availability (renewable), electricity grid conditions, price structure of fast charging (e.g. 0.4-0.8 EUR/kWh range in DE for pass. car fast charging vs. private charging)
 Consumption	- 10%	+ 10%	Consumption figures based on energy at wheel using Diesel as a base – While the energy need at wheel will remain, other factors could change the overall consumption, e.g. higher efficiency of electric drive (-10%), powertrain weight and payload impact (+10%)
 Driving pattern	Fully homogenous	Fully heterogenous	The buffer included in the model for driving patterns determines the powertrain design to allow for stable (homogenous) or varying (heterogenous) daily ranges
 Annual mileage	- 30,000 km	+ 30,000 km	Annual mileages are dependent on individual operations, with most mileages ranging between 110,000-170,000 km/year for the investigated use case (information from RB expert interviews)
 Road toll	Diesel – 100% ZEV – 0%	Diesel – 125% ZEV – 75%	Road toll exemptions or prices linked to CO <sub>2</sub> performance are discussed as a short-term levers for ZEV, as observed with CNG/LNG trucks

1) Selection of parameters is based on main cost drivers and Advisory Board input

# With the sensitivity analyses, the model assumptions can be tested and potential upsides and risks of TCO influences are identified

## Introduction to the sensitivity analyses illustrations



### Consideration on time and weight-related factors

The **direct comparison of technologies in 2023 and 2030** shows the impact of the sensitivity variations over the years – This way, **changes in the TCO** can be observed in the **short-term niche scenario and at scale in 2030**



The sensitivity analyses also consider the **weight/payload-corrected perspective** to test whether further insights need to be considered regarding potential **payload restrictions**.



### 3 Comparison of different technologies

3.1 The sensitivity analyses focus on the **comparison of diesel (reference case) with selected zero-emission technologies:**

- > FCEV – all storage technologies, and
- > BEV

Diesel e-fuels and catenary are excluded due to the limited competitiveness of the technologies even with the sensitised assumptions

3.2 The difference arrow indicates the comparison between the 'worse' performance of FCEV and the 'better' performance of BEV

### 2 Modelled variations in relation to technology base case

The three bars represent the **different variations modelled in the analysis** per technology (see graph legend above):



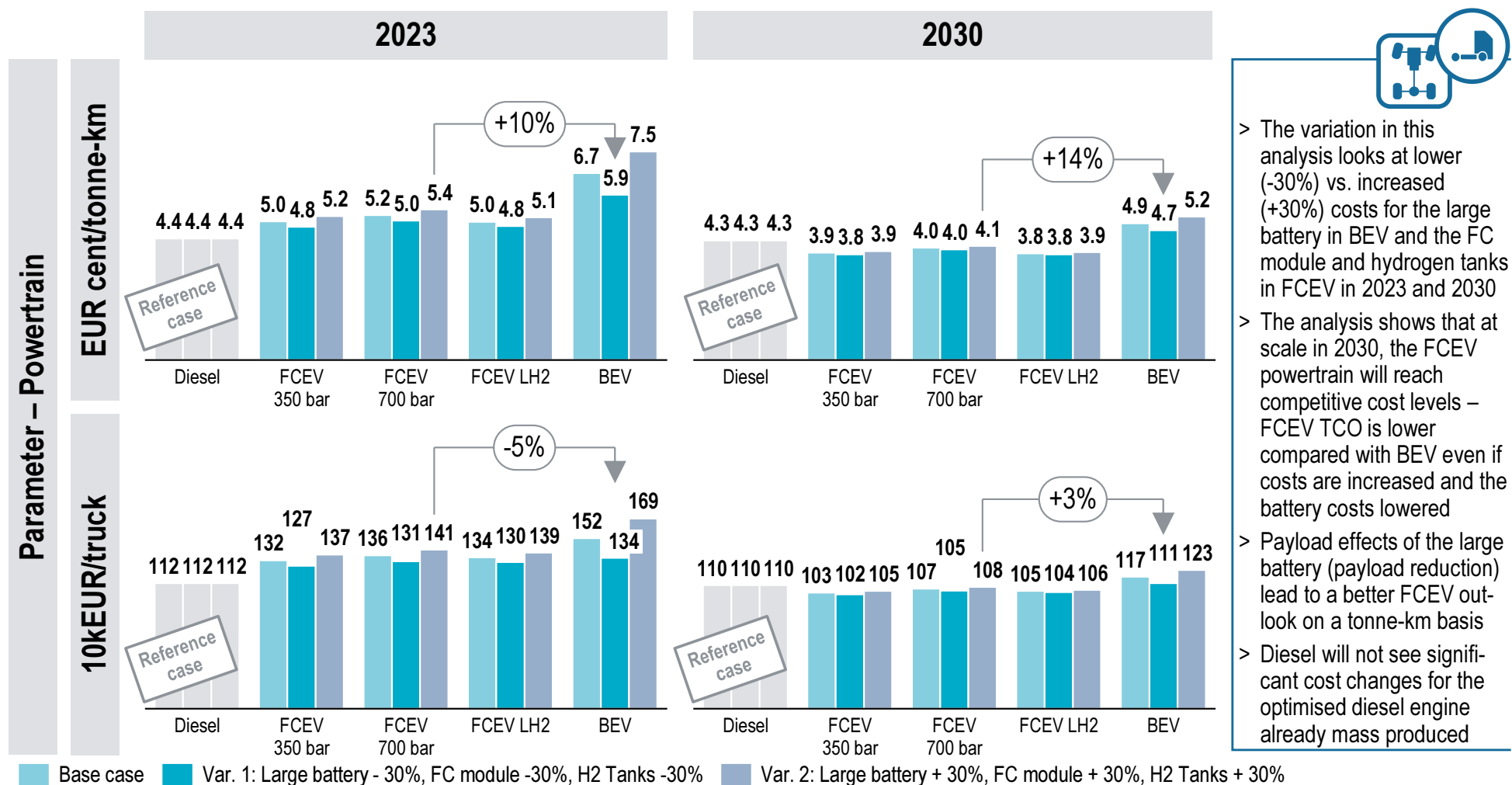
- 'Base case' refers to the TCO result based on the base case assumption
- 'Variation 1' shows the TCO result when decreasing the input variable of the base case assumption by -10%
- 'Variation 2' shows the TCO result when increasing the input variable of the base case assumption by +10%

The variation values were selected to test realistic and maximum scenarios within the certain parameter



# Comparing a cost reduction for large batteries but higher costs for FC module and H<sub>2</sub> tanks demonstrates the TCO potential of FCEV

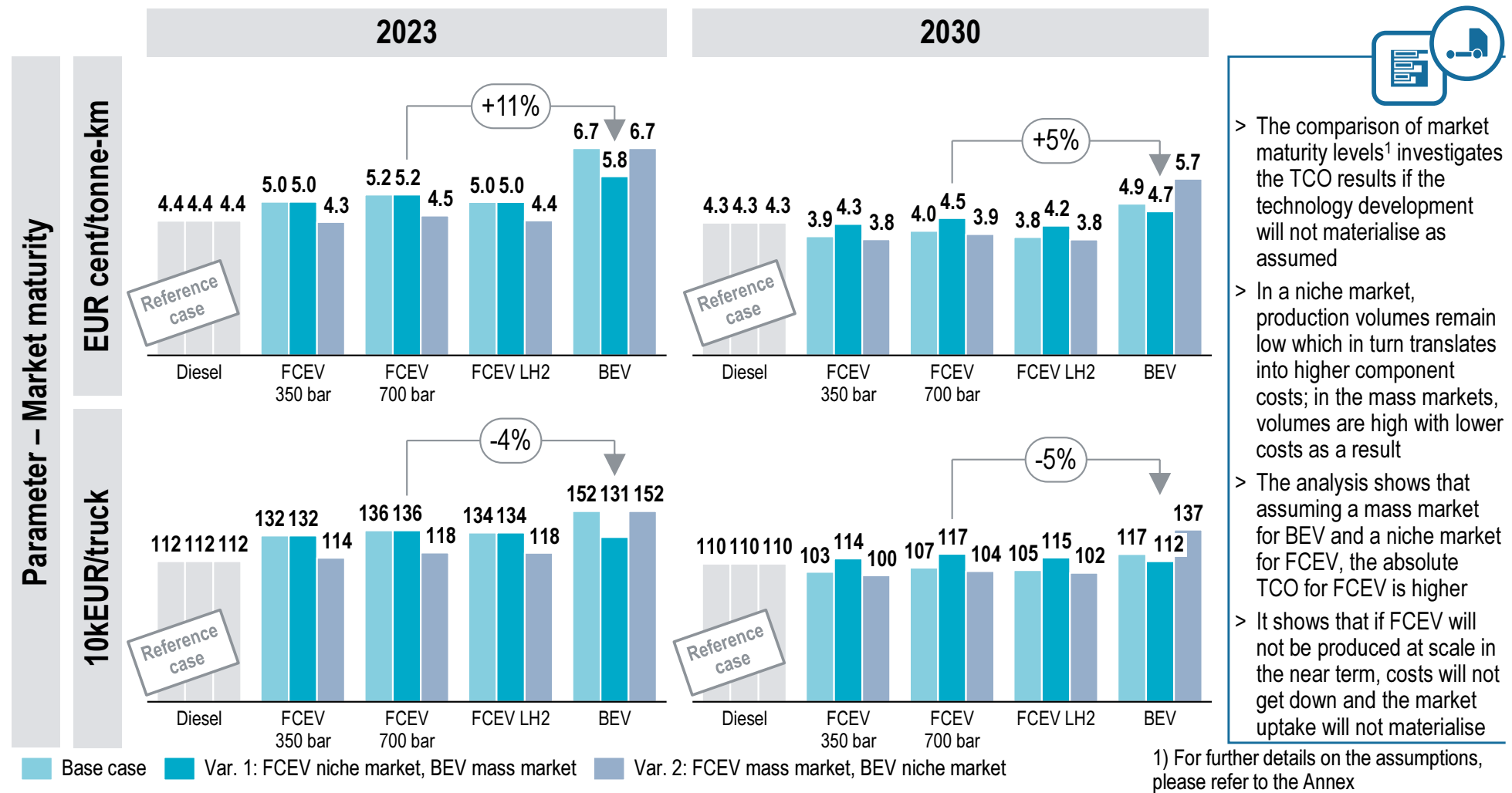
TCO sensitivity – Cost of powertrain [Use case I; 1st & 2nd life]



- > The variation in this analysis looks at lower (-30%) vs. increased (+30%) costs for the large battery in BEV and the FC module and hydrogen tanks in FCEV in 2023 and 2030
- > The analysis shows that at scale in 2030, the FCEV powertrain will reach competitive cost levels – FCEV TCO is lower compared with BEV even if costs are increased and the battery costs lowered
- > Payload effects of the large battery (payload reduction) lead to a better FCEV outlook on a tonne-km basis
- > Diesel will not see significant cost changes for the optimised diesel engine already mass produced

# If FCEV remains a niche technology and a mass market develops for BEV, FCEV would only be an alternative if payload is a constraint

## TCO sensitivity – Market maturity [Use case I; 1st & 2nd life]

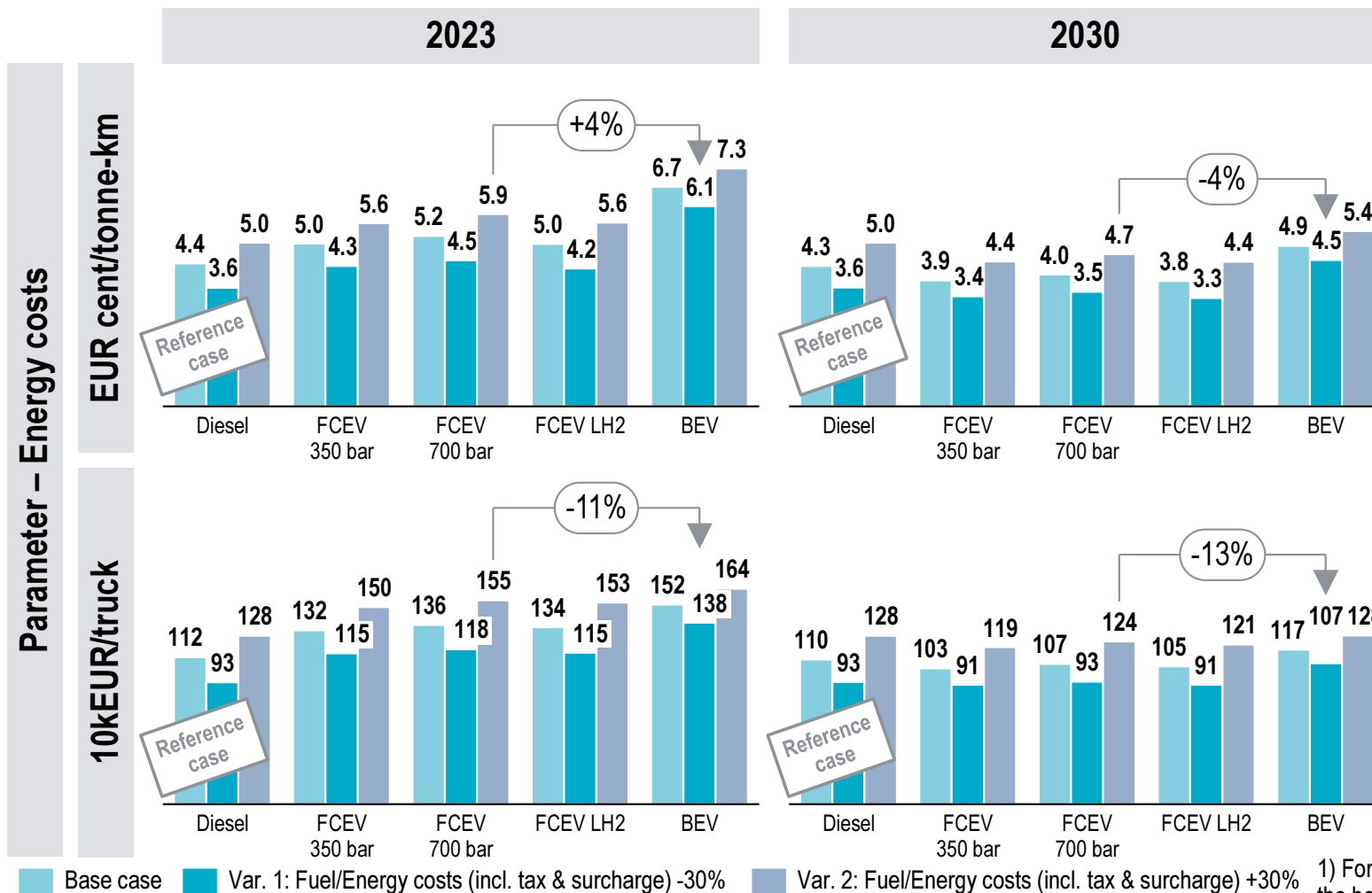


- > The comparison of market maturity levels<sup>1</sup> investigates the TCO results if the technology development will not materialise as assumed
- > In a niche market, production volumes remain low which in turn translates into higher component costs; in the mass markets, volumes are high with lower costs as a result
- > The analysis shows that assuming a mass market for BEV and a niche market for FCEV, the absolute TCO for FCEV is higher
- > It shows that if FCEV will not be produced at scale in the near term, costs will not get down and the market uptake will not materialise

1) For further details on the assumptions, please refer to the Annex

# Assuming higher H<sub>2</sub> costs for FCEV would benefit BEV in a direct TCO comparison – However, payload effects to be considered

TCO sensitivity – Energy/fuel cost [Use case I; 1st & 2nd life]

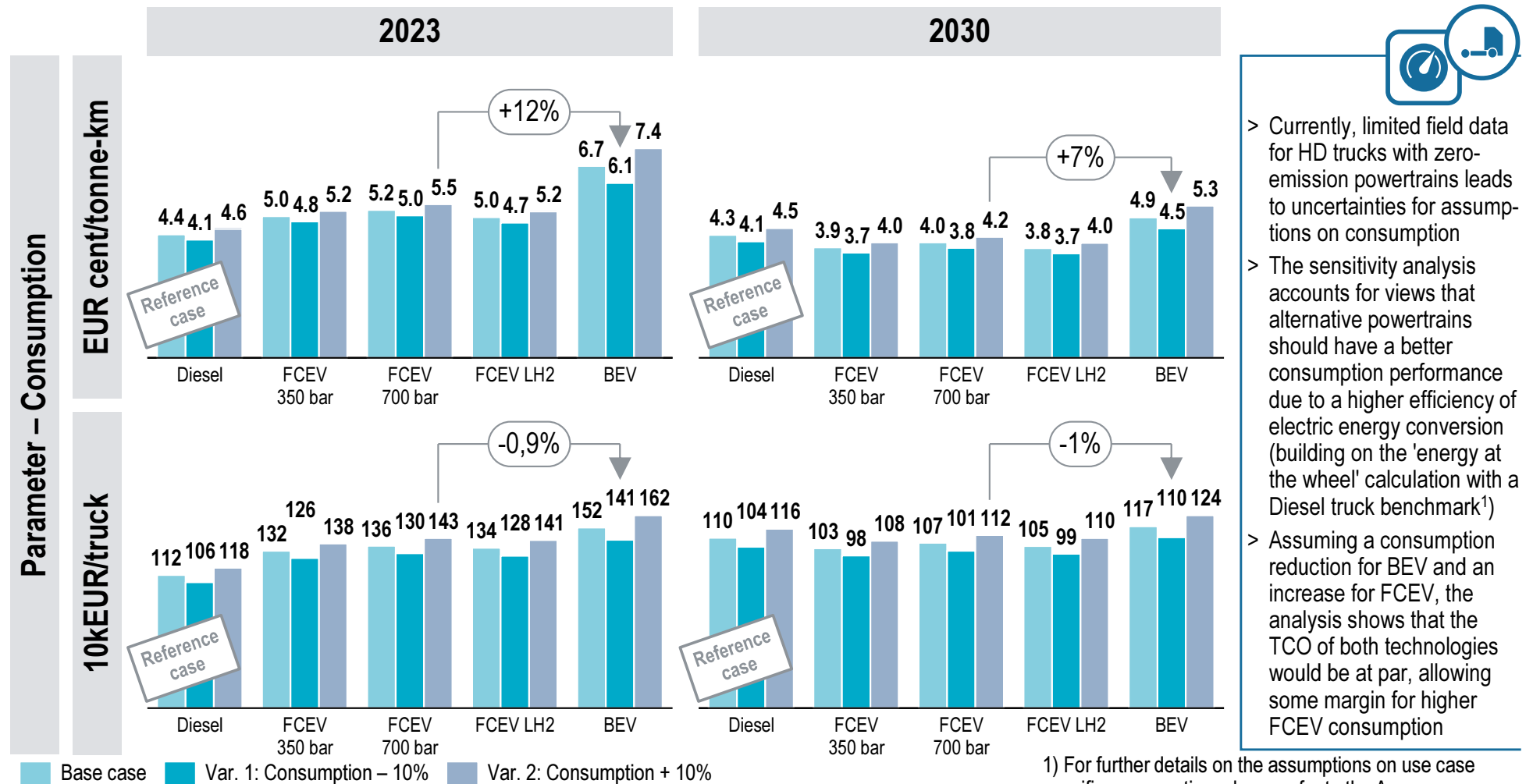


- > Energy and fuel costs underlie different effects regarding, e.g. price and tax levels across geographies, electricity grid and infrastructure conditions, energy prices at peak hours, availability of renewable energy
- > H<sub>2</sub> production and supply are still in development – Potential upsides can be observed, but costs still remain uncertain<sup>1</sup>
- > Analysis shows that the FCEV TCO could still compete with BEV if energy/fuel costs increase for both technologies
- > Lower energy price at such extent is not expected in practice as it is improbable due to grid and infrastructure build-out, peak prices

1) For further explanations, please refer to the beginning of chapter C.2.2

# In a 'energy at the wheel' consumption comparison with BEV, FCH trucks provide a good TCO outlook even with a higher consumption

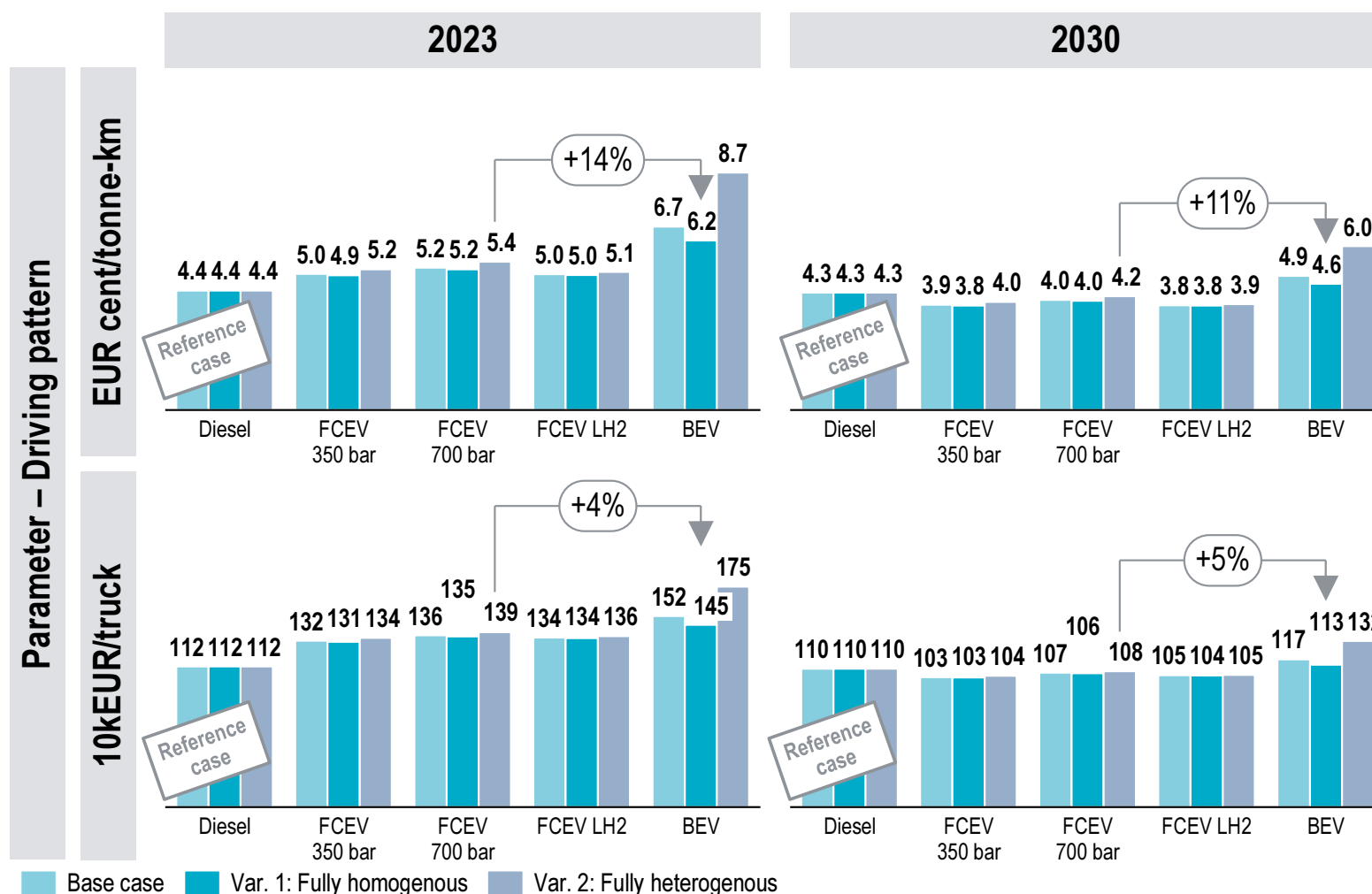
TCO sensitivity – Consumption [Use case I; 1st & 2nd life]



- > Currently, limited field data for HD trucks with zero-emission powertrains leads to uncertainties for assumptions on consumption
- > The sensitivity analysis accounts for views that alternative powertrains should have a better consumption performance due to a higher efficiency of electric energy conversion (building on the 'energy at the wheel' calculation with a Diesel truck benchmark<sup>1</sup>)
- > Assuming a consumption reduction for BEV and an increase for FCEV, the analysis shows that the TCO of both technologies would be at par, allowing some margin for higher FCEV consumption

# FCEV are well-suited for the requirements of flexible operations – TCO results are less affected by heterogenous driving patterns

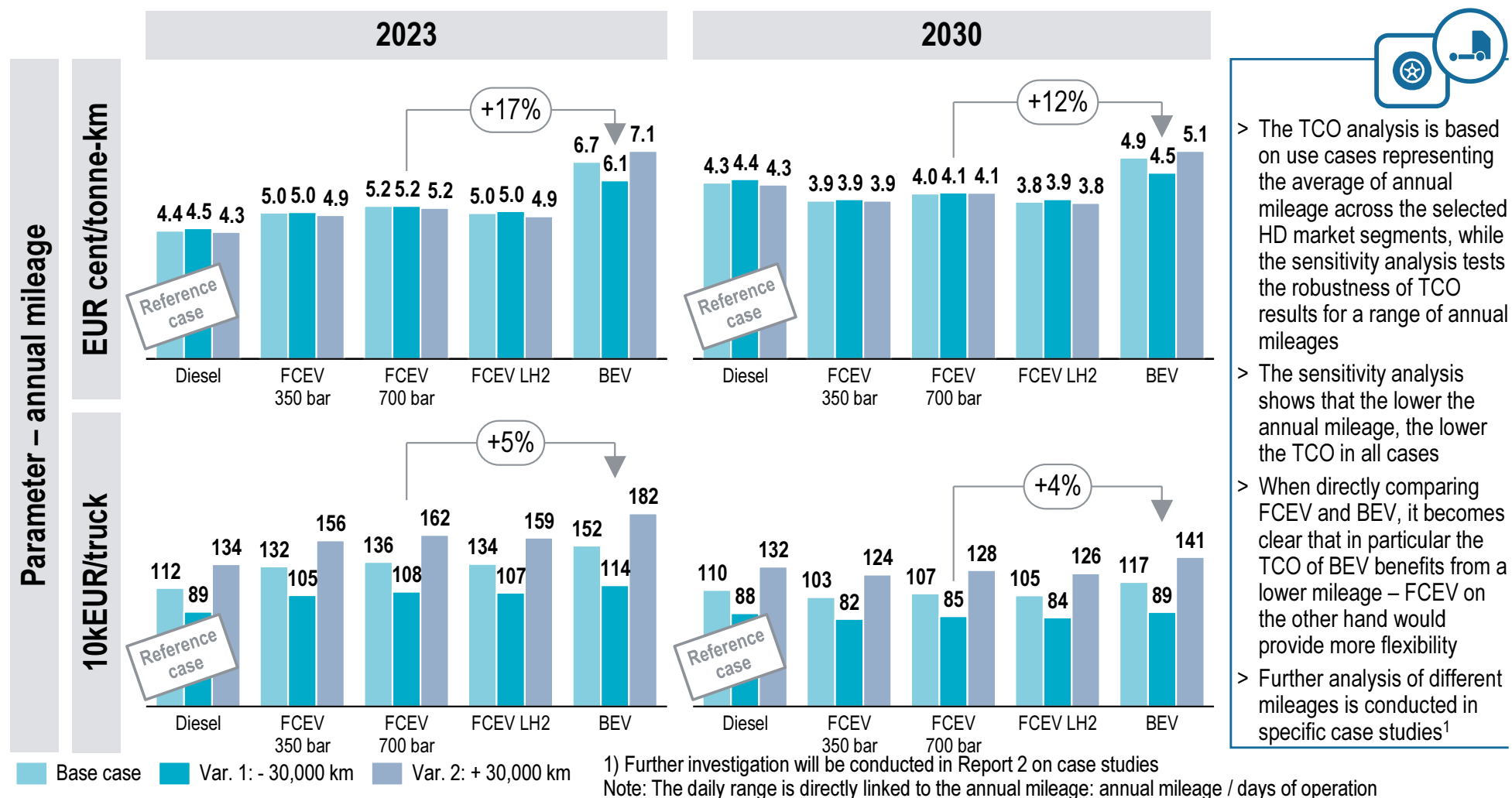
TCO sensitivity – Driving pattern [Use case I; 1st & 2nd life]



- > The TCO model accounts for different driving profiles (standard routes vs. varying ranges) including an additional 'buffer' on the daily range set in the model (additional % put on km)
- > The daily range determines the powertrain performance requirements (battery size, H<sub>2</sub> tanks) and is a decisive factor for the powertrain costs – The larger the buffer due to the driving pattern, the higher the costs
- > The analysis shows that with more range flexibility (= higher buffer for heterogenous driving profile), the TCO increases – Compared to BEV, FCEV offer a higher flexibility and thus better TCO results

# Testing the results for annual mileage robustness, it shows that the TCO of BEV benefits relatively more from lower mileage than FCEV

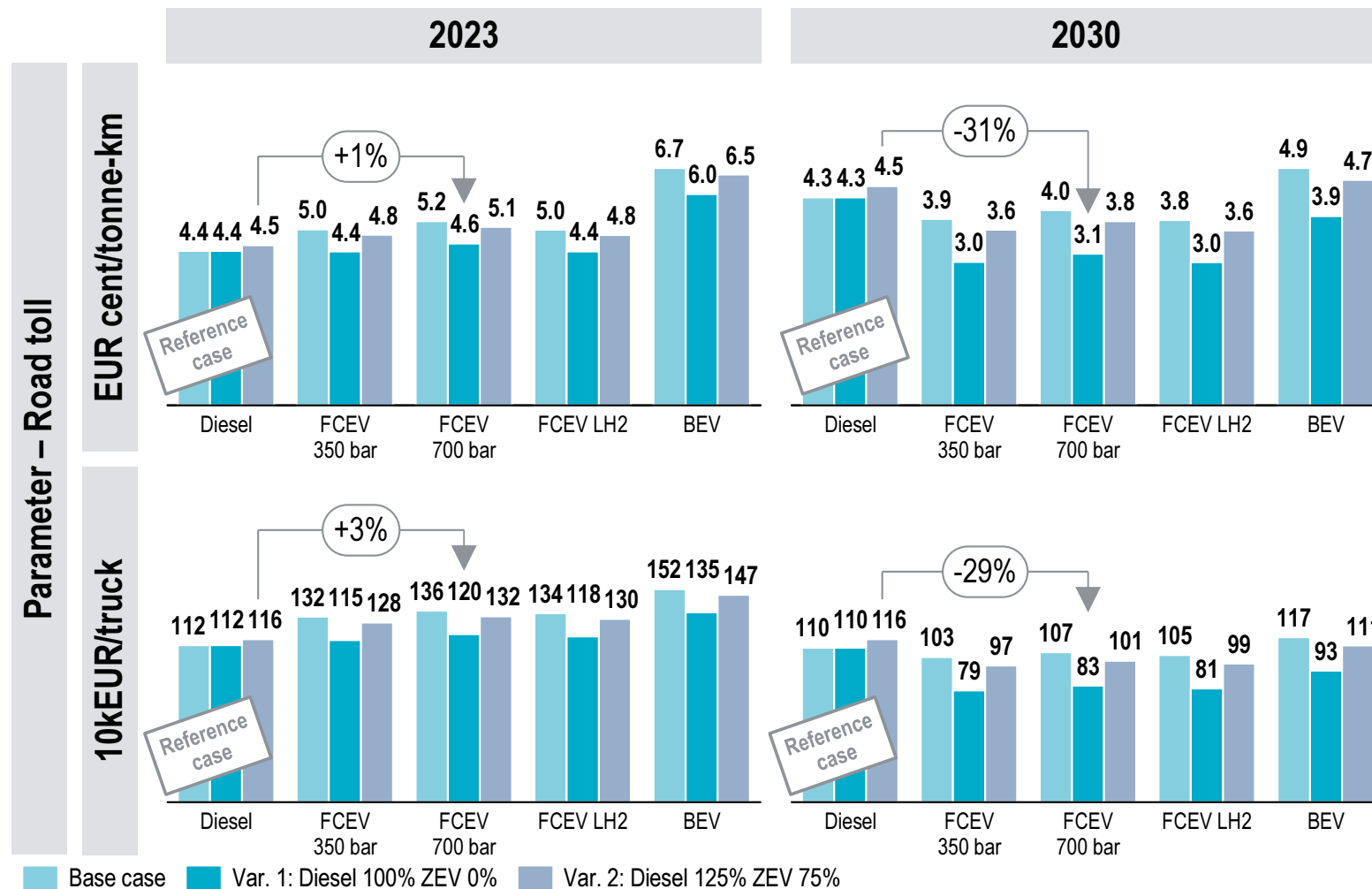
TCO sensitivity – Annual mileage [Use case I; 1st & 2nd life]



- > The TCO analysis is based on use cases representing the average of annual mileage across the selected HD market segments, while the sensitivity analysis tests the robustness of TCO results for a range of annual mileages
- > The sensitivity analysis shows that the lower the annual mileage, the lower the TCO in all cases
- > When directly comparing FCEV and BEV, it becomes clear that in particular the TCO of BEV benefits from a lower mileage – FCEV on the other hand would provide more flexibility
- > Further analysis of different mileages is conducted in specific case studies<sup>1</sup>

# Linking road toll to an emission-based mechanism benefitting ZEV, the TCO of FCEV could become close to diesel already in 2023

TCO sensitivity – Road toll [Use case I; 1st & 2nd life]



- > Road toll exemptions are already considered as a lever to support low- and zero-emission vehicles in some European countries (e.g. CNG/LNG trucks)
- > The sensitivity analysis shows that both a full exemption and a targeted approach (increase for Diesel, reduction for ZEV) have an impact on the TCO results at the advantage of FCEV and BEV
- > The largest impact in the short-term could be reached if road-toll for diesel was increased while ZEV are exempt – This could bring the TCO of FCEV in the range of diesel already in 2023



## C.2.3 Market potential analysis



# The market potential analysis investigates the possible market development in terms of sales of new trucks until 2030

## Insights on the market potential analysis

### Analysis of market segments

The market potential of FCH HD trucks in Europe is analysed along three use cases, representing different road transport segments, operating patterns and truck types



### Reference to technology acceptance

Technology acceptance factors reflect that despite specific TCO results, only a certain number of FCH trucks would enter the market (e.g. first movers) – Three uptake scenarios are identified



### Link to 2050 climate goals

Truck sales from 2035 onwards will determine the fleet composition by 2050 – In order to reach the CO<sub>2</sub> emission reduction targets, the identified growth rate of zero emission technology until 2030 needs to materialise



### Long-haul market segment (Use case I)

In the long-haul use case, a clear potential of FCEV market uptake is indicated – This market segment has the highest CO<sub>2</sub> reduction potential

### Mid-haul market segment (Use case II)

For the mid-range use case, the market uptake scenarios show a high potential for FCH trucks; being the smallest market segment, numbers of trucks are limited

### Short-haul market segment (Use case III)

The short-haul market segments are a good fit for the alternative powertrain technologies – FCEV and BEV both have potential, with a higher share for FCH technology

**Overall, FCH technology has a high potential within the investigated truck market – The analysis predicts that 17 % of new truck sales in 2030 could be FCEV**

# The market model builds on the developed TCO model and truck market forecast – Level of new technology acceptance considered

## Market model structure

	Market segments	Use cases	Use case sub groups <sup>2</sup>				TCO (EUR/truck view only)	Technology acceptance			
			2023	2027	2030	2023		2027	2030		
IHS market forecast <sup>1</sup> (100%)	International logistics (~7% of market)	Use case I (~28% of market)	x%	x%	x%	x%	FCEV/BEV < Diesel	x% pro FCEV/BEV	x% pro FCEV/BEV	x% pro FCEV/BEV	
	National logistics (~7% of market)		x%	x%	x%	x%	FCEV/BEV = Diesel	x% pro FCEV/BEV	x% pro FCEV/BEV	x% pro FCEV/BEV	
	Manufacturing industry (~14% of market)		x%	x%	x%	x%	FCEV/BEV > Diesel	x% pro FCEV/BEV	x% pro FCEV/BEV	x% pro FCEV/BEV	
	Wholesale (~6% of market)	Use case II (~6% of market)									
	Wholesale (~6% of market)										
	Regional logistics (~10% of market)	Use case III (~20% of market)									
	Regional logistics (~10% of market)										
	Retail (~10% of market)										
				~45,000	~75,000	~105,000	~135,000				
								~250			
							~400				
							~550				

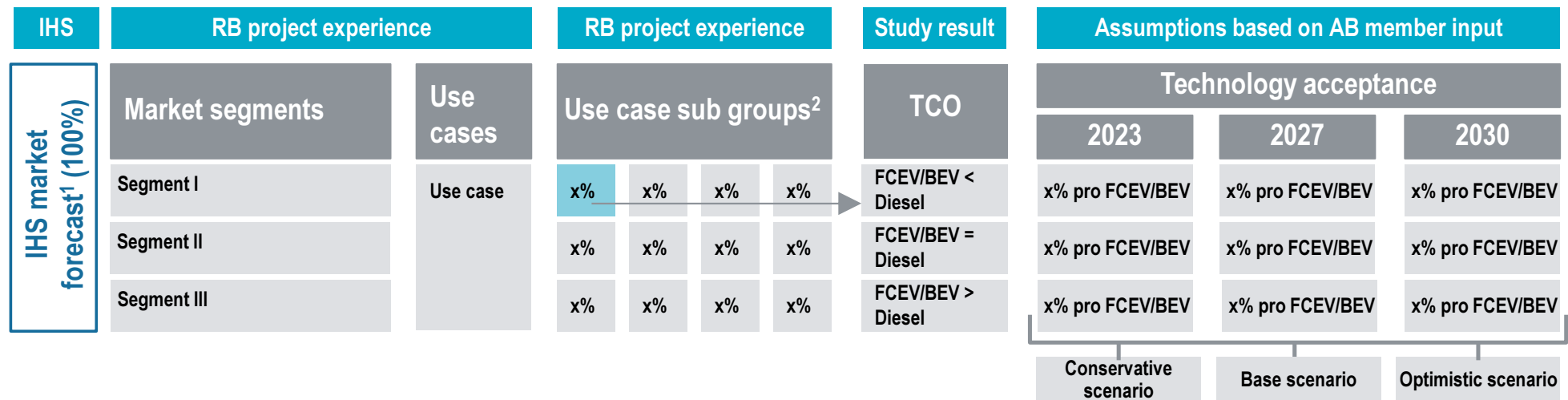
**Analysis of market potential:**

- > Distribution of **use cases in sub groups** reflecting the market share within the **dimensions of annual mileage and daily range**
- > **Calculation of TCO** for each sub group
- > Based on the TCO, **assumption of technology decision for FCEV and BEV** reflecting technology acceptance within each year

1) European sales forecast of trucks >15 tonnes  
 2) Sales share per use case sub group is calculated based on known annual mileage and daily range group distribution  
 Source: Roland Berger

# The calculation builds on the TCO results and market size of the use case breakdown, corrected by the technology uptake factors

## Detailed approach for the market model



**1** IHS forecast data on truck sales >15 tonnes in Europe from 2023 until 2030 is used as a starting point

**2** Truck sales per use case are calculated based on the truck sales and size of market segments  
Use case market sizes are derived from a market segmentation based on RB project experience

**3** Use cases are further divided in sub groups along the dimension annual mileage and daily range, building on distribution shares per sub group based on RB project experience

**4** TCO is calculated for use case sub group combinations on annual mileage and daily range  
**3 options** possible:  
> FCEV/BEV < Diesel  
> FCEV/BEV = Diesel  
> FCEV/BEV > Diesel

**5** For each TCO option and each year, technology acceptance factors (based on logistics expert opinion) are introduced for three scenarios to reflect potential uptake scenarios of new technologies

xx Source of model input

1) European sales forecast of trucks >15 tonnes

2) Sales share per use case sub group is calculated based on known annual mileage and daily range group distribution

In order to reflect that technology acceptance depends on a range of external factors, three uptake scenarios are introduced

Market uptake scenarios [% of FCEV/BEV uptake]

Parameters based on AB expert input

	Conservative scenario			Base scenario			Optimistic scenario		
TCO	2023	2027	2030	2023	2027	2030	2023	2027	2030
FCEV/BEV < Diesel	2%	10%	25%	2%	15%	50%	10%	30%	80%
FCEV/BEV = Diesel	1%	3%	15	1%	5%	30%	5%	15%	60%
FCEV/BEV > Diesel	0.5%	0.5%	2%	0.5%	1%	5%	1.5%	5%	20%

Potential external factors (selected)

- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li>&gt; Widespread risk aversion towards new technologies when business risks taken by truck operators (only)</li> <li>&gt; Remaining short-term subcontracting ("until further notice")</li> <li>&gt; Reduction of initial incentives / subsidies as market develops</li> <li>&gt; Price and reliability emphasised as top priorities by logistic service customers</li> </ul> | <ul style="list-style-type: none"> <li>&gt; Subsidies / incentives to reach costs at scale</li> <li>&gt; Some acceptance of business risks by other parties (e.g. OEMs, fuel provider [e.g. H<sub>2</sub> 'floaters'])</li> <li>&gt; Long(er)-term contracts ensuring plannability</li> <li>&gt; Significant hydrogen infrastructure developments on main routes</li> <li>&gt; Development of secondary market</li> </ul> | <ul style="list-style-type: none"> <li>&gt; Acceptance of business risks by other parties besides truck operators</li> <li>&gt; H<sub>2</sub> 'floater' as part of contracts</li> <li>&gt; Increasing buy-back options offered by OEMs</li> <li>&gt; Strong policy push for the whole transport chain (e.g. OEMs, logistics users, truck operators, fuel &amp; infrastructure providers)</li> </ul> |
|---|---|---|

# The uptake scenarios reflect that – besides the TCO result – there are also other decisive factors when considering FCH trucks

## Key assumptions per uptake scenario

> **Three uptake scenarios** are developed that reflect that **truck adoption rates in the future market are estimated based on clear criteria**

> Also, **technology acceptance** of a new technology is not always the result of a straight-forward TCO calculation – **Market dynamics and infrastructure considerations** play an important role

> **Political, technological and vehicle availability parameters** are considered

### Conservative scenario

- > FCH and battery electric trucks mainly remain niche solutions, in selected leading market segments
- > Widespread risk aversion towards new technologies continues to hamper technology uptake
- > Incentives and subsidies will be reduced as the market develops



### Base scenario

- > FCH and battery electric trucks achieve increasing market shares in market segments
- > Involved stakeholders show a higher degree of acceptance of business risks
- > Subsidies and incentives are put in place to ensure cost reductions at scale
- > Significant hydrogen infrastructure is being developed along main routes and near logistics & trade hubs



### Optimistic scenario

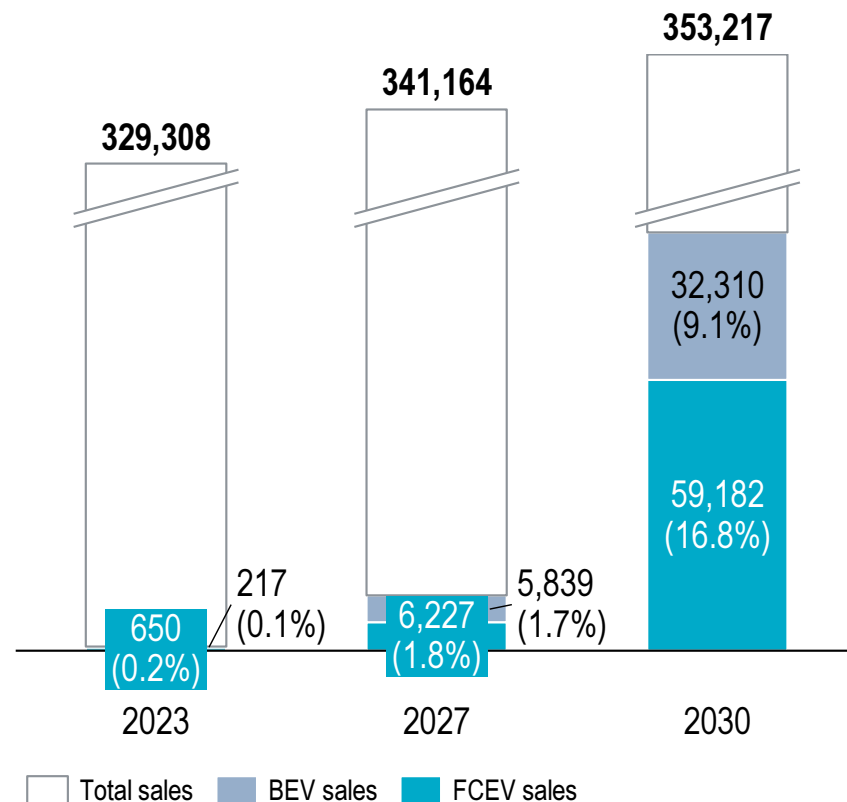
- > FCH and battery electric trucks see robust adoption across all considered market segments
- > Acceptance of business risks by other parties besides truck operators
- > Strong policy push for the entire transport chain, including OEMs, hydrogen and infrastructure providers, truck operators and logistics users



# The market potential analysis shows a clear potential for alternative technologies and an increasing sales share until 2030

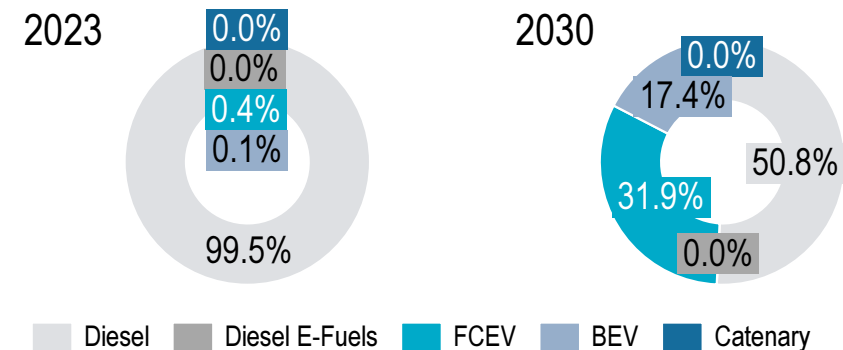
Overview of results (base scenario)

## European market potential of FCEV [# of truck sales]<sup>1</sup>



- > The **market potential** analysis focuses on **selected market segments<sup>2</sup>** with a sales share of ~53%
- > Overall, **FCEV have a high potential** within the whole truck market – **steep increase in sales share** from 0.2% in 2023 to **16.8% in 2030**
- > Within the selected market segments, the **technology split** shows **dynamic changes between 2023 and 2030**: FCEV technology represents ~32% in 2030

## Selected market segments' technology split [%]



1) Results based on absolute EUR/truck results, not payload corrected

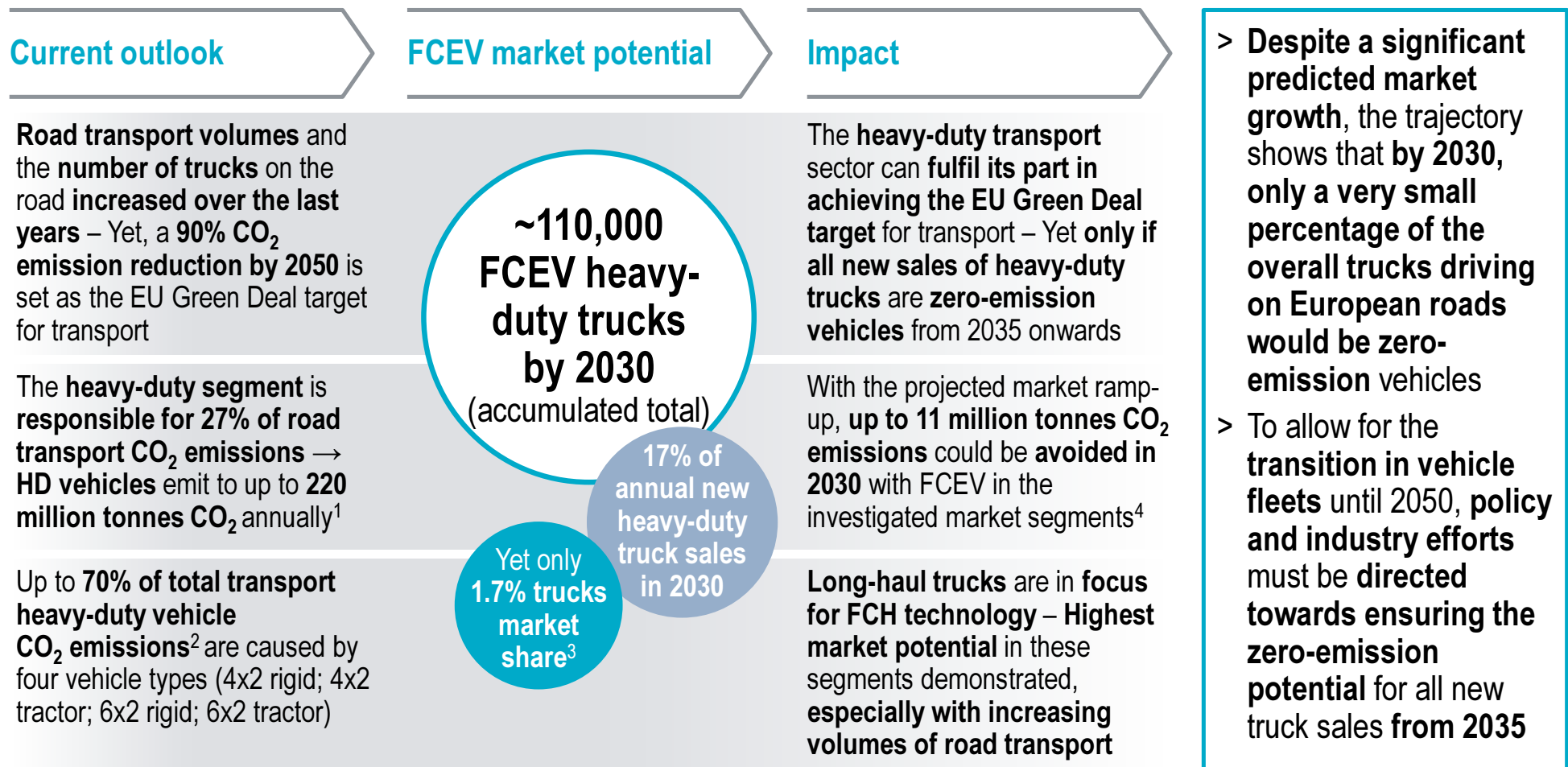
2) The market potential analysis refers to specific market segments: international logistics, national logistics, manufacturing industry, wholesale, retail and regional logistics

Source: IHS market forecast; Roland Berger



# It also shows that even with the predicted market ramp-up of electric vehicles, decarbonisation efforts need to be increased

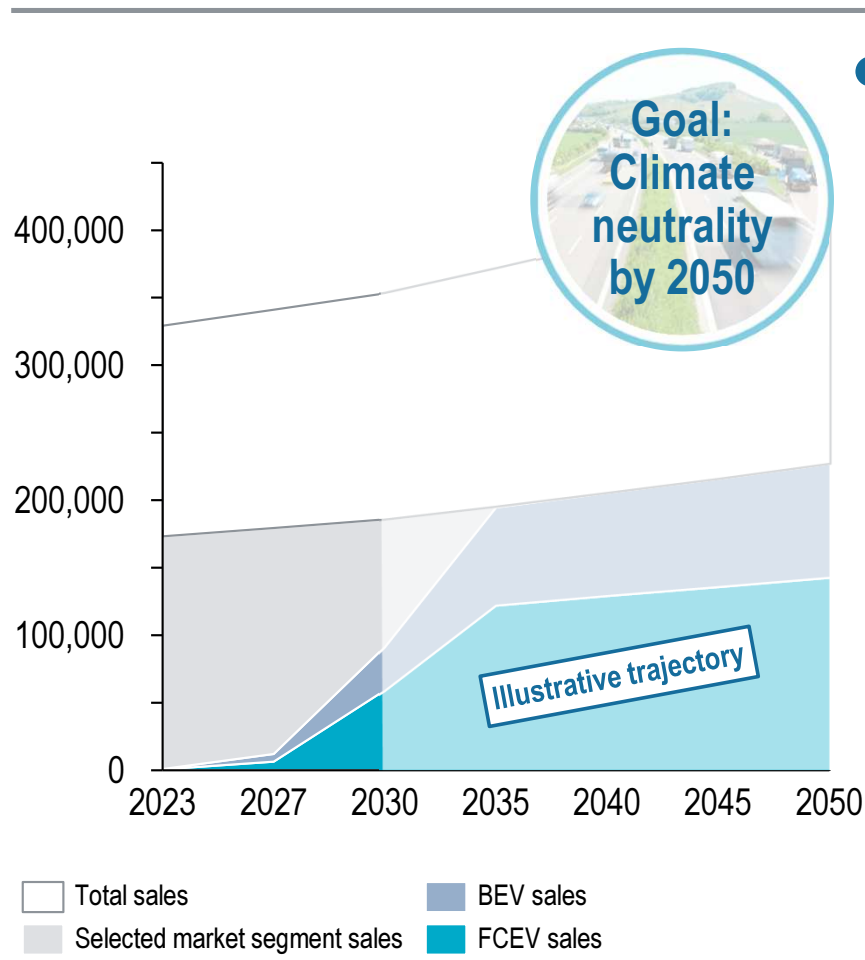
## View on FCEV potential in the overall European market



1) This figure is calculated based on publicly available information from the European Environment Agency for 2017 and might vary depending on the source and underlying calculation  
 2) Also considering 6x2 tractor vehicles not investigated in this study 3) Based on a total of 6.6 million medium and heavy-duty trucks in Europe 4) Market potential base scenario  
 Source: European Commission; EEA; ACEA; Desk research; Roland Berger

# A fast market ramp-up over the next ten years is crucial for achieving the 2050 climate goals – Fleet replacement required

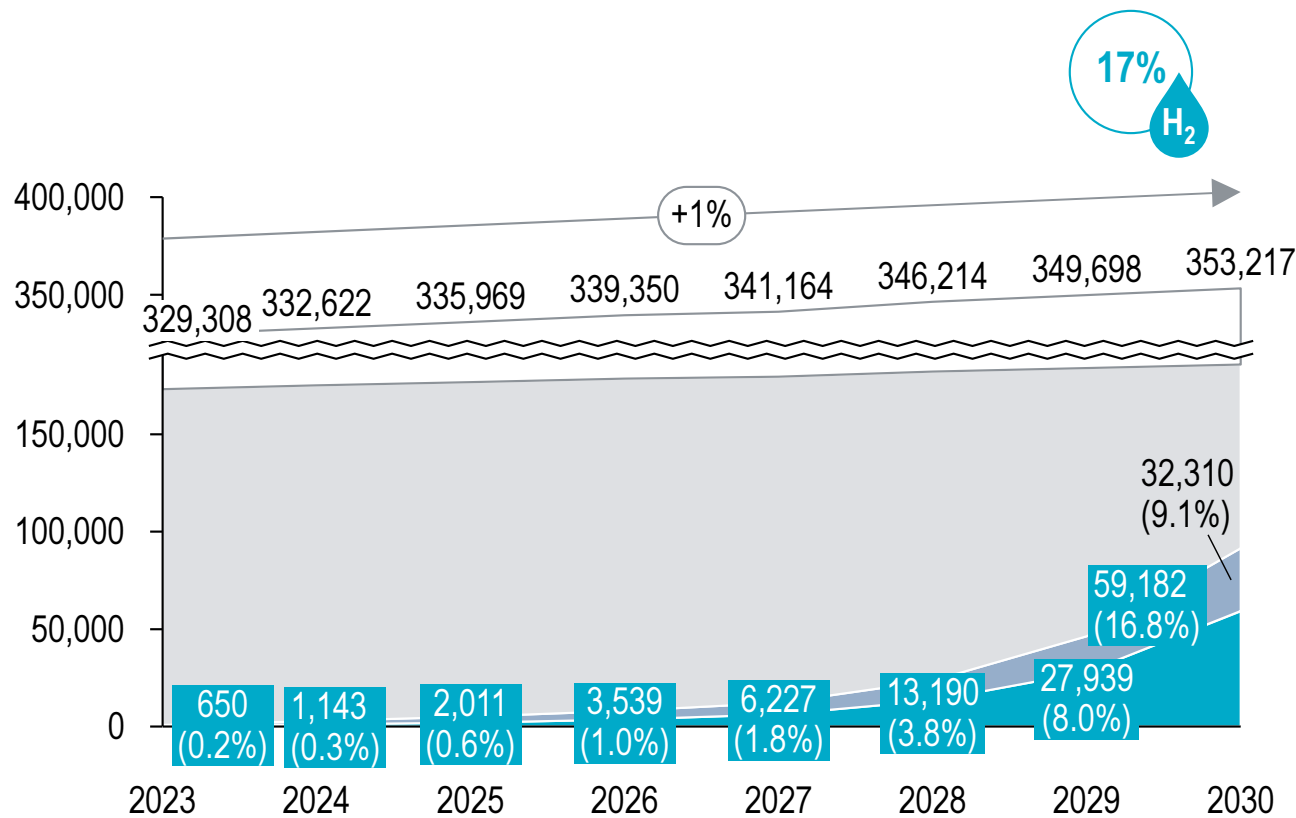
## Assessment of 2050 market potential



- > The **CO<sub>2</sub> emission reduction targets for 2050 in transport can be reached** for the heavy-duty truck segment – if the **growth rate of zero emission technology until 2030** materialises
- > As **zero-emission trucks become cost-competitive**, new sales of diesel trucks and other **CO<sub>2</sub>-intensive technologies** could be **replaced from 2035 onwards** – this is necessary to replace the majority of the fleet of diesel trucks until 2050
- > Critical factors:
  - **Push to market** for zero-emission trucks to ensure **scaling effects for cost competitiveness** and market uptake
  - **Enable infrastructure availability** to allow for widespread deployment
  - **Change within fleets** and **diesel phase-out** until 2035 as diesel trucks have a total lifetime of 10+ years
  - **Specific mandatory targets for all market actors** – OEMs in scope of HDT legislation, yet contribution across the whole sector necessary

# The market potential of FCEV increases to an overall sales share of 17% in 2030 – Strong uptake from 2027 until 2030

European market potential of FCEV [# of truck sales] – Total base scenario<sup>1</sup>



- > The **market potential** analysis focuses on **selected market segments** that represent the most **relevant logistics industry segments**<sup>2</sup> (sales share of ~53% in the base year)
- > In **2023**, the **sales share of FCEV is at 0.2%** due to assumptions made for **limited market maturity**, yet **increasing uptake opportunities**
- > In **2027**, a **1.8% sales share** is expected for FCEV
- > In **2030**, the **FCEV sales share increases to ~17%**
- > The **BEV sales share is increasing overall** and **establishes a market share of 9%** until 2030

Total sales
  Selected market segment sales
  BEV sales
  FCEV sales

xx% CAGR of market growth
 xx%  
H<sub>2</sub> Market share of FCEV in 2030

1) The relative development of ZEV is based on the total number of truck sales in Europe, including the market segments selected for the market potential analysis (53% of total)

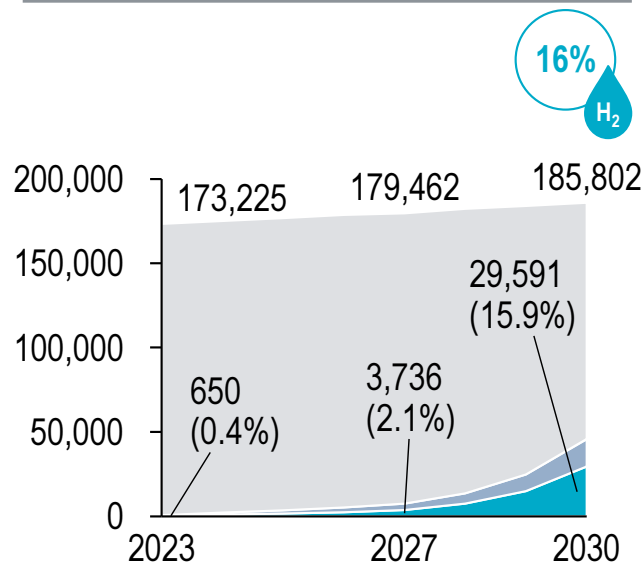
2) The market potential analysis refers to specific market segments: international logistics, national logistics, manufacturing industry, wholesale, retail and regional logistics

Source: IHS market forecast; Roland Berger

# The comparison for the specific market segments shows a strong FCEV potential ranging between a sales share of 16 to 51% in 2030

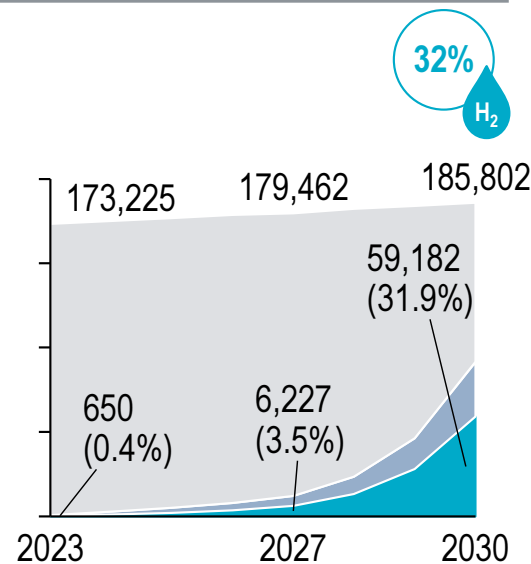
European market potential of FCEV [# of truck sales]<sup>1</sup> – Market segment scenarios<sup>2</sup>

## Conservative scenario



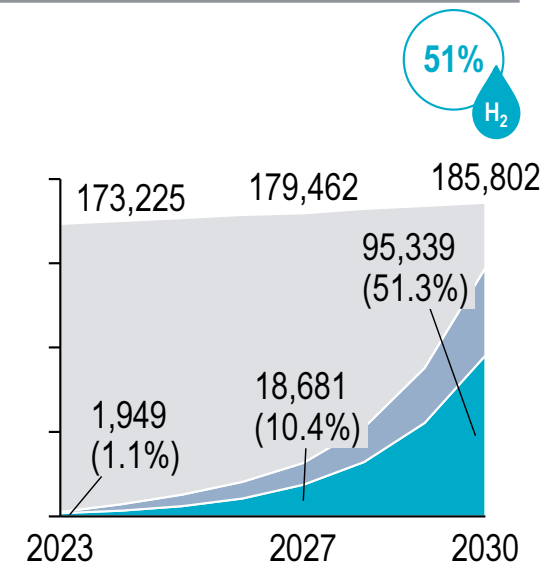
> The conservative scenario shows a high growth rate of the FCEV sales share from 2027 until 2030; the development for BEV overall is predicted as slower (due to the large long-haul segment being a generally good fit for FCEV)

## Base scenario



> The base scenario shows a higher uptake already for 2027 with a steep increase until 2030 – FCEV sales surpass BEV sales share already after 2023, yet BEV still remain a relevant technology

## Optimistic scenario



> The optimistic scenario assumes a faster market development for zero-emission technologies from 2023 onwards  
 > FCEV is predicted to take over >50% of the diesel sales share, with BEV assuming another significant share

Selected market segment sales | BEV sales | FCEV sales | Market share of FCEV in 2030

1) The market potential analysis refers to specific market segments: international logistics, national logistics, manufacturing industry, wholesale, retail and regional logistics

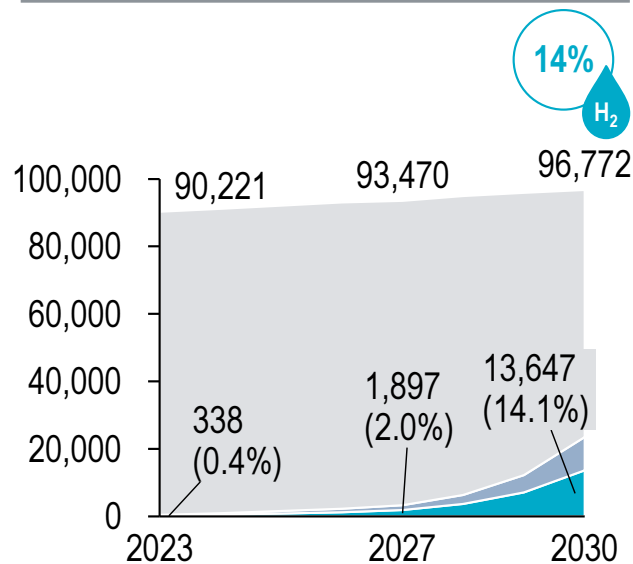
2) The relative development of ZEV is based on the market segments selected for the market potential analysis only (53% of total)

Source: IHS market forecast; Roland Berger

# The comparison across uptake scenarios for Use case I shows that FCEV will see a promising market development for long-range cases

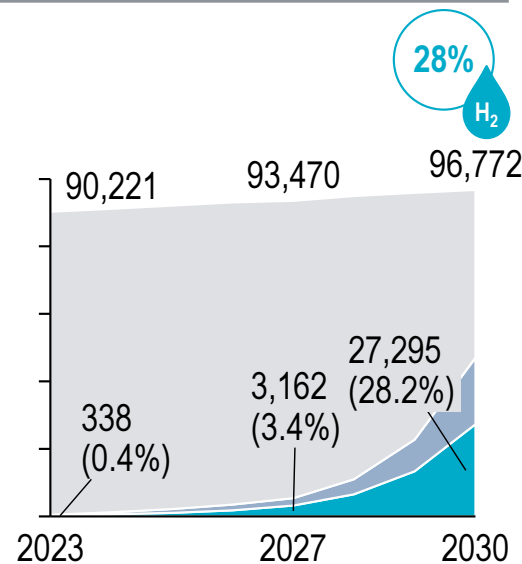
European market potential of FCEV [# of truck sales] – Use case I<sup>1</sup>

## Conservative scenario



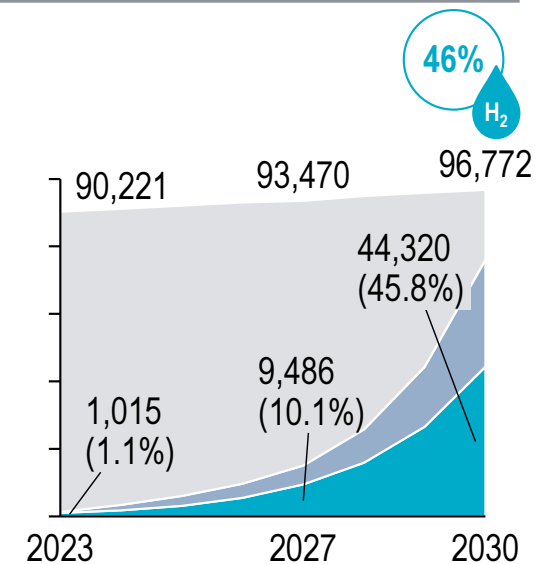
- > The potential of zero-emission technology for long-haul operations is investigated
- > The corresponding market segments represent the largest share in the analysis

## Base scenario



- > The high truck utilisation in the long-haul case leads to higher costs of powertrain and energy and fuel costs – Hence, the TCO of ZEV is generally higher than diesel

## Optimistic scenario



- > Despite the optimised cost/performance ratio of diesel, FCH technology at scale sees a positive development and reaches higher market shares from 2027 onwards

Note: Results are not payload corrected; a higher requirement for payload flexibility could shift the BEV results further towards FCEV

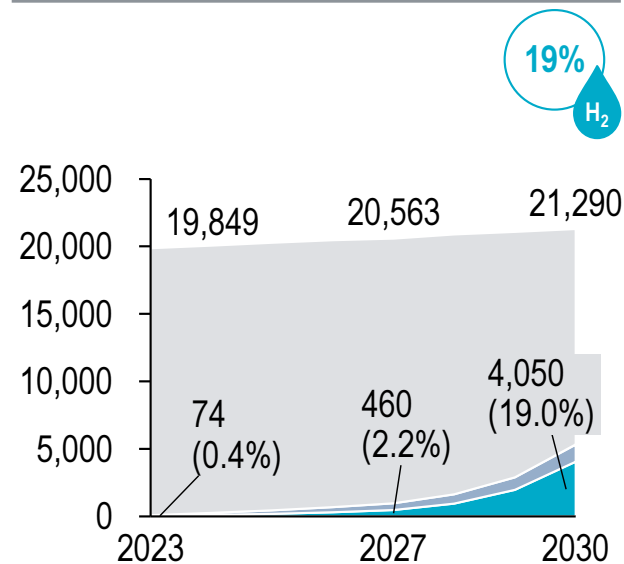
Use case I market segment sales | BEV sales | FCEV sales | Market share of FCEV in 2030

1) The market potential analysis refers to specific market segments: international logistics, national logistics, manufacturing industry

For the wholesale market segment represented in Use case II, a clear uptake potential is shown even in the conservative scenario

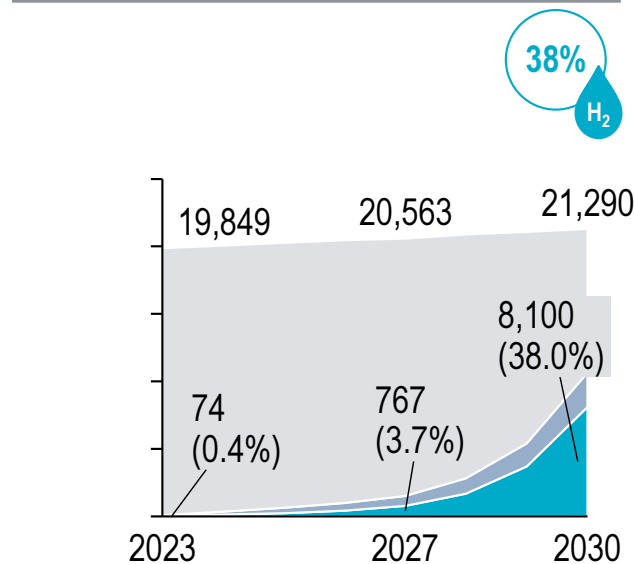
European market potential of FCEV [# of truck sales] – Use case II<sup>1</sup>

**Conservative scenario**



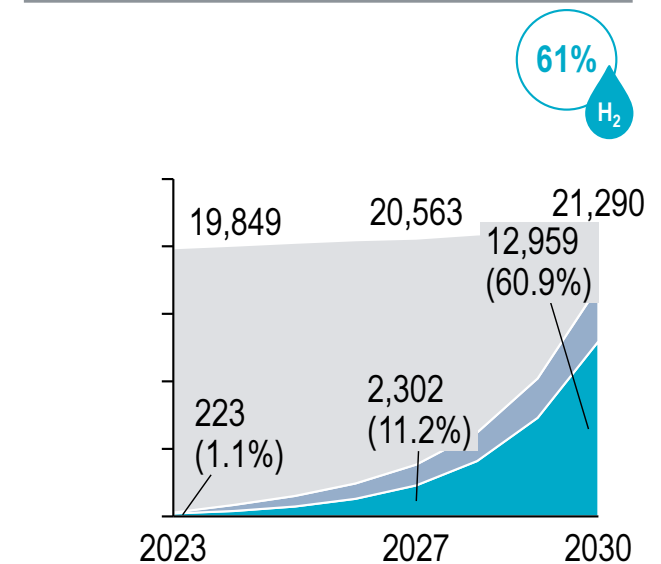
> Due to the overall medium mileage, the cost delta between the TCO of diesel and FCEV/BEV is not as high – With decreasing costs at scale, FCEV take over a larger part of the diesel market

**Base scenario**



> Despite higher BEV sales in the short-term due to the fact of technology availability (and corresponding costs), FCEV sales catch up from 2027

**Optimistic scenario**



> The clear increase in uptake of FCEV shows that this use case is (generally) better suited for FCEV due to the medium mileage/necessary reach; some exceptions show good fit for BEV, esp. concerning lower mileage combinations

Use case II market segment sales BEV sales FCEV sales Market share of FCEV in 2030

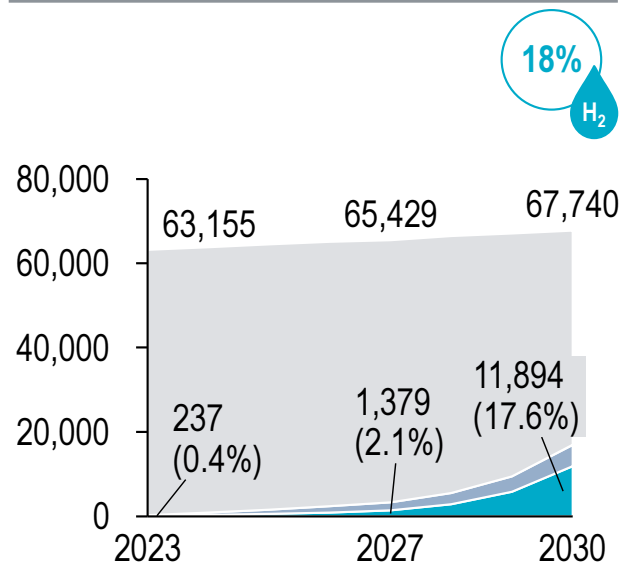
1) The market potential analysis refers to specific market segments: wholesale



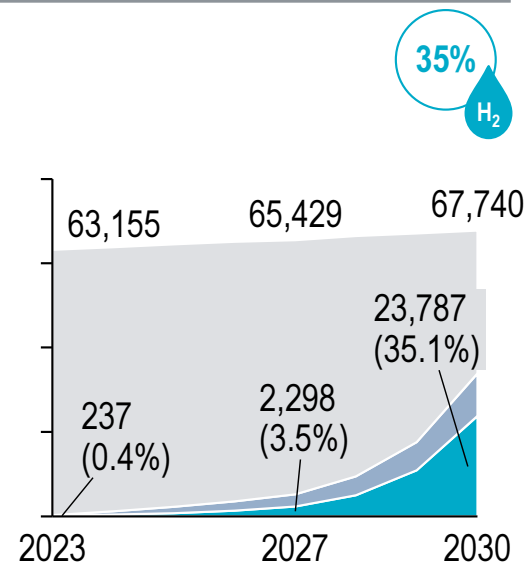
# The Use case III market segments are well suited for alternat. power-train technology – High to very high FCEV sales share in 2030

European market potential of FCEV [# of truck sales] – Use case III<sup>1</sup>

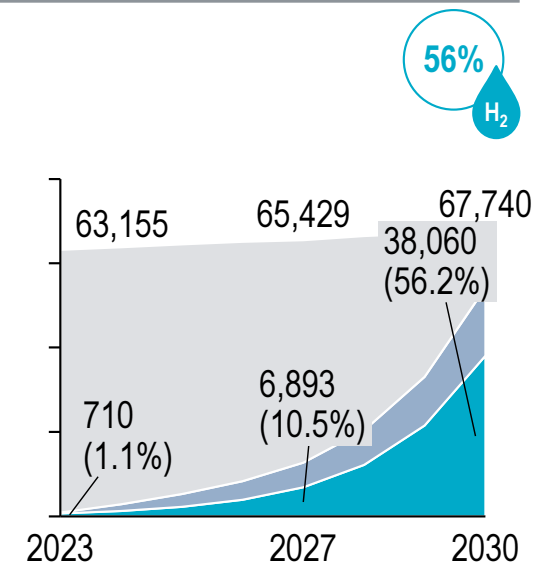
## Conservative scenario



## Base scenario



## Optimistic scenario



- > The market growth rates illustrate the suitability of both FCEV and BEV for regional transport operations
- > Lower mileages are usually a good fit for BEV due to the required smaller battery size and low energy costs

- > FCEV have the advantage of providing higher flexibility regarding, e.g. payload, mileage and fast refuelling
- > As a result, FCEV are better suited for multiple-shift operations than BEV

- > Assuming the existence of infrastructure and a strong policy support for hydrogen and FCH technology, key factors push the market rather towards FCEV than BEV

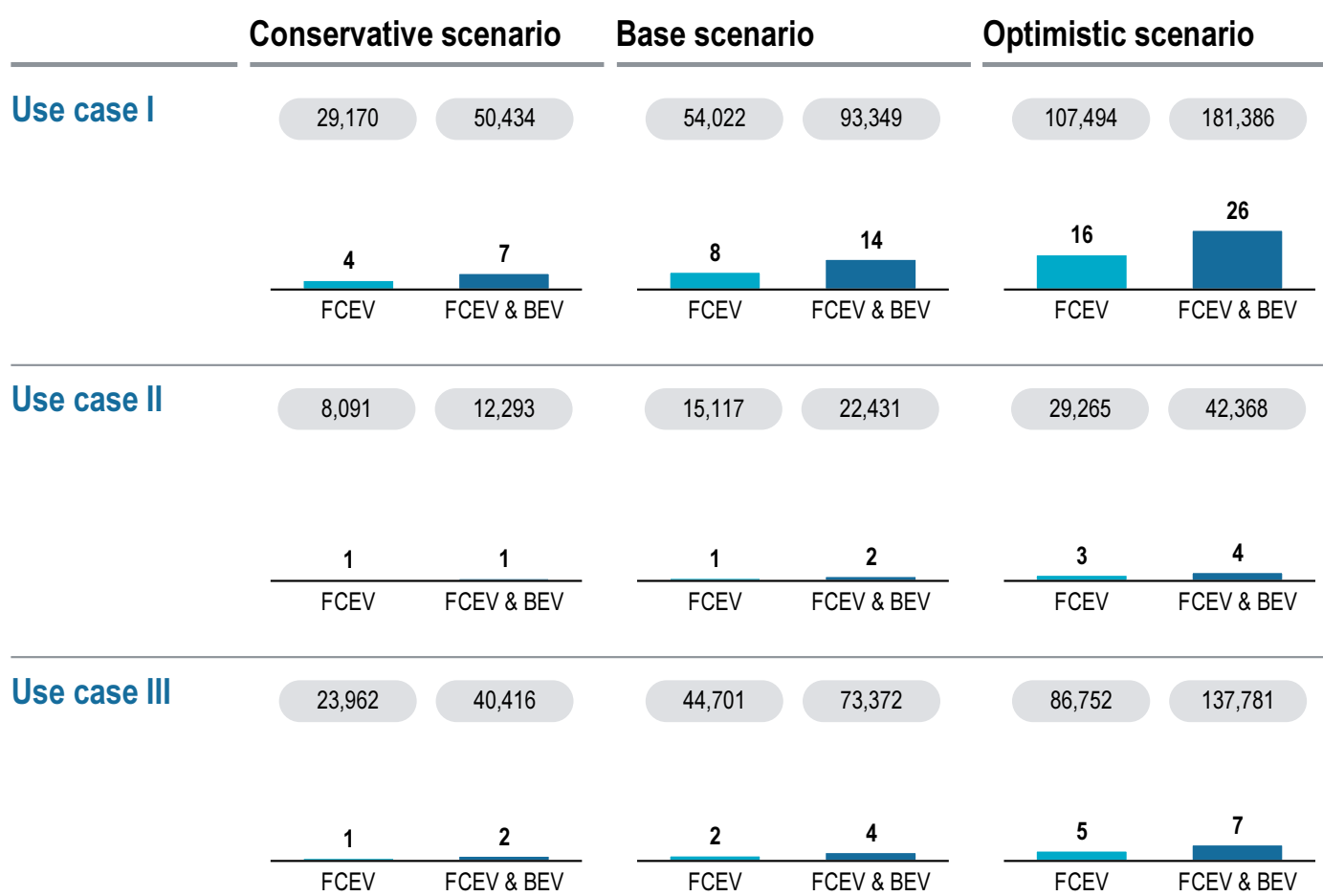
Use case III market segment sales
  BEV sales
  FCEV sales
 
 Market share of FCEV in 2030

1) The market potential analysis refers to specific market segments: retail and regional logistics



# Realising the predicted number of FCEV (and BEV) in deployment in European fleets can lead to significant CO<sub>2</sub> savings by 2030

Estimated CO<sub>2</sub> savings potential 2030 [million tonnes CO<sub>2</sub>e/year]<sup>1</sup>



**"Big picture"**

Overall, the predicted number of zero-emission trucks to enter the European market from 2023 until 2030 will have a significant CO<sub>2</sub> emission savings potential

The analysis shows that FCEV make up the largest share of the deployed trucks, yet **decarbonisation efforts** also **benefit from other zero-emission vehicles** such as BEV

**Overall potential for FCEV & BEV**

103,144	189,152	361,535
11	19	37
Conservative scenario	Base scenario	Optimistic scenario

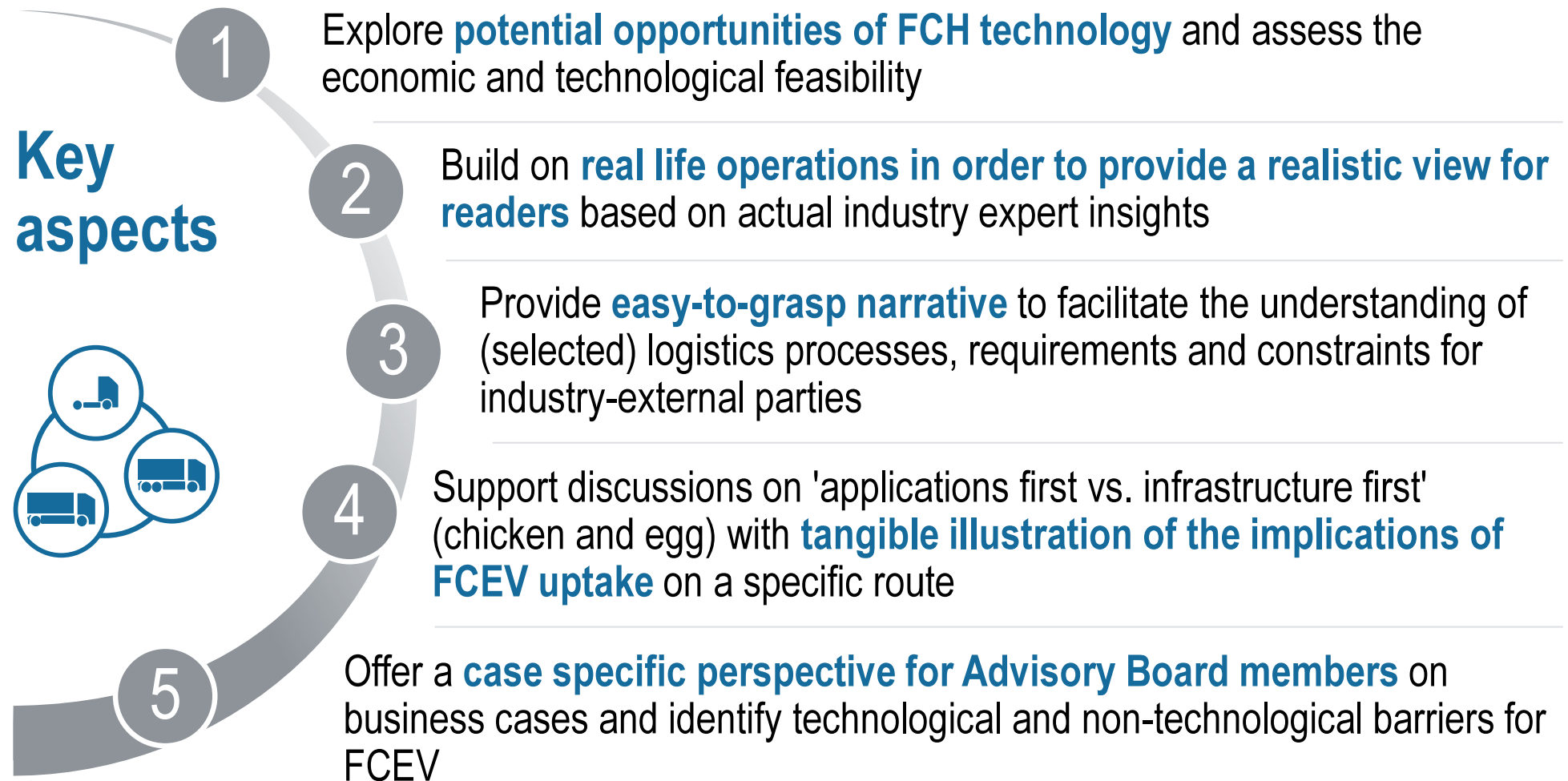
# Total number of trucks predicted by 2030

## D. Case studies



# Case studies provide insights to real life operating conditions and make the large scale application of heavy-duty FCEV tangible

## Key aspects of case studies

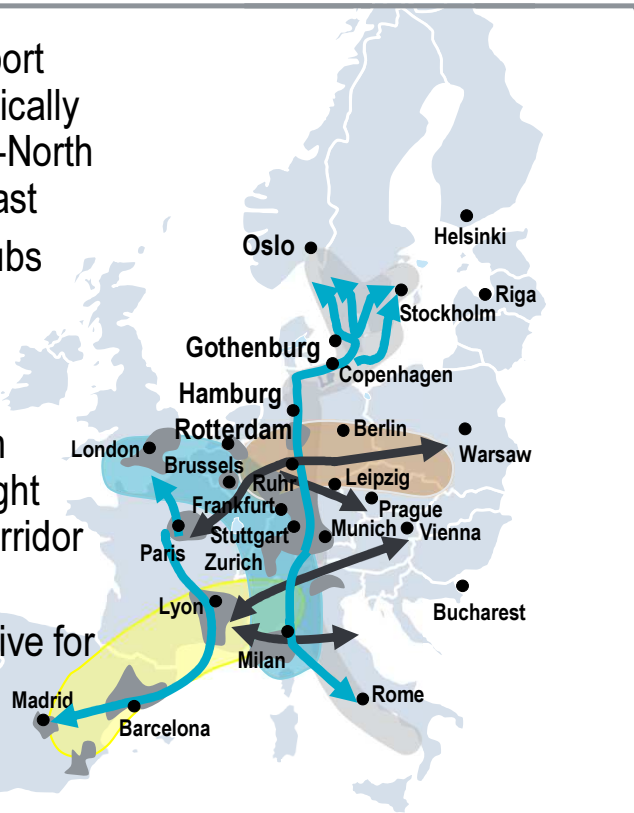


# The analysis of case studies considers the European road transport sector and builds on the use cases specified in the study

## Case study set-up

### Relevant European logistics routes

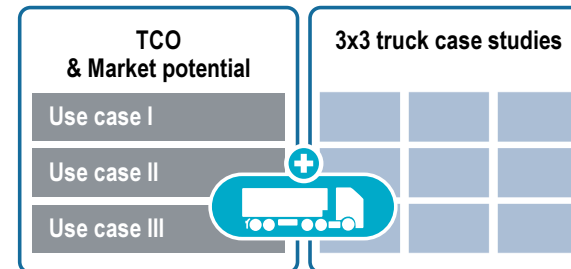
- > Major transport corridors typically along South-North and West-East
- > Transport hubs which have emerged in proximity to consumption centres, freight ports and corridor crossroads
- > Representative for EU logistics industry



- Transportation North-South
- Transportation East-West
- Conurbations and logistics hubs
- 'Blue Banana'-corridor (UK-BE-NL-GE-CH-IT)
- 'Golden Banana'-corridor (Mediterranean coast)
- New East-West corridors, e.g. Germany-Poland
- Scandinavia-Mediterranean-corridor

### Integration of use cases and routes

3 truck case studies for each of the 3 use cases<sup>1</sup>



- > Technological concept and feasibility
- > Infrastructure needs/changes
- > TCO and qualitative conditions
- > Environmental impact




Comparison with alternative technologies

# For each defined use case, three case studies were identified that illustrate the differences of heavy-duty road transport in Europe

## Case study selection process

### Use cases<sup>1</sup>

Three use cases were developed to represent six road transport segments most relevant for heavy-duty operations

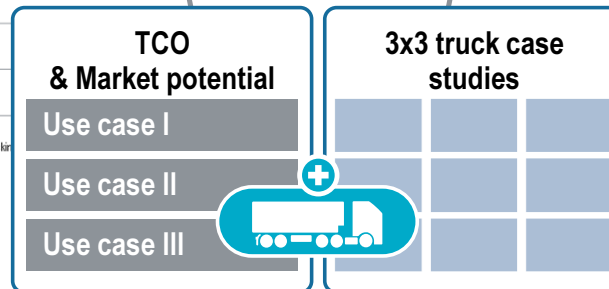
	Use case I	Use case II	Use case III
<b>Segment</b>	International logistics National logistics Manufacturing industry	Wholesale	Regional logistics Retail
<b>Truck segment</b>	HDT (40 t)	HDT (27 t)	HDT (18 t)
<b>Truck characteristics</b>	Tractor 4x2 	Rigid 6x2 	Rigid 4x2 
<b>Route type</b>	Long distance	Long distance	Distribution
<b>Route characteristics</b>	~140,000 km p.a. ~570 km per day	~95,000 km p.a. ~380 km per day	~60,000 km p.a. ~250 km per day
<b>Average new truck sales in Europe p.a.<sup>1</sup></b>	~100 k trucks (~28% of market)	~20 k trucks (~6% of market)	~70 k trucks (~20% of market)
<b>Typical operators</b>	National and International logistics companies Manufacturing companies with own trucking fleet	Wholesalers with own trucking fleet	Logistics companies Retailers with own trucking fleet

### Case studies

Truck operators and logistics users provided case study suggestions per use cases across Europe. These suggestions were prioritised and the case studies selected considering the use cases.

#### Selection criteria:

- > Link to **real-life route and operations**
- > Access to **specific local data** for differentiation of case studies
- > Representation of a **concrete opportunity for roll-out but not in execution yet**
- > Representation of a **fleet of vehicles**
- > **Geographical spread** across Europe
- > **Contact to AB member** for case develop.



The selection of case studies was carried out in alignment with the FCH JU project management and was based on Advisory Board suggestions and input.

1) For more information, please refer to C.2.1

# Nine case studies were selected for a detailed analysis considering a balance of technological and geographical perspectives

## Overview of selected case studies

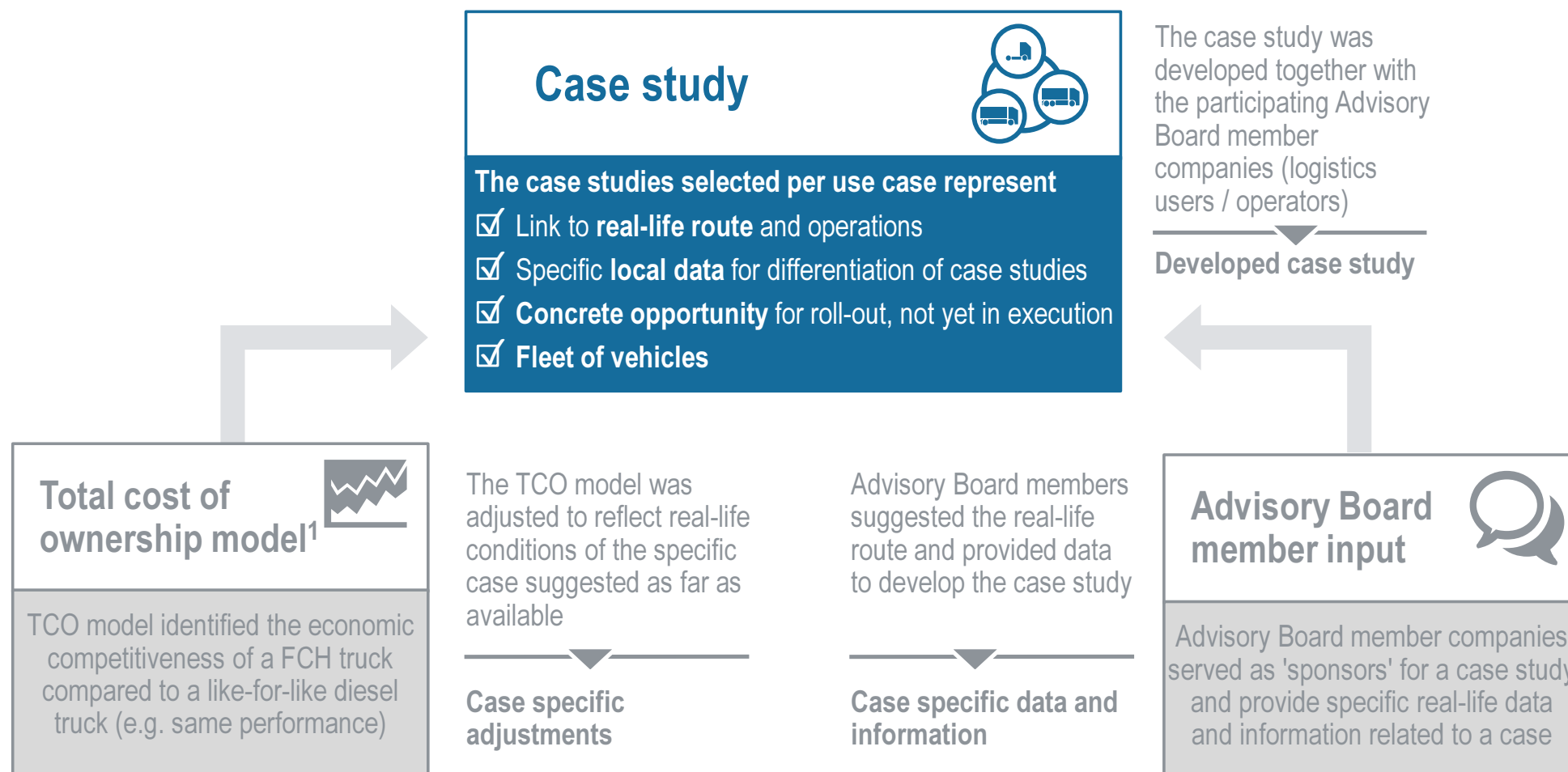
	Location	Truck type	Country	Company
Use case I	1 Košice-Bratislava		SK	Bioway
	2 Alsace region		FR	FM Logistic
	3 Zwickau-Emden		DE	Schnellecke
Use case II	4 Hof-Kladno		DE/ CZ	DACHSER
	5 Valencia region		ES	DISFRIMUR
	6 Bolzano-Munich		IT/ DE	FERCAM
Use case III	7 Hatfield		UK	DHL
	8 Leoben-Göss region		AT	Brau Union
	9 Flen-Stockholm		SE	Unilever



Tractor 4x2, 40 t   Rigid 6x2, 27 t   Rigid 4x2, 18 t

# The case study business cases were calculated using the TCO model – Adjustments were made for available real-life data

## Approach on case study assessment



1) For further information on the total cost of ownership model, please refer to chapter C



## D.1 Case study approach



# For each case study, a 10-page dossier is developed that introduces route and operation and evaluates the potential for FCH technology

## Overview of the case study concept design

### Case study concept design

#### 1 Route and operations

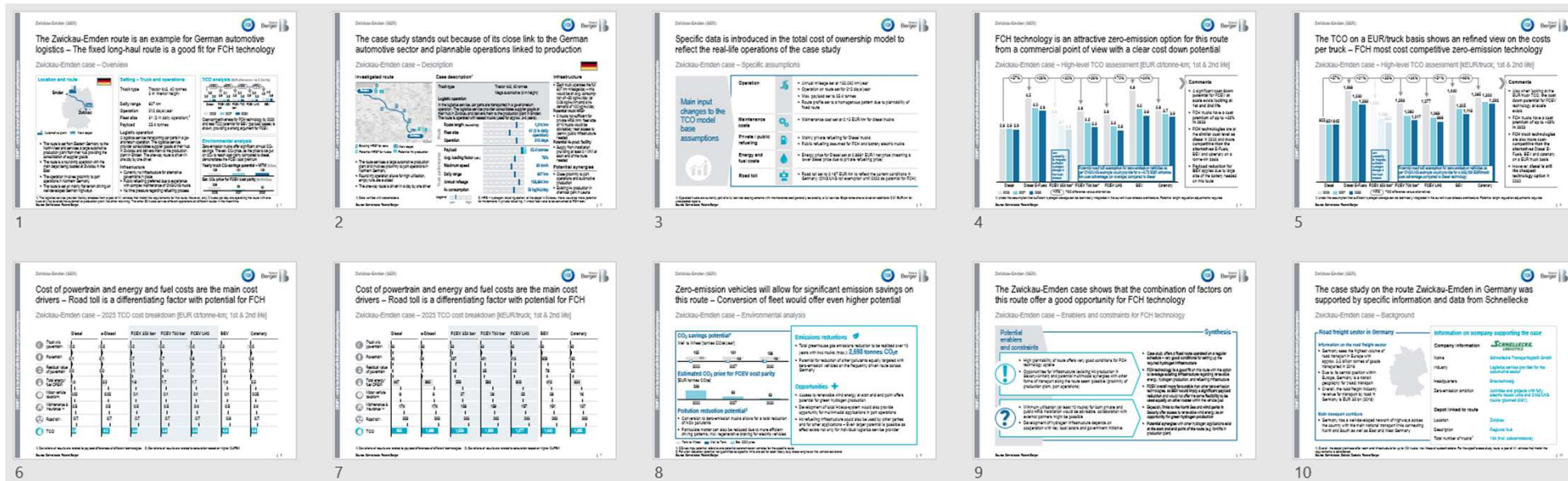
- > Background
- > Location and route
- > Truck type
- > Route specifications

#### 2 TCO analysis

- > Main changes to base assumptions
- > First and second life TCO analysis
- > Cost breakdown (EUR ct/tonne-km and EUR/truck)

#### 3 Evaluation

- > Environmental analysis
- > Analysis of enablers and constraints
- > Synthesis



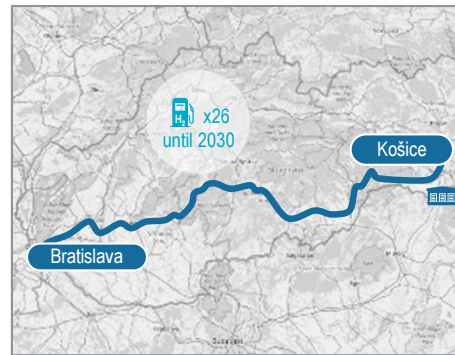
# Use case I case studies include long-haul routes in different forms: cross-border, cross-country and regional distribution operations

## Overview of case studies for Use case I

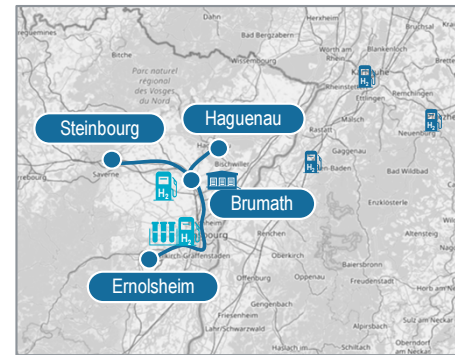
### Use case I – Case Studies



### Košice-Bratislava (SK)



### Alsace region (FR)



### Zwickau-Emden (DE)



Daily range

406 km

~270 km

607 km

Annual mileage

~130,000 km

~100,000 km

~130,000 km

Fleet size

15

8

2

H<sub>2</sub> consumption

0,08 kg/km

0,083 kg/km

0,08 kg/km

of fleet

500 kg/day

180 kg/day

100 kg/day

Route characteristics

Transport of various goods to the capital (with further operation to other EU countries)

24h operation with refrigerated trailers between three factories and a regional warehouse

Automotive logistics service transporting car parts in a go-and-return operation

# The case studies of Use case II involve different shift operations with swap bodies, refrigerated equipment and night routes

## Overview of case studies for Use case II

### Use case II – Case Studies



### Hof (DE) – Kladno (CZ)



### Valencia region (ES)



### Bolzano (IT) – Munich (DE)



Daily range	424 + 233 km	~300 km	582 + 175 km
Annual mileage	~160,000 km	~90,000 km	~180,000 km
Fleet size	5	4	10
H <sub>2</sub> consumption of fleet	0,071 kg/km 233 kg/day	0,074 kg/km 90 kg/day	0,071 kg/km 537 kg/day
Route characteristics	Two shift operation to transport two swap bodies with industrial groupage goods across Europe	Regional three shift food delivery route with trucks with refrigerated equipment	Cross-border, go-and-return route driven at night with regional distribution in a second shift



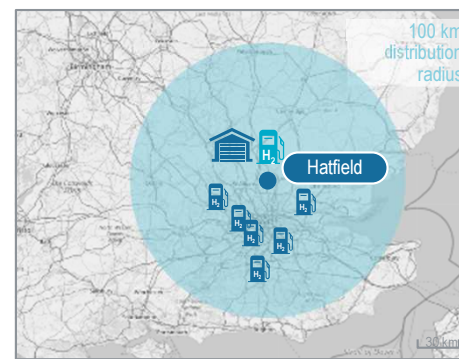
# Use case III routes include regional delivery operations in different geographies of rural and urban areas for varying daily ranges

## Overview of case studies for Use case III

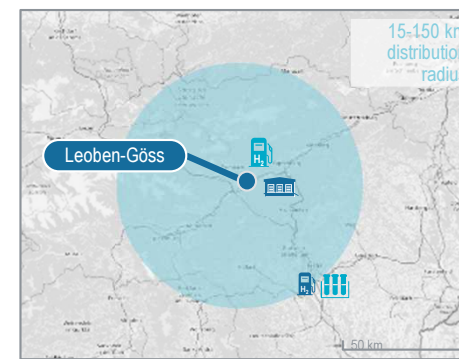
### Use case III – Case Studies



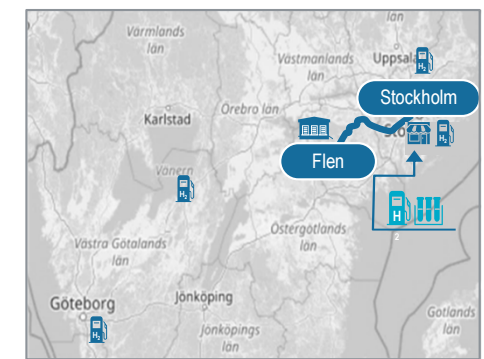
#### Hatfield (UK)



#### Leoben-Göss region (AT)



#### Flen-Stockholm (SE)



Daily range	200 km	~76 km (on average)	260 km
Annual mileage	~75,000 km	5,000-25,000 km	65,000 km
Fleet size	6	10	10
H <sub>2</sub> consumption of fleet	0,066 kg/km 80 kg/day	0,066 kg/km 50 kg/day	0,069 kg/km 18 kg/day
Route characteristics	Closed loop multi-drop transport delivering clothing and home goods to the client stores	Milk run distribution from a regional brewery to outlets in the same district	Refrigerated trucks transport food from the production site to the capital (secondary outbound)

## D.2 Case study findings



# Case studies show that supporting factors of FCH trucks outbalance constraints in theory, yet these need to be overcome first for uptake

## Main learnings from case studies



- > **Long ranges, fast refuelling** and **payload capacity** comparable to diesel vehicles
- > Clear **cost-down potential** over the years
- > Additional potential in cases of **high energy needs** (e.g. for refrigerated equipment, in winter)
- > **Environmental potential beyond CO<sub>2</sub> reduction** (e.g. on pollution reduction)

## Enablers

- > **Plannable conditions** of the route to enable set-up of infrastructure
- > **Existing H<sub>2</sub> infrastructure** (e.g. adjusted from cars) incl. supply network and local know-how
- > Strong **company interest** to fast-track uptake of trucks and set-up of infrastructure
- > **Experience with battery and/or LNG trucks** and handling of new technologies
- > **Ongoing/planned FCH projects** in the area of the route incl. stakeholder coalitions



## Opportunities

- > **Favourable regulation** for low-emission vehicles (e.g. road toll exemption, high diesel prices)
- > **Mid-to-long-term contracts / collaborations** that ensure plannability of investments
- > **Proximity to renewable energy** with direct potential for **green hydrogen production or existing low-cost industrial sources** (e.g. wind / solar parks)
- > **Local/regional HRS infrastructure partnerships** (higher utilisation by multiple users)
- > **Multi-modal use** of hydrogen infrastructure for synergies with other applications (e.g. cars, forklifts)
- > **Aligned cross-border rollout with EU standards** to have a concerted uptake and no interoperability problems

## Constraints / barriers

- > **Dependence on local hydrogen refuelling infrastructure**
- > High **cost of powertrain** for FCH trucks in the short-term and **uncertainty on second life use and value today**
- > **Cost of hydrogen** – High fuel costs (OPEX) at current market prices
- > **Limited flexibility of utilisation patterns** (e.g. possibilities to allow for intra-day refuelling)
- > **HRS minimum utilisation requirements** for both private and public stations (assumption of at least 10 trucks on a regular basis to allow positive business case for infrastructure provider)



# The TCO analysis shows that the powertrain costs and operational pattern make a case for FCEV vs. BEV for high mileage routes




## Comparison of FCEV and BEV technology

	FCEV	BEV
<b>TCO</b>	Higher TCO in cases of low mileage due to the cost of powertrain and comparatively high costs of H <sub>2</sub>	Lower TCO in case studies with lower mileage – Smaller size of the battery needed and low energy costs
<b>Operations</b>	High flexibility also on routes with higher mileage. Fast refuelling process enables multiple shifts – No payload losses, yet not all H <sub>2</sub> tank sizes pot. possible for all storage technologies due to limitations of the truck chassis (further R&D needed)	Good fit for plannable, low-to-medium range routes in ideally back-to-base operations. Slower charging process requires longer stops (at night). For long ranges, the weight of the required battery would likely imply payload losses
<b>Favourable use cases</b>	Long-range use cases with a relatively similar operational pattern as diesel	Regional (distribution) routes of a rather limited range and very plannable schedules

**!** FCEV offer higher operational flexibility regarding range, refuelling time and payload capacity.

# For Use case I and II, FCEV would be the best suited zero-emission technology - Use case III routes with potential for FCEV and BEV




## Main findings on use cases (1/2)

	Use case I 	Use case II 	Use case III 
<b>Route characteristics</b>	Trucks are used on <b>long ranges</b> in a <b>large variety of operations</b> , e.g. cross-country, 24h multiple shift operations, fixed-contract transport linked to supply and production cycles.	Trucks are deployed for <b>high utilisation on mostly fixed routes</b> , with multiple shifts and high mileage; the trucks partially also operate across borders.	Trucks are used in <b>regional distribution/delivery operations</b> with routes leading <b>into inner cities</b> ; the operation perimeter is defined around the depot with a lower mileage.
<b>Suitability for FCH technology</b>	<b>FCH technology</b> is found to be the <b>best-suited zero-emission option for the case studies</b> . If it is not for the <b>TCO result</b> , it is indicated by <b>operational requirements</b> , e.g. of 24h operation that won't allow the necessary charging time for BEV. However, in all case studies, Diesel is still the cheapest technology in 2023.	The case studies have very <b>different utilisation profiles</b> . For the routes with a <b>high daily range, FCEV are the most cost-attractive zero-emission technology</b> – due to the long-haul transport profile. For the <b>regional delivery route battery technology is shown as a potential option</b> – however, payload restrictions point towards a better fit of FCH tech.	For a <b>lower daily range</b> (and annual mileage), <b>both FCH and battery technology have potential</b> , with a <b>slight cost-advantage of BEV</b> . In cases of very low mileage, battery electric trucks could already become more cost competitive with diesel in 2023. However, <b>FCEV advantages regarding flexibility and refuelling could be more favourable</b> .

In all use cases, one case study with **refrigerated equipment** was considered. **FCH technology was the best suited zero-emission technology regarding operational flexibility**, yet not always for TCO.

# For Use case I and II, FCEV would be the best suited zero-emission technology - Use case III routes with potential for FCEV and BEV

## Main findings on use cases (2/2)

	 <b>Use case I</b>	 <b>Use case II</b>	 <b>Use case III</b>
<b>CO<sub>2</sub> emissions reduction potential</b>	<p><b>CO<sub>2</sub> emissions are linked to fuel consumption</b> – For the <b>long-haul routes</b> on which many kilometres are driven, the <b>CO<sub>2</sub> emissions are highest, as is the reduction potential</b>. As these routes are mostly carried out on highly utilised European transport corridors, the <b>positive environmental impact of zero-emission vehicles will be significant</b>.</p>	<p>Similar to the long-haul use case, the case studies in this use case also showed a <b>high CO<sub>2</sub> reduction potential due to the high mileage</b> driven. Similarly, the <b>positive environmental impact of zero-emission vehicles will be significant</b> in this use case, as well.</p>	<p>For the regional distribution/delivery routes, the <b>CO<sub>2</sub> emissions reduction potential is lower</b> in terms of magnitude <b>due to the lower mileage</b>. Yet <b>more frequent starts and stops can cause higher CO<sub>2</sub> emissions</b>. As operations often <b>drive in urban areas</b>, truck emissions directly <b>affect the citizens' health</b> and <b>emissions reduction is critical</b>.</p>
<b>Infrastructure requirements</b>	<p><b>Private refuelling stations</b> would only be commercially viable (similar to diesel) if <b>vehicle fleets are of a sufficient size to fulfil minimum requirements regarding hydrogen demand</b> – Industry experts consider the threshold around 0.5 tonnes H<sub>2</sub>/day. As a result, <b>for the first FCEV within a fleet, access to public infrastructure is required</b>. Such access is <b>more likely to be provided in industrial hubs</b> (e.g. production facilities, port operations) <b>and close to larger cities</b> due to higher utilisation potential.</p>		
<b>Synergies<sup>1</sup></b>	<p>Across the case studies, <b>concrete synergies for FCH trucks were identified in real-life transport operations</b>, e.g. existing <b>HRS upgrading</b> for trucks, <b>multi-partner collaborations</b>, knowledge exchange in <b>H<sub>2</sub> eco-systems</b> &amp; hydrogen valleys, <b>access to renewable energy and H<sub>2</sub> production</b>.</p>		

1) For further elaboration on potential and investigated synergies, please refer to chapter E.2

## D.3 Case study concept designs



# The case studies demonstrate the wide spectrum of deployment for FCH trucks – TCO model of study as starting point for all cases

## Underlying assumptions in case study evaluation

- ▶ The case study TCO analyses were mostly conducted looking at the combined **first and second life** (5 vs. 10 years) – However, in cases of very high annual mileage, the calculation was based on the first life only. This is due to the **high utilisation of the vehicles that would reach the end of their lifetime within the second life**. This was indicated in the respective case studies. [As seen in case studies 4 and 6]
- ▶ A **dynamic capacity sizing of the powertrain for FCEV and BEV** is included to allow for the **like-for-like comparison** with the diesel truck currently carrying out the operation. This corresponds to the base assumption in the TCO model used for the calculation. [As seen in case study 8]
- ▶ The included **two perspectives on the TCO results** (kEUR/truck and EUR ct/tonne-km basis) illustrate the **potential weight-related constraints that could impact the truck payload** (especially with high mileages) and vary across the different technologies. [As seen in all case studies]
- ▶ Looking at potential blue-print business cases for the industry, it is important to reflect that **some uncertainty remains regarding the technological development of H<sub>2</sub> storage technology**. The **TCO results show the potential** of different storage technologies, but the **maturity status needs to be considered**, especially when comparing the TCO results of the different storage technologies against one another. For all case studies, the use of green hydrogen only was assumed. Further details can be found in the TCO introduction chapter C. [As seen in all case studies]
- ▶ The TCO model **assumptions on the residual value of a truck are based on the assumed scrap value of the powertrain and the mileage driven over lifetime**. If the mileage is much lower than 60,000 km, there are **some limitations on the representativeness of the modelled residual value**, which was made explicit in the respective case studies. This is due to the fact that a **very high residual value** (in comparison to the initial vehicle purchase price) is **unlikely to be achieved in a second market** for a technology from 10 years ago (uncertainty of results). At the same time, the strong impact of the residual value shows that uncertainties on market development can be a roadblock for FCEVs. [As seen in case study 8]
- ▶ For the sake of comparability across the case study environmental analyses, a **uniform CO<sub>2</sub> emissions value was assumed that reflects the CO<sub>2</sub> emissions of pure diesel** as a fuel. However, in multiple countries the **standard diesel is mixed with a share of biofuel with a lower emission factor<sup>1</sup>**. Therefore, the real emission values can vary from the environmental analysis, with variation also potentially being driven by real-life driving patterns, varying consumption figures, etc. [As seen in case study 8]

1) For the analyses, CO<sub>2</sub>e WtW emissions of 3,240 g/l are assumed for pure diesel, based on data from the German Freight Forwarding and Logistics Association DSLV

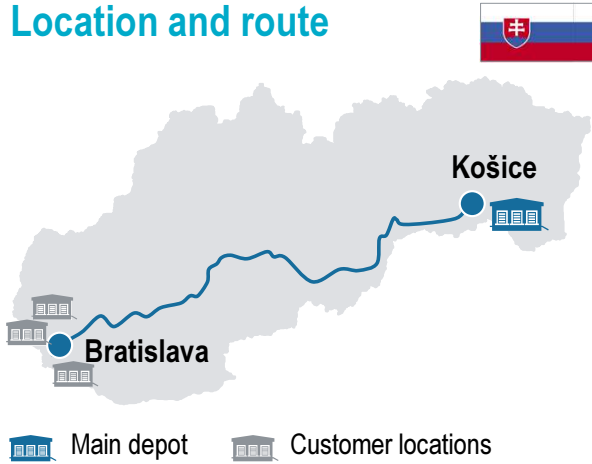
## D.3.1 Košice - Bratislava case [Bioway]





# The Košice-Bratislava route shows that FCH technology would be a good fit for a very frequent, plannable cross-country operation

## Košice-Bratislava case – Overview

### Location and route



**Main depot**  **Customer locations** 

- > The route is set from the Eastern part of Slovakia in Košice to the capital Bratislava in the West
- > Some of the trucks continue further towards other European countries, others return
- > There is a high frequency on this route with trucks operating the route almost everyday
- > The route involves a combination of flat, hilly and mountainous terrain with cold and snowy winters

### Setting – Truck and operations

<b>Truck type</b>	Tractor 4x2, 40 tonnes Low deck /mega truck
<b>Daily range</b>	406 km
<b>Operation</b>	320 days/year
<b>Fleet size</b>	15
<b>Payload</b>	10 tonnes

### Logistic operation

The cross-country logistics route transports varying goods (car parts, beverages) from the regional hub to the capital. The route is currently operated with low-emission trucks (LNG). An increase of the number of LNG trucks is planned (150 vehicles until 2021) which shall be replaced by FCH technology in the future.

### Infrastructure

- > Currently no infrastructure for alternative powertrains in place
- > 26 HRS are planned in Slovakia on important roads (main roads, TEN-T corridors)
- > No time pressure regarding refuelling process

### TCO analysis [EUR ct/tonne-km; 1st & 2nd life]

Technology	2023	2027	2030
Diesel	7.4	7.2	7.3
FCEV 350 bar	8.5	6.4	6.9
FCEV 700 bar	8.8	6.7	7.3
FCEV LH2	8.6	6.4	7.0
BEV	9.5	7.1	7.7

FCH technology with best TCO results of zero-emission technologies, yet BEV also close. As flexibility is required regarding potential payload restrictions, FCH tech. would be better suited.

### Environmental analysis

Zero-emission trucks offer significant annual CO<sub>2</sub> savings. The est. CO<sub>2</sub> price demonstrates the FCEV cost premium and the price to be put on CO<sub>2</sub> to reach cost parity compared to diesel

#### Yearly CO<sub>2</sub> savings potential – WTW [tCO<sub>2</sub>e]

Year	Yearly CO <sub>2</sub> savings potential
2023	135
2027	131
2030	129

#### Est. CO<sub>2</sub> price for FCEV cost parity [EUR/tCO<sub>2</sub>e]

Year	Est. CO <sub>2</sub> price for FCEV cost parity
2023	160
2027	18
2030	0

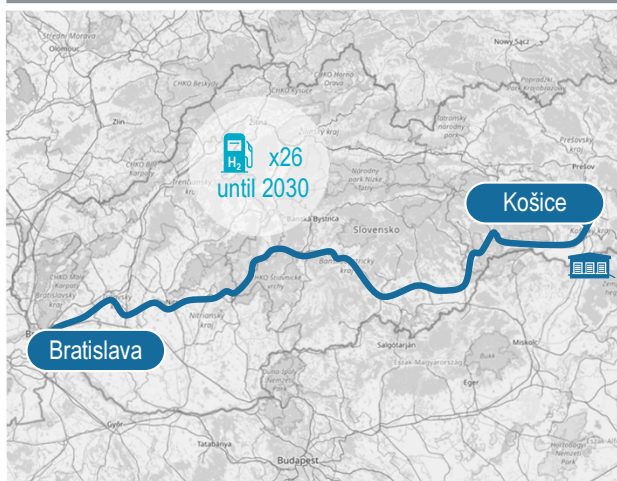




# The case study stands out because of the clear ambition of involved parties to increase the number of low- and zero-emission trucks

## Košice-Bratislava case – Description



### Investigated route



 Main depot  HRS<sup>2</sup> planned for 'Black Horse' project (also for trucks)

- > The route connects the regional city of Kosice in the Eastern part of Slovakia with the capital Bratislava
- > Trucks on this route run almost every day – either driving to or returning from Bratislava
- > The route involves a combination of flat, hilly and mountainous terrain with cold and snowy winters
- > Road toll charges apply

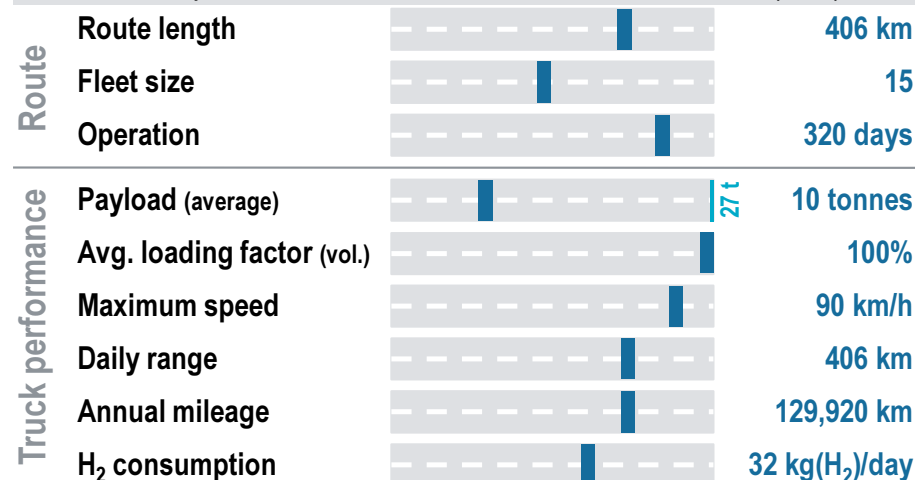
1) Data verified with stakeholders  
 2) HRS = hydrogen refuelling station  
 Source: Bioway; Roland Berger

### Case description<sup>1</sup>

**Truck type** Tractor 4x2, 40 tonnes  
 Low deck /mega truck

#### Logistic operation

On this cross-country route, 15 trucks transport various light weight, high cubic goods (car parts, beverages) from the regional hub to the capital Bratislava where they unload the goods for different clients. The trucks then take up new load in Bratislava and carry the new freight further to other countries in the EU or back to Košice. The operation is volume restricted due to the heterogenous size of the load. Trucks are operated by one driver each. Currently, the route is carried out with low-emission trucks (LNG).



**Legend**    
 Low High

3) There will potentially be more H<sub>2</sub> demand at the depot in Košice as 150 trucks in the subcontractor fleets will be changed to LNG by mid 2021 and replaced by FCEV in the future

### Infrastructure

- > Each truck operates min. 406 km/day – this would be an avg. consumption of ~32 kg(H<sub>2</sub>)/day (at 0.08 kg(H<sub>2</sub>)/km); fleet H<sub>2</sub> demand of ~500 kg(H<sub>2</sub>)/day

#### Planned truck HRS<sup>2</sup>

- > Installation of two public HRS near depot and Bratislava planned for passenger cars, buses, trucks (350 bar and 700 bar technology)

#### Planned H<sub>2</sub> prod. facility








- > Supply with grey and (later) green hydrogen planned with production in Slovakia

### Potential synergies

- > Conversion of higher number of trucks planned
- > Support for H<sub>2</sub> infrastructure in 'Black Horse' project to also benefit local and regional distribution

# Specific data is introduced in the total cost of ownership model to reflect the real-life operations of the case study

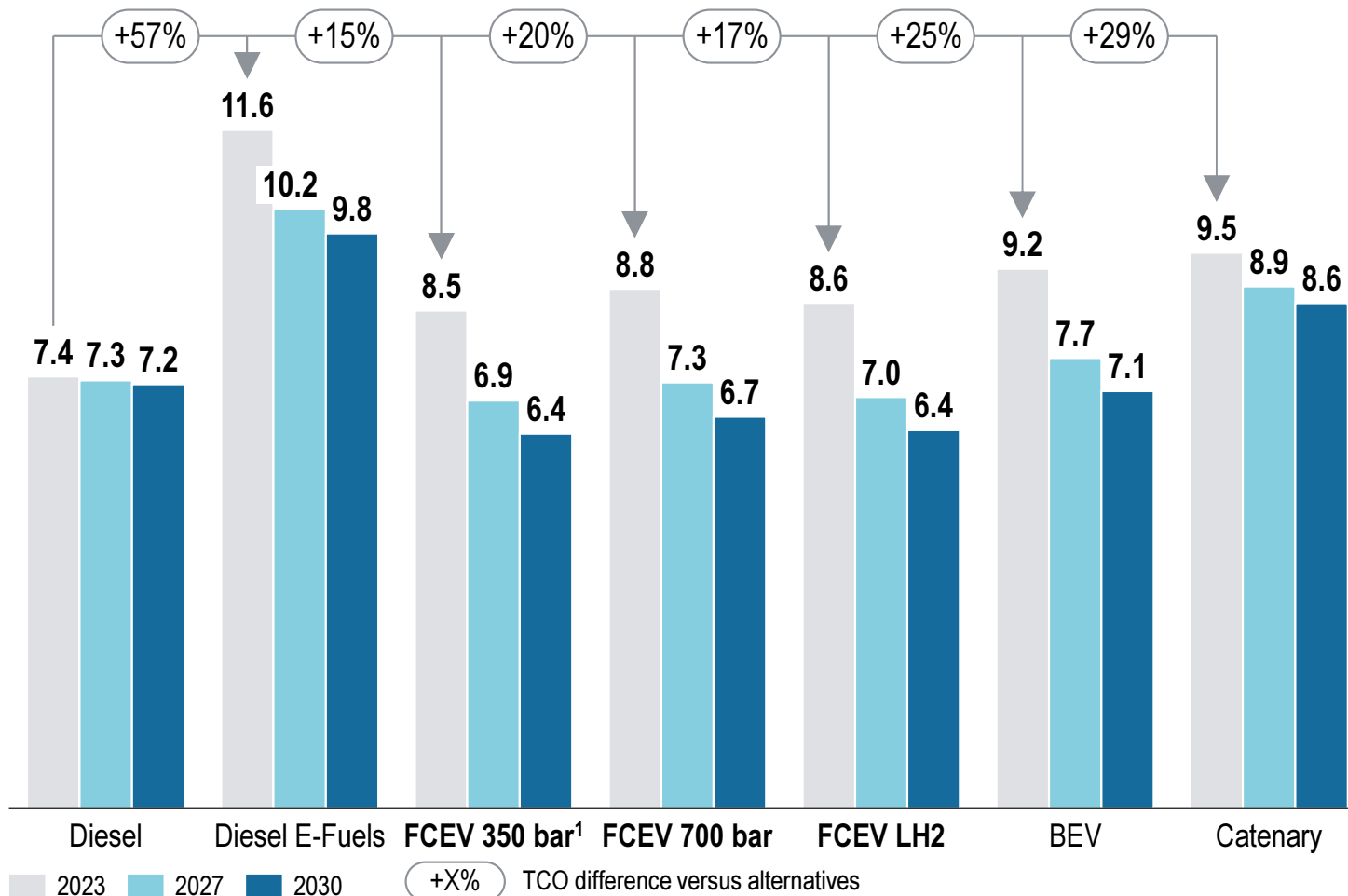
## Košice-Bratislava case – Specific assumptions

<p>Main input changes to the TCO model base assumptions</p> 	<p><b>Operation</b></p> 	<ul style="list-style-type: none"> <li>&gt; Annual mileage set at 130,000 km</li> <li>&gt; Operation on route set for 320 days/year</li> <li>&gt; Route profile set to a homogenous pattern due to plannability of fixed route</li> </ul>
	<p><b>Motor vehicle tax</b></p> 	<ul style="list-style-type: none"> <li>&gt; Motor vehicle tax set at 1.4 % of initial vehicle cost for 2023 and adjusted for 2027 and 2030 to reflect case specific data for diesel vehicles tax of 1,000 EUR/year<sup>1</sup></li> </ul>
	<p><b>Maintenance costs</b></p> 	<ul style="list-style-type: none"> <li>&gt; Maintenance cost set at 0.036 EUR/km for diesel, at 0.032 EUR/km for FCEV and at 0.029 EUR/km for BEV and catenary</li> </ul>
	<p><b>Private / public refuelling</b></p> 	<ul style="list-style-type: none"> <li>&gt; Public refuelling assumed for all technologies</li> </ul>
	<p><b>Energy and fuel costs</b></p> 	<ul style="list-style-type: none"> <li>&gt; No changes on energy and fuel costs as case specific average data indicated the diesel price at 1.259 EUR/l</li> </ul>
	<p><b>Road toll</b></p> 	<ul style="list-style-type: none"> <li>&gt; Road toll set to 0.152 EUR/km</li> </ul>

1) Motor vehicle tax refers to diesel vehicles; currently, LNG trucks are used that have a motor vehicle tax of 500 EUR/year (yet not considered in this study)

# FCH and BEV technology with very similar TCO results – Both technologies are cost-competitive with diesel from 2027

Košice-Bratislava case – High-level TCO assessment [EUR ct/tonne-km; 1st & 2nd life]



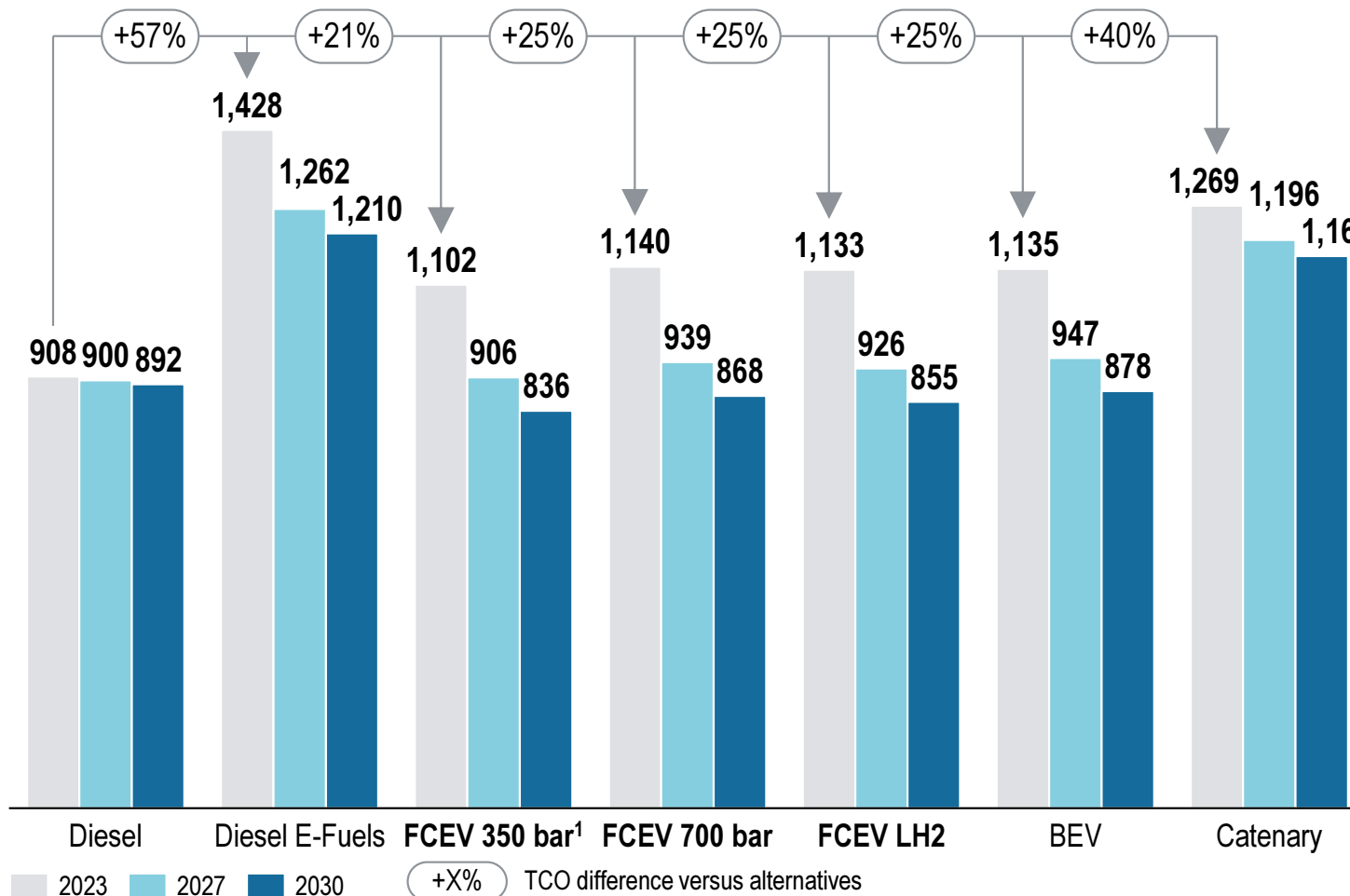
**Comments**

- > A significant **cost down potential** for FCEV at **scale** exists **looking at 1st and 2nd life**
- > FCH trucks have a **cost premium** of up to **~20%** in 2023
- > **FCH technologies** are at the **lower cost level** than **diesel** already in 2027
- > **FCH and BEV tech.** are at a **very similar cost level** at tonne-km basis
- > **As payload is relatively low**, there is **no payload reduction for BEV** which makes it a possible option despite the higher weight of the battery

1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture; Potential length regulation adjustments required

# On this route with its specific requirements, all FCH technologies have potential from a commercial and technical point of view

Košice-Bratislava case – High-level TCO assessment [kEUR/truck; 1st & 2nd life]



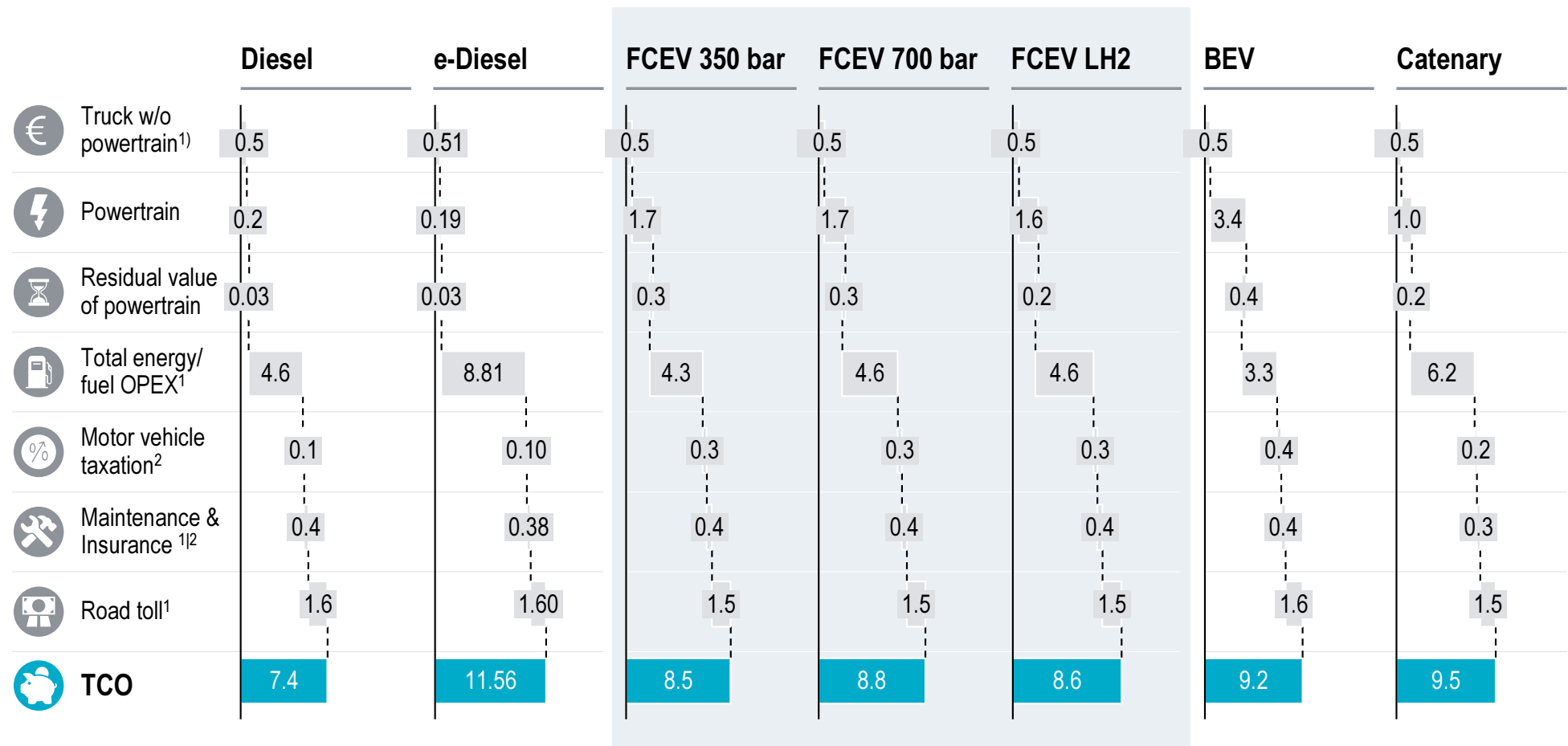
**Comments**

- > Also when looking at the EUR/truck TCO costs, **the cost down potential for FCEV technology at scale exists**
- > FCH trucks have a **cost premium of up to ~25% in 2023**
- > **FCH and BEV tech. show very similar TCO results** on a EUR/truck basis - **Cost competitiveness already in 2027**
- > Based on the **relatively low assumed payload, FCEV 350 bar could be an option** as more space for tank integration would be available

1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture; Potential length regulation adjustments required

# At overall similar cost levels, FCEV and BEV see a trade-off for the main cost drivers: Either cost of powertrain or OPEX are lower

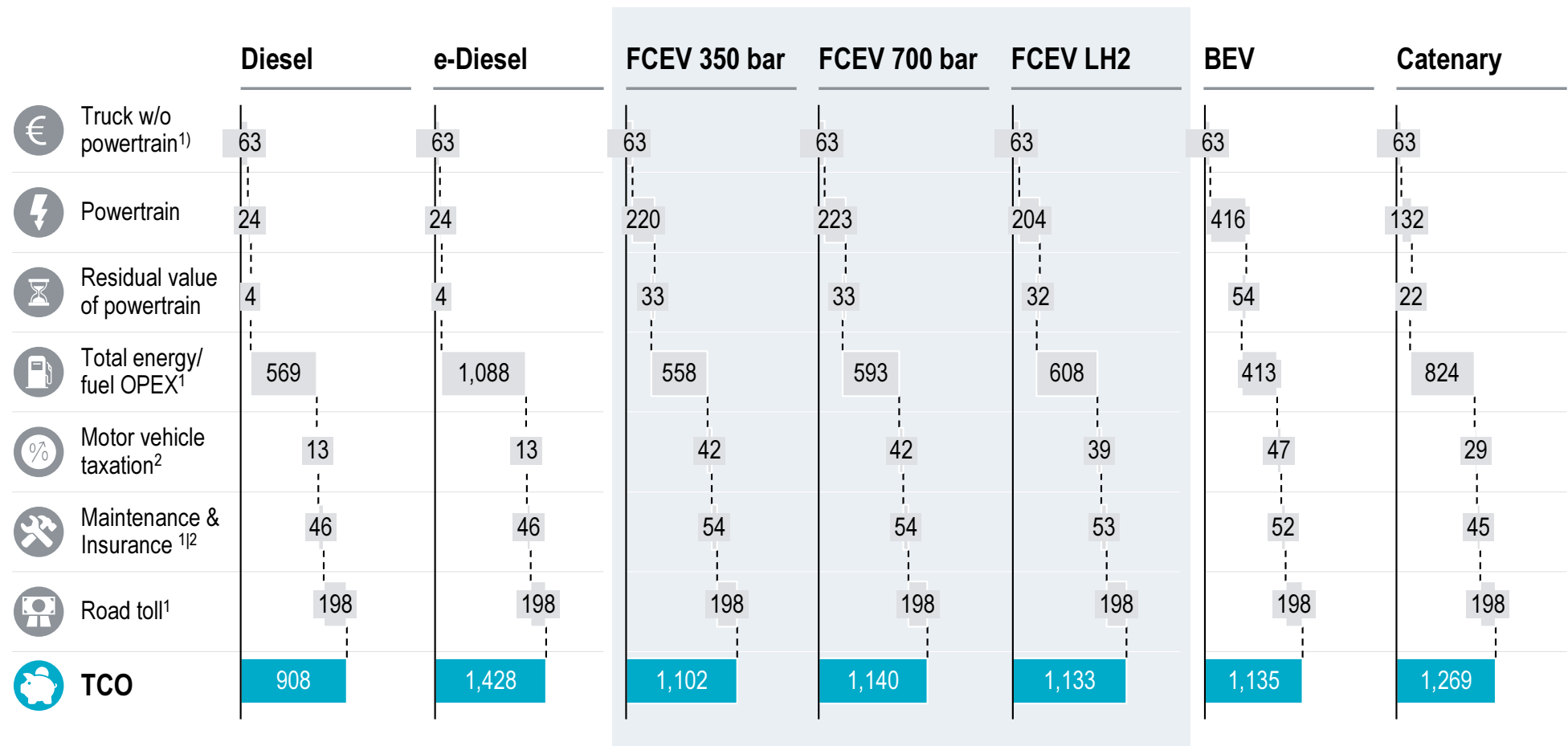
Košice-Bratislava case – 2023 TCO cost breakdown [EUR ct/tonne-km; 1st & 2nd life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# Looking at the EUR/truck comparison, cost of powertrain and energy/fuel costs are the main drivers for all technologies

Košice-Bratislava case – 2023 TCO cost breakdown [kEUR/truck; 1st & 2nd life]



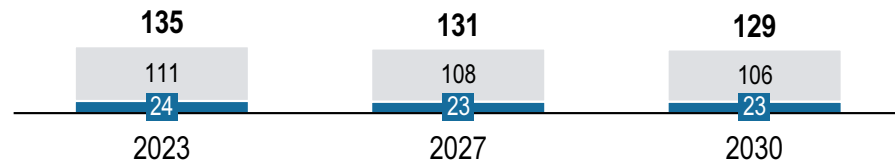
1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# Zero-emission vehicles will allow for significant emission savings on this route – Conversion of fleet would offer even higher potential

## Košice-Bratislava case – Environmental analysis

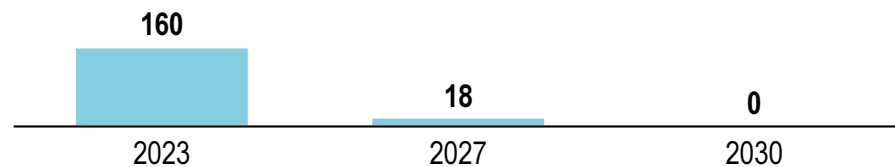
### CO<sub>2</sub> savings potential<sup>1</sup>

Well to Wheel [tonnes CO<sub>2</sub>e/year]



### Estimated CO<sub>2</sub> price for FCEV cost parity

[EUR/tonnes CO<sub>2</sub>e]



### Pollution reduction potential<sup>2</sup>

- > Conversion to zero-emission trucks allows for a total reduction of NO<sub>x</sub> pollutants
- > Particulate matter can also be reduced due to more efficient driving patterns, incl. regenerative braking for electric vehicles

 Tank to Wheel  Well to Tank

### Emissions reductions

- > Total greenhouse gas emissions reduction to be realized over 10 years with fifteen trucks<sup>1</sup>: **20,233 tonnes CO<sub>2</sub>e**
- > Potential for reduction of other pollutants equally targeted with zero-emission vehicles on the frequently driven cross-country route

### Opportunities

- > The company's ambition for emission reduction are linked to activities to develop the H<sub>2</sub> eco-system in Slovakia – Good conditions to convert more vehicles to FCH technology and leverage the company's standing to also push subcontractors in this direction
- > H<sub>2</sub> refuelling infrastructure will be set up on main transport corridors across the country to support the uptake of fuel cell and hydrogen vehicles – Proximity to main depot can be ensured

1) CO<sub>2</sub> savings potential refers to one potential zero-emission vehicle for the specific route

2) Pollution reduction potential not quantified as specific limits are set for each heavy duty diesel engine on the vehicle test stand







# Operating the cross-country route between Košice and Bratislava with FCH trucks could become a commercially attractive opportunity

## Košice-Bratislava case – Enablers and constraints for FCH technology

### Potential enablers and constraints

- 
- > Fixed route on a almost daily schedule offers high plannability
  - > Mixed terrain and cold winters are an advantage for FCH technology compared with other zero-emission options (e.g. cabin heating)
  - > Strong company ambition and government support for hydrogen application and infrastructure (via the 'Black Horse' project) provide good prerequisites and will lead to increasing H<sub>2</sub> know-how within Slovakia
  - > Stakeholders can build on current experience with LNG trucks
  - > High concentricity of automotive industry with supplier transport can leverage technology also in regional and local transport

- 
- > Planned setup of H<sub>2</sub> infrastructure until 2030 along main transport corridors does not offer immediate opportunities in Košice – Set up of (private) infrastructure would need to be initiated by the company
  - > Build-up of hydrogen production in Slovakia (such as via the Black Horse project) will need to be set up; green source of hydrogen to be in focus

### Synthesis

- > The case study shows a **long-haul route on a regular schedule** with a **significant number of trucks** – Combination of **important supporting factors** for FCEV adoption
- > **Payload considerations** between **FCEV and BEV** indicate that **despite similar TCO results**, BEV would not offer the **flexibility for a much higher payload** (e.g. heavier car parts) and **longer ranges** (e.g. cross-EU transport) which could restrict operations (e.g. not having the flexibility to carry heavy loads for specific clients) – Scenarios makes **FCH technology the favoured zero-emission option**
- > Current momentum of **support for H<sub>2</sub> application** in Slovakia will be **leveraged** to set up required **refuelling infrastructure in proximity of the depot**
- > **Expansion of FCH technology for the larger fleet** is a potential option – **company ambition acts as a push-factor** for partners and subcontractors

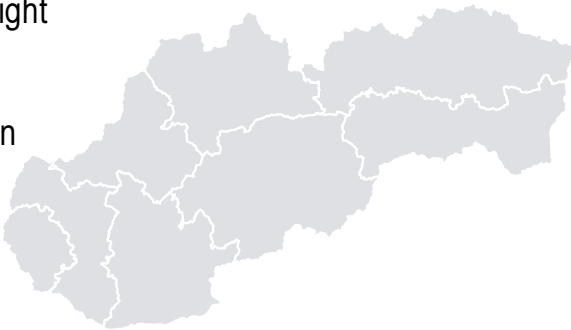
# The case study on the Košice-Bratislava route in Slovakia was supported by specific information and data from Bioway

## Košice-Bratislava case – Background

### Road freight sector in Slovakia

#### Information on the road freight sector

- > The road freight transport industry in Slovakia is the twelfth largest in the EU, despite the relatively small size
- > Overall, the road freight industry revenue for transport by road in Slovakia is EUR 4 bn
- > Currently, ~50,000 heavy duty vehicles are registered in Slovakia



#### Main transport corridors

- > Slovakia has a central position in Central Europe with numerous motorways crossing through it
- > Slovakia transport corridors offer access to Southern and South Eastern Europe, and also to the Austrian, German, Swiss and Italian markets

### Information on company supporting the case

#### Company information



Name	Bioway s.r.o.
Industry	Logistics service provider
Headquarters	Košice, Slovakia
Zero-emission ambition	Company initiative of "green logistics" includes participation on EU-funded "Black Horse" project and push towards low-emission trucks for all subcontractors
<b>Depot linked to route</b>	
Location	Košice
Description	Regional hub
Total number of trucks	700 (15 subcontractor companies)

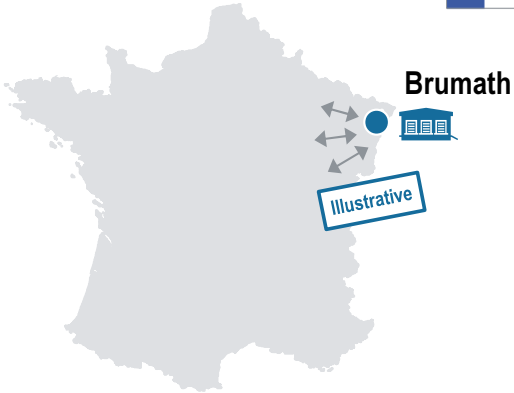
## D.3.2 Alsace region case [FM Logistic]



# The Brumath case is an example for a short-haul, heavy load operation on a (almost) 24/7 schedule with high potential for FCEV


## Alsace region case – Overview

### Location and route



**Brumath**

*Illustrative*

 Main depot

- > The operation is set in the Strasbourg area (Alsace, France) and services three local production sites by linking them to material supply and storage facilities in the logistics warehouse
- > The three routes involve round trips, driven various times over the day
- > The operation is mostly driven on a well-developed network of regional highways

### Setting – Truck and operations

<b>Truck type</b>	Tractor 4x2, 40 tonnes Refrigerated trailers
<b>Daily range</b>	~270 km
<b>Operation</b>	360 days/year
<b>Fleet size</b>	8
<b>Payload</b>	avg. 26 tonnes

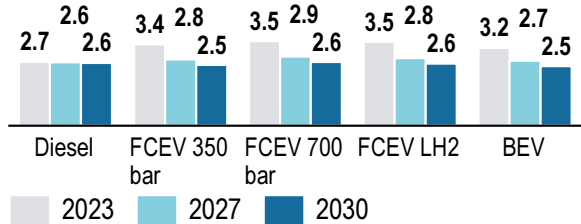
### Logistic operation

The operation is composed of various flows, linking three factories in the Strasbourg area to the regional warehouse on a (almost) 24 h schedule. The refrigerated trailers transport chocolate, ice cream and pet food from the different factories.

### Infrastructure

- > Hydrogen refuelling infrastructure for trucks would need to be installed (private or public)
- > Time-constraint operation would allow for (fast) refuelling of FCEV, yet no charging of BEV
- > Current assessment of development of own hydrogen hub or collaboration with external partners in the region

### TCO analysis [EUR ct/tonne-km; 1st & 2nd life]




Vehicle Type	2023	2027	2030
Diesel	2.7	2.6	2.6
FCEV 350 bar	3.4	2.8	2.5
FCEV 700 bar	3.5	2.9	2.6
FCEV LH2	3.5	2.8	2.6
BEV	3.2	2.7	2.5

The TCO shows cost competitiveness for FCH technology with diesel by 2030. TCO results also indicate good potential for BEV, yet the 24 h operations would not allow the necessary charging time.

### Environmental analysis

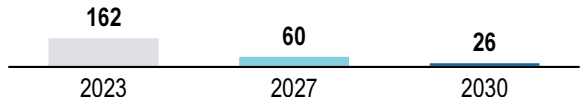
Zero-emission trucks offer significant annual CO<sub>2</sub> savings. The est. CO<sub>2</sub> price demonstrates the rather high FCEV cost premium in 2023, indicating the potential for environmental incentive schemes.

### Yearly CO<sub>2</sub> savings potential – WTW [tCO<sub>2</sub>e]



Year	Yearly CO <sub>2</sub> savings potential – WTW [tCO <sub>2</sub> e]
2023	109
2027	106
2030	104

### Est. CO<sub>2</sub> price for FCEV cost parity [EUR/tCO<sub>2</sub>e]



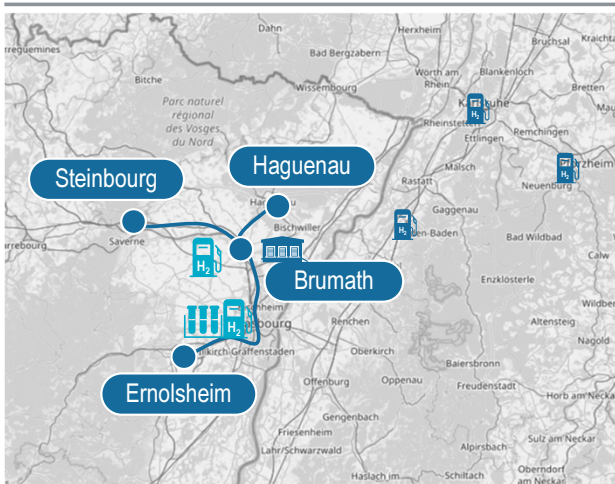
Year	Est. CO <sub>2</sub> price for FCEV cost parity [EUR/tCO <sub>2</sub> e]
2023	162
2027	60
2030	26





# The case study stands out because of around-the-clock operation on short distances between local factories and the warehouse

## Alsace region case – Description



### Investigated route

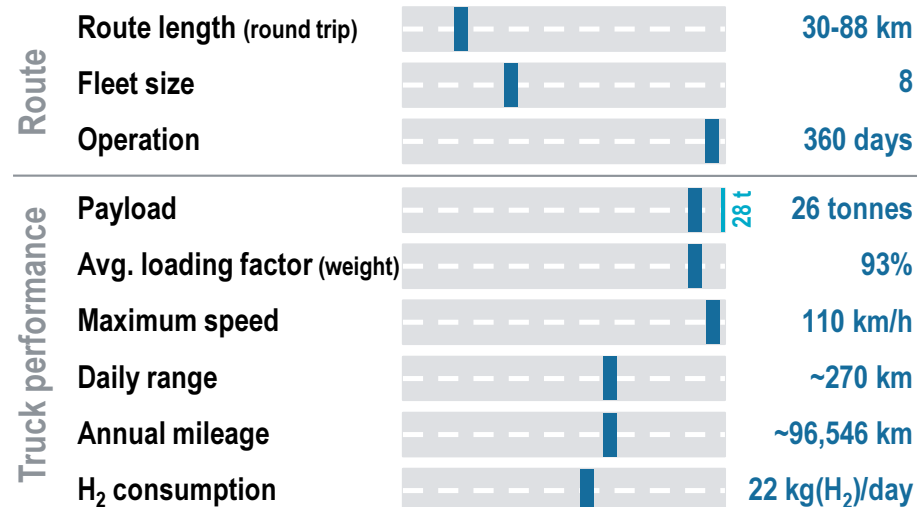


-  Existing HRS<sup>2</sup> for cars
  -  Main depot
  -  Potential HRS<sup>2</sup> for trucks
  -  Potential H<sub>2</sub> production
- > The operation is set in the Strasbourg area and services three local production sites by linking them to material supply and storage facilities in the logistics warehouse
  - > The three routes involve round trips, driven various times over the day
  - > The operation is mostly driven on a well-developed network of regional highways (road toll involved on one route)

1) Data verified with stakeholders

### Case description<sup>1</sup>

<b>Truck type</b>	Tractor 4x2, 40 tonnes Refrigerated trailers
<b>Logistic operation</b>	Three main factories in the Strasbourg area are linked to the regional warehouse on a 24 h schedule (up to 3 shifts per day). The trailers going from the warehouse to the factories are loaded with raw materials, while the trailers loaded in the factories transport finished products to be stored in the warehouse (chocolate, ice cream and pet food). The operations follow seasonal patterns due to the transported goods.



2) HRS = hydrogen refuelling station

### Infrastructure

- > Truck operate an avg. of ~270 km mileage/day – this would be an avg. consumption of ~22 kg(H<sub>2</sub>)/day (at 0.083 kg(H<sub>2</sub>)/km) and a H<sub>2</sub> demand of 180 kg(H<sub>2</sub>)/day

#### Potential truck HRS

- > Demand not sufficient for private HRS with external supply (min. of 500 kg(H<sub>2</sub>)/day advisable for scale effects); in-house H<sub>2</sub> production potential option

#### Potential H<sub>2</sub> prod. facility

- > Supply from electrolysis installation of > 0.5 MW needed at depot or close


### Potential synergies








- > Further operations linked to distribution of stored goods
- > Potential build up of H<sub>2</sub> infrastructure and supply in Strasbourg area (contact with relevant parties)

# Specific data is introduced in the total cost of ownership model to reflect the real-life operations of the case study

## Alsace region case – Specific assumptions

Main input changes to the TCO model base assumptions

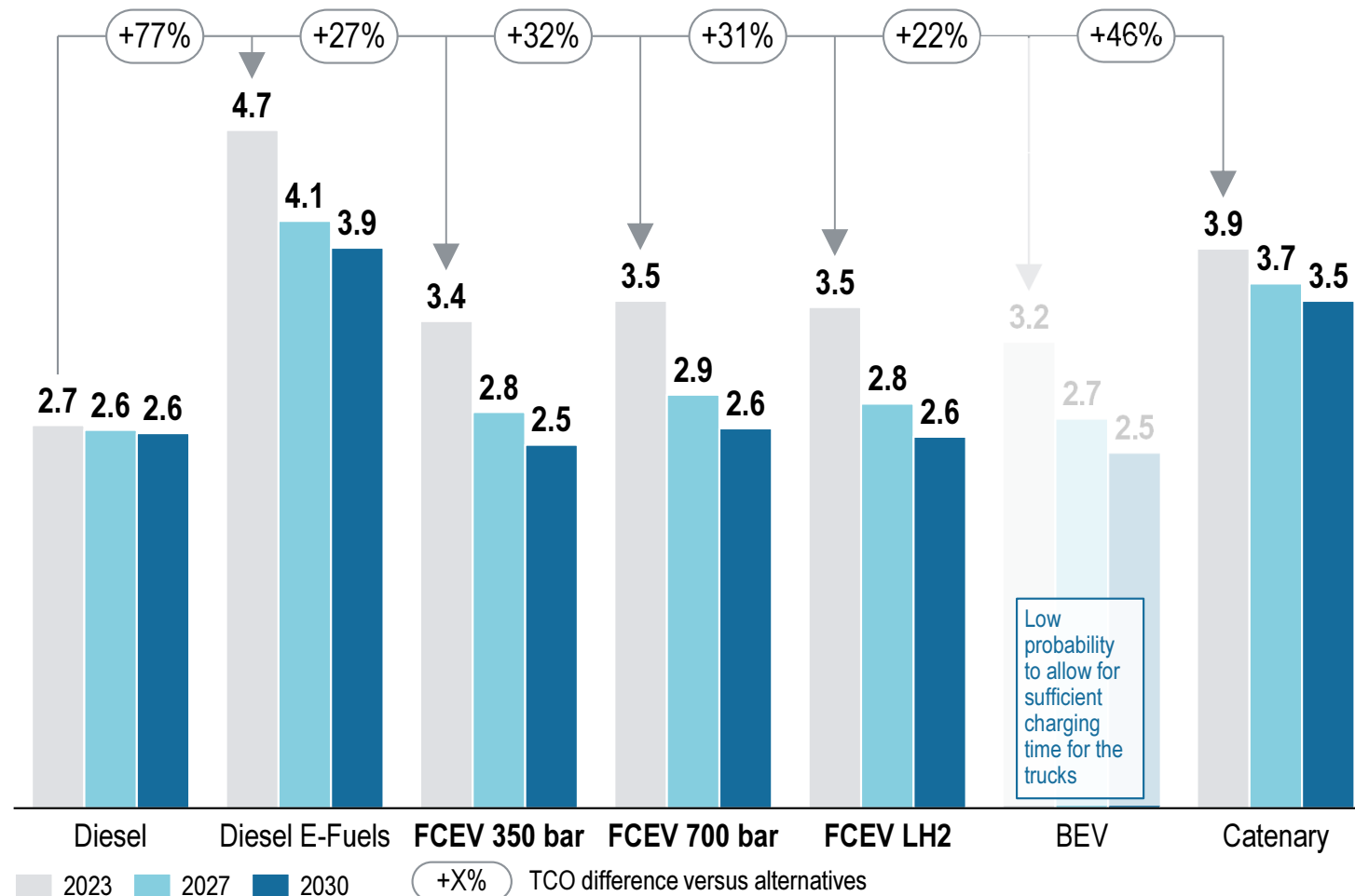


<b>Operation</b>		<ul style="list-style-type: none"> <li>&gt; Annual mileage set at ~95,000 km/year</li> <li>&gt; Operation on route set for 360 days/year</li> <li>&gt; Max. payload set to 28 tonnes</li> <li>&gt; Route profile set to a homogenous pattern due to plannability of fixed routes</li> </ul>
<b>Motor vehicle tax</b>		<ul style="list-style-type: none"> <li>&gt; Motor vehicle tax set at 0.8% of initial vehicle cost for 2023 and adjusted for 2027 and 2030 to reflect case specific data for the French road transport vehicle tax</li> </ul>
<b>Maintenance costs</b>		<ul style="list-style-type: none"> <li>&gt; Maintenance cost set at 0.072 EUR/km for diesel, at 0.064 EUR/km for FCEV and at 0.057 EUR/km for BEV and catenary</li> </ul>
<b>Energy and fuel</b>		<ul style="list-style-type: none"> <li>&gt; Energy price for Diesel set at 1.02 EUR/l net price</li> <li>&gt; AdBlue price set to 0.30 EUR/l net price</li> <li>&gt; Consumption of diesel was increased by 11% to reflect the increased need of energy for the refrigeration equipment (additional consumption of ~3.5 l/100 km); principle of a consumption increase is also applied for BEV and catenary (4% due to the electric powertrain)</li> </ul>
<b>Fuel cell and H<sub>2</sub> technology</b>		<ul style="list-style-type: none"> <li>&gt; Additional 2 kW of fuel cell size are assumed for higher energy needs</li> <li>&gt; Consumption of H<sub>2</sub> was increased by 0.003 kg(H<sub>2</sub>)/km to reflect the increased need of energy for the additional refrigeration equipment (Garde et al. 2012)</li> </ul>
<b>Private / public refuelling</b>		<ul style="list-style-type: none"> <li>&gt; Public refuelling assumed for all technologies</li> </ul>
<b>Road toll</b>		<ul style="list-style-type: none"> <li>&gt; Road toll set to 0.06 EUR/km to reflect that road toll only applies on 36 km of the routes</li> </ul>



# FCH and battery technology both are attractive zero-emission options for this operation from a commercial point of view

Alsace region case – High-level TCO assessment [EUR ct/tonne-km; 1st & 2nd life]



**Comments**

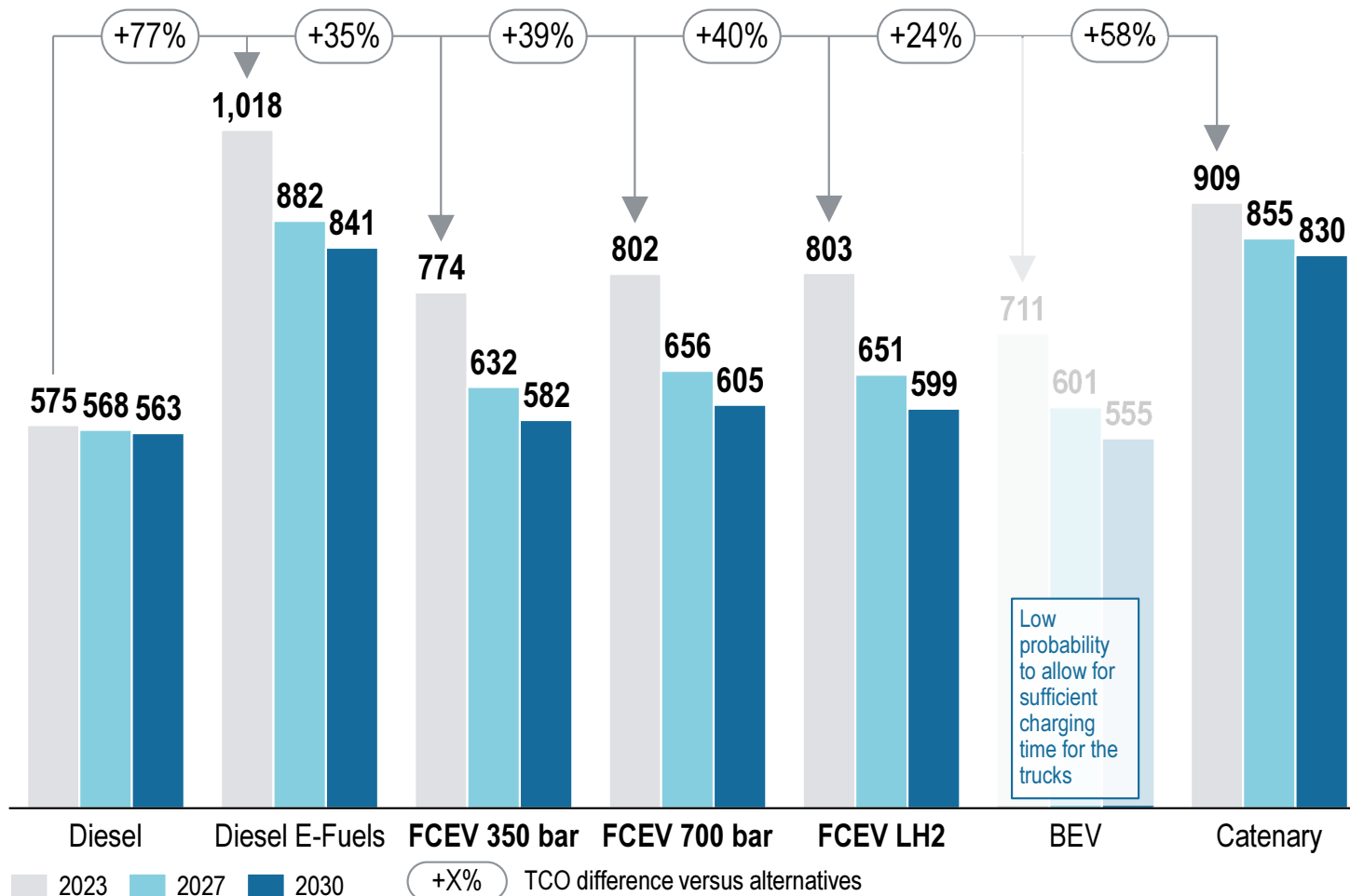
- > A significant **cost down potential** for FCEV at scale exists looking at 1st and 2nd life
- > FCH trucks have a **cost premium of up to ~32%** in 2023 and are at the **similar cost level as diesel** in 2030 on a tonne-km basis
- > **BEV** is at the **same cost level as FCH technology** on a tonne-km basis with no payload reduction – However, the **almost 24 h operation would not offer the possibility to charge** the battery trucks<sup>1</sup>

1) At the current state of technology, the charging process could not be integrated into the 24 h operation



# The TCO on a EUR/truck basis shows a refined view on the costs per truck – FCH is cost competitive, yet BEV slightly at advantage

Alsace region case – High-level TCO assessment [kEUR/truck; 1st & 2nd life]



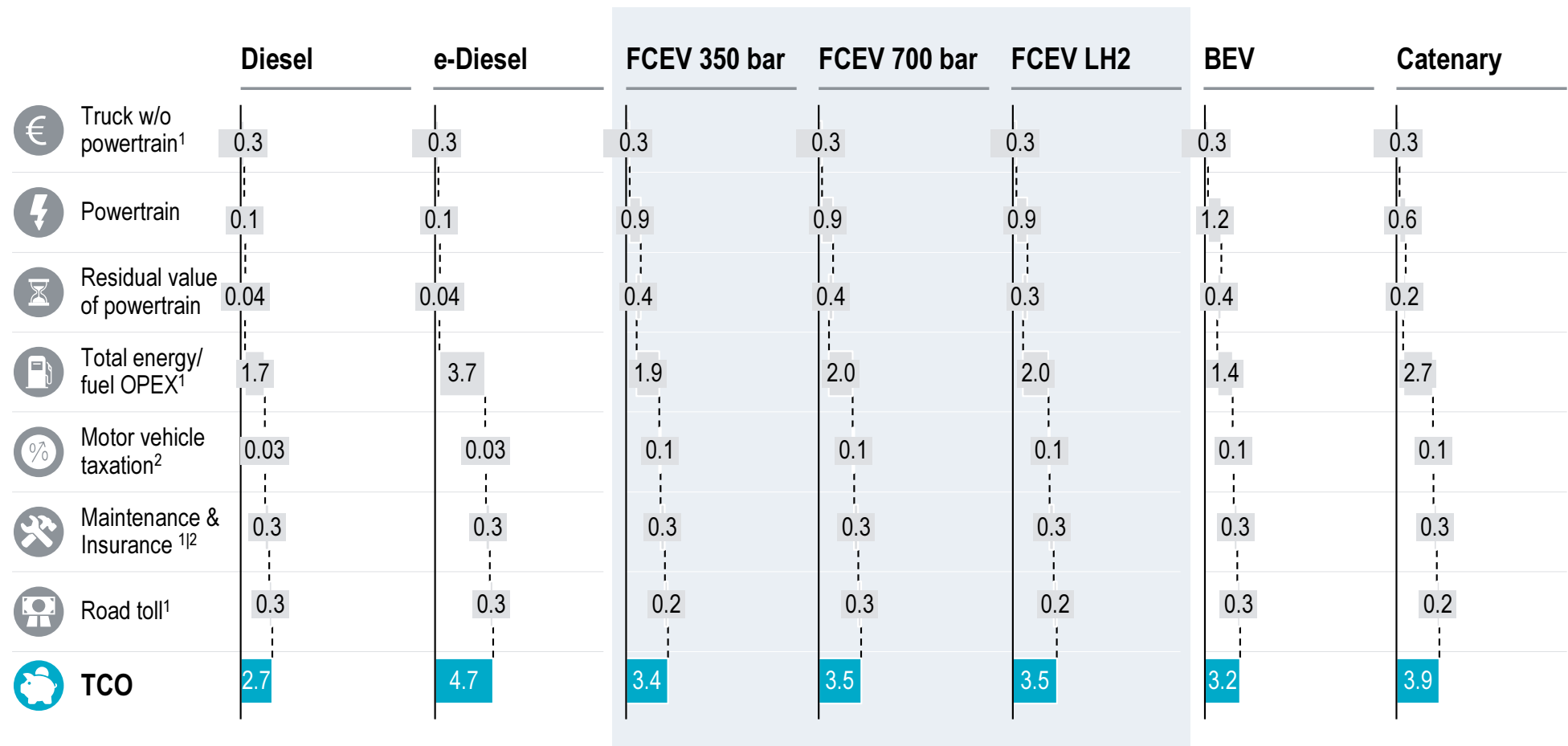
**Comments**

- > Also when looking at the EUR/truck TCO, **the cost down potential** for FCEV techn. **at scale** exists
- > FCH trucks have a **cost premium of up to ~39%** in 2023
- > **FCH trucks and BEV** are at a similar level, yet BEV is **more cost-competitive than all alternatives** on a EUR/truck basis
- > **BEV<sup>1</sup>** results include a **replacement of the large battery** due to mileage over lifetime

1) At the current state of technology, the charging process could not be integrated into the 24 h operation

# FCEV have higher energy and fuel costs compared to battery electric trucks and diesel – Main cost driver for all technologies

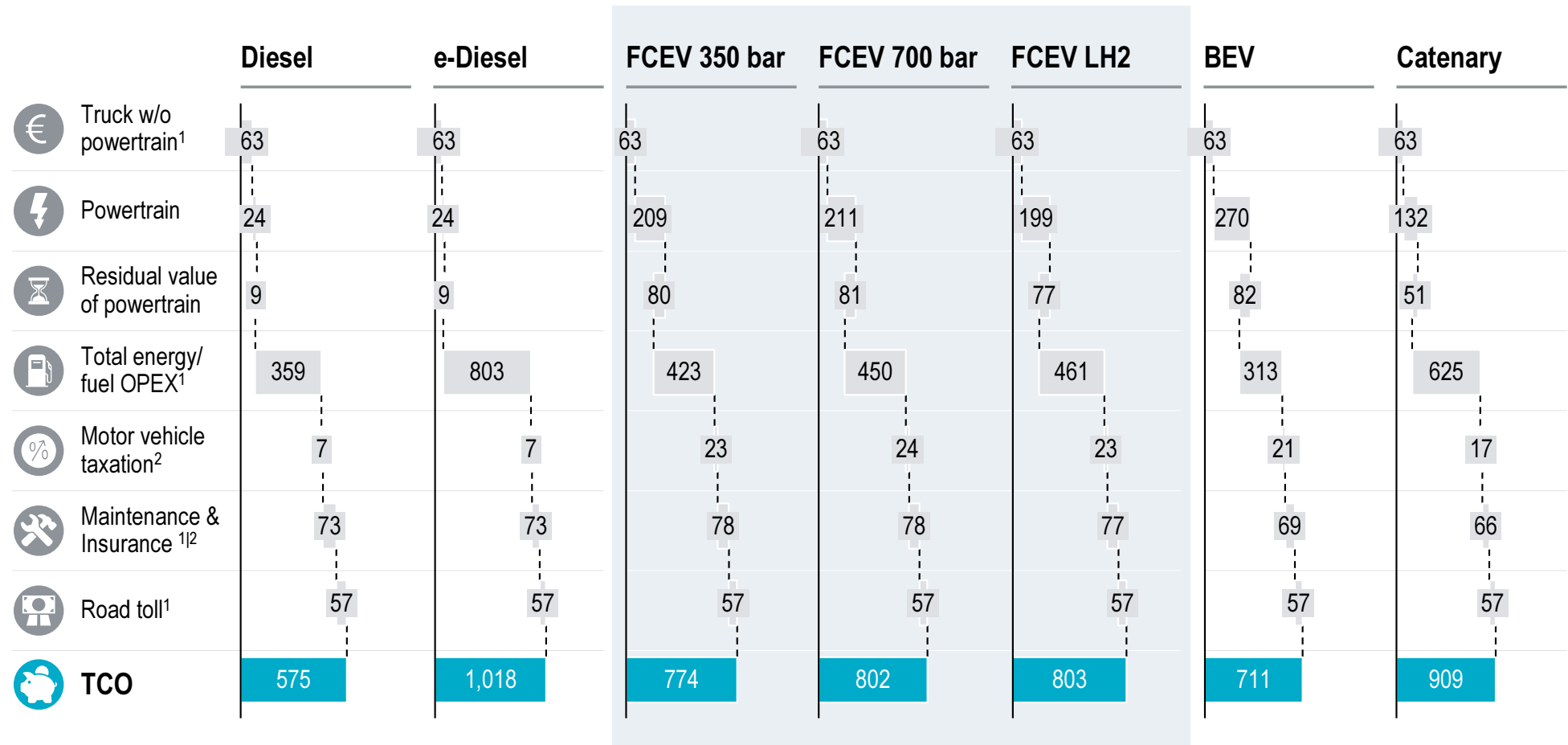
Alsace region case – 2023 TCO cost breakdown [EUR ct/tonne-km; 1st & 2nd life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# The cost of powertrain for zero-emission trucks is another main cost driver – TCO results dependent on its residual value

Alsace region case – 2023 TCO cost breakdown [kEUR/truck; 1st & 2nd life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

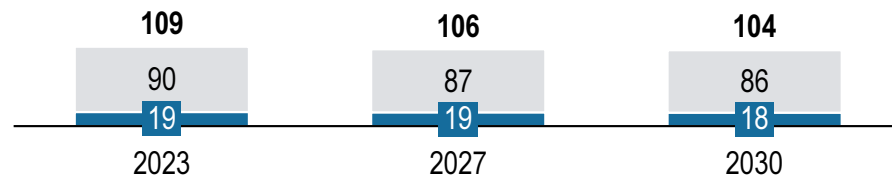


# Zero-emission vehicles will allow for significant emission savings on this route – Conversion of fleet would offer even higher potential

## Alsace region case — Environmental analysis

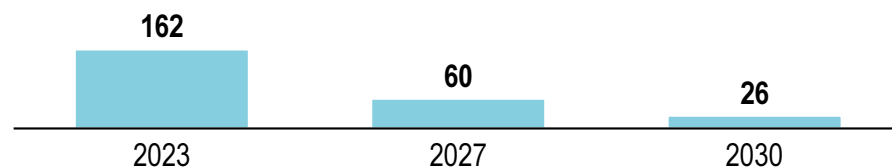
### CO<sub>2</sub> savings potential<sup>1</sup>

Well to Wheel [tonnes CO<sub>2</sub>e/year]



### Estimated CO<sub>2</sub> price for FCEV cost parity

[EUR/tonnes CO<sub>2</sub>e]



### Pollution reduction potential<sup>2</sup>

- > Conversion to zero-emission trucks allows for a total reduction of NO<sub>x</sub> pollutants
- > Particulate matter can also be reduced due to more efficient driving patterns, incl. regenerative braking for electric vehicles

Tank to Wheel
  Well to Tank

### Emissions reductions

- > Total greenhouse gas emissions reduction to be realized over 10 years with eight trucks: **8,748 tonnes CO<sub>2</sub>e**
- > Potential for reduction of other pollutants equally targeted with zero-emission vehicles on the frequently driven route in the Strasbourg area

### Opportunities

- > Contact with regional H<sub>2</sub> production and supply structures already established for potential collaboration
- > Assessment of development of own hydrogen hubs in France could be extended to Strasbourg area in the future, incl. solar panels on-site electrolysis and in-house supply of hydrogen
- > Development of an on-site H<sub>2</sub> eco-system would provide the opportunity for multi-modal applications in warehouse operations, e.g. other trucks, forklifts, employee cars
- > Recent government support for H<sub>2</sub> applications could leverage a faster development and increased investment support

1) CO<sub>2</sub> savings potential refers to one potential zero-emission vehicles for the specific route


2) Pollution reduction potential not quantified as specific limits are set for each heavy duty diesel engine on the vehicle test stand




# The case study linked to the Alsace warehouse offers a good fit for FCH technology and potential for in-house H<sub>2</sub> infrastructure

## Alsace region case – Enablers and constraints for FCH technology

### Potential enablers and constraints

- 
- > The high plannability of the very frequent operation (up to 24/7) to the same locations offers very good conditions for FCH technology uptake as infrastructure can be set up accordingly
  - > Company considerations of multi-modal applications, e.g. with H<sub>2</sub> trailers, forklifts, in France warehouse location can have leverage effects on the Strasbourg region operations
  - > Company ambition to potentially set up on-site electrolysis, strong government interest in hydrogen and potential investment support are supporting factors of (near) future deployment of FCH trucks / trailers

- 
- > H<sub>2</sub> demand of fleet investigated in the case study would not meet the advisable minimum utilisation (at least 10 trucks) for a private HRS with external H<sub>2</sub> supply; however, in-house hydrogen production to be investigated
  - > Set up of HRS could need cooperation with either hydrogen providers, key local actors and/or government initiative – Ongoing projects / plans to already being investigated in the area

### Synthesis

- > The case study with a relatively **low mileage but a heavy load** offers a **very plannable operation** on **fixed routes** – **good conditions** for setting up the required **hydrogen infrastructure**
- > **FCH technology is a good fit** on this route as it is the identified zero-emission technology that would **enable the necessary reach, required payload capacity** and **short refuelling time** to allow for the almost 24 h operation schedule – **Battery electric trucks would not offer the same flexibility**, esp. with regard to charging time<sup>1</sup>
- > Uptake of **hydrogen application already a near-term focus** of the company sustainability ambition, incl. use of **hydrogen trailers** and assessment of **development of own hydrogen hubs**, incl. solar panels, on-site electrolysis and in-house supply of hydrogen

1) Under the assumptions that, also in the coming years, very fast charging of the trucks (e.g. mega-chargers) would not provide a suitable solution, e.g. due to the high draw on the energy grid

# The case study on the Brumath routes in France is supported by specific information and data from FM Logistic

## Alsace region case – Background

### Road freight sector in France

#### Information on the road freight sector

- > France has the second highest volume of road transport in Europe with approx. 2 billion tonnes of goods transported in 2018
- > The largest part of freight is transported nationally, while the main country-to-country flows are seen with the neighbouring countries Belgium, Germany and Spain
- > Overall, the road freight industry revenue for transport by road in France is approx. EUR 45 bn (2018)



#### Main transport corridors

- > France has one of the densest networks of highways in Europe (both public and privately managed), with a higher density around the capital

### Information on company supporting the case

#### Company information



Name	FM Logistic
Industry	Logistics company
Headquarters	Phalsbourg, France
Zero-emission ambition	Sustainability strategy to achieve sustainable growth, incl. target for carbon neutral warehouses by 2030

#### Depot linked to route

Location	Brumath
Description	Regional hub
Total number of trucks	8 owned trucks, with further trucks linked to the warehouse <sup>1</sup>

1) The Brumath warehouse is used as a hub for several clients; Further outbound operations by subcontractors or other logistics companies are linked to the location

## D.3.3 Zwickau-Emden case [Schnellecke]

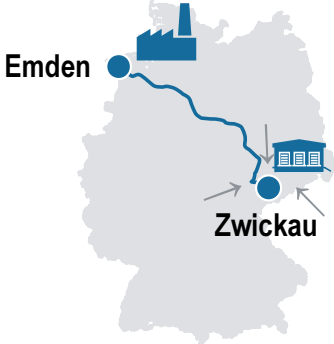






# The Zwickau-Emden route is an example for German automotive logistics – The fixed long-haul route is a good fit for FCH technology

## Zwickau-Emden case – Overview

### Location and route



**Automotive plant**  **Main depot** 

- > The route is set from Eastern Germany to the North-West and services a large automotive production plant from their hub providing the consolidation of supplier goods
- > The route is a round-trip operation with the main depot being located at Zwickau in the East
- > The operation involves proximity to port operations in Northern Germany
- > The route is set on mainly flat terrain driving on well-developed German highways

### Setting – Truck and operations

**Truck type** Tractor 4x2, 40 tonnes  
3 m interior height

**Daily range** 607 km

**Operation** 212 days/year

**Fleet size** 41 (2 in daily operation)<sup>1</sup>

**Payload** 25.4 tonnes

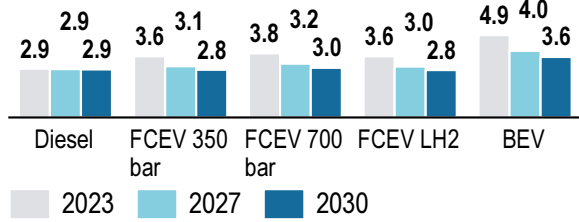
### Logistic operation

A logistics service transporting car parts in a go-and-return operation. The logistics service provider consolidates supplier goods at their hub in Zwickau and delivers them to the production plant in Emden. The one-way route is driven in one day by one driver.

### Infrastructure

- > Currently no infrastructure for alternative powertrains in place
- > Public refuelling preferred due to experience with complex maintenance of CNG/LNG trucks
- > No time pressure regarding refuelling process

### TCO analysis [EUR ct/tonne-km; 1st & 2nd life]




Vehicle Type	2023	2027	2030
Diesel	2.9	2.9	2.9
FCEV 350 bar	3.6	3.1	2.8
FCEV 700 bar	3.8	3.2	3.0
FCEV LH2	3.6	3.0	2.8
BEV	4.9	4.0	3.6

Cost-competitiveness for FCH technology by 2030 and less TCO potential for BEV (payload losses) is shown, providing a strong argument for FCEV.

### Environmental analysis

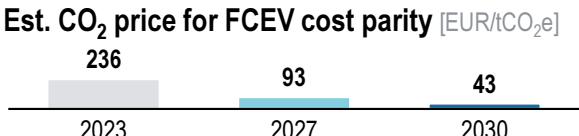
Zero-emission trucks offer significant annual CO<sub>2</sub> savings. The est. CO<sub>2</sub> price, as the price to be put on CO<sub>2</sub> to reach cost parity compared to diesel, demonstrates the FCEV cost premium

### Yearly truck CO<sub>2</sub> savings potential – WTW [tCO<sub>2</sub>e]



Year	Yearly truck CO <sub>2</sub> savings potential – WTW [tCO <sub>2</sub> e]
2023	135
2027	131
2030	129

### Est. CO<sub>2</sub> price for FCEV cost parity [EUR/tCO<sub>2</sub>e]



Year	Est. CO <sub>2</sub> price for FCEV cost parity [EUR/tCO <sub>2</sub> e]
2023	236
2027	93
2030	43

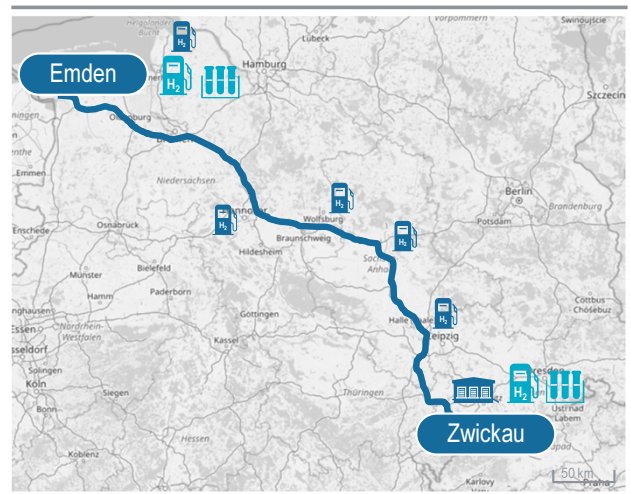
1) The logistics service provider flexibly chooses from a pool of 41 vehicles that match the requirements for this route – however, only 2 trucks per day are operating the route with one truck driving towards the automotive production plant, the other returning; The other 39 trucks service different operations on different routes in the meantime

# The case study stands out because of its close link to the German automotive sector and plannable operations linked to production

## Zwickau-Emden case – Description



### Investigated route



 Existing HRS<sup>2</sup> for cars     Main depot  
 Potential HRS<sup>2</sup> for trucks     Potential H<sub>2</sub> production

- > The route services a large automotive production plant and involves proximity to port operations in Northern Germany
- > Round trip operation allows for high utilisation, empty runs are avoided
- > The one-way route is driven in a day by one driver

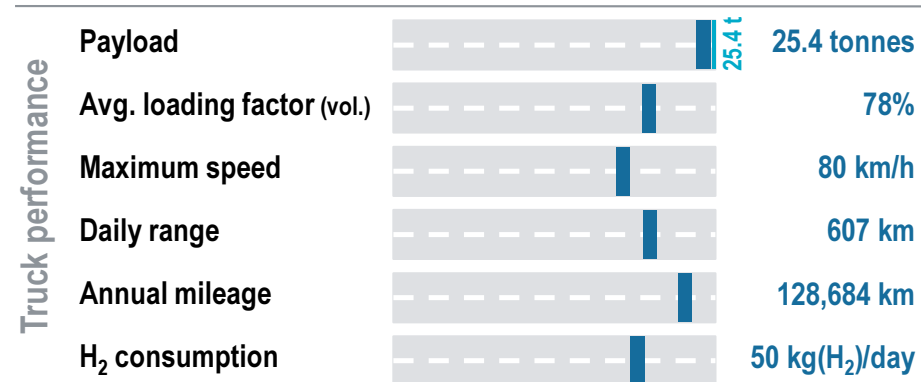
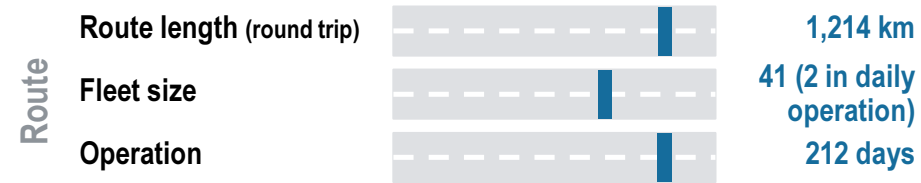
1) Data verified with stakeholders

Source: Schnellecke; Roland Berger

### Case description<sup>1</sup>

**Truck type** Tractor 4x2, 40 tonnes  
Mega automotive (4 m height)

**Logistic operation**  
In the logistics service, car parts are transported in a go-and-return operation. The logistics service provider consolidates supplier goods at their hub in Zwickau and delivers them to the production plant in Emden. The route is operated with leased trucks (used for approx. 3-4 years).



**Legend**    
Low High

2) HRS = hydrogen refuelling station; at the depot in Zwickau, there would be more potential for H<sub>2</sub> demand in private refuelling, if whole fleet were to be converted to FCH tech.

### Infrastructure

- > Each truck operates the full 607 km mileage/day – this would be an avg. consumption of ~50 kg(H<sub>2</sub>)/day (at 0.08 kg(H<sub>2</sub>)/km) and a H<sub>2</sub> demand of 100 kg(H<sub>2</sub>)/day

#### Potential truck HRS<sup>2</sup>

- > 2 trucks not sufficient for private HRS (min. fleet size of 10 trucks would be advisable); near access to (semi-) public infrastructure needed

#### Potential H<sub>2</sub> prod. facility

- > Supply from electrolysis installation providing at least 0.1 MW at each end of the route needed

### Potential synergies

- > Close proximity to port operations and auto. ind.
- > Existing H<sub>2</sub> production in chemical park in Leuna



# Specific data is introduced in the total cost of ownership model to reflect the real-life operations of the case study

## Zwickau-Emden case – Specific assumptions

Main input changes to the TCO model base assumptions

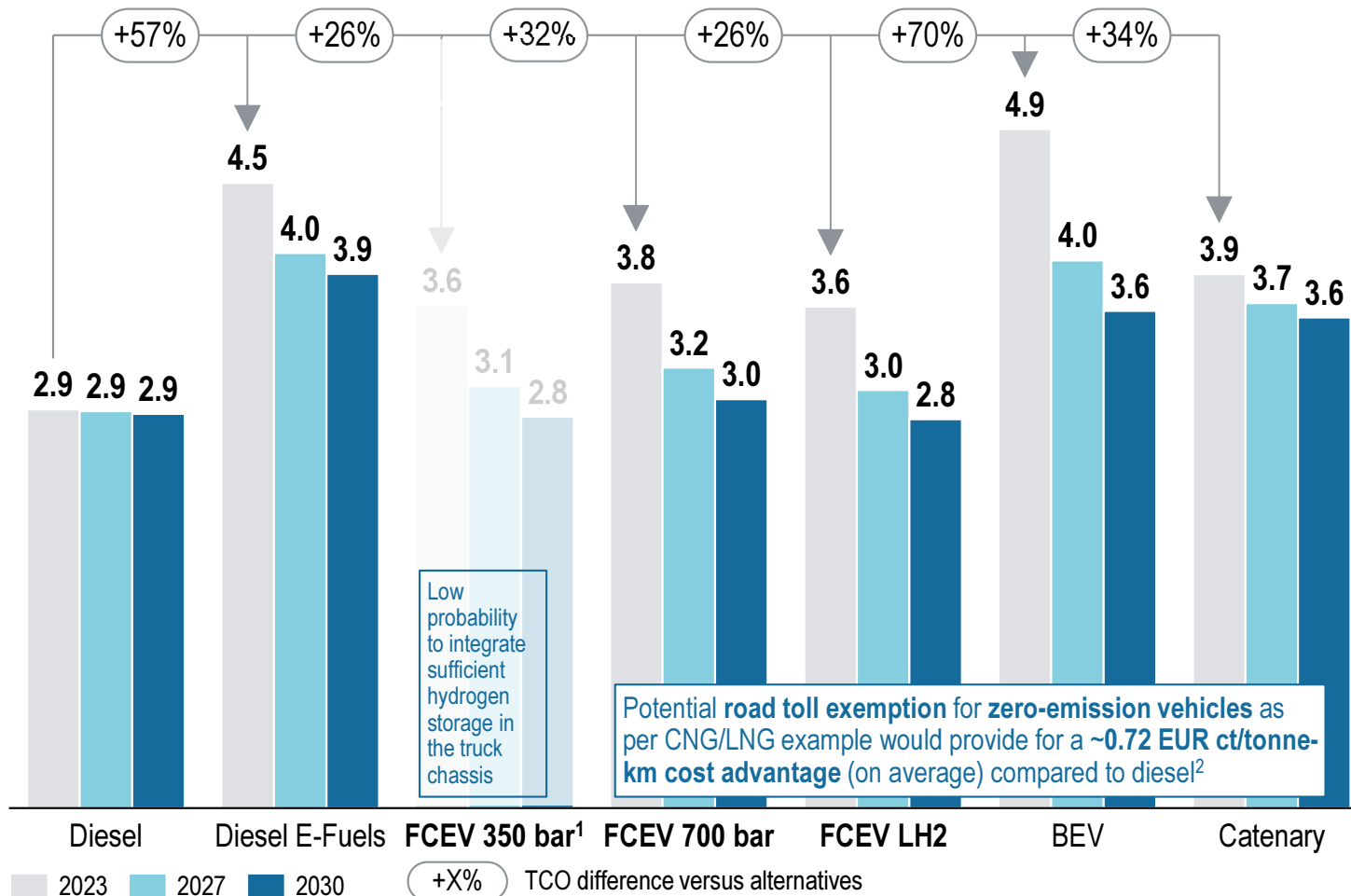


<b>Operation</b>		<ul style="list-style-type: none"> <li>&gt; Annual mileage set at 130,000 km/year</li> <li>&gt; Operation on route set for 212 days/year</li> <li>&gt; Max. payload set to 25.4 tonnes</li> <li>&gt; Route profile set to a homogenous pattern due to plannability of fixed route</li> </ul>
<b>Maintenance costs</b>		<ul style="list-style-type: none"> <li>&gt; Maintenance cost set at 0.13 EUR/km for diesel trucks</li> </ul>
<b>Private / public refuelling</b>		<ul style="list-style-type: none"> <li>&gt; Mainly private refuelling for Diesel trucks</li> <li>&gt; Public refuelling assumed for FCH and battery electric trucks</li> </ul>
<b>Energy and fuel costs</b>		<ul style="list-style-type: none"> <li>&gt; Energy price for Diesel set at 0.9681 EUR/l net price (meaning a lower diesel price due to private refuelling price)</li> </ul>
<b>Road toll</b>		<ul style="list-style-type: none"> <li>&gt; Road toll set to 0.187 EUR/km to reflect the current conditions in Germany (CNG/LNG toll exemption until 2023 as potential for FCH)</li> </ul>

1) Operated trucks are currently part of a full service leasing scheme with maintenance cost generally covered by a full service; Experience shows to set an additional 0,01 EUR/km for unexpected repairs

# FCH technology is an attractive zero-emission option for this route from a commercial point of view with a clear cost down potential

Zwickau-Emden case – High-level TCO assessment [EUR ct/tonne-km; 1st & 2nd life]



Low probability to integrate sufficient hydrogen storage in the truck chassis

Potential road toll exemption for zero-emission vehicles as per CNG/LNG example would provide for a ~0.72 EUR ct/tonne-km cost advantage (on average) compared to diesel<sup>2</sup>

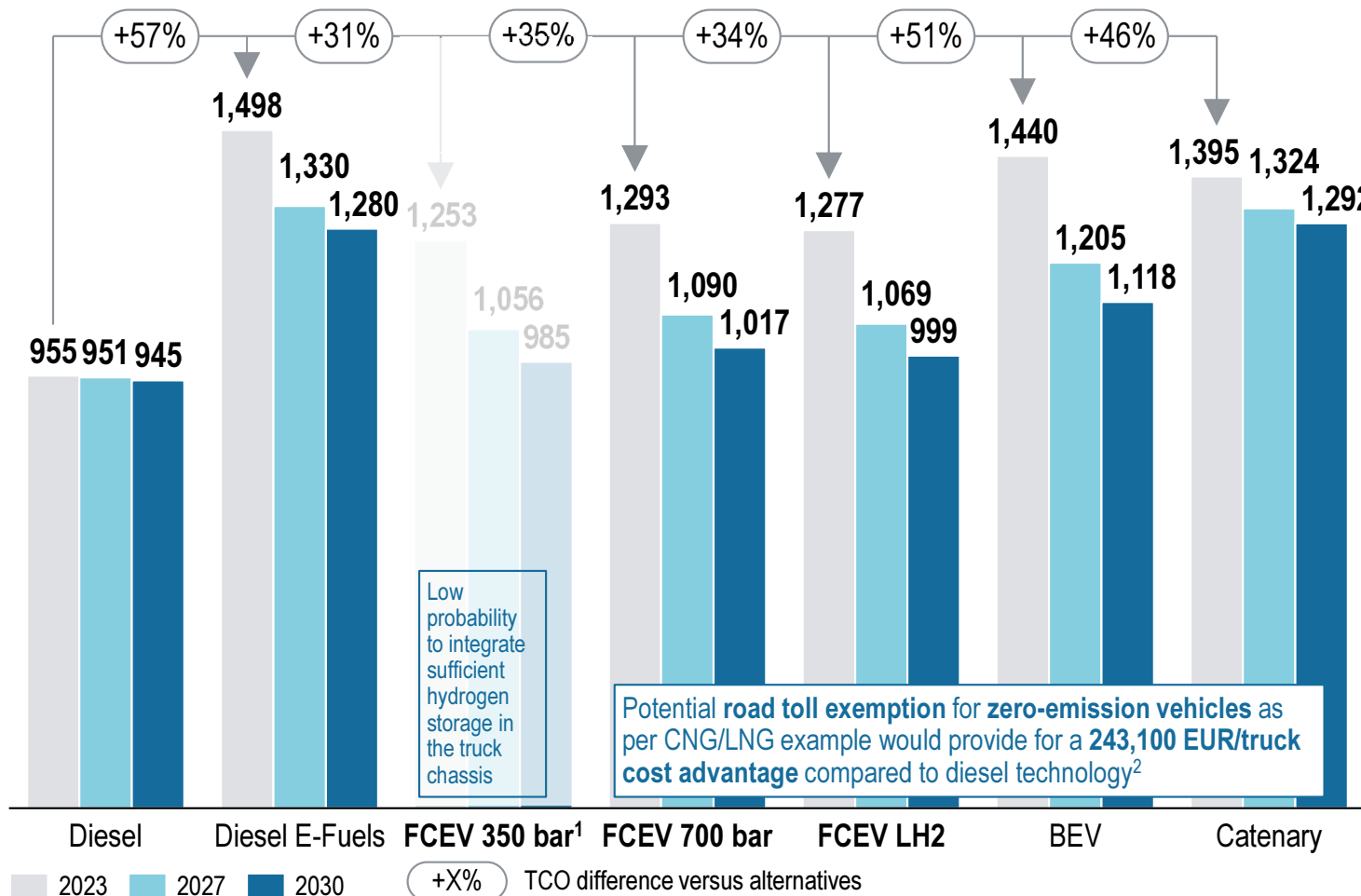
### Comments

- > A significant **cost down potential** for FCEV at scale exists looking at 1st and 2nd life
- > FCH trucks have a **cost premium of up to ~32%** in 2023
- > **FCH technologies** are at the **similar cost level as diesel** in 2030 and **more competitive than the alternatives** E-Fuels, BEV and catenary on a tonne-km basis
- > **Payload reduction for BEV** applies due to large size of the battery needed on this route

1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture; Potential length regulation adjustments required  
 2) Potential not yet considered in the TCO calculation as there is not yet sufficient information on the long-term application for such legislation also for FCEV  
 Source: Schnellecke; Roland Berger

# The TCO on a EUR/truck basis shows a refined view on the costs per truck – FCH most cost competitive zero-emission technology

Zwickau-Emden case – High-level TCO assessment [kEUR/truck; 1st & 2nd life]



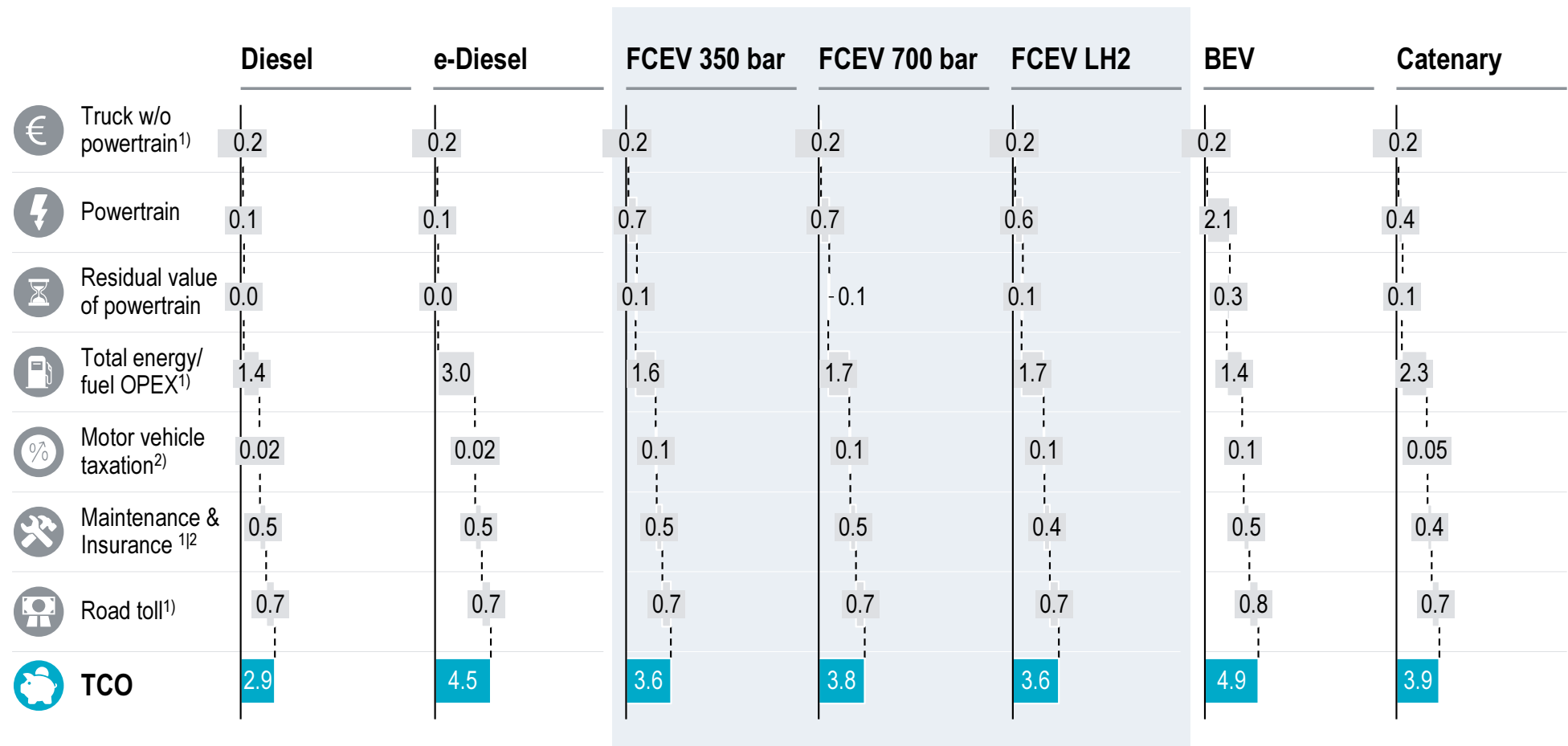
### Comments

- > Also when looking at the EUR/truck TCO, **the cost down potential** for FCEV technology at scale exists
- > FCH trucks have a **cost premium** of up to ~35% in 2023
- > **FCH truck technologies** are also **more cost-competitive** than the alternatives Diesel E-Fuels, BEV and catenary on a EUR/truck basis
- > However, **diesel is still the cheapest technology option** in 2030

1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture; Potential length regulation adjustments required  
 2) Potential not yet considered in the TCO calculation as there is not yet sufficient information on the long-term application for such legislation also for FCEV  
 Source: Schnellecke; Roland Berger

# Cost of powertrain and energy and fuel costs are the main cost drivers – Road toll is a differentiating factor with potential for FCH

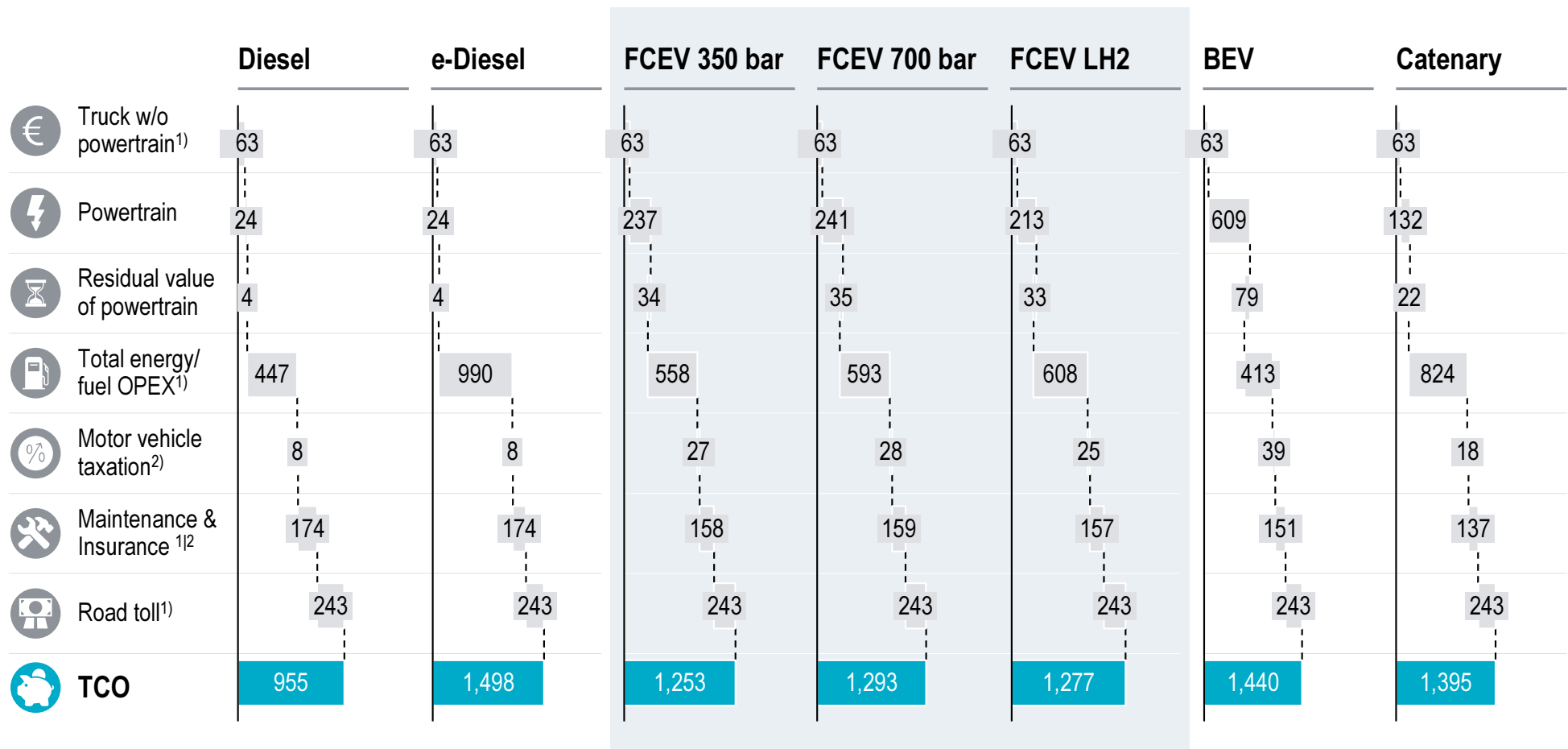
Zwickau-Emden case – 2023 TCO cost breakdown [EUR ct/tonne-km; 1st & 2nd life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# Cost of powertrain and energy and fuel costs are the main cost drivers – Road toll is a differentiating factor with potential for FCH

Zwickau-Emden case – 2023 TCO cost breakdown [kEUR/truck; 1st & 2nd life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX



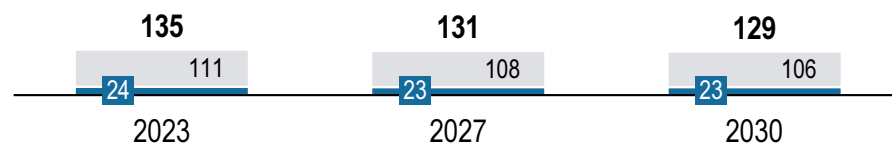


# Zero-emission vehicles will allow for significant emission savings on this route – Conversion of fleet would offer even higher potential

## Zwickau-Emden case – Environmental analysis

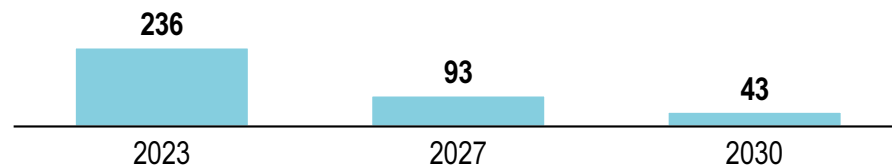
### CO<sub>2</sub> savings potential<sup>1</sup>

Well to Wheel [tonnes CO<sub>2</sub>e/year]



### Estimated CO<sub>2</sub> price for FCEV cost parity

[EUR/tonnes CO<sub>2</sub>e]



### Pollution reduction potential<sup>2</sup>

- > Conversion to zero-emission trucks allows for a total reduction of NO<sub>x</sub> pollutants
- > Particulate matter can also be reduced due to more efficient driving patterns, incl. regenerative braking for electric vehicles

Tank to Wheel
  Well to Tank
  Est. CO<sub>2</sub> price

### Emissions reductions

- > Total greenhouse gas emissions reduction to be realized over 10 years with two trucks (max.): **2,698 tonnes CO<sub>2</sub>e**
- > Potential for reduction of other pollutants equally targeted with zero-emission vehicles on the frequently driven route across Germany

### Opportunities

- > Access to renewable wind energy at start and end point offers potential for green hydrogen production
- > Development of local H<sub>2</sub> eco-system would also provide opportunity for multi-modal applications in port operations
- > H<sub>2</sub> refuelling infrastructure could also be used by other parties and for other applications – Even larger potential is possible as effect exists not only for individual logistics service provider

1) CO<sub>2</sub> savings potential refers to one potential zero-emission vehicles for the specific route

2) Pollution reduction potential not quantified as specific limits are set for each heavy duty diesel engine on the vehicle test stand



# The Zwickau-Emden case shows that the combination of factors on this route offer a good opportunity for FCH technology

## Zwickau-Emden case – Enablers and constraints for FCH technology

### Potential enablers and constraints

### Synthesis



- > High plannability of route offers very good conditions for FCH technology uptake
- > Opportunities for infrastructure (existing H<sub>2</sub> production in Saxony-Anhalt) and potential multimodal synergies with other forms of transport along the route seem possible (proximity of production plant, port operations)



- > Minimum utilisation (at least 10 trucks) for both private and public HRS installation would be advisable, collaboration with external partners might be possible
- > Development of hydrogen infrastructure depends on cooperation with key local actors and government initiative

- > Case study offers a **fixed route operated on a regular schedule** – very **good conditions** for setting up the required **hydrogen infrastructure**
- > **FCH technology is a good fit** on this route with the option to **leverage existing infrastructure** regarding renewable energy, hydrogen production, and refuelling infrastructure
- > **FCEV overall more favourable** than other zero-emission technologies, as **BEV would imply a significant payload reduction** and would not offer the same **flexibility to be used equally on other routes** within the vehicle pool
- > Especially **links to the North Sea** and **wind parks in Saxony** offer access to renewable wind energy as an **opportunity for green hydrogen production**
- > **Potential synergies** with other hydrogen applications exist **at the start and end point of the route** (e.g. forklifts in production plant)

# The case study on the route Zwickau-Emden in Germany was supported by specific information and data from Schnellecke

## Zwickau-Emden case – Background

### Road freight sector in Germany

#### Information on the road freight sector

- > Germany sees the highest volume of road transport in Europe with approx. 3,2 billion tonnes of goods transported in 2018
- > Due to its central position within Europe, Germany is a transit geography for (road) transport
- > Overall, the road freight industry revenue for transport by road in Germany is EUR 35 bn (2018)



#### Main transport corridors

- > Germany has a well-developed network of highways across the country with the main national transport links connecting North and South as well as East and West Germany

### Information on company supporting the case

#### Company information



Name	Schnellecke Transportlogistik GmbH
Industry	Logistics service provider for the automotive sector
Headquarters	Braunschweig
Zero-emission ambition	Activities and projects with fully electric tractor units and CNG/LNG trucks (planned 2021)

#### Depot linked to route

Location	Zwickau
Description	Regional hub
Total number of trucks <sup>1</sup>	104 (incl. subcontractors)

1) Overall, the depot premises offer room and infrastructure for up to 104 trucks, incl. those of subcontractors; For the specific case study route, a pool of 41 vehicles that match the requirements is considered

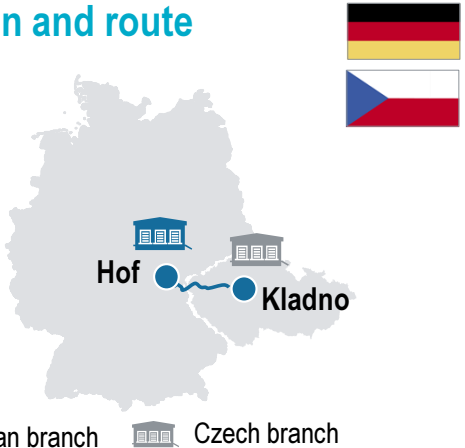
## D.3.4 Hof-Kladno case [Dachser]



# The cross-border line haulage route between Germany and Czech Republic shows some potential for FCEV in two-shift operations

## Hof-Kladno case – Overview

### Location and route



German branch   Czech branch

- > The cross border route is set from Hof in Germany to Kladno in the Czech Republic. It is part of larger line haulage routes reaching Hof – Kladno – multiple branches in Central Eastern Europe
- > Swap bodies are used for the line haulage: Two swap bodies are transported from Hof to Kladno and exchanged with swap bodies coming from multiple branches in Central Eastern Europe. Both trucks then return to their main depot with the new load.
- > The route is set on mainly flat terrain driving on a well-developed network of highways.

### Setting – Truck and operations

<b>Truck type</b>	Rigid 6x2, 26+14 tonnes Swap body truck + swap body trailer
<b>Daily range</b>	424 + 233 km
<b>Operation</b>	243 days/year
<b>Fleet size</b>	5
<b>Payload</b>	11.2 tonnes (for truck and trailer)

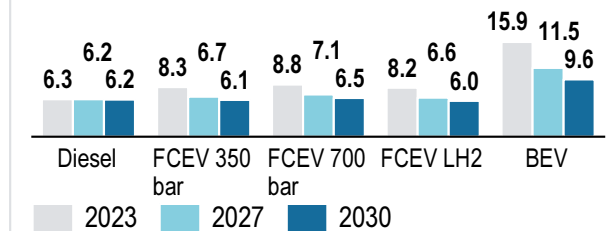
### Logistic operation

Trucks on this route run in a two shift operation with swap bodies to transport industrial groupage goods across Europe. The trucks are operated at night between the branches of Hof and Kladno (round trip) in a line haulage system. During the day, a second shift in regional distribution route is driven by a different driver.

### Infrastructure

- > Hydrogen refuelling infrastructure for trucks would need to be installed (private or public)
- > Time-constraint operation would allow for (fast) refuelling of FCEV, yet no charging of BEV

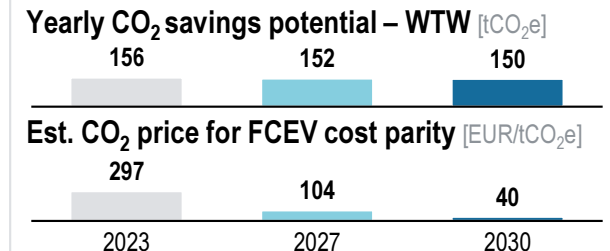
### TCO analysis [EUR ct/tonne-km; 1st life]



The analysis shows FCH technology as an increasingly cost-competitive alternative to diesel technology with a clear cost-down potential.

### Environmental analysis

Zero-emission trucks offer significant annual CO<sub>2</sub> savings. The est. CO<sub>2</sub> price, as the price to be put on CO<sub>2</sub> to reach cost parity compared to diesel, demonstrates the FCEV cost premium



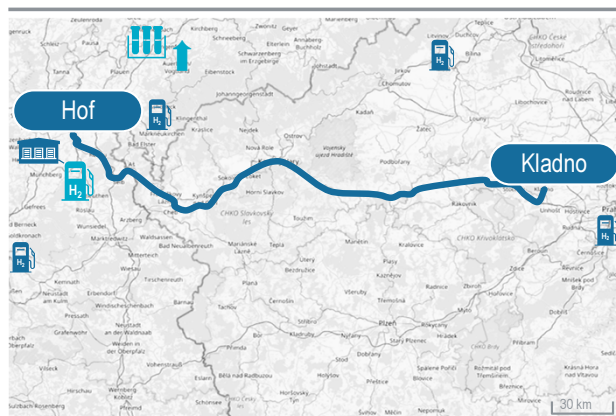
1) The operation includes a fixed line haulage route during the night (round trip 424 km) and the deployment of the trucks during the day in regional distribution (avg. of 233 km)

# The route with line haulage operations by night and regional distribution by day illustrates the industry demands for durable vehicles

## Hof-Kladno case – Description



### Investigated route



 Existing & planned HRS<sup>2</sup> for cars  Main depot  
 Potential HRS<sup>2</sup> for trucks  Potential H<sub>2</sub> production

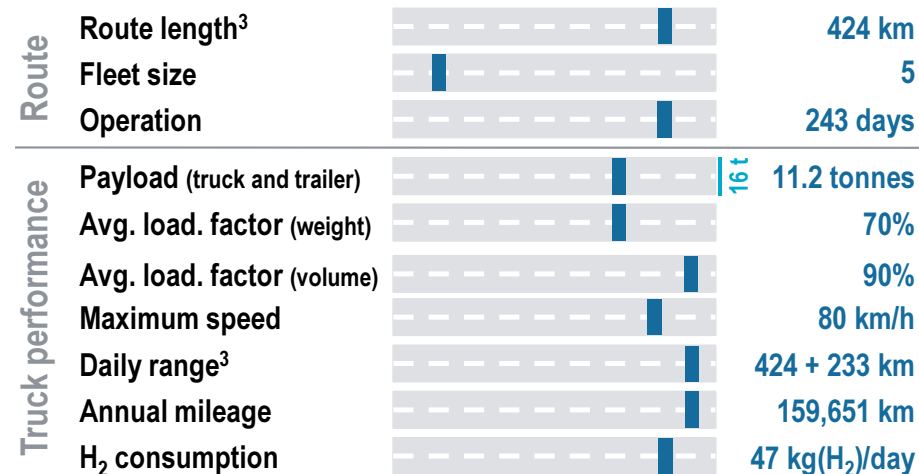
- > The cross border route is set from Hof in Germany to Kladno in the Czech Republic; It is part of a larger line haulage route Hof – Kladno – multiple branches in Central Eastern Europe
- > The route is set on mainly flat terrain driving on a well-developed network of highways
- > In both countries, road toll charges apply, with higher prices in Germany and lower prices in the Czech Republic, where most of the route is driven

1) Data verified with stakeholders  
 2) HRS = hydrogen refuelling station  
 Source: Dachser; Roland Berger

### Case description<sup>1</sup>

**Truck type** Rigid 6x2, 26+14 tonnes  
 Swap body truck + swap body trailer

**Logistic operation**  
 Trucks on this route run in a two-shift operation to transport two swap bodies with industrial groupage goods across Europe. The first shift starts at night with a line haulage transport between the regional hubs of Hof and Kladno (round trip). The second shift with a different driver during the day is a regional distribution route with 5 stops (on average) for delivery and pick up back in Hof. The operation is volume restricted due to the heterogeneous weights of groupage consignments in double deck loading.



**Legend** 

3) The operation includes a fixed line haulage route during the night (round trip 424 km) and the deployment of the trucks during the day in regional distribution (avg. of 233 km)

### Infrastructure<sup>2</sup>

- > Each truck operates on avg. 657 km per day – this would be an avg. consumption of ~47 kg(H<sub>2</sub>)/day (at 0.071 kg(H<sub>2</sub>)/km) and a H<sub>2</sub> demand of ~233 kg(H<sub>2</sub>)/day for the whole fleet

#### Potential truck HRS

- > Private station on site if conversion of further routes, min. 0.5 t(H<sub>2</sub>)/day, OR
- > Public station if used together with further applications; min. 0.5 t(H<sub>2</sub>)/day

#### Potential H<sub>2</sub> prod. facility

- > Hydrogen supply from electrolysis installation of at least 1 MW needed

### Potential synergies

- > More trucks linked to depot could be replaced by FCEV
- > Proximity to wind parks on Saxony and H<sub>2</sub> production in Saxony-Anhalt








# Specific data is introduced in the total cost of ownership model to reflect the real-life operations of the case study

## Hof-Kladno case – Specific assumptions

Main input changes on the TCO model base assumptions

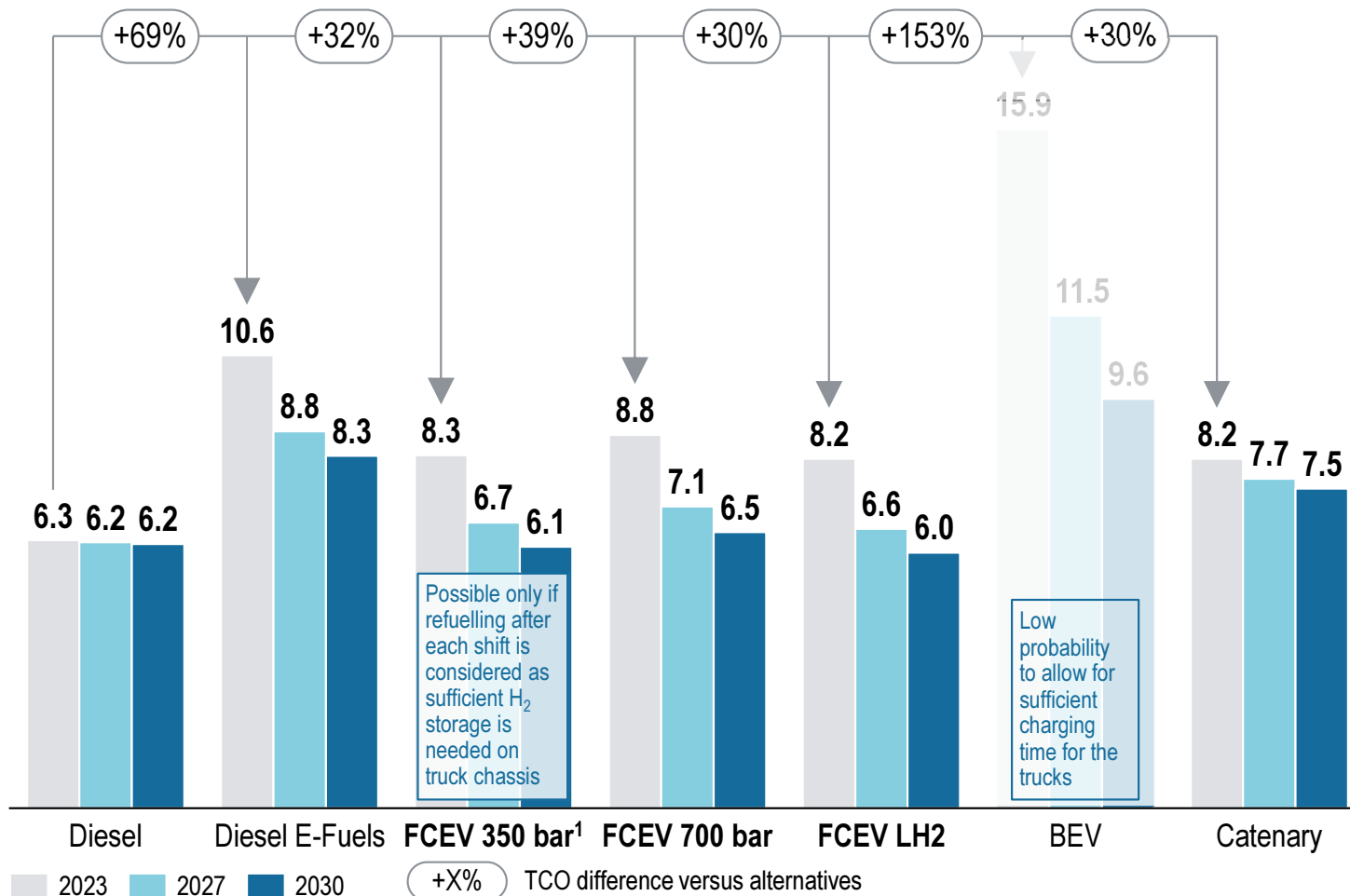


<b>Operation</b>		<ul style="list-style-type: none"> <li>&gt; Only consideration of first life to very high annual mileage</li> <li>&gt; Annual mileage set at 160,000 km/year</li> <li>&gt; Operation on route set for 243 days/year</li> <li>&gt; Max. payload set to 16 tonnes, reflecting the allowed GVW</li> <li>&gt; Route profile set to a rather homogenous pattern due to plannability of fixed route by night and varying regional distribution by day</li> </ul>
<b>Maintenance costs</b>		<ul style="list-style-type: none"> <li>&gt; Maintenance cost kept at 0.12 EUR/km for diesel trucks</li> </ul>
<b>Private / public refuelling</b>		<ul style="list-style-type: none"> <li>&gt; Currently private refuelling used for diesel trucks</li> <li>&gt; Public refuelling assumed for alternative powertrain technologies</li> </ul>
<b>Energy and fuel</b>		<ul style="list-style-type: none"> <li>&gt; Diesel price kept at base assumption for private refuelling (1.00 EUR/l net price in 2023; surcharges for public refuelling not consid.)</li> <li>&gt; Consumption figures set to the average of the base assumptions for the 6x2 rigid and 4x2 tractor vehicles to reflect the high mileage</li> </ul>
<b>Road toll</b>		<ul style="list-style-type: none"> <li>&gt; Road toll set to 0.15 EUR/km to reflect an approx. average of the different costs of road toll in Germany and the Czech Republic and the related portion of the route</li> </ul>



# FCH technology with a clear cost-down potential and a potential TCO advantage over diesel in 2030

Hof-Kladno case – High-level TCO assessment [EUR ct/tonne-km; 1st life]



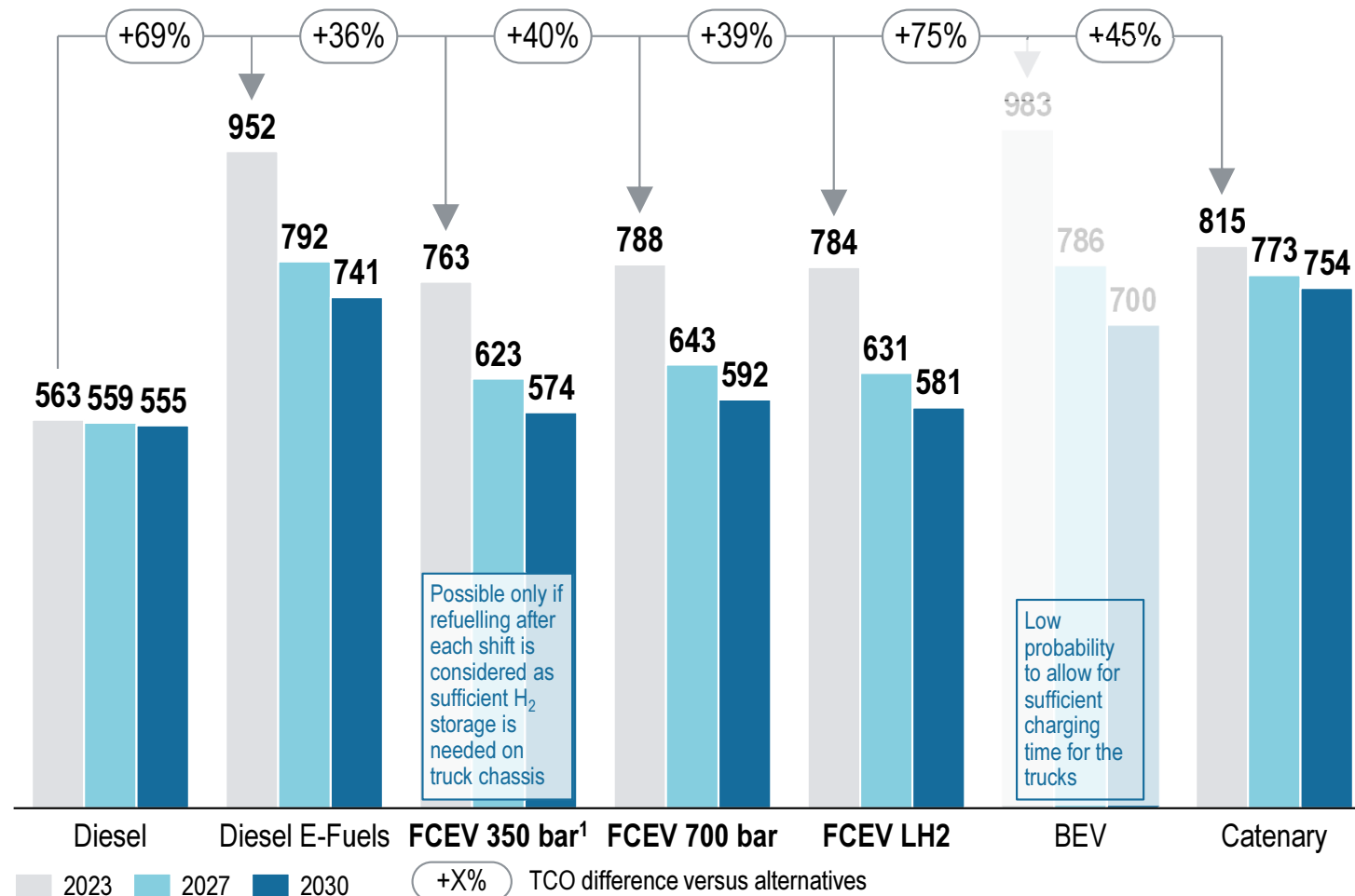
### Comments

- > A significant **cost down potential** for FCEV at **scale** exists **looking at 1st life**
- > FCH trucks still have a **cost premium of up to ~39%** in **2023** compared to diesel
- > **FCH technologies** are the **most competitive zero-emission tech.** on a tonne-km basis
- > **Payload reduction for BEV** due to large size of the battery needed on this route
- > **BEV charging would not be possible** on shift-operation schedule

1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture; Potential length regulation adjustments required

# Also on a EUR/truck basis, the analysis shows the lowest TCO for diesel trucks – FCH technology increasingly cost-competitive

Hof-Kladno case – High-level TCO assessment [kEUR/truck; 1st life]



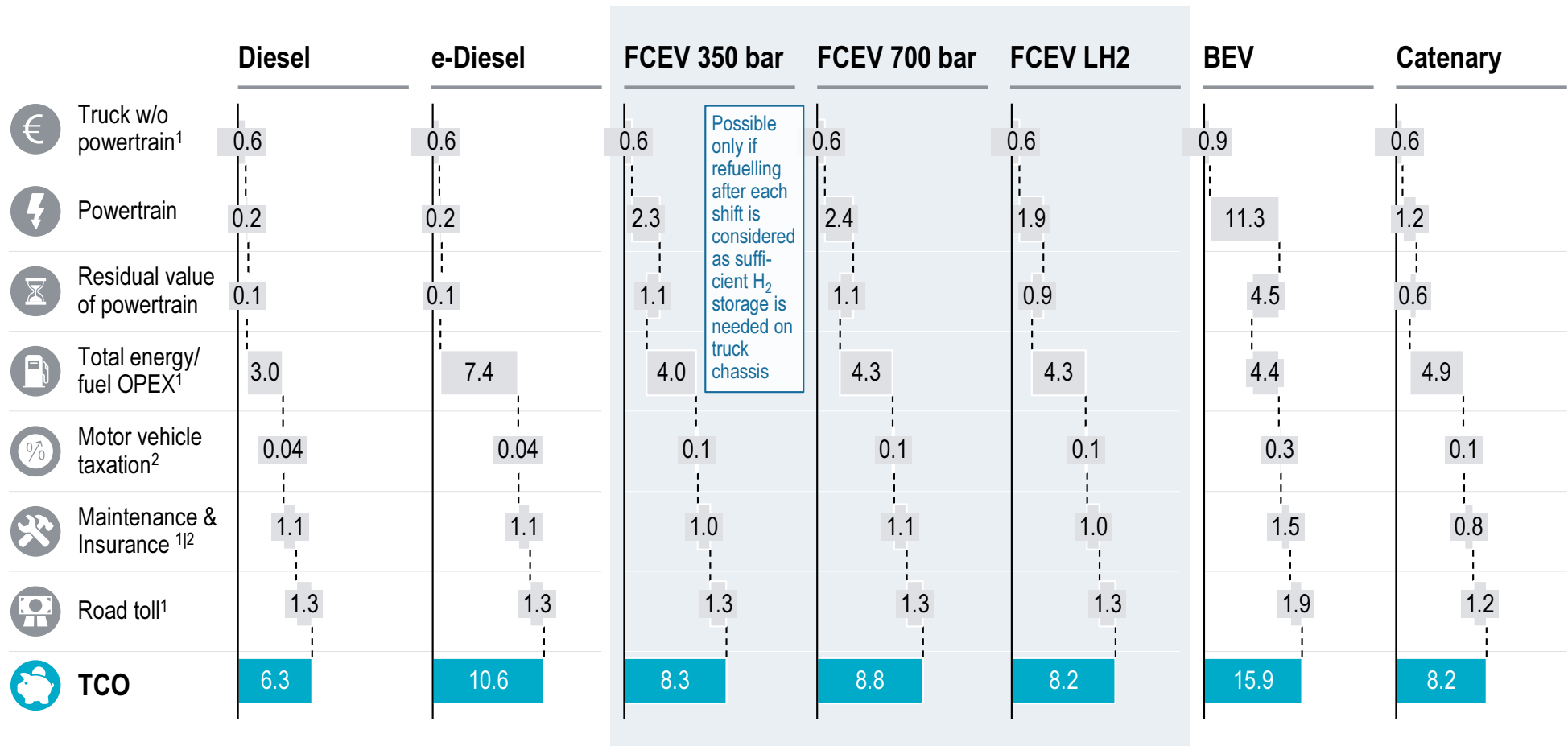
**Comments**

- > Also when looking at the EUR/truck TCO, **the cost down potential** for FCEV technology **at scale** exists
- > FCH trucks have a **cost premium** of up to **~40%** in 2023
- > **Diesel is the cheapest technology option** still in 2030 on a EUR/truck basis, but FCEV approach a comparable cost level
- > TCO of **zero-emission technologies** rely on assumptions on **second life market**

1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture; Potential length regulation adjustments required

# Residual value and energy and fuel costs are uncertain cost drivers - Battery replacement expected for BEV in 1st life due to high mileage

Hof-Kladno case – 2023 TCO cost breakdown [EUR ct/tonne-km; 1st life]



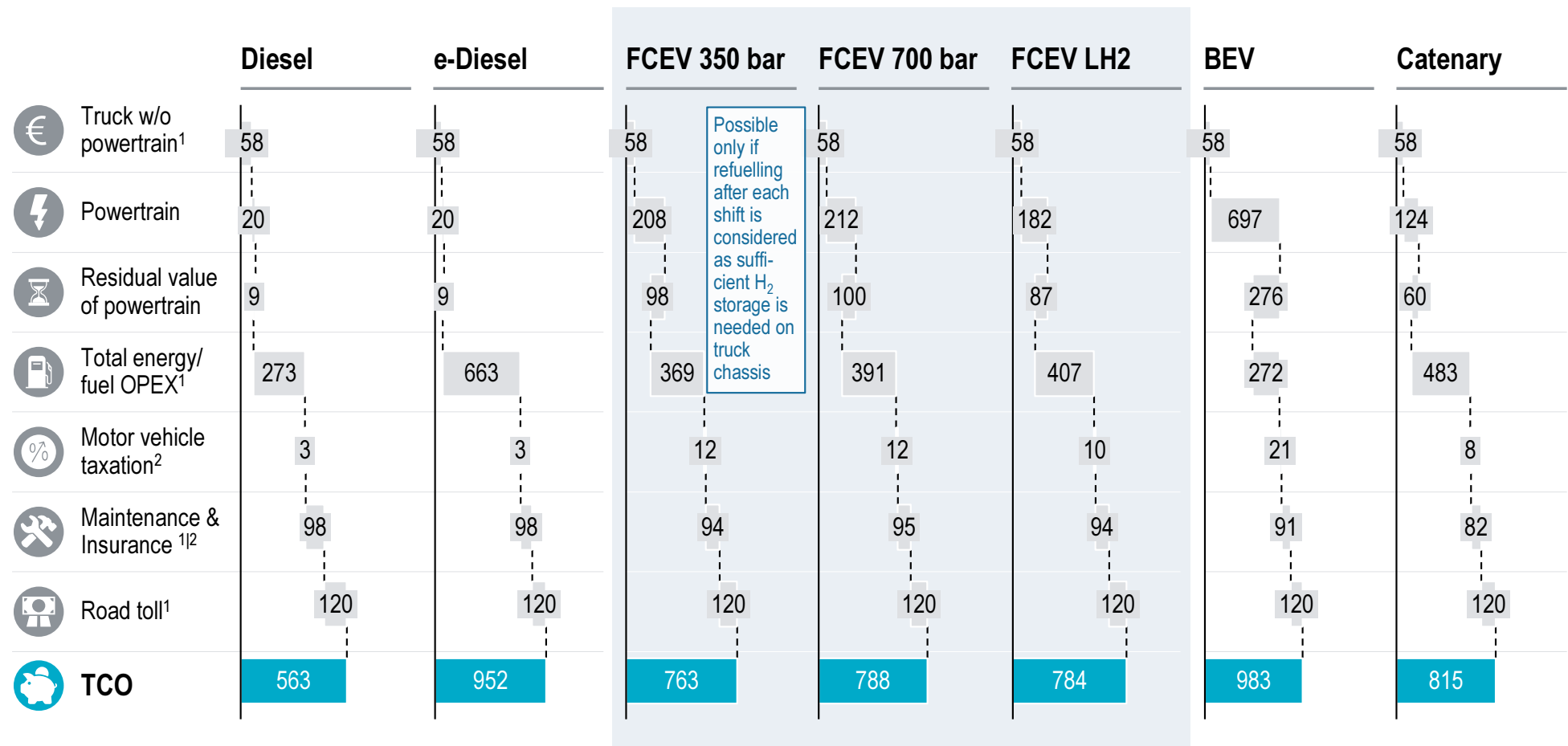
1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

Note: Battery replacement needed already in first life due to high mileage; Battery charging during the day is not possible as the truck is in a 2-shift operation

Source: Dachser; Roland Berger

# The very high residual value of zero-emission vehicles are a disadvantage vs. diesel as the second life market is still uncertain

Hof-Kladno case – 2023 TCO cost breakdown [kEUR/truck; 1st life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX  
 Note: Battery replacement needed already in first life due to high mileage; Battery charging during the day is not possible as the truck is in a 2-shift operation  
 Source: Dachser; Roland Berger

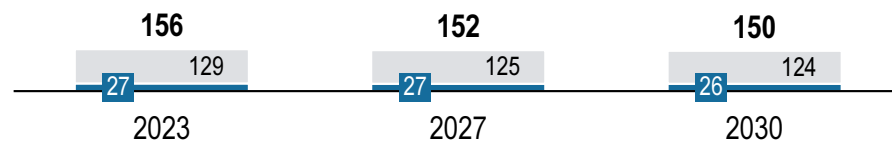


# Zero-emission vehicles will allow for significant emission savings on this route – Conversion of fleet would offer even higher potential

## Hof-Kladno case – Environmental analysis

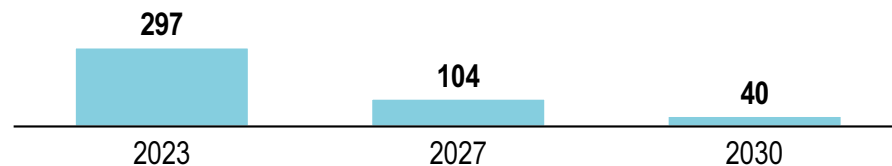
### CO<sub>2</sub> savings potential<sup>1</sup>

Well to Wheel [tonnes CO<sub>2</sub>e/year]



### Estimated CO<sub>2</sub> price for FCEV cost parity

[EUR/tonnes CO<sub>2</sub>e]



### Pollution reduction potential<sup>2</sup>

- > Conversion to zero-emission trucks allows for a total reduction of NO<sub>x</sub> pollutants
- > Particulate matter can also be reduced due to more efficient driving patterns, incl. regenerative braking for electric vehicles

Tank to Wheel
  Well to Tank
  Est. CO<sub>2</sub> price

### Emissions reductions

- > Total global greenhouse gas emissions reduction to be realized over five years with five trucks:

**7,521 tonnes CO<sub>2</sub>e**

- > Potential for reduction of other pollutants equally targeted with zero-emission vehicles

### Opportunities

- > Potential conversion of higher number of trucks at the same depot would increase the emission savings
- > Operation in cross-border transport could be set up as a 'flagship initiative' and lead to higher visibility of zero-emission trucks in two countries
- > Access to nearby renewable wind energy at the depot offers potential for green hydrogen production

1) CO<sub>2</sub> savings potential refers to one potential zero-emission vehicles for the specific route; Please refer to the Annex for the assumptions on the CO<sub>2</sub>e calculation

2) Pollution reduction potential not quantified as specific limits are set for each heavy duty diesel engine on the vehicle test stand



# The Hof-Kladno case shows that current diesel utilisation patterns often impede the cost-competitiveness of zero-emission vehicles

## Hof-Kladno case – Enablers and constraints for FCH technology

### Potential enablers and constraints

### Synthesis<sup>1</sup>



- > High plannability of line haulage and back-to-base distribution route offers good conditions for FCH technology uptake
- > Opportunities for H<sub>2</sub> infrastructure (proximity to wind parks in Saxony and existing H<sub>2</sub> production in Saxony-Anhalt) has leverage to potentially replace a higher number of vehicles to FCH technology



- > The TCO of alternative vehicles are influenced highly by the assumed residual value of the powertrain – as the second market is still uncertain, this could be a clear cost barrier
- > A minimum utilisation (at least 10 trucks) for both private and public HRS installation would be advisable to be cost-effective, collaboration with ext. partners would need to be investigated
- > Due to the maturity status of the different H<sub>2</sub> storage technologies, the TCO result is based on the assumption that sufficient hydrogen storage can be technically integrated in the truck chassis architecture. Potential length regulation adjustments could be required.

- > The case study offers a **fixed route operated on a regular schedule** – generally **good conditions** for setting up **hydrogen infrastructure**
- > Due to the **combination of very high annual mileage, higher CAPEX<sup>2</sup>** with an **uncertain residual value** for zero-emission vehicles and **much lower OPEX costs for diesel**, FCH technology **not yet cost-competitive**
- > If **OPEX costs and uncertainty over residual value** can be **reduced**, **FCH technology** could become **cost-competitive**
- > If **utilisation patterns** are **optimised** for zero-emission vehicles (e.g. intra-day refuelling between shifts), **FCH technology could become a good fit** on this route – **BEV not possible** because the **operation would not allow for sufficient charging time**
- > **Conversion of more trucks** to FCH technology stationed at the depot would offer **further potential for installation of refuelling infrastructure**

1) This evaluation is based on the TCO calculated on the basis of the assumptions developed in the study; For these assumptions, please refer to the Annex of the study

2) As the model assumes that the daily range needs to be achieved without intermediate refuelling or charging, a larger powertrain is assumed for the zero-emission vehicles

# The case study on the cross-border route Hof (DE) – Kladno (CZ) was supported by specific information and data from Dachser

## Hof-Kladno case – Background

### Road freight sector in Germany & Czech Republic

#### Information on the road freight sector

- > Germany is one of the top origin/destination countries for intra-EU trade flows
- > Due to its central position within Europe, Germany is a transit country for (road) transport
- > The highest country-to-country flow of goods from the Czech Republic goes to its main trading partner Germany



#### Main transport corridors

- > Germany and the Czech Republic are connected by several cross-border highways
- > Both countries are part of the Orient/East-Med Corridor of the TEN-T road network

### Information on company supporting the case

#### Company information

**DACHSER**  
Intelligent Logistics

Name

DACHSER

Industry

Freight and logistics service company

Headquarters

Kempten, DE

Zero-emission ambition

Climate protection strategy with support on research and innovation into alternative drive systems and fuels for road freight transport

#### Depot linked to route

Location

Hof, Germany

Description

Regional branch

Total number of trucks<sup>1</sup>

187

1) Operated by subcontractors stationed at depot in Hof




## D.3.5 Valencia region case [DISFRIMUR]








# The frequently driven delivery routes to various destinations in the Valencia area shows a good commercial potential for FCH trucks

## Valencia region case – Overview

### Location and route



**Ribarroja del Turia**   x6 

 Regional hub    Supermarket branches

- > The regional distribution operation links the local hub in Ribarroja with multiple supermarket branches in the Valencia region
- > The route is set on flat terrain with hot weather conditions in summer
- > It is driven on a well-developed network of regional motorways and includes inner-city deliveries

### Setting – Truck and operations

<b>Truck type</b>	Rigid 6x2, 26 tonnes Truck with refrigeration equip.
<b>Daily range</b>	~300 km (on average)
<b>Operation</b>	298 days/year
<b>Fleet size</b>	4
<b>Payload</b>	11.3 tonnes

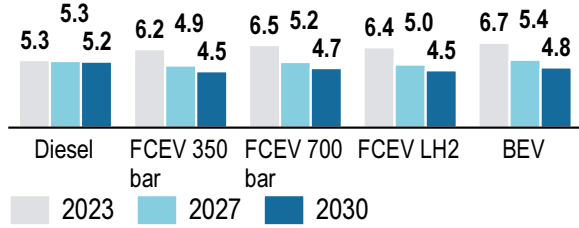
### Logistic operation

Trucks linked to this case study run in a three-shift operation with different drivers to deliver food to several supermarket branches in the Valencia area. The individual routes of the trucks vary regarding daily range and annual mileage. One refuelling stop is included per day

### Infrastructure

- > Three-shift operation requires relatively fast refuelling processes for the fleet
- > Hydrogen refuelling infrastructure for trucks would need to be installed (private or public); private HRS would be carried out first at main company depot in Murcia (distance of ~200 km)

### TCO analysis [EUR ct/tonne-km; 1st life]



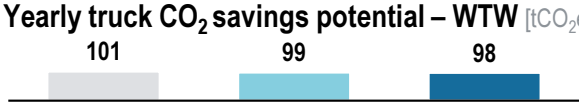
Technology	2023	2027	2030
Diesel	5.3	5.2	5.2
FCEV 350 bar	6.2	4.9	4.5
FCEV 700 bar	6.5	5.2	4.7
FCEV LH2	6.4	5.0	4.5
BEV	6.7	5.4	4.8

FCH and BEV technology both seem to present good zero-emission options. However, FCH tech. is more favourable as TCO for BEV depends strongly on the residual value (replaced battery)

### Environmental analysis

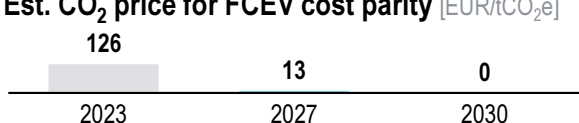
Zero-emission trucks offer significant annual CO<sub>2</sub> savings. The est. CO<sub>2</sub> price, as the price to be put on CO<sub>2</sub> to reach cost parity compared to diesel, demonstrates the FCEV cost premium

#### Yearly truck CO<sub>2</sub> savings potential – WTW [tCO<sub>2</sub>e]



Year	2023	2027	2030
Yearly truck CO <sub>2</sub> savings potential – WTW [tCO <sub>2</sub> e]	101	99	98

#### Est. CO<sub>2</sub> price for FCEV cost parity [EUR/tCO<sub>2</sub>e]



Year	2023	2027	2030
Est. CO <sub>2</sub> price for FCEV cost parity [EUR/tCO <sub>2</sub> e]	126	13	0



# In the Valencia delivery area, various supermarkets are serviced in a three-shifts-per-day operation by refrigerated trucks

## Valencia region case – Description



### Investigated route



Existing HRS<sup>2</sup> (cars)
 Potential HRS<sup>2</sup> (trucks)
 Main depot
 Supermarkets
 Potential H<sub>2</sub> production

- > The regional distribution operation links the local hub in Ribarroja with multiple supermarket branches in the area
- > Some trucks circulate back and forth the same supermarket location during all shifts while others cover more than one supermarket branch
- > The route is set on flat terrain with hot weather conditions in summer
- > No road toll needs to be paid on this route

1) Data verified with stakeholders  
2) HRS = hydrogen refuelling station

Source: DISFRIMUR; World Hydrogen Energy Conference 2012; Roland Berger

### Case description<sup>1</sup>

#### Truck type

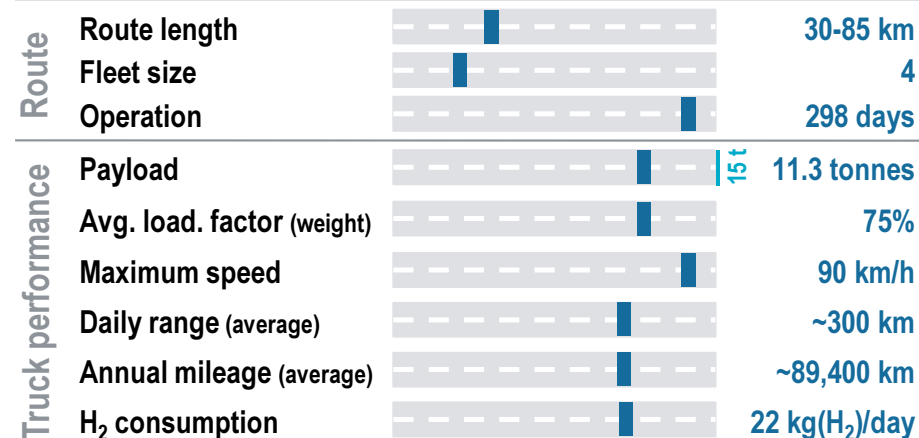
Rigid 6x2, 26 tonnes

Truck with refrigeration equipment

#### Logistic operation

The trucks run in a three shift operation with different drivers to deliver food to several supermarket branches in the Valencia area (in total, three go-and-return operations for each truck). The individual routes vary on daily range and annual mileage. One refuelling stop per day is included for the vehicle. The refrigerated equipment of the truck is operated by an additional engine fuelled by off-road diesel.

The trucks are owned and operated by the logistics company; for each route, the best suited truck is chosen in agreement with the customer.



Legend Low High

3) The consumption of H<sub>2</sub> was increased by 0.003 kg(H<sub>2</sub>)/km to reflect the increased need of energy for the additional refrigeration equipment (Garde et al. 2012)

### Infrastructure<sup>3</sup>

- > Each truck operates on avg. 300 km per day – this would be an avg. consumption of ~22 kg(H<sub>2</sub>)/day (at 0.074 kg(H<sub>2</sub>)/km) and a H<sub>2</sub> demand of ~90 kg(H<sub>2</sub>)/day for the whole fleet

#### Potential truck HRS

- > Min. demand of 0.5 t(H<sub>2</sub>)/day for HRS is recommended in order to be cost-attractive (private/public)
- > Inclusion of further routes or applications needed

#### Potential H<sub>2</sub> prod. facility

- > Hydrogen supply from electrolysis installation of at least 0.2 MW needed

### Potential synergies

- > More trucks linked to depot could be replaced by FCEV
- > Supply chain for green hydrogen from Spain already in planning



# Specific data is introduced in the total cost of ownership model to reflect the real-life operations of the case study

## Valencia region case – Specific assumptions

### Main input changes on the TCO model base assumptions

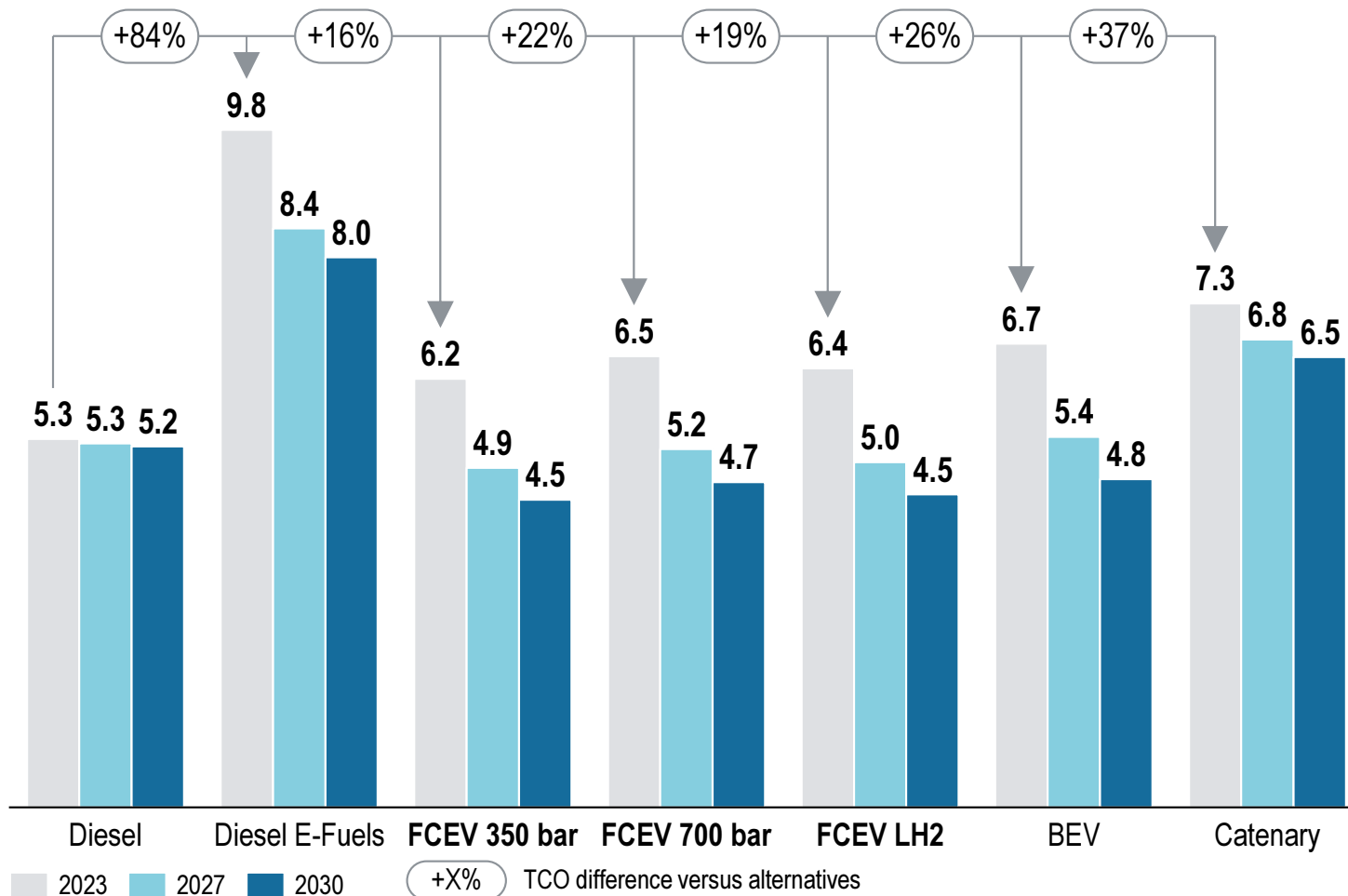


<b>Operation</b>		<ul style="list-style-type: none"> <li>&gt; Annual mileage set at 90,000 km/year</li> <li>&gt; Operation on route set for 289 days/year</li> <li>&gt; Max. payload set to 15 tonnes</li> <li>&gt; Route profile set to a homogenous pattern due to the plannability of the routes</li> </ul>
<b>Maintenance costs</b>		<ul style="list-style-type: none"> <li>&gt; Maintenance cost set at 0.06 EUR/km for diesel trucks and adapted for other technologies to reflect the cost relation</li> </ul>
<b>Private / public refuelling</b>		<ul style="list-style-type: none"> <li>&gt; Currently private refuelling used for diesel trucks</li> <li>&gt; Public refuelling assumed for alternative powertrain technologies</li> </ul>
<b>Energy and fuel<sup>1</sup></b>		<ul style="list-style-type: none"> <li>&gt; Diesel price set at 1.102 EUR/l net price in 2023 for private refuelling (surcharges for public refuelling not considered)</li> <li>&gt; AdBlue cost set at 0.26 EUR/l</li> <li>&gt; In order to approximate the costs of the two diesel sources used for the truck and refrigeration equipment<sup>1</sup>, a 6% consumption increase is assumed using the cost for automotive diesel as the baseline; principle of a consumption increase is also applied for BEV and catenary (4.5% due to the electric powertrain)</li> </ul>
<b>Fuel cell and H<sub>2</sub> technology</b>		<ul style="list-style-type: none"> <li>&gt; Additional 2 kW of fuel cell size are assumed for higher energy needs</li> <li>&gt; Consumption of H<sub>2</sub> was increased by 0.003 kg(H<sub>2</sub>)/km to reflect the increased need of energy for the additional refrigeration equipment (Garde et al. 2012)</li> </ul>
<b>Road toll</b>		<ul style="list-style-type: none"> <li>&gt; No road toll charges introduced</li> </ul>

1) In Spain, the refrigeration equipment is run by an additional engine fuelled by off-road diesel, not regular automotive diesel; The additional cost for off-road diesel (Gasóleo B) is set at 0.5438 EUR/l (approx. 50% of aut. diesel) – Overall, the increased diesel consumption was found to be +12% compared to a truck without the refrigerated equipment (Garde et al. 2012)  
Source: DISFRIMUR; Garde et al. World Hydrogen Energy Conference 2012; Roland Berger

# FCH technology with a clear cost-down potential and a potential TCO advantage over diesel already from 2027 onwards

Valencia region case – High-level TCO assessment [EUR ct/tonne-km; 1st and 2nd life]

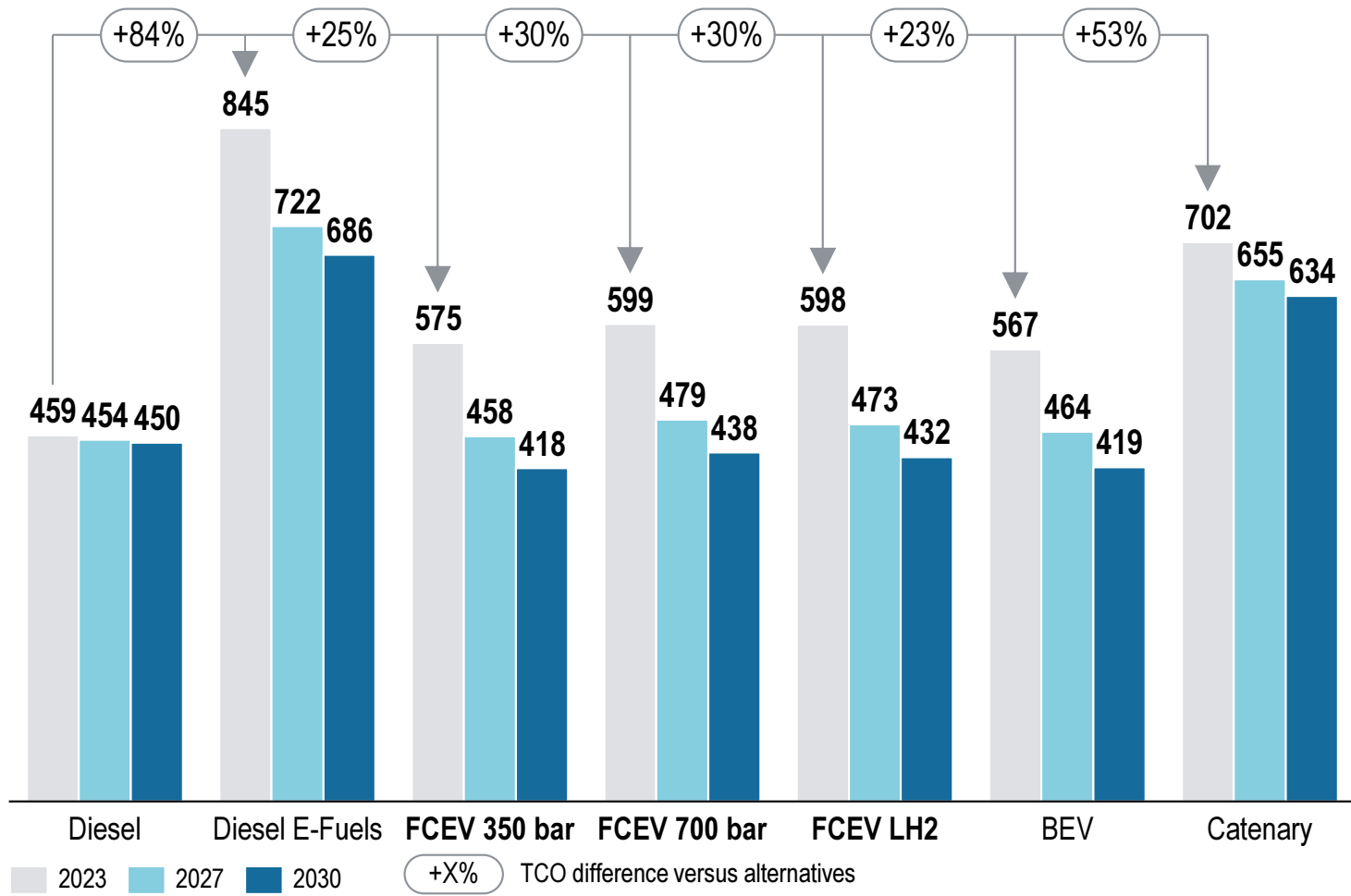


**Comments**

- > A significant **cost down potential** for FCEV at **scale** exists **looking at 1st and 2nd life**
- > FCH trucks have a **cost premium of up to ~22% in 2023** compared to diesel
- > **FCH technologies** are the **most competitive zero-emission tech.** on a tonne-km basis
- > **Payload reduction for BEV** applies as trucks would need a larger battery to operate on all routes with a max. of 440 km daily range

On a EUR/truck basis, the analysis shows that both FCH and BEV technology could work well and are cost-competitive vs. diesel

Valencia region case – High-level TCO assessment [kEUR/truck; 1st and 2nd life]

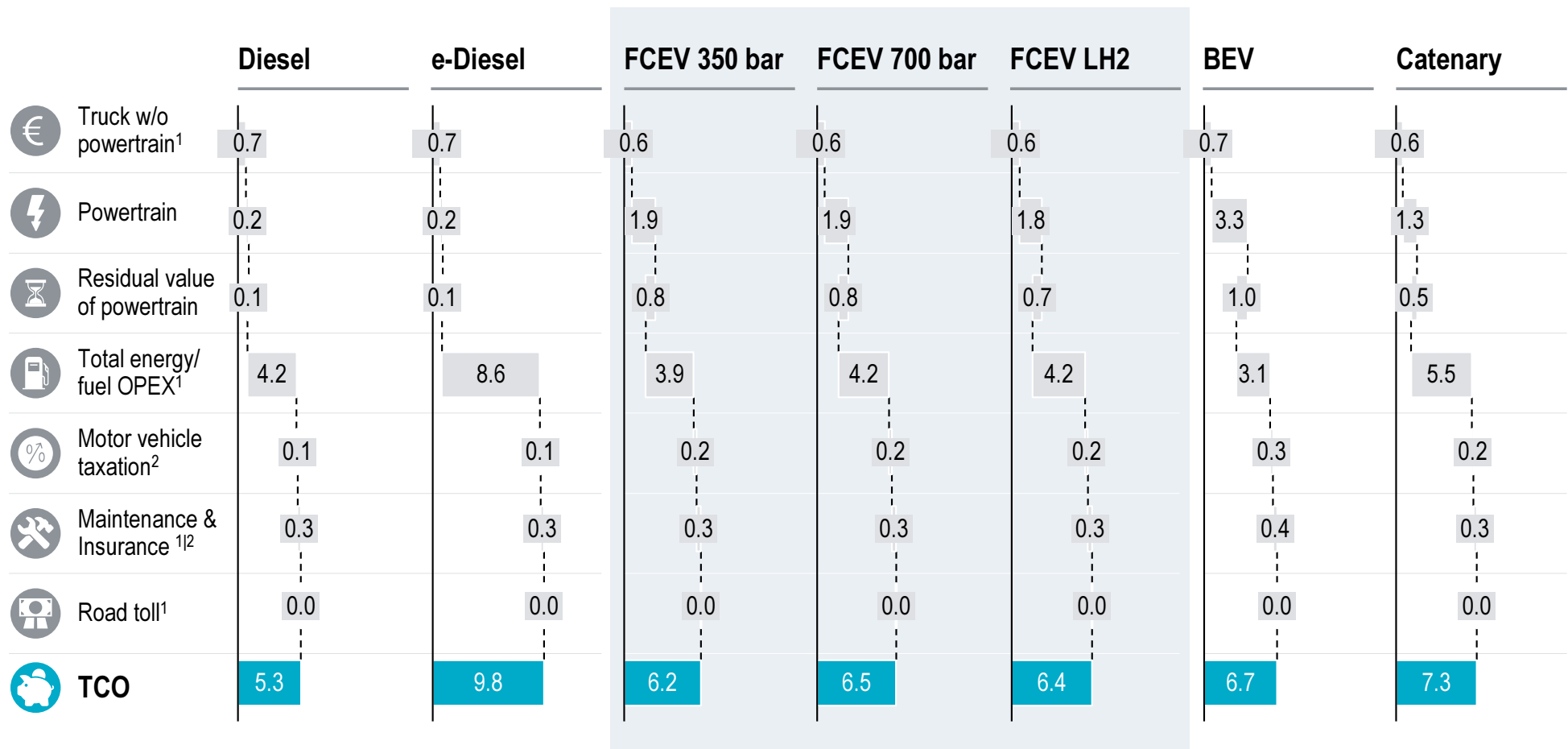


**Comments**

- > Also when looking at the EUR/truck TCO, **the cost down potential** for FCEV techn. **at scale** exists
- > FCH trucks have a **cost premium of up to ~30%** in 2023
- > **FCH and BEV technology are at the same cost level** on a EUR/truck basis, with **better TCO results than diesel in 2030**
- > **BEV would need a battery replacement in 2nd life** – TCO results depend strongly on assumed residual value

# Residual value and energy and fuel costs are uncertain cost drivers - Battery replacement expected for BEV in 1st life due to high mileage

Valencia region case – 2023 TCO cost breakdown [EUR ct/tonne-km; 1st and 2nd life]

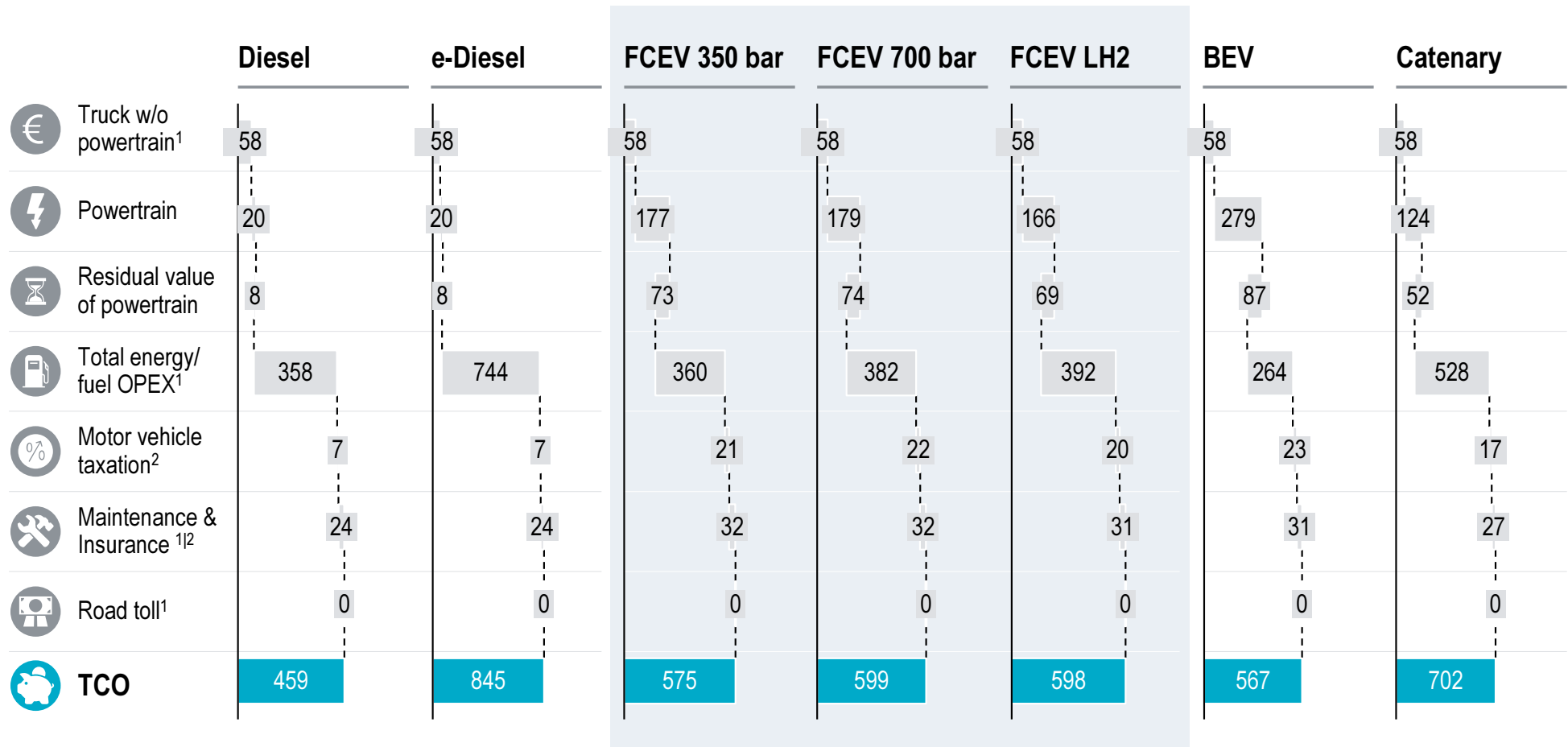


1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX



# Residual value and energy and fuel costs are uncertain cost drivers - Battery replacement expected for BEV in 1st life due to high mileage

Valencia region case – 2023 TCO cost breakdown [EUR/truck; 1st and 2nd life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

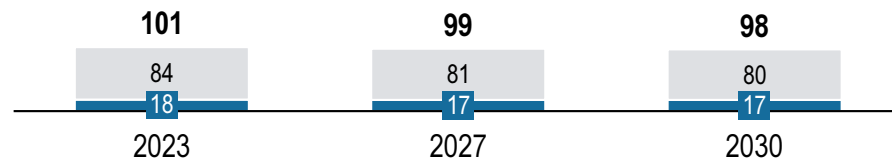


# Zero-emission vehicles will allow for significant emission savings on this route – Conversion of fleet would offer even higher potential

## Valencia region case – Environmental analysis

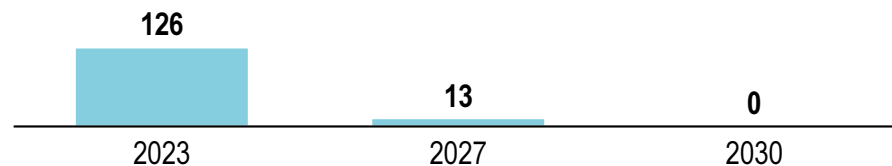
### CO<sub>2</sub> savings potential<sup>1</sup>

Well to Wheel [tonnes CO<sub>2</sub>e/year]



### Estimated CO<sub>2</sub> price for FCEV cost parity

[EUR/tonnes CO<sub>2</sub>e]



### Pollution reduction potential<sup>2</sup>

- > Conversion to zero-emission trucks allows for a total reduction of NO<sub>x</sub> pollutants
- > Particulate matter can also be reduced due to more efficient driving patterns, incl. regenerative braking for electric vehicles

Tank to Wheel
  Well to Tank
  Est. CO<sub>2</sub> price

### Emissions reductions

- > Total greenhouse gas emissions reduction to be realised over ten years with four trucks: **3,907 tonnes CO<sub>2</sub>e**
- > Potential for reduction of other pollutants equally targeted with zero-emission vehicles

### Opportunities

- > Realising the envisaged change towards a lower carbon emission fleet with FCH trucks (or other zero-emission technologies) would increase the emission savings if done for all trucks at the depots
- > Company plan to gradually build infrastructure and introduce trucks starting with one area can leverage collaboration with other players, such as customers (test cycles to gain confidence in technology)
- > Pathway for green H<sub>2</sub> supply with Spanish electric utility company offers opportunities for the whole market

1) CO<sub>2</sub> savings potential refers to one potential zero-emission vehicles for the specific route

2) Pollution reduction potential not quantified as specific limits are set for each heavy duty diesel engine on the vehicle test stand



# The Valencia case shows that regional delivery with FCEV could become a cost-attractive option to be replicated country-wide

## Valencia region case – Enablers and constraints for FCH technology

### Potential enablers and constraints

### Synthesis



- > High plannability of back-to-base delivery route offers good conditions for FCH technology uptake – refuelling during the day could even be an option as returns to the main depot are included in the route schedule
- > Opportunities for H<sub>2</sub> infrastructure are being built up in Spain
- > Company interest to potentially consider private infrastructure



- > As the second market is still uncertain, the residual value could become a cost barrier to achieve the assumed TCO results
- > A minimum utilisation (at least 10 trucks) for both private and public HRS installation would be advisable to be cost-effective, collaboration with local partners would need to be investigated
- > Long-term security of investments depends on continued relationship with the main customer

- > **FCH technology well suited** to offer zero-emission technology for different mileages of delivery route and refrigerated equipment with higher energy need
- > Battery electric technology offers good TCO results, yet the predicted **payload reduction for BEV would potentially restrict operations** as trucks need to flexibly operate on other routes as well
- > Due to the **fixed schedule and plannable operations** as well as the company **interest**, the Valencia case provides **good conditions** for setting up the necessary (private) **hydrogen infrastructure – minimum utilisation would need to be ensured**
- > **Mid-term synergies** with **trucks from depots in proximity** could be leveraged as **infrastructure would first be placed strategically** to enable access for most trucks possible
- > A cost barrier could lie in high **OPEX costs and uncertain residual value of FCH equipment** which could **decrease cost-competitiveness**



# The case study on the routes in the Valencia area was supported by specific information and data from DISFRIMUR

## Valencia region case – Background

### Road freight sector in Spain

#### Information on the road freight sector

- > Spain sees the third highest volume of road transport in Europe with approx. 1.5 m tonnes of goods transported in 2018
- > The highest country-to-country flows of goods from Spain go to the neighbouring countries France and Portugal
- > Overall, the road freight industry revenue for transport by road in Spain is EUR 33 bn (2018)
- > The Spanish road freight sector is rather fragmented with >100,000 companies with 5 trucks on average



#### Main transport corridors

- > The main Spanish transport corridors cross the country from North-East to South-West, connecting the important hubs (e.g. capital, Mediterranean coast) to Central Europe

### Information on company supporting the case

#### Company information



Name

DISFRIMUR

Industry

Logistics service company

Headquarters

Murcia, Spain

Zero-emission ambition

Company objective to achieve a carbon footprint reduction with alternative powertrain technologies

#### Depot linked to route

Location

Ribarroja del Turia

Description

Local hub

Total number of trucks<sup>1</sup>

25

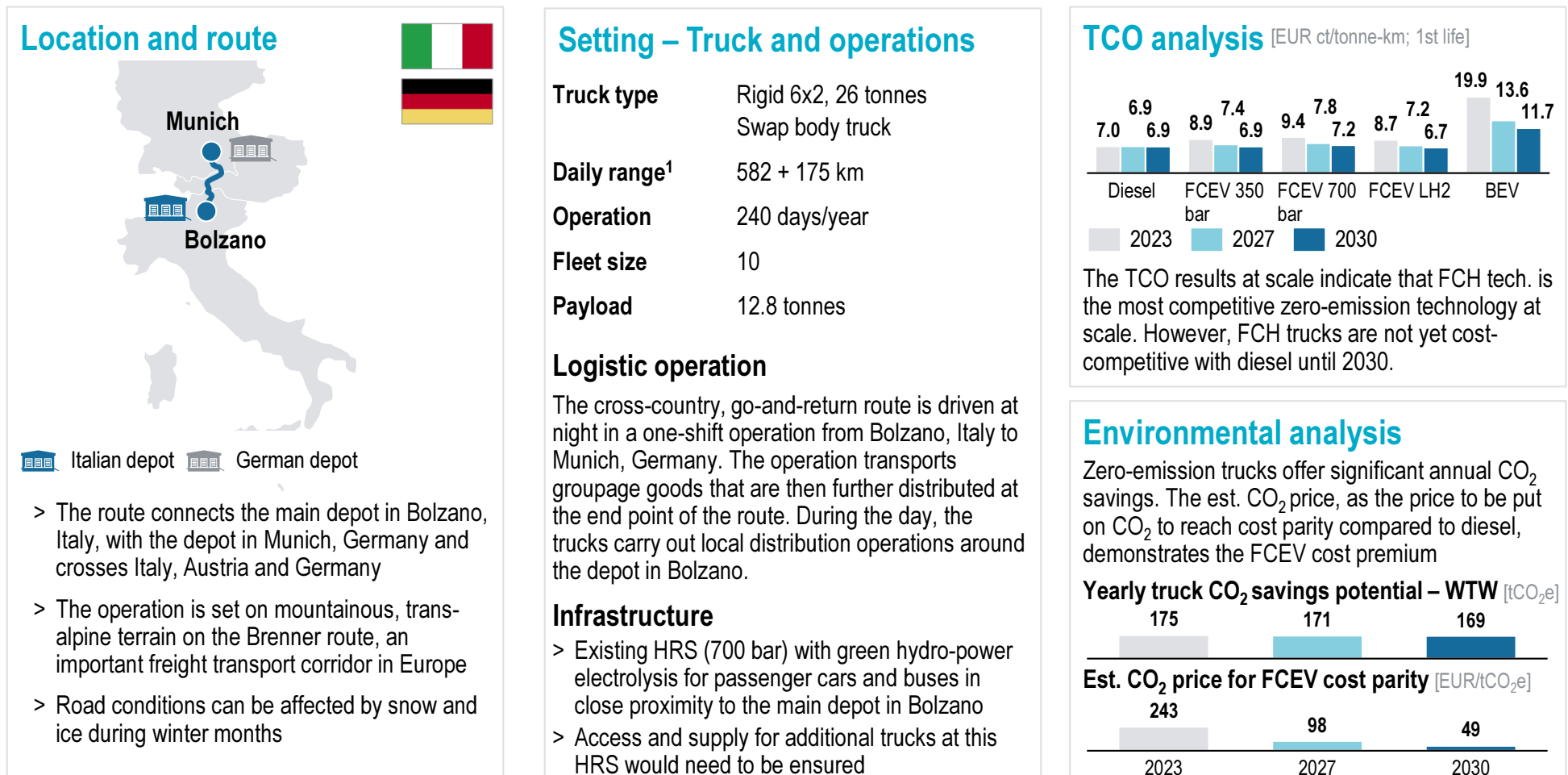
## D.3.6 Bolzano-Munich case [FERCAM]





# The cross-border route between Northern Italy and Southern Germany indicates potential for FCH technology at scale

## Bolzano-Munich case – Overview



1) The operation includes a fixed route during the night (round trip 582 km) and the deployment of the trucks during the day in regional distribution (150-200 km)

2) HRS = hydrogen refuelling station

Source: FERCAM; Roland Berger



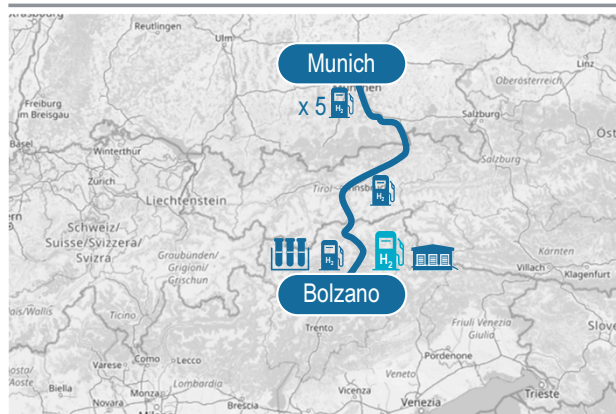


# The two-shift operational data on this route demonstrates the high mileage and durability that is often required from rigid trucks

## Bolzano-Munich case – Description



### Investigated route



Existing & planned HRS<sup>2</sup> for cars
 Main depot  
 Existing H<sub>2</sub> production
 Potential HRS<sup>2</sup> for trucks

- > The route connects the main depot in Bolzano, Italy, with the depot in Munich, Germany and crosses Italy, Austria and Germany
- > The operation is set on mountainous, trans-alpine terrain on the Brenner route, an important freight transport corridor in Europe
- > Road conditions can be affected by snow and ice during winter months
- > Road toll applies in all countries linked to the route

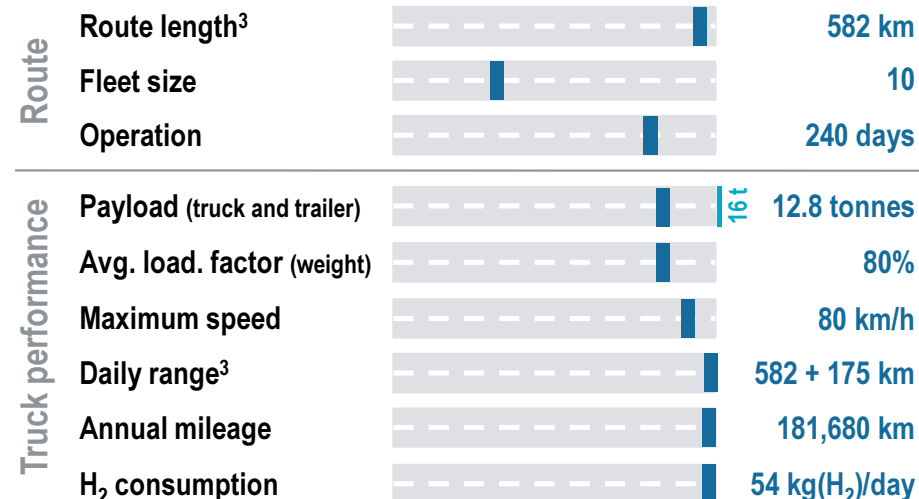
1) Data verified with stakeholders  
 2) HRS = hydrogen refuelling station  
 Source: FERCAM; Roland Berger

### Case description<sup>1</sup>

**Truck type** Rigid 6x2, 26  
 Swap body truck

#### Logistic operation

The cross-country, go-and-return route is driven at night from Bolzano, Italy to Munich, Germany. The operation transports groupage goods that is then further distributed at the end point of the route. During the day in a second shift, the trucks carry out local distribution operations around the depot in Bolzano. The operation is volume restricted due to the varying weight of transported pallets.



**Legend** Low High

3) The operation includes a fixed route during the night (round trip 582 km) and the deployment of the trucks during the day in regional distribution (150-200 km)

### Infrastructure<sup>2</sup>

- > Each truck operates on avg. 757 km per day – this would be an avg. consumption of ~54 kg(H<sub>2</sub>)/day (at 0.071 kg(H<sub>2</sub>)/km) and a H<sub>2</sub> demand of ~537 kg(H<sub>2</sub>)/day for the whole fleet

#### Potential truck HRS

- > Use of public station in proximity to depot could be used together with cars and buses; on-site electrolysis would need to be increased for min. +0.5 t(H<sub>2</sub>)/day

#### Potential H<sub>2</sub> prod. facility

- > Hydrogen supply from electrolysis installation of at least 1 MW needed

### Potential synergies

- > More trucks linked to depot could be replaced by FCEV as rigid trucks are only 5% of vehicles on this route
- > Link to regional H<sub>2</sub> activities





# Specific data is introduced in the total cost of ownership model to reflect the real-life operations of the case study

## Bolzano-Munich case – Specific assumptions

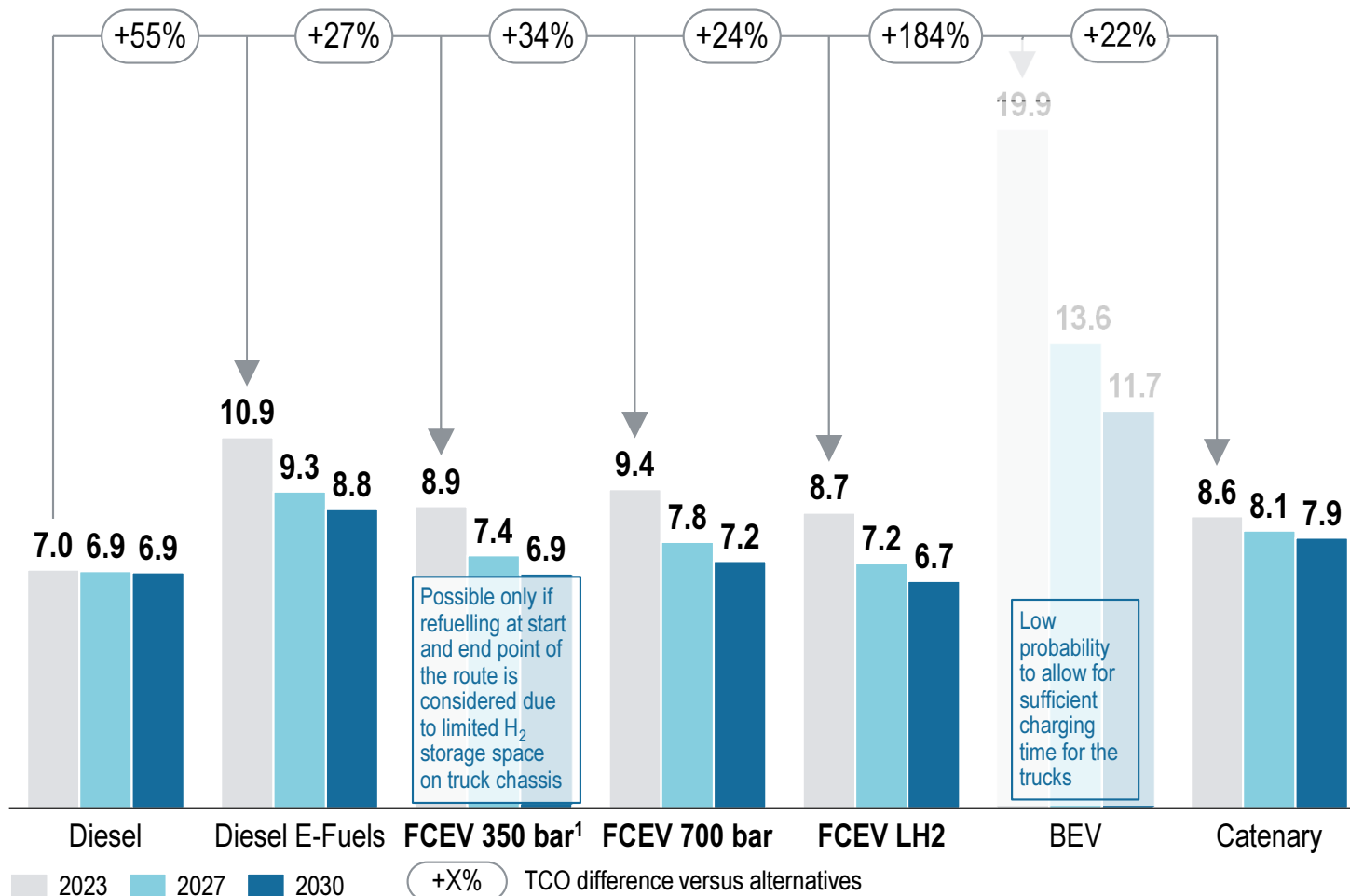
### Main input changes on the TCO model base assumptions



<b>Operation</b>		<ul style="list-style-type: none"> <li>&gt; Only consideration of first life to very high annual mileage</li> <li>&gt; Annual mileage set at 180,000 km/year</li> <li>&gt; Operation on route set for 240 days/year</li> <li>&gt; Max. payload set to 16 tonnes</li> <li>&gt; Route profile set to a rather homogenous pattern due to plannability of fixed route by night and varying regional distribution by day</li> </ul>
<b>Motor vehicle tax</b>		<ul style="list-style-type: none"> <li>&gt; Motor vehicle tax set at 0.78% of initial vehicle cost for 2023 and adjusted for 2027 and 2030 to reflect case specific data on the tax of 620 EUR/year</li> </ul>
<b>Maintenance costs</b>		<ul style="list-style-type: none"> <li>&gt; Maintenance cost kept at 0.12 EUR/km for diesel trucks</li> </ul>
<b>Private / public refuelling</b>		<ul style="list-style-type: none"> <li>&gt; Currently private refuelling used for Diesel trucks</li> <li>&gt; Public refuelling assumed for alternative powertrain technologies</li> </ul>
<b>Energy and fuel</b>		<ul style="list-style-type: none"> <li>&gt; Diesel price kept at base assumption for private refuelling (1.00 EUR/l net price in 2023; surcharges for public refuelling not consid.)</li> <li>&gt; Consumption figures set to the average of the base assumptions for the 6x2 rigid and 4x2 tractor vehicles to reflect the high mileage</li> </ul>
<b>Road toll</b>		<ul style="list-style-type: none"> <li>&gt; Road toll set to 0.33 EUR/km to reflect the average of the current costs of road toll in Italy, Austria and Germany</li> </ul>

# The TCO analysis shows that FCH technology becomes cost-competitive over time – However, high investment costs are required

Bolzano-Munich case – High-level TCO assessment [EUR ct/tonne-km; 1st life]



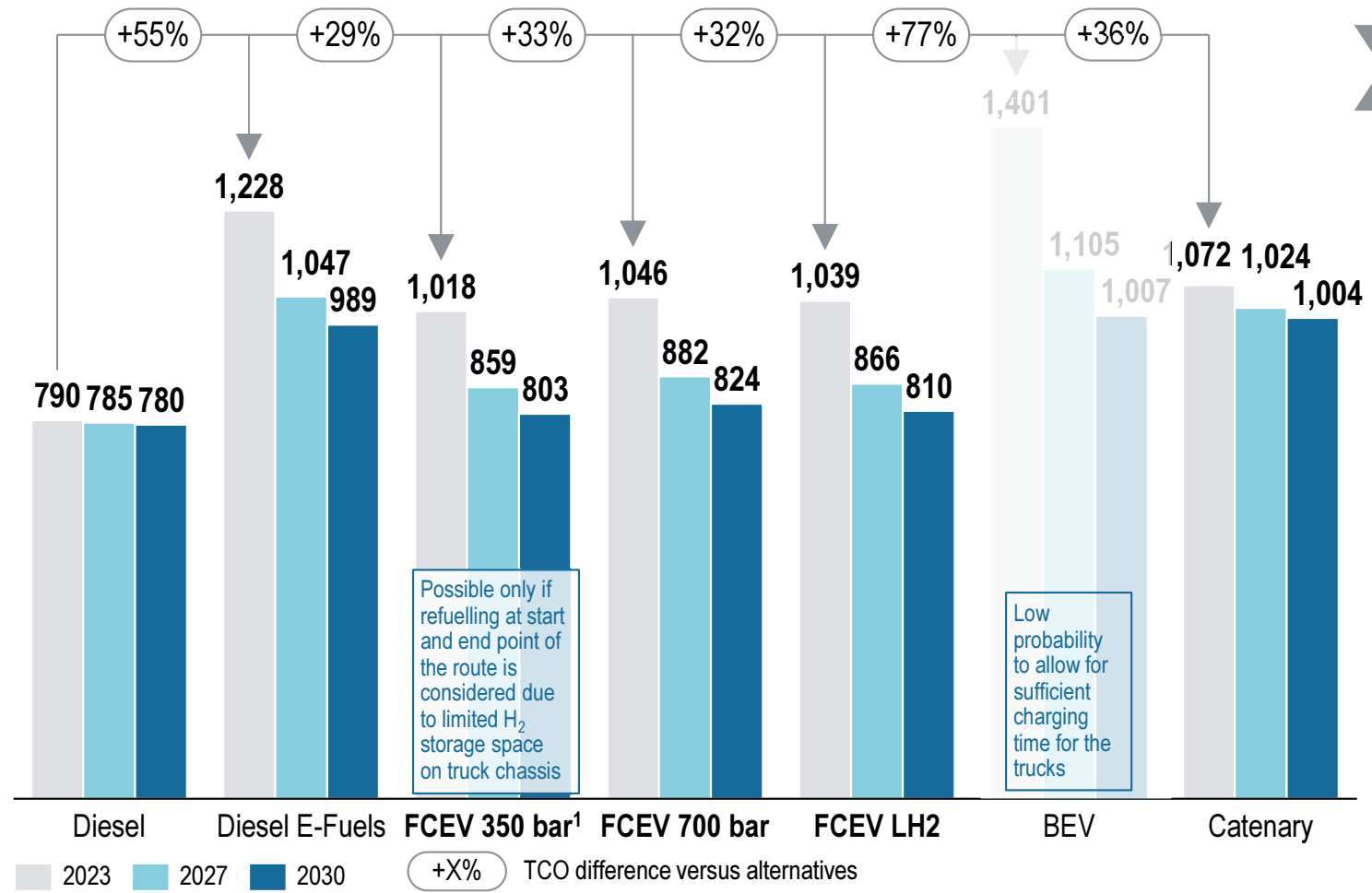
### Comments

- > A cost down potential for FCEV at scale exists looking at 1st life, yet with a cost premium of up to ~34% in 2023 compared to diesel
- > FCEV are the most competitive zero-emission technology at scale on a tonne-km basis – However, the cost proximity to catenary and diesel e-fuels trucks illustrates that there is a high investment involved for the FCH powertrain
- > Payload reduction for BEV applies due to the large size of the battery

1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture; Potential length regulation adjustments required

# The EUR/truck perspective shows the lowest TCO results of all zero-emission technologies for FCH technology – Diesel still cheaper

Bolzano-Munich case – High-level TCO assessment [kEUR/truck; 1st life]



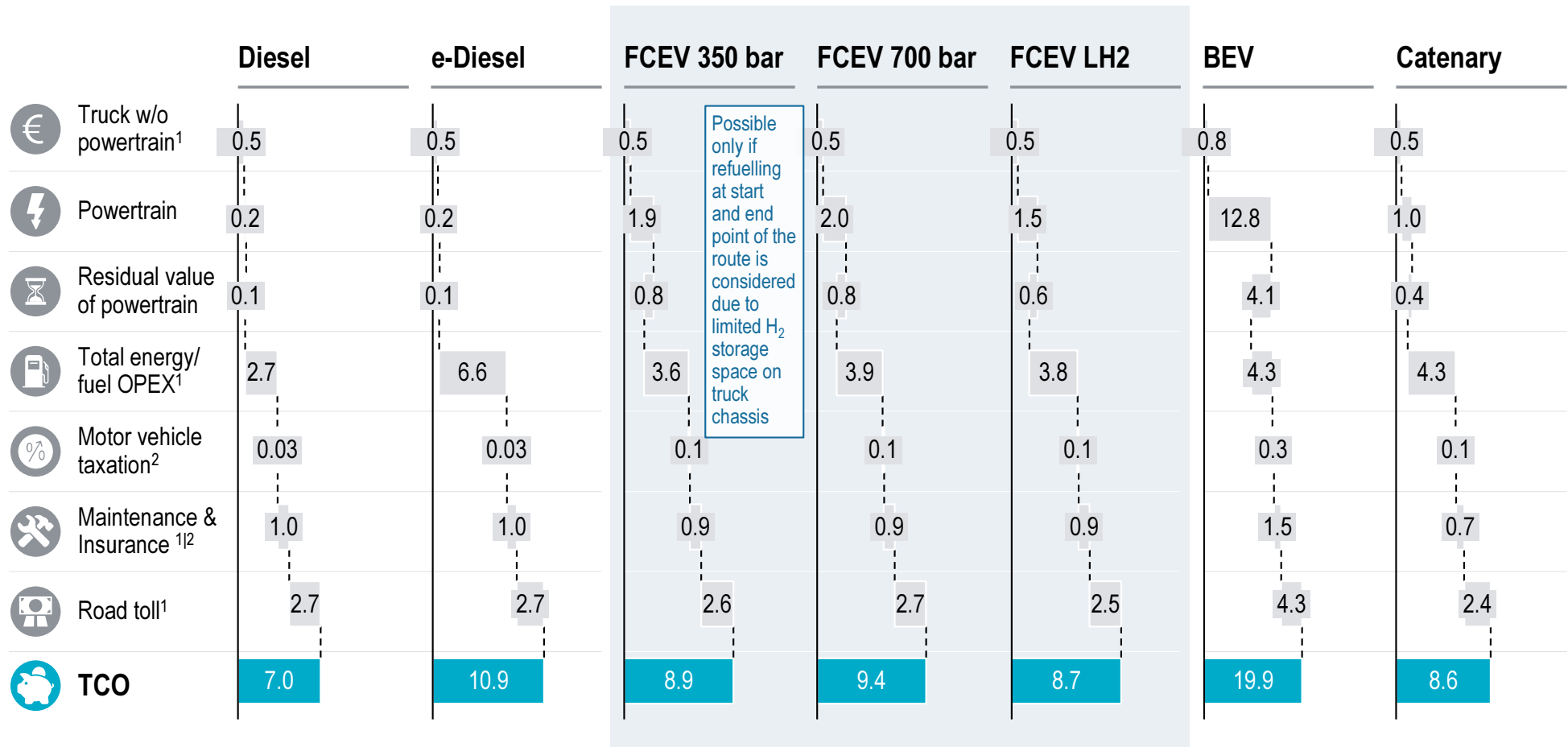
### Comments

- > Also when looking at the EUR/truck TCO, **the cost down potential** for FCEV at scale exists – Yet **diesel is the cheapest technology option** still in 2030 on a EUR/truck basis
- > FCH trucks have a **cost premium of up to ~33% in 2023**
- > **BEV not cost-competitive** due to the **cost for the large battery** needed for the daily range
- > TCO results of **zero-emission technologies strongly rely on assumptions on second life market**

1) Under the assumption that sufficient hydrogen storage can be technically integrated in the current truck chassis architecture; Potential length regulation adjustments required

# Cost of powertrain is varying the most across technologies – Fuel/energy cost of ZEV cannot offset cost disadvantage

Bolzano-Munich case – 2023 TCO cost breakdown [EUR ct/tonne-km; 1st life]



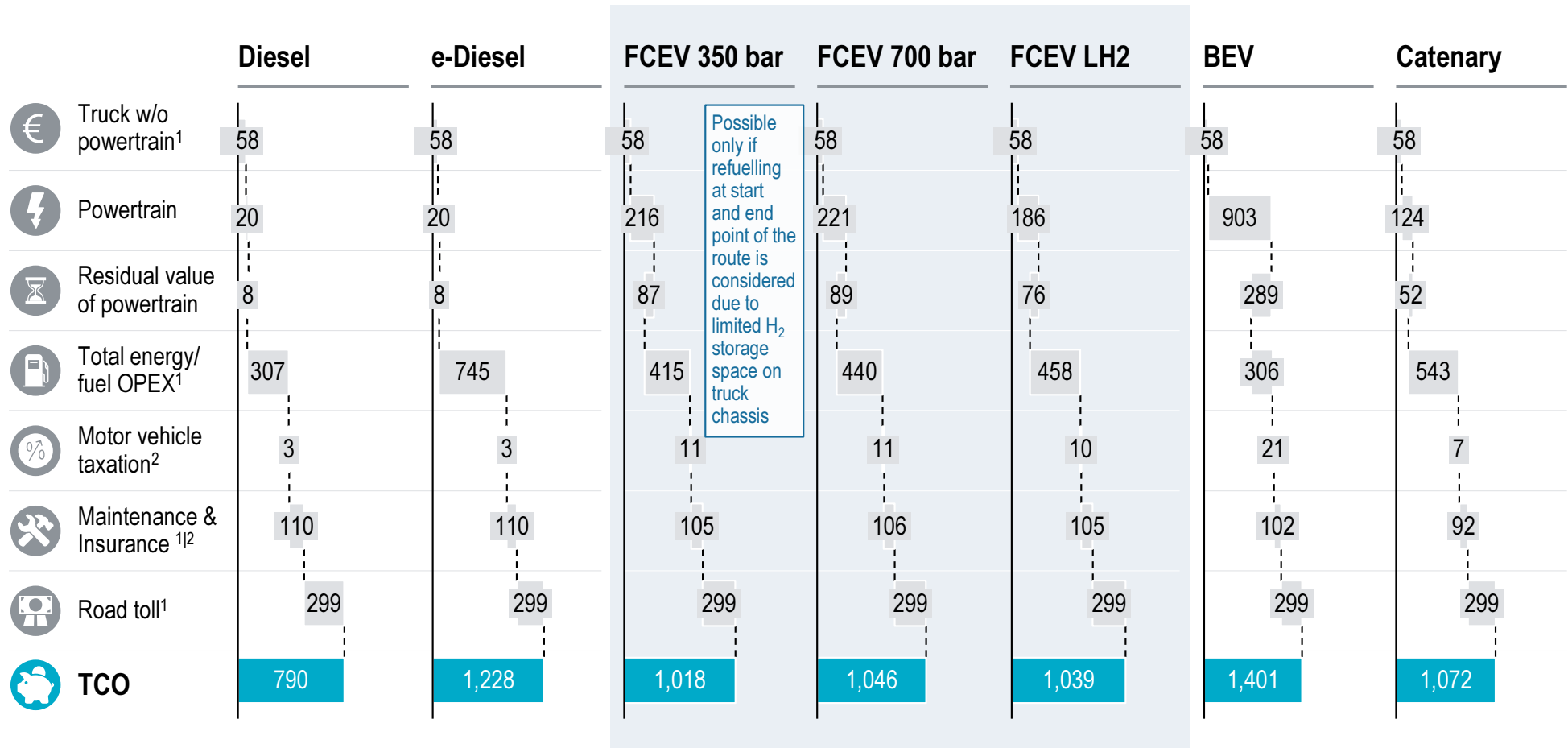
1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

Note: Battery replacement needed already in first life due to high mileage; Battery charging during the day is not possible as the truck is in a 2-shift operation

Source: FERCAM; Roland Berger

# The TCO results rely on high residual value of ZEV – However, the 2nd life market is still uncertain and might not realise as predicted

Bolzano-Munich case – 2023 TCO cost breakdown [kEUR/truck; 1st life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX  
 Note: Battery replacement needed already in first life due to high mileage; Battery charging during the day is not possible as the truck is in a 2-shift operation  
 Source: FERCAM; Roland Berger

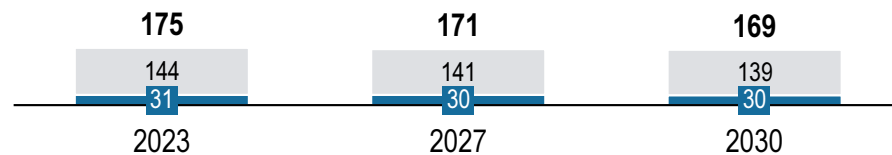


# Zero-emission vehicles will allow for significant emission savings on this route – Conversion of fleet would offer even higher potential

## Bolzano-Munich case – Environmental analysis

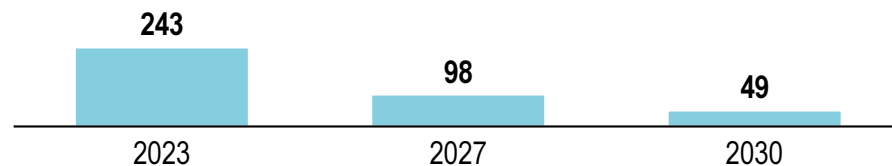
### CO<sub>2</sub> savings potential<sup>1</sup>

Well to Wheel [tonnes CO<sub>2</sub>e/year]



### Estimated CO<sub>2</sub> price for FCEV cost parity

[EUR/tonnes CO<sub>2</sub>e]



### Pollution reduction potential<sup>2</sup>

- > Conversion to zero-emission trucks allows for a total reduction of NO<sub>x</sub> pollutants
- > Particulate matter can also be reduced due to more efficient driving patterns, incl. regenerative braking for electric vehicles

Tank to Wheel
  Well to Tank
  Est. CO<sub>2</sub> price

### Emissions reductions

- > Total greenhouse gas emissions reduction to be realized over five years with ten trucks (max.): **8,461 tonnes CO<sub>2</sub>e**
- > Potential for reduction of other pollutants equally targeted with zero-emission vehicles on the frequently driven route across Italy, Austria and Germany

### Opportunities

- > Ongoing activities and 'hydrogen master plan' to set up a regional H<sub>2</sub> eco-system with opportunities for further multi-modal applications, e.g. set target to transform the Brenner transport corridor into a 'green corridor' through hydrogen application, wind energy generation, electric cableways
- > If existing H<sub>2</sub> refuelling infrastructure can be adapted for heavy-duty trucks, the direct connection to the heavily used Brenner motorway offers access to infrastructure to a very high number of further trucks (company fleet and all passing vehicles)
- > Potentially, the green hydro-powered electrolysis facility to produce hydrogen for the local HRS could be extended

1) CO<sub>2</sub> savings potential refers to one potential zero-emission vehicles for the specific route

2) Pollution reduction potential not quantified as specific limits are set for each heavy duty diesel engine on the vehicle test stand





# The Bolzano-Munich case study shows that deploying FCH trucks for high daily ranges could imply a change of operation schedules

## Bolzano-Munich case – Enablers and constraints for FCH technology

### Potential enablers and constraints

### Synthesis

- 
- > The TCO results at scale indicate a promising cost development of FCH trucks over time, supporting the use of the vehicles on this route
  - > The high frequency on the fixed route together with the back-to-base distribution operation generally offer good preconditions for FCEV uptake
  - > Existing infrastructure could be made suitable to serve heavy-duty trucks
  - > The strong regional support for hydrogen application can be leveraged to foster technology acceptance and potentially engage further collaborators

- 
- > Current refuelling patterns would be difficult to maintain with FCH trucks as the daily range would not be possible (except with an oversized tank system)
  - > As FCH trucks are not predicted to become cost-competitive with diesel in this operation in the short-to-mid-term, the cost premium would need to be assumed by the involved parties of the logistics operations or mitigated by public funding
  - > The TCO costs of alternative vehicles are influenced highly by the assumed residual value of the powertrain – as the second market is still uncertain, this could be a barrier for decision-making today

- > The case study with its **fixed route and plannable operations** and the **direct access to already existing infrastructure** offers **good conditions** for deploying FCH trucks already in the short-term
- > However, FCH trucks are **not yet cost-competitive with diesel**: The analysis indicates a **higher TCO** – This is due to the **very high annual mileage, higher CAPEX<sup>1</sup>** with an **uncertain residual value for ZEV** and **lower OPEX costs for diesel**
- > Of the ZEV, **FCH technology seems the best suited to fulfil the requirements on this route** – BEV would see a payload reduction, a very high cost of powertrain and the two-shift schedule would not allow for the charging time
- > **If utilisation patterns are optimised** for zero-emission vehicles (e.g. intra-route refuelling at each end point), **FCH technology could become a more cost-competitive fit** as CAPEX could be lower due to smaller tanks
- > Various **opportunities linked to the H<sub>2</sub> infrastructure** on this route (Brenner motorway) will potentially have a **large influence** on the **type of truck driven on this route in the future**, both from a company perspective and in general

1) As the model assumes that the daily range needs to be achieved without intermediate refuelling or charging, a larger powertrain is assumed for the zero-emission vehicles





# The case study on the cross-border route Bolzano (IT) – Munich (DE) is supported by specific information and data from FERCAM

## Bolzano-Munich case – Background

### Road freight sector in Italy

#### Information on the road freight sector

- > Italy has the sixth highest volume of road transport in Europe with approx. 1 billion tonnes of goods transported in 2018
- > The highest country-to-country flow of goods takes place between Italy and Germany, France, Austria and Slovenia
- > Road freight industry revenue for transport by road in Italy is approx. EUR 43 bn (2018)



#### Main transport corridors

- > Northern regions of Lombardia, Veneto and Emilia-Romagna are the centres of domestic road freight transport
- > The Brenner route connects Italy with Austria and Germany and is the most heavily travelled transalpine corridor for freight transport

### Information on company supporting the case

#### Company information



Name	FERCAM
Industry	Freight and logistics service company
Headquarters	Bolzano, Italy
Zero-emission ambition	FERCAM follows a company strategy to move towards zero emission transport
<b>Depot linked to route</b>	
Location	Bolzano, Italy
Description	Main company depot
Total number of trucks	300

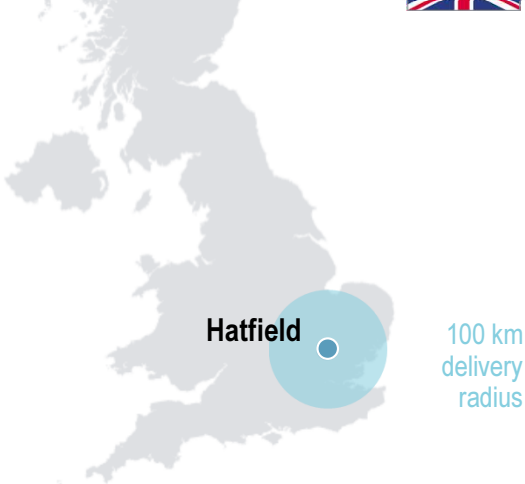
## D.3.7 Hatfield case [DHL]



# The plannable multi-drop route with scheduled operations around Hatfield is a good fit for both fuel cell and battery technology

## Hatfield case – Overview

### Location and route



**Hatfield** 100 km delivery radius

- > The route connects the regional hub with the client's stores in inner cities and is operated with two different types of trucks (18 tonnes and 10 tonnes)
- > The delivery area is within a radius of approx. 100 km from the regional hub
- > The route is set on mostly flat terrain and involves deliveries in towns / cities

### Setting – Truck and operations

<b>Truck type</b>	Rigid 4x2, 18 tonnes Ambient Dry Box vehicle
<b>Daily range</b>	200 km
<b>Operation</b>	365 days/year
<b>Fleet size</b>	6
<b>Payload</b>	3.5 tonnes

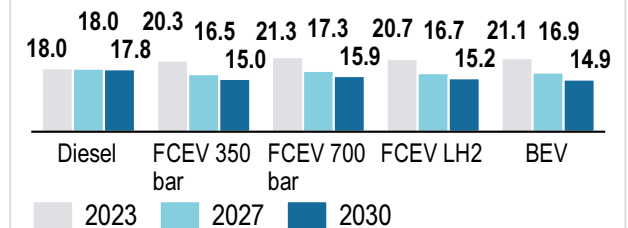
### Logistic operation

The closed loop route involves the delivery of clothing and home goods from the regional hub to the client's stores. The trucks run daily and carry out several drops in one shift.

### Infrastructure

- > Hydrogen refuelling infrastructure for trucks would need to be installed (private or public), as there currently is no refuelling station in proximity of the depot (potential link to London HRS supply from Rotterdam)
- > No refuelling time restrictions apply

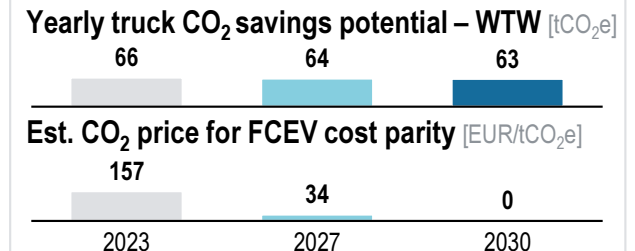
### TCO analysis [EUR ct/tonne-km; 1st & 2nd life]



FCH and battery technology both represent cost-competitive zero-emission alternatives over time. BEV with a slight cost advantage in 2030.

### Environmental analysis

Zero-emission trucks offer significant annual CO<sub>2</sub> savings. The est. CO<sub>2</sub> price, as the price to be put on CO<sub>2</sub> to reach cost parity compared to diesel, demonstrates the FCEV cost premium

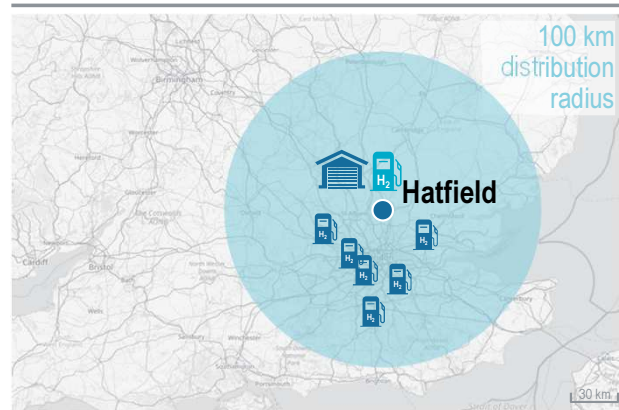


# The daily delivery route for a clothing retailer illustrates a "bus stop" logistics operation in the UK and includes inner-city driving

## Hatfield case – Description



### Investigated route



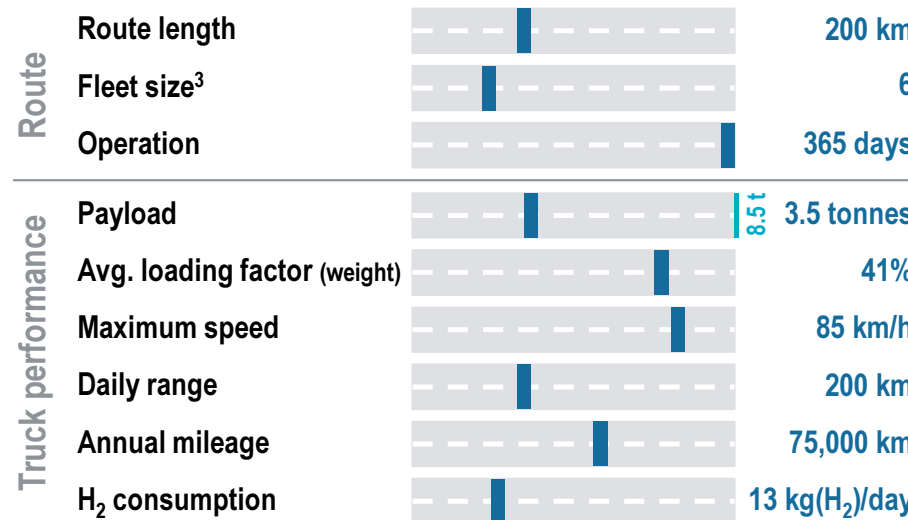
 HRS<sup>2</sup> for cars  Main distribution center  
 Potential HRS<sup>2</sup> for trucks

- > The route connects the regional logistics hub with the client stores in cities and is operated with two different types of trucks (18 tonnes and 10 tonnes)
- > The delivery area is within a radius of approx. 100 km from the regional hub, predominantly into London
- > The route is set on mostly flat terrain and involves deliveries in towns / cities
- > Road toll charges do not apply

1) Data verified with stakeholders  
 2) HRS = hydrogen refuelling station  
 Source: DHL; Roland Berger

### Case description<sup>1</sup>

<b>Truck type</b>	Rigid 4x2, 18 tonnes Ambient Dry Box vehicle
<b>Logistic operation</b>	The trucks on this route run on a fixed "bus stop" type schedule to deliver clothing and home goods from the regional hub to the client's stores. The back-to-base route involves a daily multi drop operation of one or two deliveries per trip. The trucks are operated in one or two shifts per day with one driver each. A fuel stop per shift is carried out at a public station.



**Legend**  Low High

3) The route is operated with two types of trucks: 6 x 18 tonnes trucks, 6 x 10 tonnes trucks

### Infrastructure<sup>2</sup>

- > Each truck operates on avg. 200 km per day – this would be an avg. consumption of ~13 kg(H<sub>2</sub>)/day (at 0.066 kg(H<sub>2</sub>)/km) and a H<sub>2</sub> demand of ~80 kg(H<sub>2</sub>)/day for the whole fleet

#### Potential truck HRS

- > H<sub>2</sub> demand not sufficient for private HRS (minimum of 0.5 t/day advisable for commercial benefit); public HRS required with ext. H<sub>2</sub> supply

#### Potential H<sub>2</sub> prod. facility








- > Supply from electrolysis installation with at least 0.2 MW power needed, e.g. link to London HRS

#### Potential synergies

- > Other DHL trucks passing the depot/London area (~20 trucks)
- > H<sub>2</sub> infrastructure use by ext. operators in N. London area

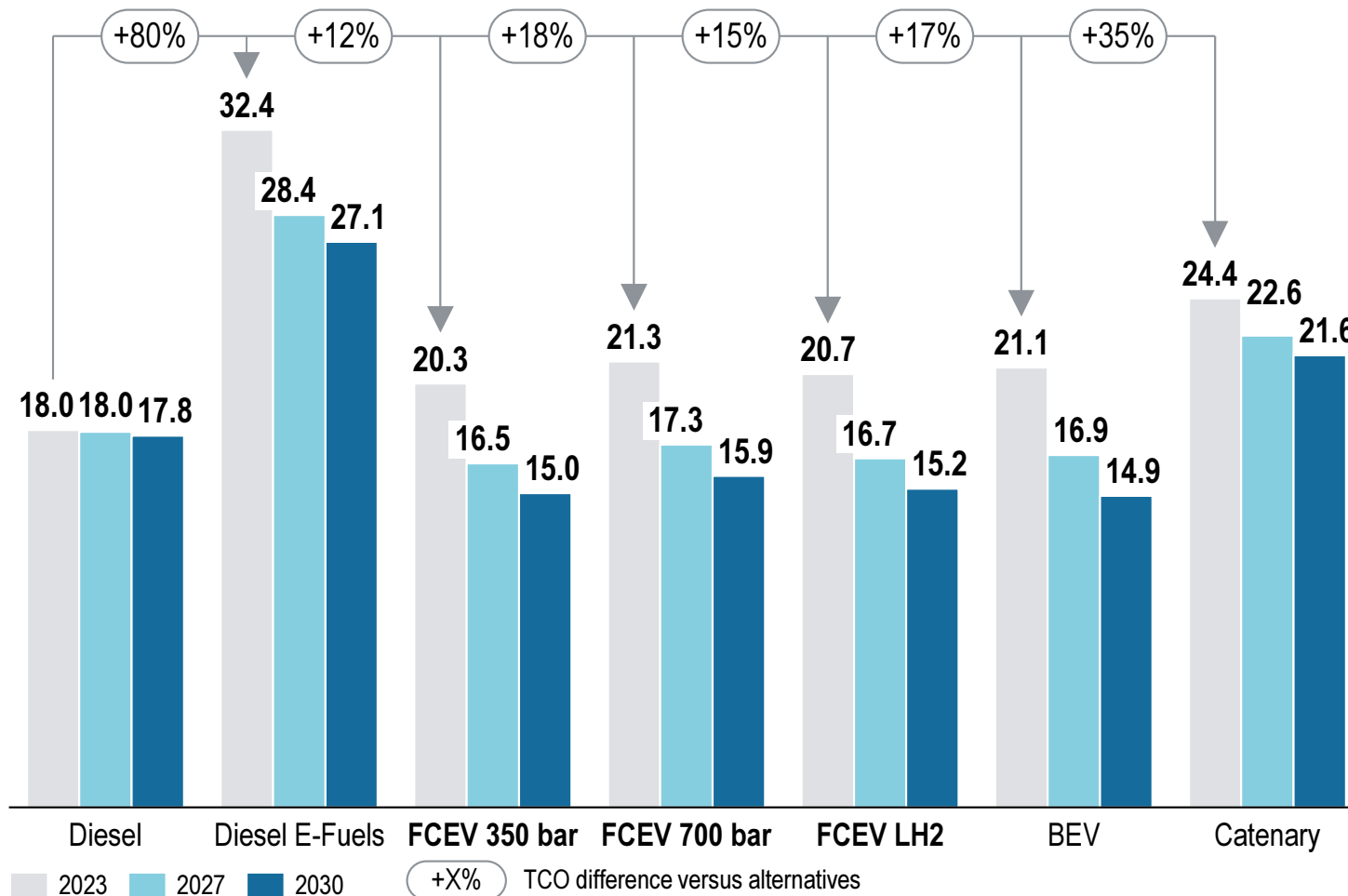
# Specific data is introduced in the total cost of ownership model to reflect the real-life operations of the case study

## Hatfield case – Specific assumptions

<p>Main input changes to the TCO model base assumptions</p> 	<p><b>Operation</b></p> 	<ul style="list-style-type: none"> <li>&gt; Annual mileage set at ~75,000 km/year</li> <li>&gt; Operation on route set for 365 days/year</li> <li>&gt; Max. payload set to 8.5 tonnes</li> <li>&gt; Route profile set to a homogenous pattern due to plannability of 'bus stop' route</li> </ul>
	<p><b>Motor vehicle tax</b></p> 	<ul style="list-style-type: none"> <li>&gt; Motor vehicle tax set at 0.7% of initial vehicle cost for 2023 and adjusted for 2027 and 2030 to reflect case specific data on the tax of 504 EUR/year</li> </ul>
	<p><b>Maintenance costs</b></p> 	<ul style="list-style-type: none"> <li>&gt; Maintenance cost set at 0.046 EUR/km for diesel, at 0.041 EUR/km for FCEV and at 0.037 EUR/km for BEV and catenary</li> </ul>
	<p><b>Private / public refuelling</b></p> 	<ul style="list-style-type: none"> <li>&gt; Public refuelling assumed for all technologies</li> </ul>
	<p><b>Energy and fuel costs</b></p> 	<ul style="list-style-type: none"> <li>&gt; Energy price for diesel set at 1.08 EUR/l net price</li> <li>&gt; AdBlue costs set at 0.29 EUR/l</li> </ul>
	<p><b>Road toll</b></p> 	<ul style="list-style-type: none"> <li>&gt; No road toll charges apply on this route</li> </ul>

# Both FCH and battery technology are attractive zero-emission options for this route from a commercial point of view

Hatfield case – High-level TCO assessment [EUR ct/tonne-km; 1st & 2nd life]

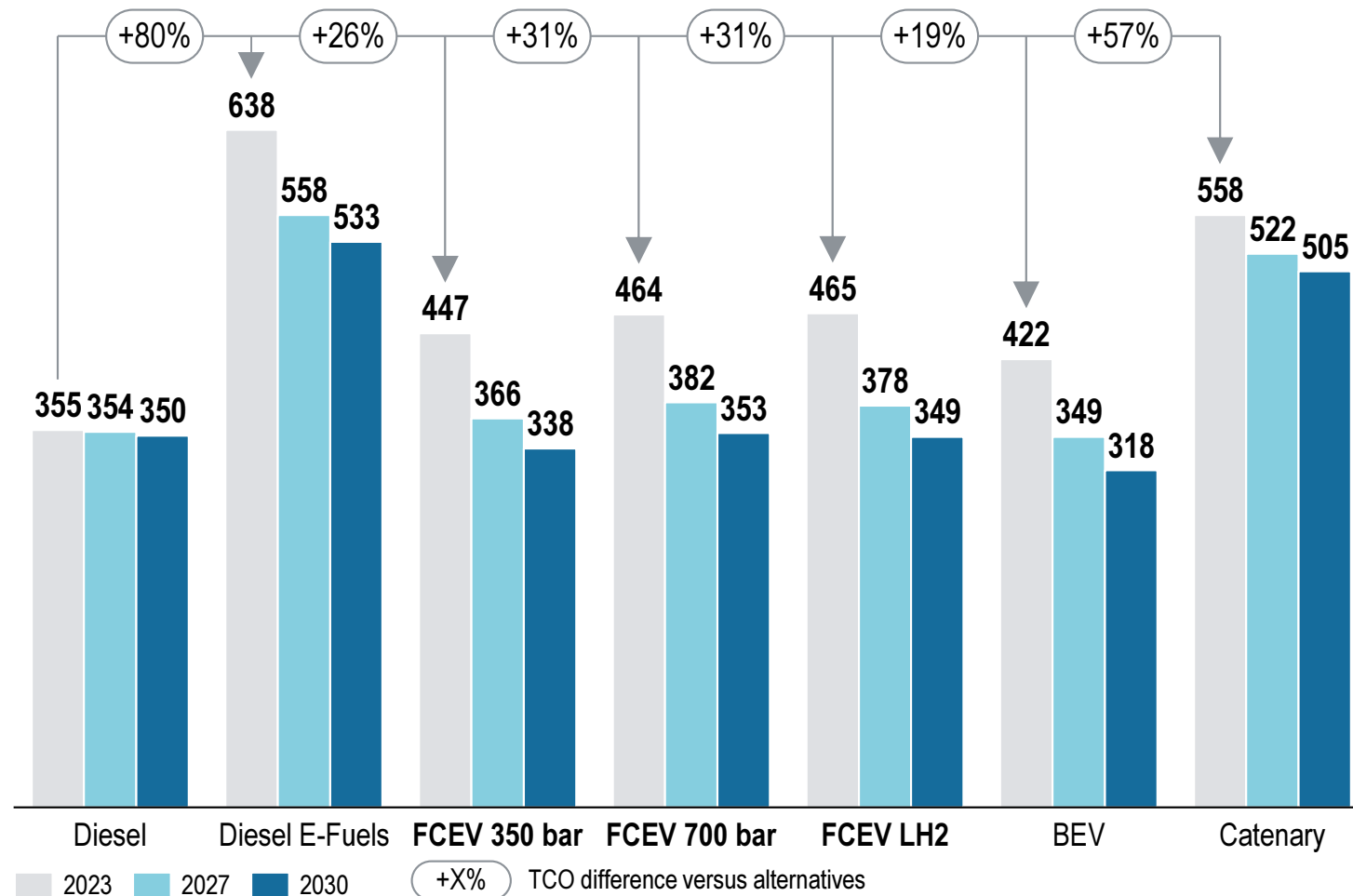


### Comments

- > A significant **cost down potential** for FCEV at scale exists looking at 1st and 2nd life
- > FCH technologies and BEV at a very **comparable cost level** on a tonne-km basis
- > FCH trucks still have a **cost premium of up to ~18% in 2023** compared to diesel but become **more cost-competitive by 2027**
- > **No payload reduction** for FCEV and BEV apply

Also on a EUR/truck basis, the TCO shows that FCEV and BEV will perform at diesel level – Slight cost advantage of BEV in 2030

Hatfield case – High-level TCO assessment [kEUR/truck; 1st & 2nd life]



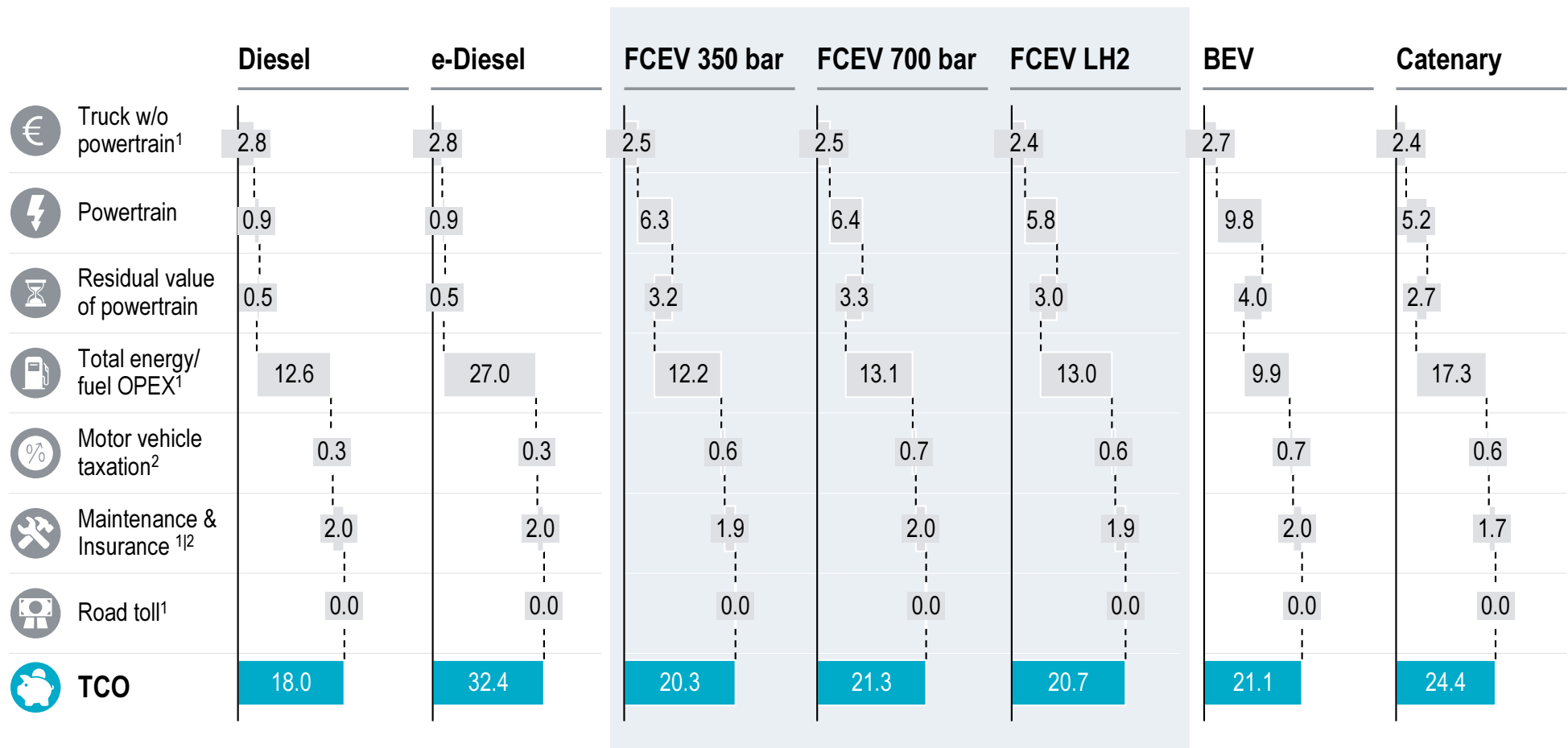
**Comments**

- > Also when looking at the EUR/truck TCO costs, **the cost down potential for FCEV technology at scale exists**
- > FCH trucks have a **cost premium of up to ~31% in 2023**, yet approach diesel cost levels by 2030
- > **BEV replaces diesel as the cheapest technology option in 2030**, demonstrating the increasingly **positive commercial development of zero-emission technologies**



# Energy and fuel costs are the main cost drivers, followed by the powertrain costs – Dependence on second market for residual value

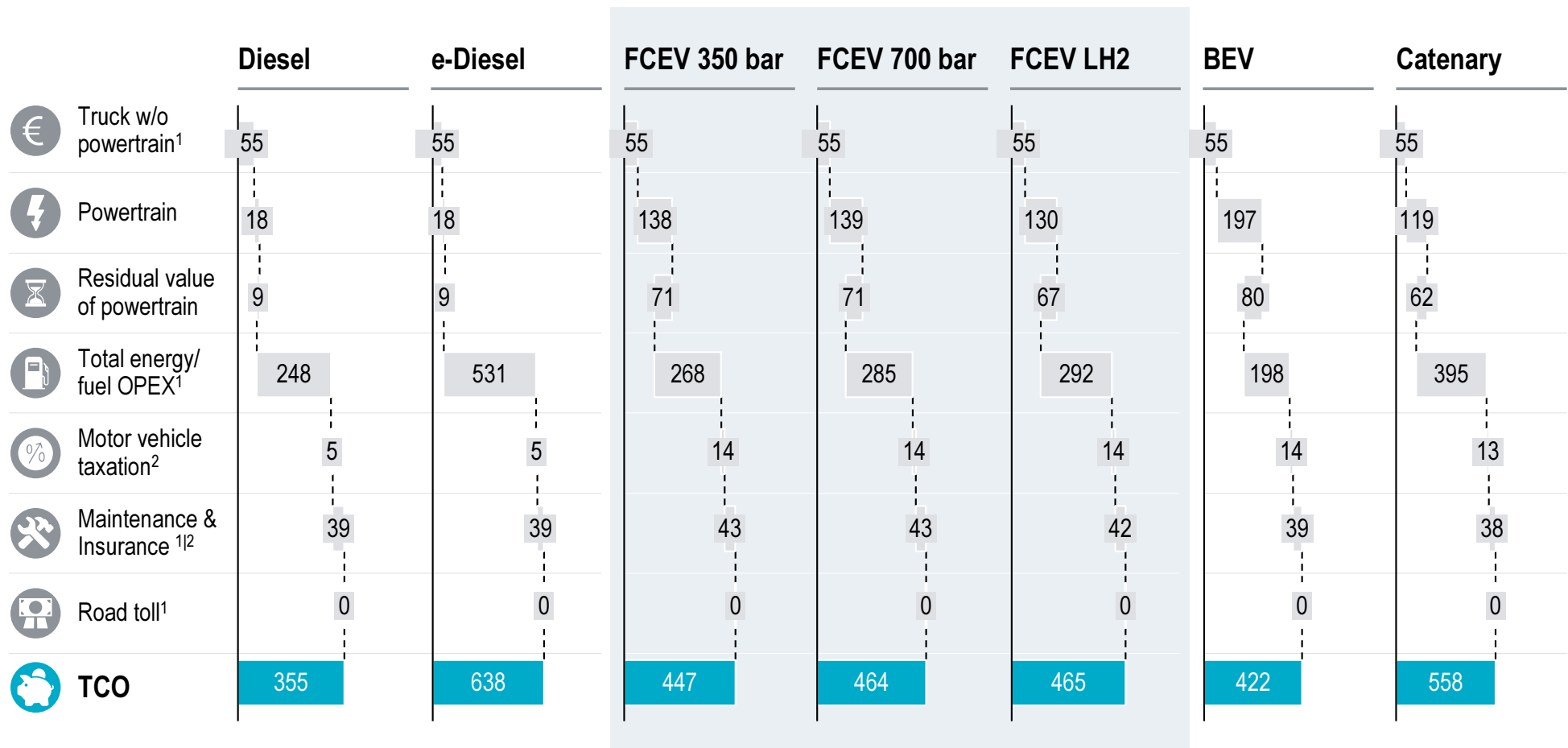
Hatfield case – 2023 TCO cost breakdown [EUR ct/tonne-km; 1st & 2nd life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# Energy and fuel costs are the main cost drivers, followed by the powertrain costs – Dependence on second market for residual value

Hatfield case – 2023 TCO cost breakdown [kEUR/truck; 1st & 2nd life]



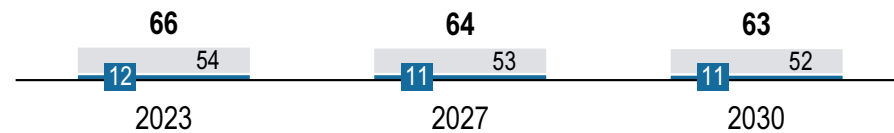
1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

# Zero-emission vehicles will allow for significant emission savings on this route – Conversion of fleet would offer even higher potential

## Hatfield case – Environmental analysis

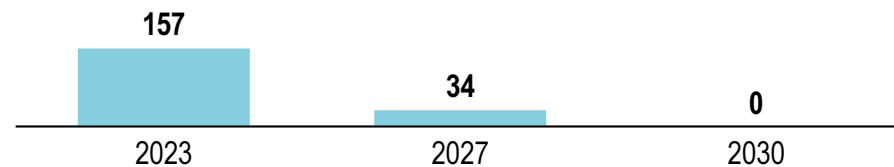
### CO<sub>2</sub> savings potential<sup>1</sup>

Well to Wheel [tonnes CO<sub>2</sub>e/year]



### Estimated CO<sub>2</sub> price for FCEV cost parity

[EUR/tonnes CO<sub>2</sub>e]



### Pollution reduction potential<sup>2</sup>

- > Conversion to zero-emission trucks allows for a total reduction of NOx pollutants
- > Particulate matter can also be reduced due to more efficient driving patterns, incl. regenerative braking for electric vehicles

Tank to Wheel
  Well to Tank
  Est. CO<sub>2</sub> price

### Emissions reductions

- > Total greenhouse gas emissions reduction to be realised over ten years with six trucks:

**3,776 tonnes CO<sub>2</sub>e**

- > Potential for reduction of other pollutants equally targeted with zero-emission vehicles

### Opportunities

- > Potential conversion of higher number of trucks at the same depot would increase the emission savings
- > Further collaboration and initiatives with the client could build on sustainability commitment to jointly improve carbon efficiency, e.g. adaption of delivery schedules

1) CO<sub>2</sub> savings potential refers to one potential zero-emission vehicles for the specific route  
 2) Pollution reduction potential not quantified as specific limits are set for each heavy duty diesel engine on the vehicle test stand  
 Source: DHL; Roland Berger

# The Hatfield case shows that short daily routes on a fixed schedule provide a good opportunity for FCH technology

## Hatfield case – Enablers and constraints for FCH technology

### Potential enablers and constraints

### Synthesis



- > High plannability of multi-drop, back-to-base distribution route offers good conditions for FCH technology uptake
- > Leverage to potentially replace a higher number of vehicles in the fleet with FCH technology trucks
- > Potential connection to the larger London HRS network for buses and cars could enable a public station in Hatfield to be also used by DHL (would need to be investigated)
- > Experience in setting up private refuelling stations for CNG/LNG trucks



- > Public infrastructure needed as H<sub>2</sub> demand not sufficient for private HRS – Minimum utilisation (at least 10 trucks) of HRS installation would be advisable, collaboration with ext. partners would need to be investigated
- > Positive TCO outlook depends a reliable second market in order to achieve the assumed residual value for the powertrain
- > Payload requirements for vehicles need to be ensured

- > The case study offers a **fixed route operated on a regular schedule**, establishing **good conditions** for FCH trucks
- > Compared with diesel, FCH technology represents an **attractive zero-emission alternative** looking at the TCO cost-down potential over time
- > The installation of required **hydrogen infrastructure would be necessary**, yet **currently no clear point of access** in the nearer Hatfield area (to be investigated)
- > Cost advantages of **FCH technology** (also compared to BEV) could become **even clearer**
  - **if external influences**, e.g. energy consumption in winter, would **require higher levels of energy**
  - **if charging of a fleet of BEV** would lead to **high energy costs** and a (potentially too) **high demand on the electricity grid** in addition to the cost of infrastructure

# The case study on the regional delivery route in the UK is supported by specific information and data from DHL Supply Chain

## Hatfield case – Background

### Road freight sector in United Kingdom

#### Information on the road freight sector

- > More than 1,4 billion tonnes of freight are carried in the UK: 63% by articulated vehicles, 37% by rigid vehicles (2018)
- > The majority of road freight transported is domestic freight carried within the country
- > Overall, the road freight industry revenue for transport by road in the UK is EUR ~29 bn (2018)



#### Main transport corridors

- > The road network in England consists of approx. 7,000 km of 'strategic roads' connecting North and South, as well as East and West
- > The so-called logistics 'Golden Triangle' in the country's centre is a high traffic area and sees a significant concentration of logistics warehouses

### Information on company supporting the case

#### Company information



Name	DHL Supply Chain Ltd.
Industry	Logistics service company
Headquarters	Milton Keynes, England
Zero-emission ambition	DHL's 2025 target is to improve CO <sub>2</sub> efficiency by 50% over 2007 levels. This sustainability ambition is supported by clients.

#### Depot linked to route

Location	Hatfield, UK
Description	Regional hub
Total number of trucks	14

## D.3.8 Leoben-Göss case [Brau Union Austria (part of the HEINEKEN Company)]





# For the Leoben-Göss case study, several fundamental assumptions were adjusted in alignment with the case study partners

## Case study-specific disclaimer

For the development of this case study and due to the particularity of the operation, several assumptions in the base TCO model were manually changed in alignment with Brau Union Austria and Heineken.

### Introduced specific changes in the case study in alignment with the Advisory Board case study partners

#### Dynamic capacity sizing of powertrain of FCEV/BEV

- > The truck fleet in the case study operations demonstrate a low daily range and annual mileage. Different routes are driven by the trucks within a defined parameter of outlets around the brewery, yet the specific daily range varies over the weekdays on effects such as seasonality. Due to these varying routes in the operation and the flexibility needed for the fleet, the vehicle capacity was set to reflect the maximum of annual mileage (CAPEX: vehicle chassis, powertrain; motor vehicle tax based on vehicle value), while the daily operational requirements were set to reflect the average of operations (OPEX: fuel/energy cost, maintenance cost and road toll). The results calculated by the dynamic sizing logic of the TCO model regarding the powertrain components were manually changed to reflect these criteria.

#### TCO calculation w/o the residual value

- > The case study illustrated that with a low annual mileage, the assumed residual value as calculated by the TCO model has a strong impact on the results. With the low mileage, the TCO model (due to the calculation logic of the model) shows a high residual value compared to the cost of powertrain due to the calculation depending on the kilometres run by the truck (decreasing residual value with an increasing utilisation). Such high residual value is unlikely to be achieved in the second market (for a technology from 10 years ago) and introduced uncertainty of results. In this case, it was decided in alignment with Brau Union Austria and Heineken to only show the results without considering a potential residual value. At the same time, this consideration shows that with a certain driving profile and mileage a lifetime of >10 years would be possible.

#### Tonne-km calculation

- > With the manually adjusted TCO calculation based on two parameters of annual mileage (for CAPEX and OPEX), the tonne-km calculation was defined as referring to the average profile of operations.

#### Environmental analysis

- > The calculation of the estimated CO<sub>2</sub> price for FCEV cost parity in this case study is based on a calculation without considering the residual value<sup>1</sup>. In this specific case study, the results can be skewed and are not 1:1 comparable to the CO<sub>2</sub> price for FCEV cost parity calculated in other case studies in which the residual value is considered in the overall TCO view. This is due to the fact that considering the residual value shows a more favourable view on the cost development of FCEV and BEV technology, with a lower cost delta to be bridged in order to achieve cost parity with diesel technology.


1) Due to the early stage of the market with very limited re-sale of zero-emission vehicles, general uncertainty with regards to the residual value of truck exists



# The Leoben-Göss routes show a local distribution operation with own trucks – BEV technology identified as best option

## Leoben-Göss case – Overview

### Location and route



**Brewery and main depot**

- > The distribution area is set in the Leoben-Göss district and connects the Göss brewery with various regional outlets in an approx. 60-80 km radius on varying routes
- > The main depot is located at the brewery facility with a total of 14 trucks (of which 10 in operation)
- > The routes are set on hilly terrain and included rural and city deliveries

### Setting – Truck and operations

<b>Truck type</b>	Rigid 4x2, 18 tonnes Side-loading with keg lifter
<b>Daily range</b>	avg. 75 km
<b>Operation</b>	250 days/year
<b>Fleet size</b>	10
<b>Payload</b>	5.4 tonnes

### Logistic operation

Milk run, back to base distribution from a brewery within the same district on varying routes. Trucks leave the production facility in the morning and return in the afternoon with empty crates and kegs after visiting 10-20 outlets.

The route is operated with owned / leased trucks (used for approx. 15 years) by drivers employed by the company.

### Infrastructure

- > Currently no HRS near the brewery location
- > Further applications with H<sub>2</sub> demand needed / to be leveraged due to low probability for set up of infrastructure for singular operation in rural area

### TCO analysis [kEUR/truck; 1st & 2nd life]

Technology	2023	2027	2030
Diesel	241	242	241
FCEV 350 bar	353	278	247
FCEV 700 bar	358	282	251
FCEV LH2	355	279	248
BEV	265	230	213

The analysis illustrates that BEV is the most cost-competitive zero-emission option in this operation, in a similar cost range with diesel already in 2023. Also, there are no payload restrictions for BEV.

### Environmental analysis

Zero-emission trucks offer significant annual CO<sub>2</sub> savings. Over the assumed lifetime of ten years, the electrification of the fleet of ten trucks could lead to a total of 1,722 t CO<sub>2</sub> emissions savings

### Yearly truck CO<sub>2</sub> savings potential – WTW [tCO<sub>2</sub>e]

Year	Savings Potential [tCO <sub>2</sub> e]
2023	17
2027	17
2030	16

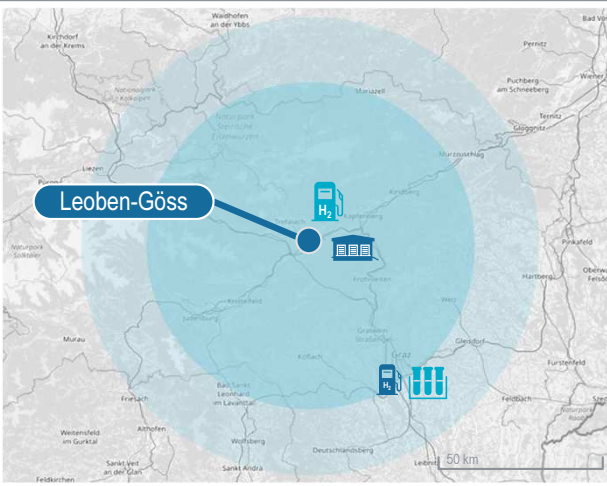
HRS = Hydrogen refuelling station

# The case study looks at regional distribution in plannable, yet differing operations – Variations in daily range, volume, and stops

## Leoben-Göss case – Description



### Investigated route



-  Existing HRS<sup>2</sup> for buses
-  Potential HRS<sup>2</sup> for trucks
-  Main depot
-  Potential H<sub>2</sub> production

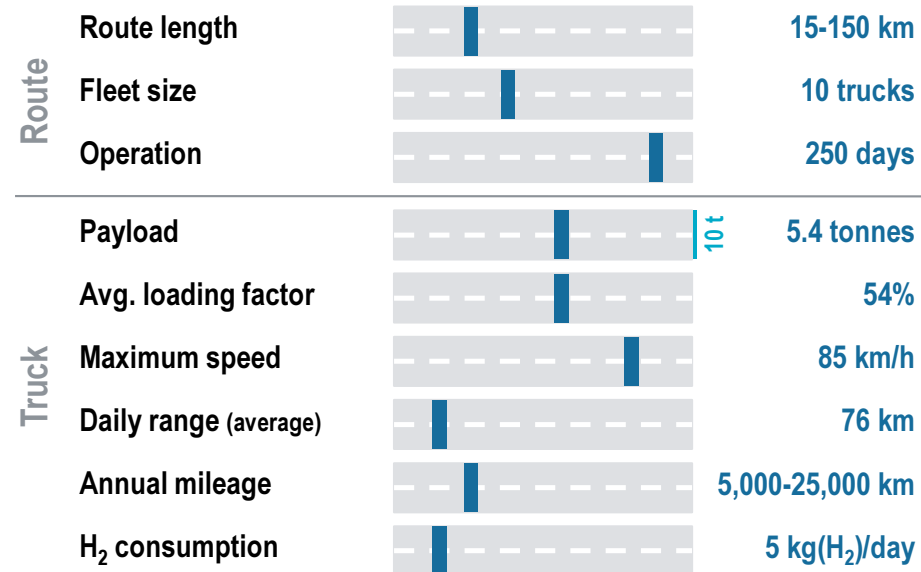
- > The beer delivery routes connect the Göss brewery with various regional outlets in an approx. 60-80 km radius (10-20 stops per route)
- > Individual routes are very different: on average the annual mileage is ~18,000 km with some trucks driving ~27,000 km per year
- > The route includes rural and city deliveries with very limited driving on highways

1) Data verified with stakeholders    3) Planned for 2021  
 2) HRS = hydrogen refuelling station  
 Source: Brau Union Austria; Roland Berger

### Case description<sup>1</sup>

**Truck type** Rigid 4x2, 18 tonnes  
 Side-loading with keg lifter

**Logistic operation**  
 Milk run distribution from a regional brewery to outlets in the same district. Trucks leave the production facility with palletised beer and return with empty crates and kegs. The operation is volume restricted due to specific picking per route and different brands of crates/kegs (limited floor space).



### Infrastructure

The trucks drive on average 76 km daily - this amounts to a potential consumption of approx. 5 kg(H<sub>2</sub>)/day per truck (at 0.066 kg(H<sub>2</sub>)/km) and 50 kg(H<sub>2</sub>)/day for the whole fleet

**Potential truck HRS<sup>2</sup>**  
 H<sub>2</sub> demand not sufficient for private HRS (minimum of 0.5 t/day advisable for commercial benefit); public HRS required with external H<sub>2</sub> supply

**Potential H<sub>2</sub> prod. facility**  
 Supply from electrolysis installation with at least 0.1 MW power needed or other low CO<sub>2</sub> hydrogen source

**Potential synergies**  
 Strong interest in hydrogen techn. in the Steiermark region with H<sub>2</sub> research activities and HRS for buses (Graz); H<sub>2</sub> production in neighbour region Carinthia<sup>3</sup>



# Specific data is introduced in the total cost of ownership model to reflect the real-life operations of the case study

## Leoben-Göss case – Specific assumptions

### Main input changes to the TCO model base assumptions

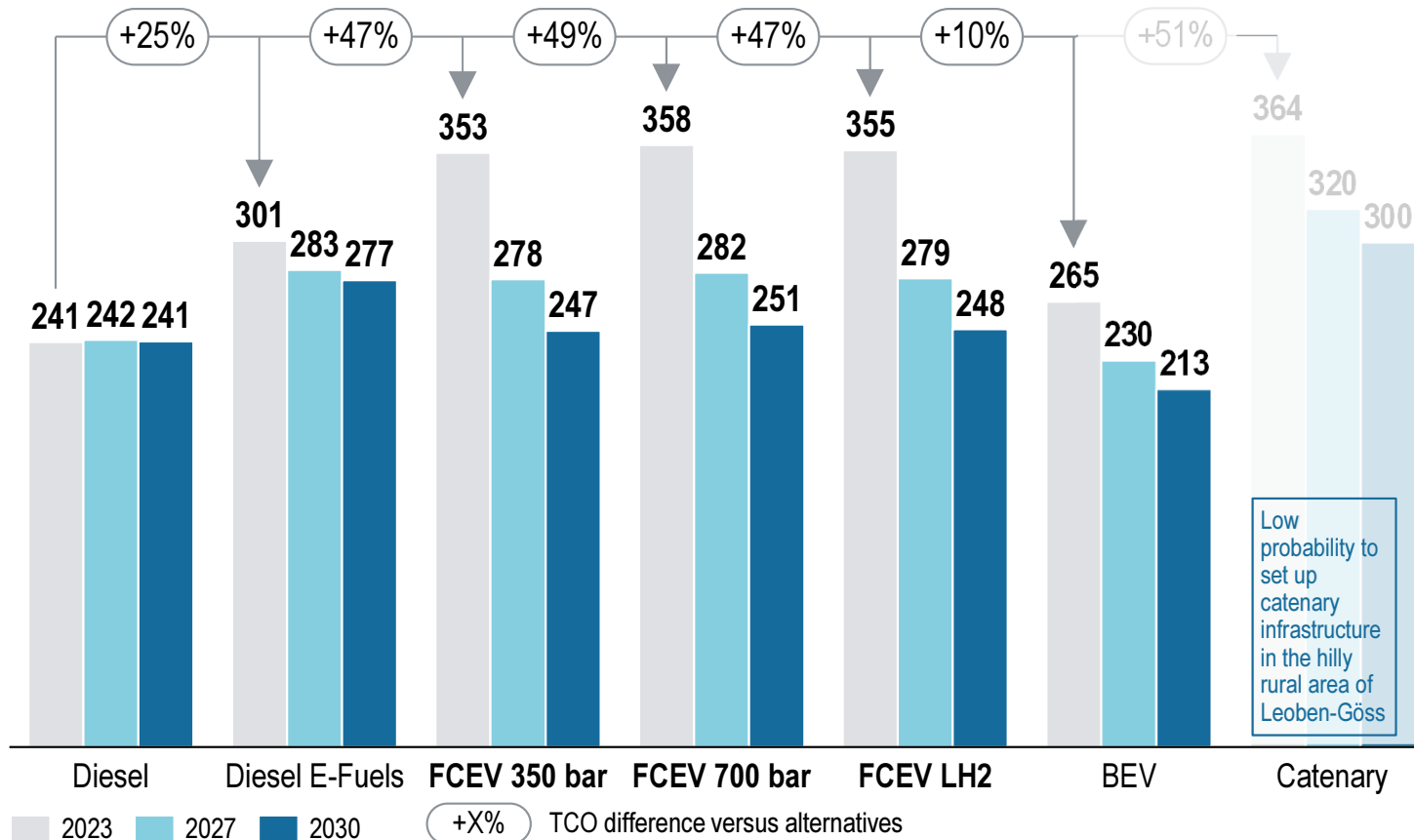


<b>Operation</b>		<ul style="list-style-type: none"> <li>&gt; Annual mileage set at 18,151 km/year</li> <li>&gt; Capacity sizing of the truck set for a maximum of 25,000 km/year</li> <li>&gt; Max. payload set to 10 tonnes</li> <li>&gt; Route profile set to a rather homogenous pattern as trucks have more or less fixed routes, but stops differ per weekday</li> </ul>
<b>Motor vehicle tax</b>		<ul style="list-style-type: none"> <li>&gt; Motor vehicle tax set at 1.1 % of initial vehicle cost for 2023 and adjusted for 2027 and 2030 to reflect case specific combined data on insurance and tax of 943 EUR/year</li> </ul>
<b>Maintenance costs<sup>1</sup></b>		<ul style="list-style-type: none"> <li>&gt; Maintenance costs range between 0.38-0.45 EUR/km for diesel; set at 0.40 EUR/km for FCEV and at 0.35 EUR/km for BEV and catenary trucks</li> </ul>
<b>Private / public refuelling</b>		<ul style="list-style-type: none"> <li>&gt; Public refuelling assumed for diesel, FCH technologies and catenary trucks; private charging for battery electric trucks assumed</li> <li>&gt; Cost of private BEV charging infrastructure set at 15,000 EUR/truck</li> </ul>
<b>Energy and fuel costs</b>		<ul style="list-style-type: none"> <li>&gt; Energy price for diesel set at 1.125 EUR/l net price incl. 0.397 EUR/l fuel tax; with consumption set at 30.6 l/100km</li> <li>&gt; AdBlue costs set at 0.90 EUR/l</li> <li>&gt; Electricity cost set at 0.10 EUR/kWh</li> </ul>
<b>CO<sub>2</sub> emissions</b>		<ul style="list-style-type: none"> <li>&gt; CO<sub>2</sub> emissions per litre diesel set at 3,100 gCO<sub>2</sub>/l to reflect the 7% biofuel diesel blend in Austria</li> </ul>
<b>Road toll</b>		<ul style="list-style-type: none"> <li>&gt; Road toll set to 0.055 EUR/km</li> </ul>

# BEV technology is the most commercially attractive zero-emission option – FCEV at scale become comparable to diesel in 2030

Leoben-Göss case – High-level TCO assessment [kEUR/truck; 1st & 2nd life]

## TCO w/o residual value



## Comments

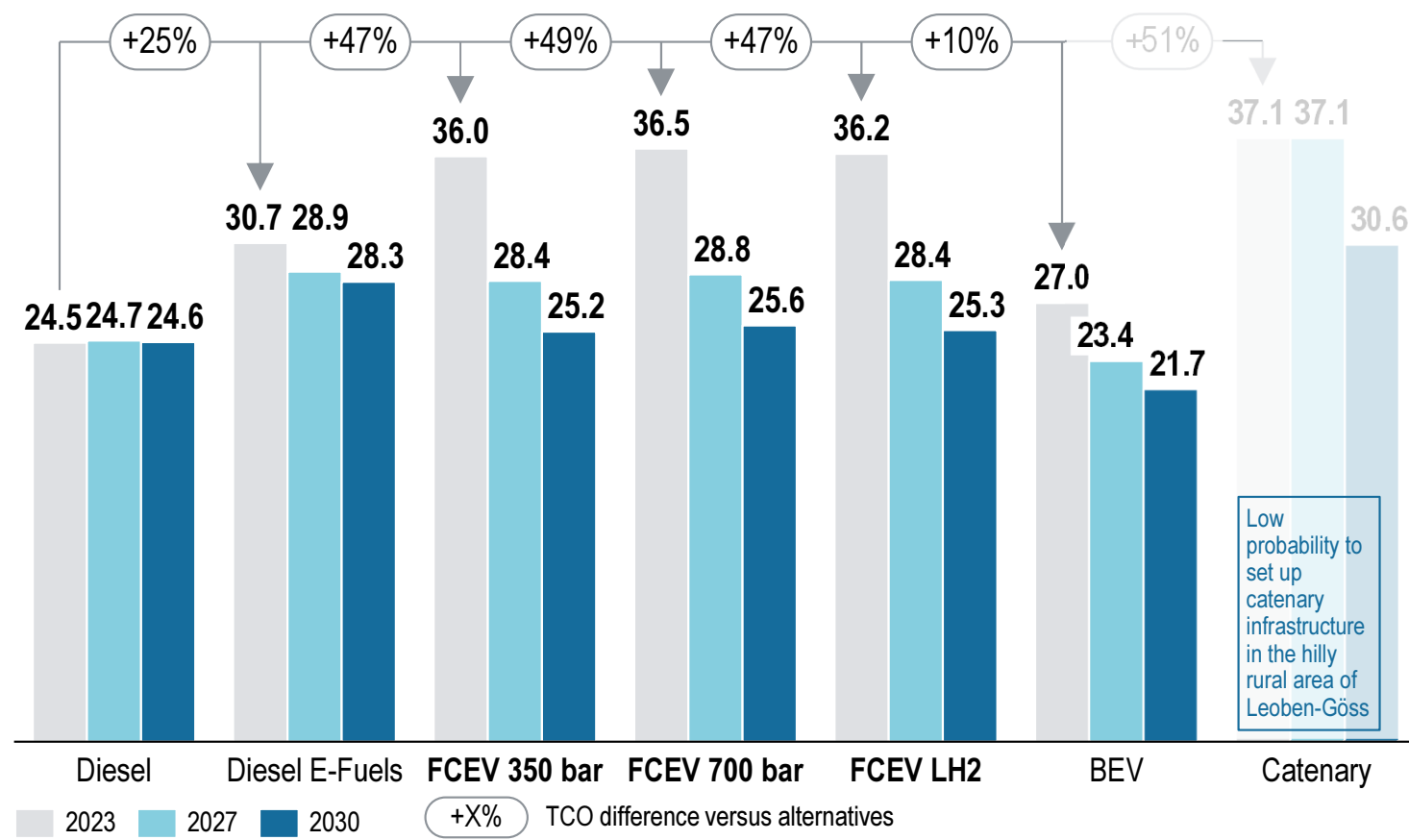
- > **BEV is significantly more competitive than the alternatives E-Fuels and FCEV** and in a similar range with diesel already in 2023
- > **FCH trucks have the highest TCO in 2023 compared to other zero-emission technologies (except catenary), yet show a significant cost down potential at scale**
- > **Catenary not considered as infrastructure set-up not likely in rural distribution area**

Note: Diesel maintenance cost set at a higher level compared to base assumption; cost for all other technologies was adapted to maintain the assumed relation of costs for diesel vs. ZEV

# Also on a EUR ct/tonne-km basis, the TCO shows the competitiveness of BEV and the potential for FCEV starting in 2030

Leoben-Göss case – High-level TCO assessment [EUR ct/tonne-km; 1st & 2nd life]

## TCO w/o residual value



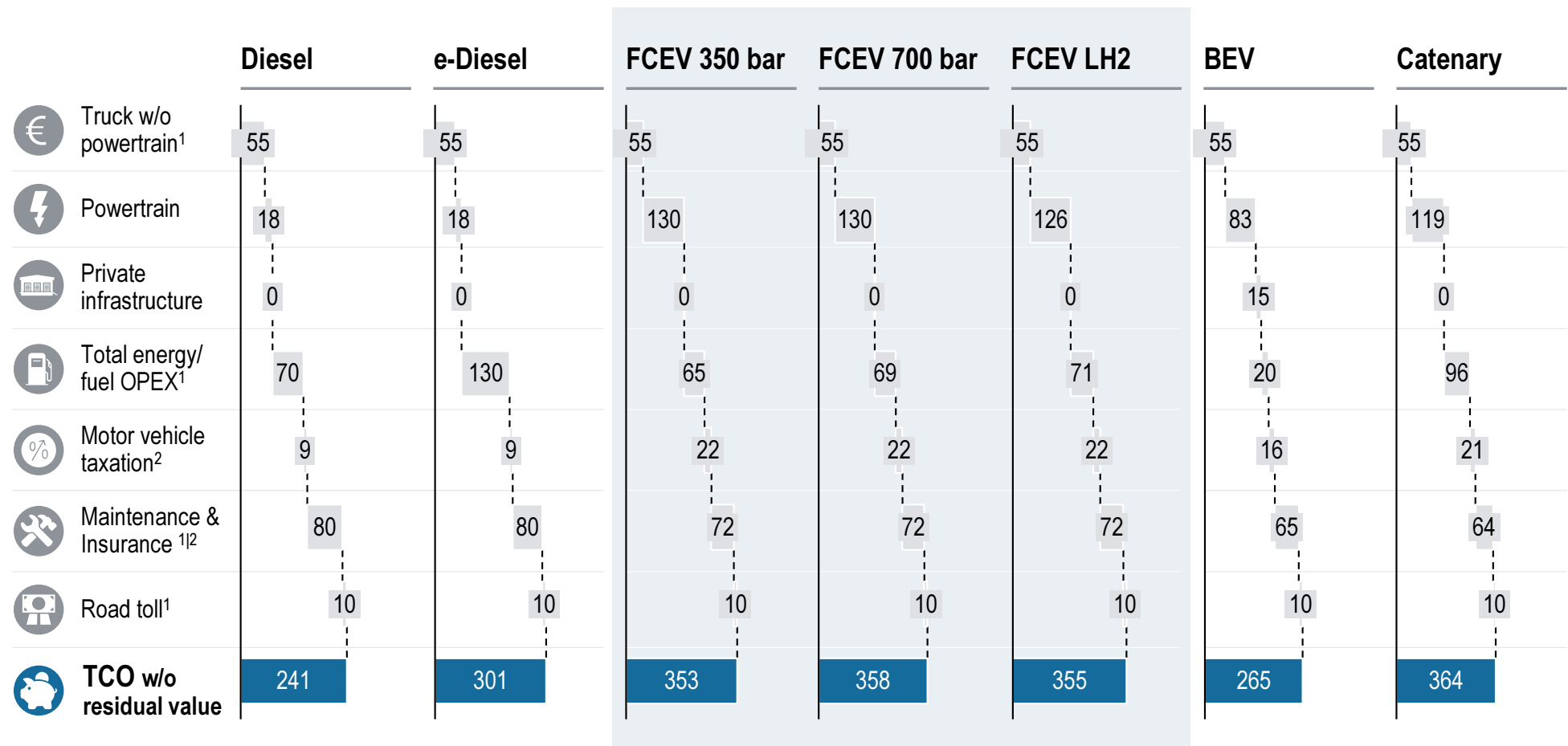
## Comments

- > Also when looking at the EUR ct/tonne-km TCO view, **the cost down potential** for FCEV technology **at scale** exists – However, FCEV have a **cost premium of up to ~49% in 2023**
- > **BEV is the cheapest zero-emission technology option**, payload correction not necessary due to a low average payload
- > **Diesel e-fuels more cost-competitive than FCEV in 2023** due to low fuel requirements & high FCEV powertrain costs

Note: Diesel maintenance cost set at a higher level compared to base assumption; cost for all other technologies was adapted to maintain the assumed relation of costs for diesel vs. ZEV

# 2023 cost breakdown identifies the powertrain as main cost driver for zero-emission technologies, based on the max. capacity sizing

Leoben-Göss case – 2023 TCO cost breakdown [kEUR/truck; 1st & 2nd life]

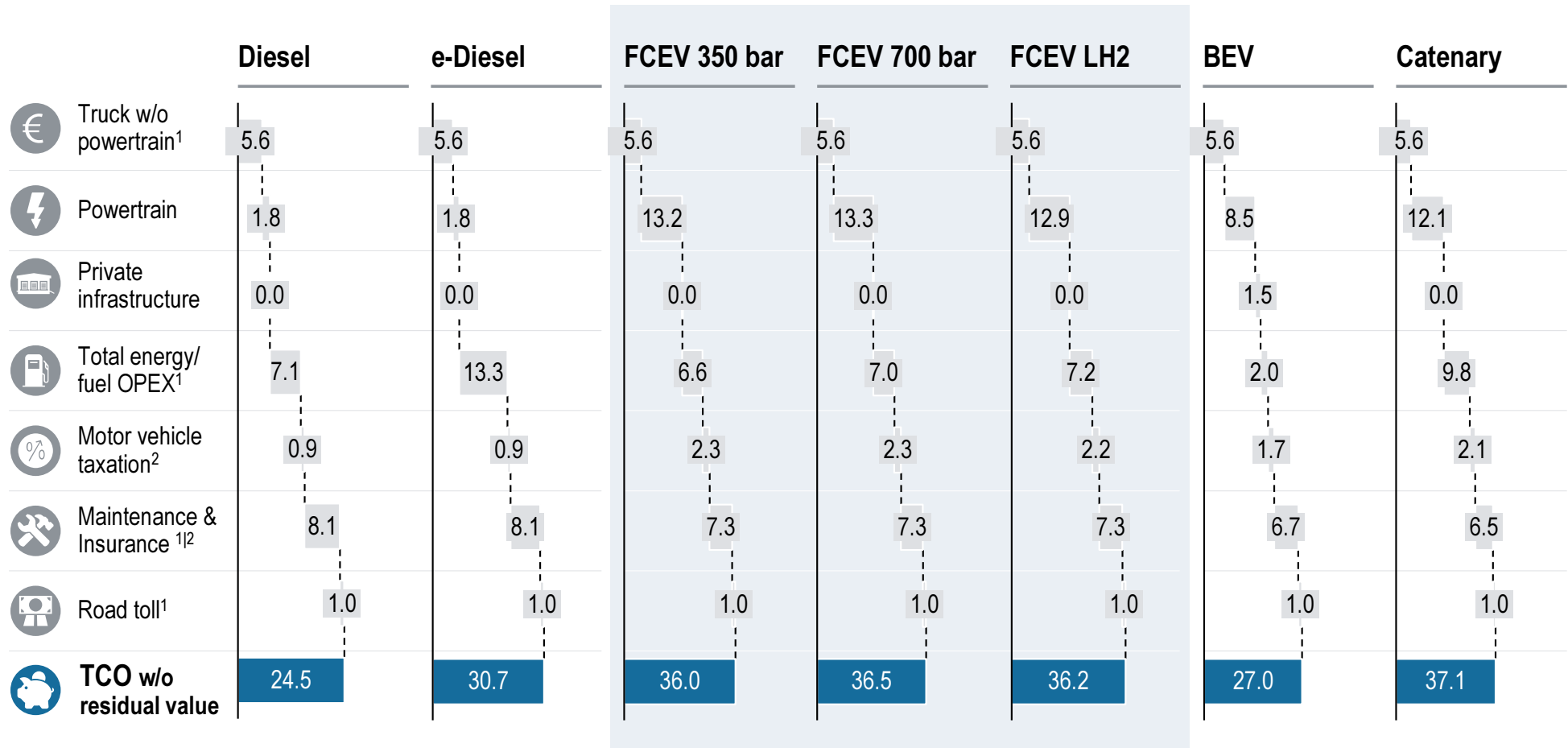


1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

Note: Diesel maintenance cost set at a higher level compared to base assumption; cost for all other technologies was adapted to maintain the assumed relation of costs for diesel vs. ZEV  
 Source: Brau Union Austria; Roland Berger

# Looking at the OPEX side, the cost for vehicle maintenance partly result in higher costs than energy and fuel on the short routes

Leoben-Göss case – 2023 TCO cost breakdown [EUR ct/tonne-km; 1st & 2nd life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

Note: Diesel maintenance cost set at a higher level compared to base assumption; cost for all other technologies was adapted to maintain the assumed relation of costs for diesel vs. ZEV

Source: Brau Union Austria; Roland Berger



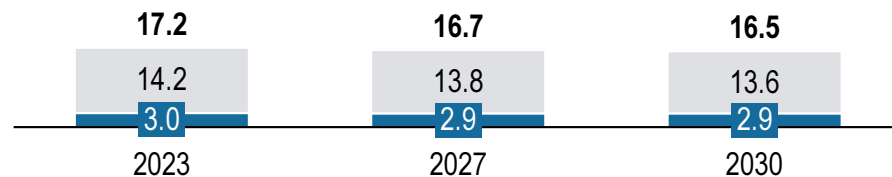


# Replacing the distribution fleet with zero-emission vehicles on this route will allow for a significant annual emission savings potential

## Leoben-Göss case – Environmental analysis

### CO<sub>2</sub> savings potential<sup>1</sup>

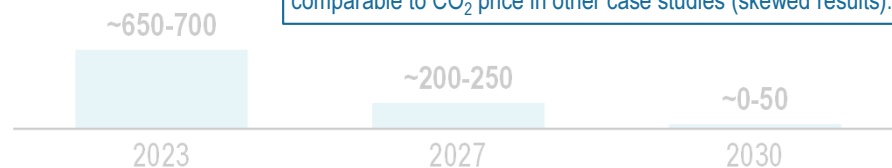
Well to Wheel [tonnes CO<sub>2</sub>e/year]



### Estimated CO<sub>2</sub> price for FCEV cost parity

[EUR/tonnes CO<sub>2</sub>e]

Due to neglected consideration of residual value, results not 1:1 comparable to CO<sub>2</sub> price in other case studies (skewed results).



### Pollution reduction potential<sup>2</sup>

- > Fleet change towards zero-emission trucks allows for a total reduction of NO<sub>x</sub> pollutants
- > Particulate matter can also be reduced due to more efficient driving patterns, incl. regenerative braking for electric vehicles

Tank to Wheel
  Well to Tank
  Est. CO<sub>2</sub> price

### Emissions reductions

- > Total greenhouse gas emissions reduction to be realised over 10 years with 10 trucks: **1,722 t CO<sub>2</sub>e**
- > Increased emissions from frequent stops and drop-offs could be mitigated as no emissions and lower pollution would be produced compared to diesel

### Opportunities

- > Steiermark to potentially become a key region in hydrogen applications – Regional activities promoting FCH technologies in mobility and transport provide an good point of reference for cooperation with other actors to reduce emissions in the larger region
- > Activities in neighbouring region Carinthia also develop optimised use of green hydrogen, benefitting the further development of zero-emission transport in the area

1) CO<sub>2</sub> savings potential refers to one potential zero-emission vehicles for the specific route

2) Pollution reduction potential not quantified as specific limits are set for each heavy duty diesel engine on the vehicle test stand



# BEV are the best fit on this route from a TCO and operations perspective – FCEV need further support to become competitive

## Leoben-Göss case – Enablers and constraints for FCH technology

### Potential enablers and constraints

### Synthesis



- > Strong company interest in zero-emission distribution processes pushes for alternative technologies
- > TCO results shows that FCH technology could potentially be an option – Yet only under the condition that access to public infrastructure is provided
- > The relatively low mileage offers potential to operate the trucks for up to 15 years which would benefit the TCO



- > A potentially positive case for FCEV depends on the residual value and the development of public hydrogen refuelling stations
- > As the H<sub>2</sub> demand of the fleet would be rather low, the potential refuelling infrastructure would need to be used for other applications and by other regional actors (i.e. enabling a business case for the refuelling station operator)

- > The case study shows that the **potential for FCH technology is limited** for this regional distribution route – **BEV technology seems better suited as indicated by TCO result**
- > Furthermore, as there are **no payload constraints** in this operation, **BEV are a good fit** from both a **commercial and operational point of view**
- > Once **higher certainty is achieved on the FCEV (second) market development, incl. the residual value** of a truck and powertrain, also **FCH technology could develop a more favourable TCO**
- > If the **uptake of BEV is not possible due to constraints** to set up the required charging stations at the brewery, **FCEV could be considered**, under the **key prerequisite** of setting up the required **H<sub>2</sub> infrastructure**:
  - **Public refuelling infrastructure and further synergies** in the Steiermark region would be needed to build a case for FCH trucks as **private infrastructure is not cost-effective** for this number of trucks with low consumption
- > **Also, more H<sub>2</sub> demand and synergies** would need to be stimulated, e.g. forklifts, passing (long-haul) trucks



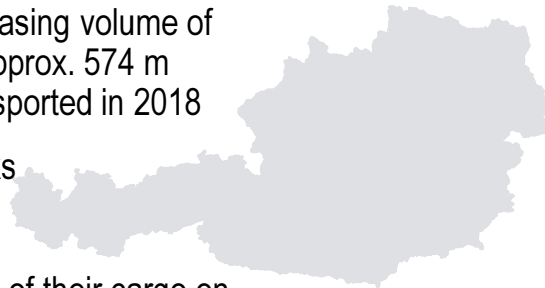
# The case study on the Austrian route in Leoben-Göss was supported by specific information and data from Brau Union Austria

## Leoben-Göss case – Background

### Road freight sector in Austria

#### Information on the road freight sector

- > Austria sees an increasing volume of road transport with approx. 574 m tonnes of goods transported in 2018
- > 70% of Austrian trucks drive regionally, while foreign trucks transport the majority of their cargo on routes over 500 kilometres
- > Overall, the Austrian road freight industry revenue for transport by road is EUR 10,3 bn (2018)



#### Main transport corridors

- > Austria's largest cities are connected by a network of highways; the country is positioned on three important European road corridors (Baltic-Adriatic, Rhine-Danube, Scandinavian-Mediterranean) and is considered a transit country

### Information on company supporting the case

#### Company information



Name

Brau Union Austria (part of the HEINEKEN Company)

Industry

Brewery (local distribution with owned fleet of vehicles)

Headquarters

Linz

Zero-emission ambition<sup>1</sup>

The "green brewery Göss" is a zero-emission production since 2016 with plans to extend the sustainability ambition to the distribution processes

#### Depot linked to route

Location

Leoben-Göss

Description

Brewery, production facility

Total number of trucks

14 trucks (owned and leased)

1) Local strategy is linked to the HEINEKEN group sustainability strategy with its mission to „Brewing a better world“

## D.3.9 Flen-Stockholm case [Unilever]





# For the Flen-Stockholm case study, several underlying assumptions were adjusted in alignment with the case study partner

## Case study-specific disclaimer

For the development of this case study and due to the particularity of the operation, several assumptions in the base TCO model were adjusted in close alignment with Unilever.

### Introduced specific changes in the case study in alignment with the Advisory Board case study partners

#### TCO calculation w/o the residual value

- > The case study illustrates that with a low annual mileage, the assumed residual value as calculated by the TCO model has a strong impact on the results. Moreover, the data in this case study reflect the TCO that can be attributed to Unilever operations as the operation is currently carried out by a subcontractor. As such, it can be assumed that the utilisation of the deployed vehicle is generally higher and trucks do not only operate on this particular route but also serve further clients. In this case study, it was decided to show the TCO results "as if the route were operated by Unilever with own trucks". Therefore, the results without considering a potential residual value are included<sup>1</sup>.

#### Tonne-km calculation

- > Considering the average loading factor as well as the low mileage, the tonne-km calculation is calculated assuming the same payload capacity for all technologies. In this view, considering potential payload gains/losses through zero-emission technologies are not considered.

#### Environmental analysis


- > The calculation of the estimated CO<sub>2</sub> price for FCEV cost parity in this case study is based on a calculation without considering the residual value<sup>1</sup>. In this specific case study, the results can be skewed and are not 1:1 comparable to the CO<sub>2</sub> price for FCEV cost parity calculated in other case studies in which the residual value is considered in the overall TCO view. This is due to the fact that considering the residual value shows a more favourable view on the cost development of FCEV and BEV technology, i.e. a lower cost delta to be bridged in order to achieve cost parity with diesel technology.

1) Due to the early stage of the market with very limited re-sale of zero-emission vehicles, general uncertainty with regards to the residual value of truck exists

# FCH technology could be a good fit and suited for the additional energy needs of the operation with refrigerated trucks in Sweden

## Flen-Stockholm case – Overview

### Location and route



- > The route connects a factory with warehouses and stores in the capital - In this operation, the delivery of goods is carried out within the inner city area
- > The route is carried out with different truck types –smaller rigid trucks (18 tonnes) and large tractor/trailer combinations (64 tonnes)
- > The route is set on mostly flat terrain and involves deliveries in towns / cities
- > In the winter months, snow and ice regularly have an impact on road conditions

### Setting – Truck and operations

<b>Truck type</b>	Rigid 4x2, 18 tonnes Refrigerated truck
<b>Daily range</b>	260 km
<b>Operation</b>	173 days/year
<b>Fleet size</b>	5
<b>Payload</b>	5.3 tonnes

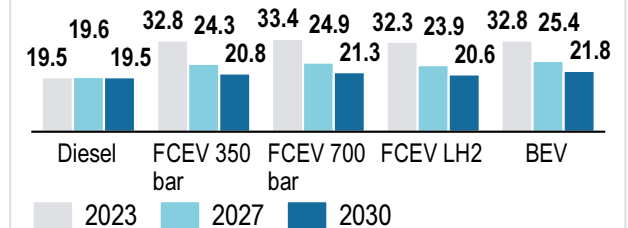
### Logistic operation

Refrigerated trucks transport ice cream from the production site in Flen to the capital on a secondary outbound route. The route connects the factory with outlets in the Stockholm area, including 1-10 stops per route. The transported volume follows seasonal patterns.

### Infrastructure

- > Installation of H<sub>2</sub> refuelling station required – There is no hydrogen refuelling infrastructure in proximity of the factory and the Stockholm stations are not suited for trucks
- > Nordic Hydrogen Corridor initiative could provide hydrogen supply, looking at production and distribution

### TCO analysis [EUR ct/tonne-km; 1st & 2nd life]

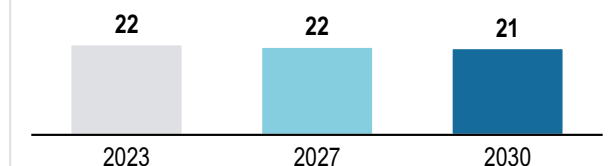


FCEV could be an attractive zero-emission alternative over time. Also, BEV are comparable cost level at scale. However, diesel TCO still lower also in 2030 compared to both technologies.

### Environmental analysis

Zero-emission trucks offer significant annual CO<sub>2</sub> savings. Over the assumed lifetime of ten years, the electrification of the fleet of five trucks could lead to a total of 1,113 t CO<sub>2</sub> emissions savings

### Yearly truck CO<sub>2</sub> savings potential – WTW [tCO<sub>2</sub>e]









# The Flen-Stockholm ice cream delivery route illustrates that plannability and additional energy needs can make a case for FCEV

## Flen-Stockholm case – Description



### Investigated route



 Existing HRS<sup>2</sup> (cars)  Main depot  Stores  
 Potential HRS<sup>2</sup> for trucks

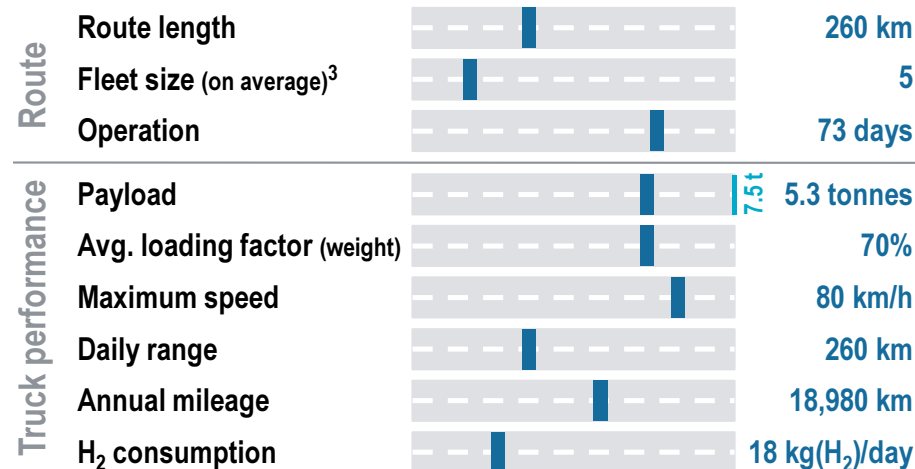
- > The route connects a factory with warehouses and stores in the capital - In this operation, the delivery of goods is carried out within the inner city area
- > The route is carried out with different truck types – smaller rigid trucks (18 tonnes) and large tractor/trailer combinations (64 tonnes)
- > The route is set on mostly flat terrain and involves deliveries in towns / cities
- > In the winter months, snow and ice regularly have an impact on road conditions

1) Data verified with stakeholders  
 2) HRS = hydrogen refuelling station  
 Source: Unilever; Roland Berger

### Case description<sup>1</sup>

**Truck type** Rigid 4x2, 18 tonnes  
 Refrigerated truck

**Logistic operation**  
 Refrigerated trucks transport ice cream from the production site to the capital on a secondary outbound route. The route connects the factory with outlets in the capital, including 1-10 stops per route. The number of stops and transported volume depend on the seasons, with higher demand in summer. The transport is carried out by subcontractors as 'less than truckload' (LTL) shipping as the operation doesn't require the use of the entire truck and the subcontractor also transports goods for other clients.



**Legend**  Low High

3) The route is operated with different types of trucks: 18 tonnes trucks and 64 tonnes trucks, depending on the subcontractor; this number refers to the 18 t trucks

### Infrastructure<sup>2</sup>

- > Each truck operates on avg. 260 km per day – this would be an avg. consumption of ~18 kg(H<sub>2</sub>)/day (at 0.069 kg(H<sub>2</sub>)/km) and a H<sub>2</sub> demand of ~90 kg(H<sub>2</sub>)/day for the whole fleet

#### Potential truck HRS

- > H<sub>2</sub> demand not sufficient for private HRS (minimum of 0.5 t/day advisable for commercial benefit); public HRS required with ext. H<sub>2</sub> supply

#### Potential H<sub>2</sub> prod. facility

- > Supply from electrolysis installation with at least 0.1 MW power needed

#### Potential synergies

- > Production at the factory is linked to a higher number of trucks of different types
- > Further (multi-modal) applications could be leveraged at the factory





# Specific data is introduced in the total cost of ownership model to reflect the real-life operations of the case study

## Flen-Stockholm case – Specific assumptions

### Main input changes to the TCO model base assumptions



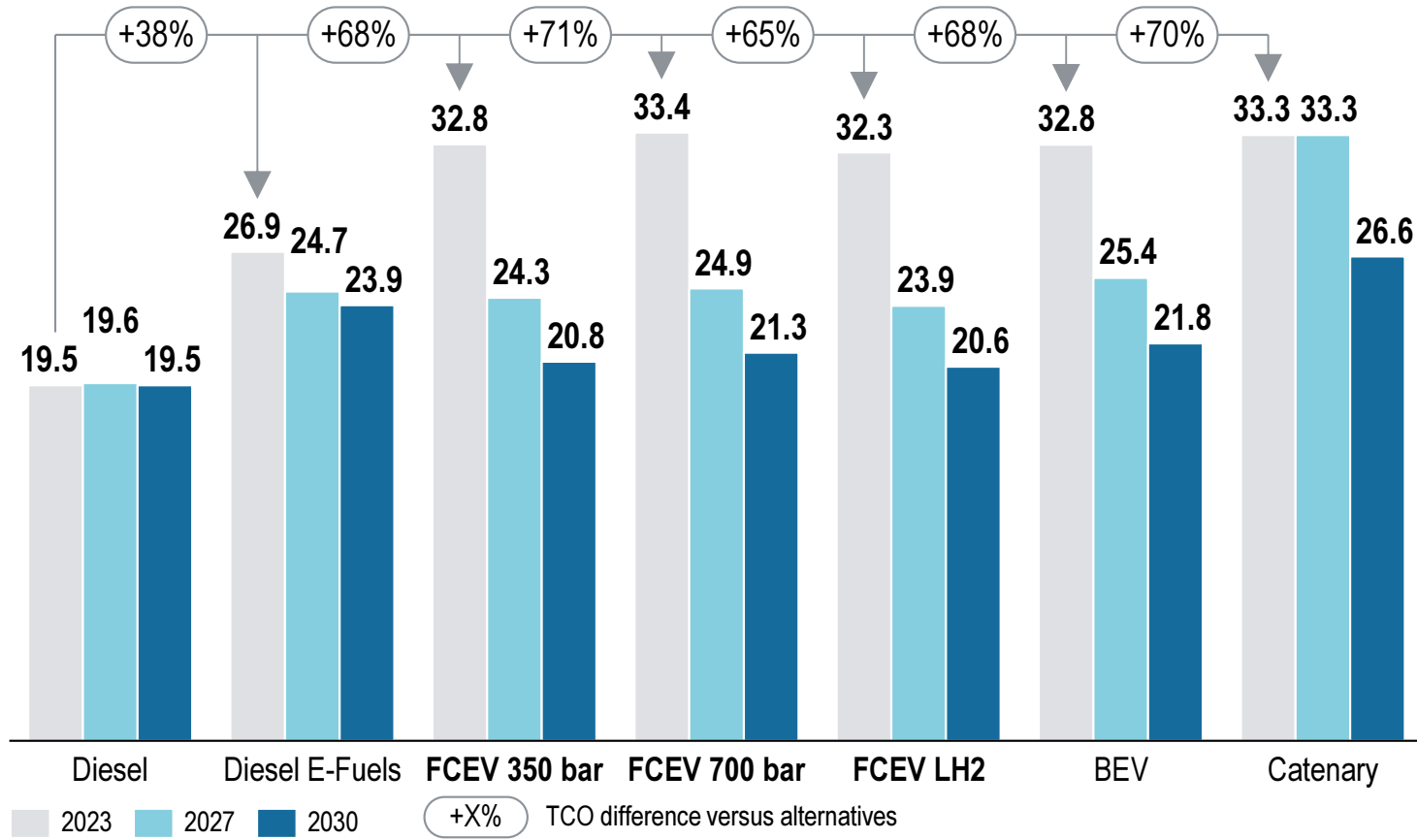
<b>Operation</b>		<ul style="list-style-type: none"> <li>&gt; Annual mileage set at 18,980 km/year</li> <li>&gt; Operation on route set for 73 days/year</li> <li>&gt; Max. payload set to 7.5 tonnes</li> <li>&gt; Route profile set to a rather homogenous pattern due to the plannability of the route, yet with varying stops for delivery</li> </ul>
<b>Fuel cell and H<sub>2</sub> technology</b>		<ul style="list-style-type: none"> <li>&gt; Additional 2 kW of fuel cell size are assumed for higher energy needs</li> <li>&gt; Consumption of H<sub>2</sub> was increased by 0.003 kg(H<sub>2</sub>)/km to reflect the increased need of energy for the additional refrigeration equipment (Garde et al. 2012)</li> </ul>
<b>Energy and fuel</b>		<ul style="list-style-type: none"> <li>&gt; Energy price for diesel set at 1.03 EUR/l net price</li> <li>&gt; Diesel consumption set at 0.37 l/km to reflect the need of energy on this route for the refrigerated truck; the principle of a consumption increase is also applied for BEV and catenary (+4%, calculated on the basis of the increased hydrogen consumption incl. advantages of the electric powertrain)<sup>1</sup></li> </ul>
<b>Private / public refuelling</b>		<ul style="list-style-type: none"> <li>&gt; Public refuelling assumed for all technologies</li> </ul>
<b>CO<sub>2</sub> emissions</b>		<ul style="list-style-type: none"> <li>&gt; CO<sub>2</sub> emissions per litre diesel set at 3,170 gCO<sub>2</sub>e/l to reflect the diesel B5 blend in Sweden</li> </ul>
<b>Road toll</b>		<ul style="list-style-type: none"> <li>&gt; No direct road toll charges apply on this route, however the city of Stockholm applies a congestion charge per day of max. ~4.50 EUR that is reflected as 0.02 EUR/km</li> </ul>

1) This approach ensures the consistent calculation of all case studies and is based on data gathered in the Alsace region case study

# TCO results demonstrate that FCEV and BEV at scale will get closer to diesel TCO – Both technologies at very comparable cost levels

Flen-Stockholm case – High-level TCO assessment [EUR ct/tonne-km; 1st & 2nd life]

## TCO w/o residual value



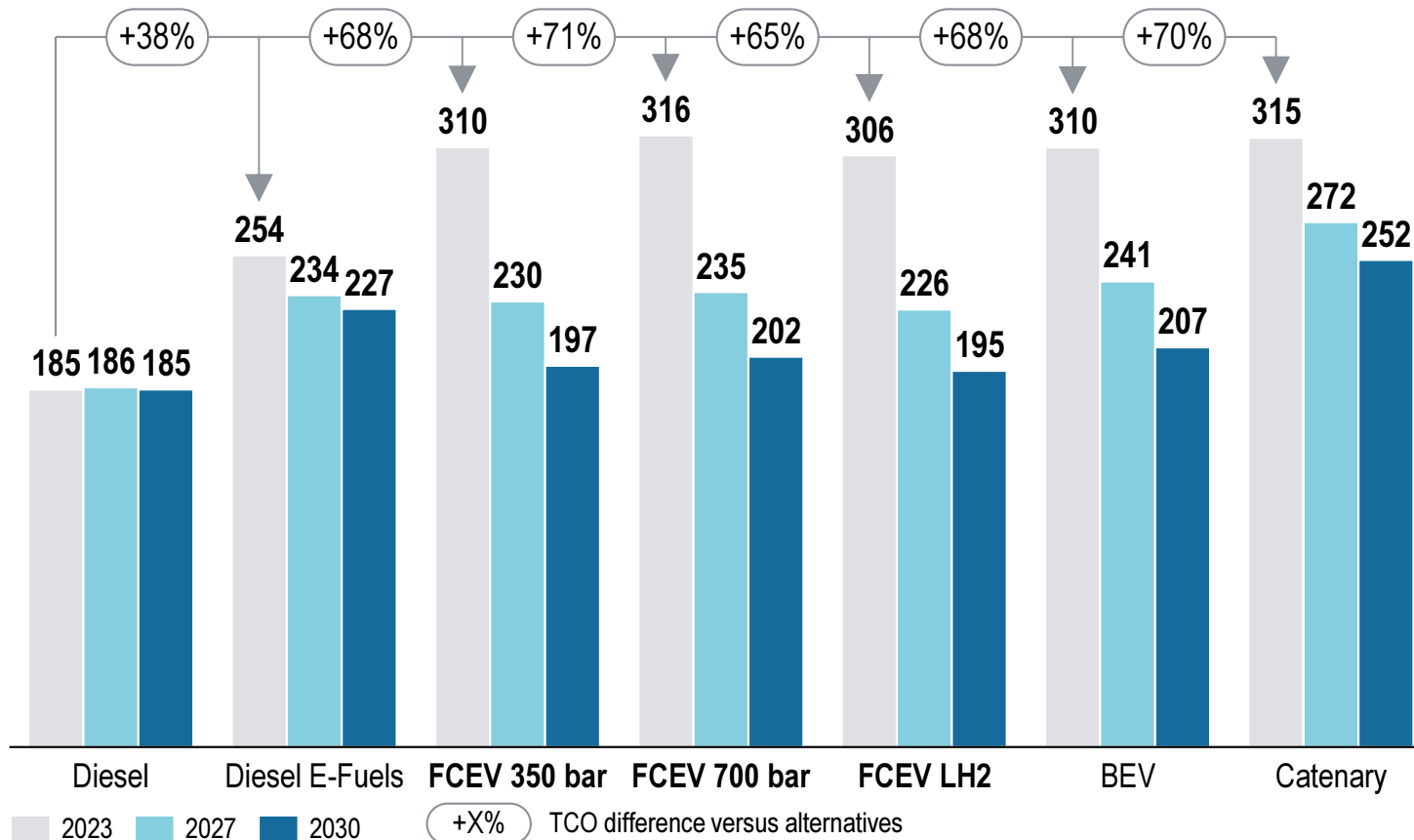
### Comments

- > A significant **cost down potential** for FCEV at scale exists looking at 1st and 2nd life
- On a tonne-km basis:
  - > FCH trucks still have a **cost premium of up to ~71% in 2023** compared to diesel but become **more cost-competitive by 2030**
  - > FCEV and BEV are overall at a **very comparable cost level**
  - > The **payload corrected** view indicates that **diesel e-fuels trucks** could be a **potential alternative in 2023/2027** – yet not at scale in 2030

# Also the EUR/truck TCO results show the commercial potential of FCH and BEV technology – Slight cost advantage of FCEV possible

Flen-Stockholm case – High-level TCO assessment [kEUR/truck; 1st & 2nd life]

## TCO w/o residual value

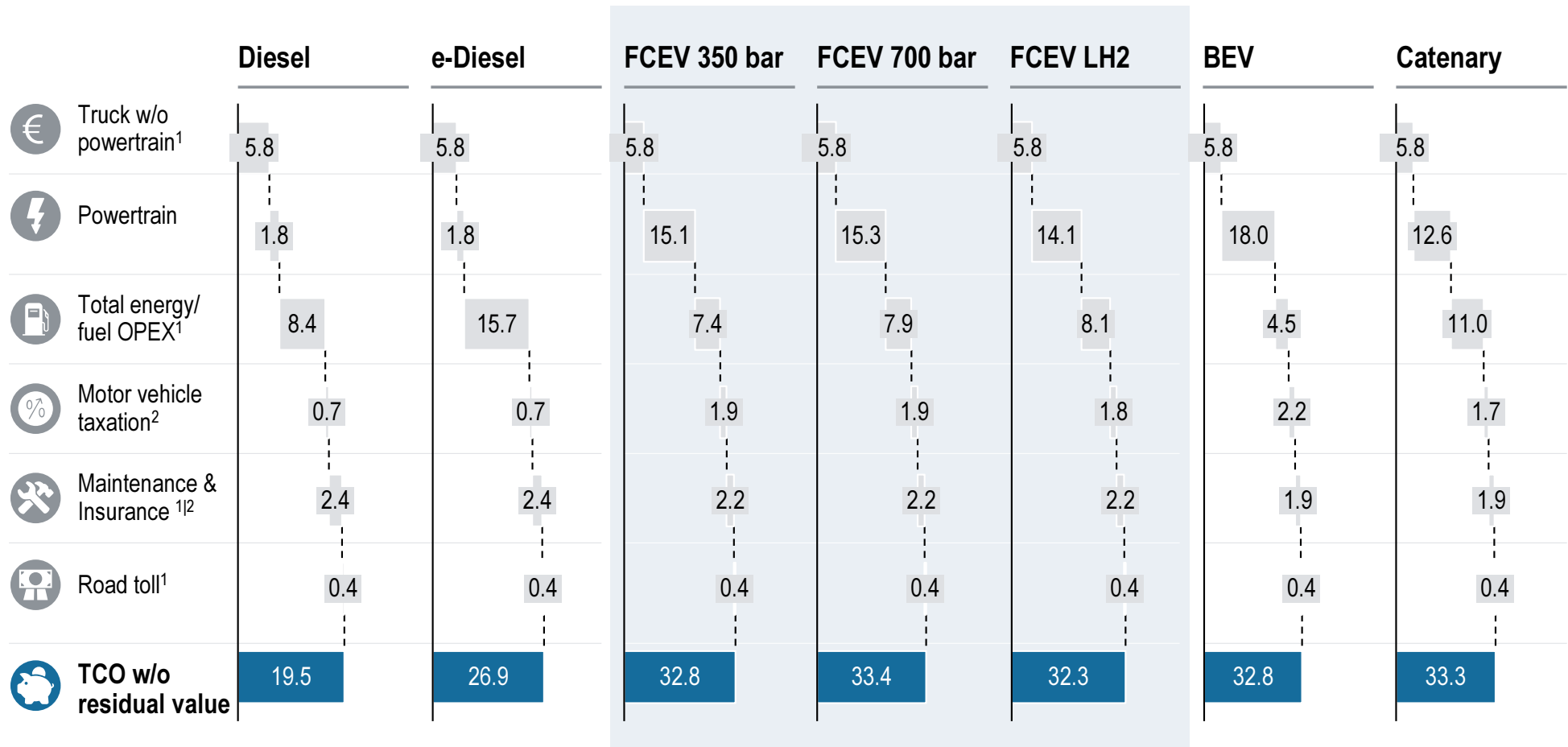


### Comments

- > The EUR/truck TCO perspective also shows **the cost down potential** for FCEV technology at **scale**
- > FCH trucks get closer to diesel TCO in 2030, yet a cost premium remains
- > Looking at **BEV and FCEV**, both **technologies are at very comparable cost levels, however not yet cost-competitive with diesel trucks**
- > **Diesel e-fuels trucks would not be cost-competitive at scale – positive TCO in 2023/2027 due to low mileage**

# For all technologies, the cost of energy/fuel is a main cost driver across technologies – Cost of powertrain decisive for all ZEV

Flen-Stockholm case – 2023 TCO cost breakdown [EUR ct/tonne-km; 1st & 2nd life]



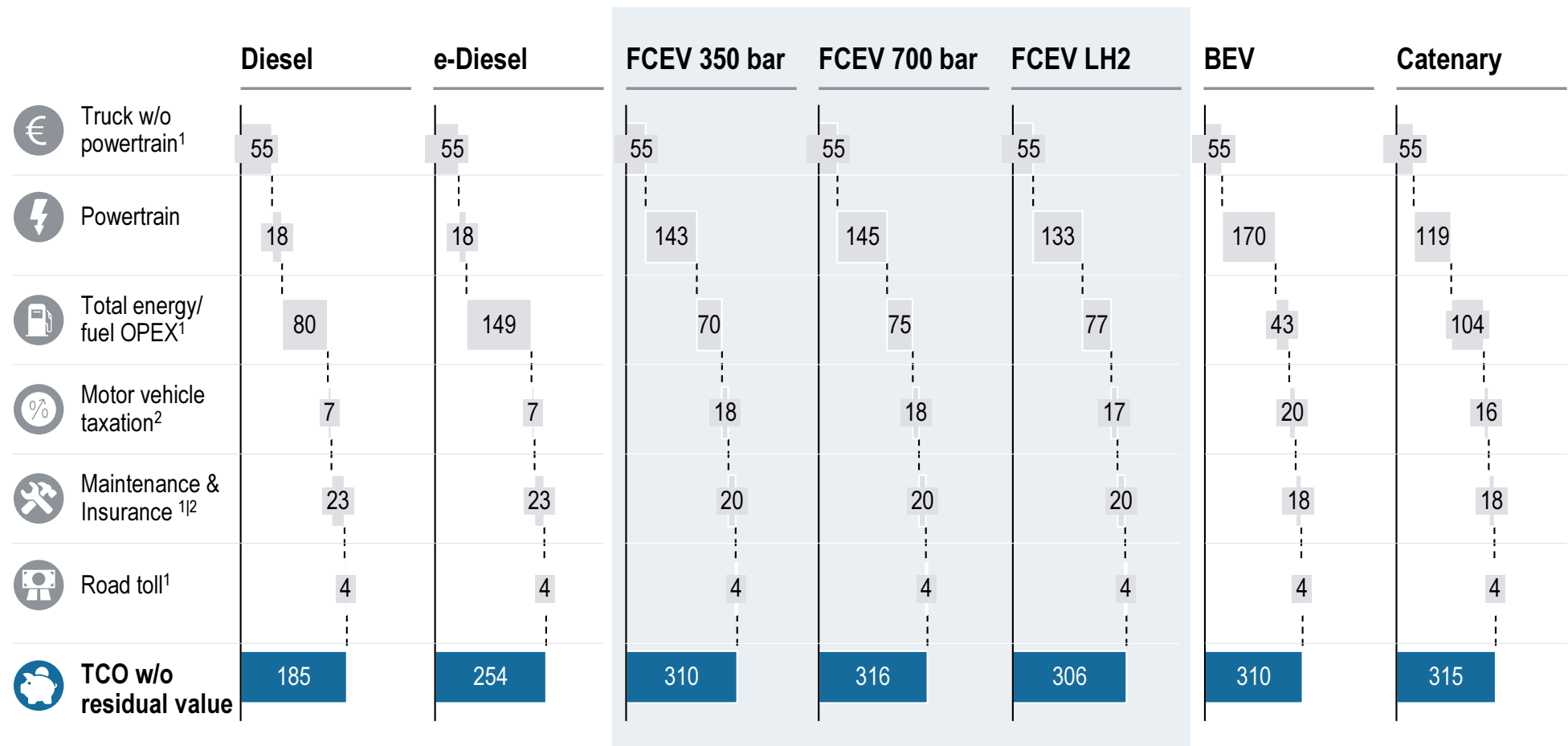
1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

ZEV = Zero emission vehicles

Source: Unilever; Roland Berger

# The relatively high powertrain cost of ZEV indicate that the assumed cost-down potential over time is crucial to reach competitiveness

Flen-Stockholm case – 2023 TCO cost breakdown [kEUR/truck; 1st & 2nd life]



1) Deviations of results are related to payload differences of different technologies 2) Deviations of results are related to calculation based on higher CAPEX

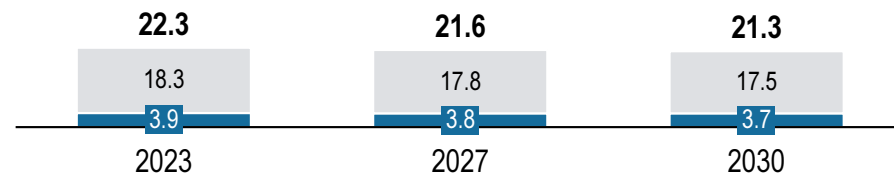


# Replacing the investigated fleet with zero-emission vehicles on this route will allow for a significant annual emission savings potential

## Flen-Stockholm case – Environmental analysis

### CO<sub>2</sub> savings potential<sup>1</sup>

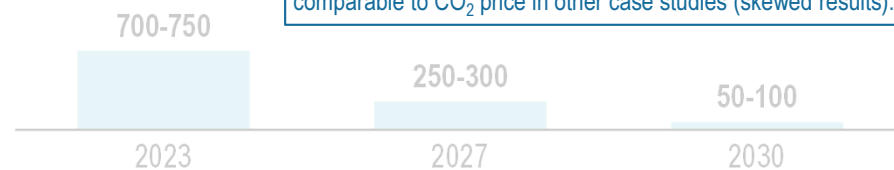
Well to Wheel [tonnes CO<sub>2</sub>e/year]



### Estimated CO<sub>2</sub> price for FCEV cost parity

[EUR/tonnes CO<sub>2</sub>e]

Due to neglected consideration of residual value, results not 1:1 comparable to CO<sub>2</sub> price in other case studies (skewed results).



### Pollution reduction potential<sup>2</sup>

- > Fleet change towards zero-emission trucks allows for a total reduction of NO<sub>x</sub> pollutants
- > Particulate matter can also be reduced due to more efficient driving patterns, incl. regenerative braking for electric vehicles

Tank to Wheel
  Well to Tank
  Est. CO<sub>2</sub> price

### Emissions reductions

- > Total greenhouse gas emissions reduction to be realised over 10 years with five trucks: **1,113 t CO<sub>2</sub>e**
- > Increased emissions from frequent stops and drop-offs could be mitigated as no emissions and lower pollution would be produced compared to diesel

### Opportunities

- > The access to renewable energy in Sweden, esp. from hydropower, can serve as a good foundation of green hydrogen production at a larger scale
- > Current activities in the Stockholm region around hydrogen application, e.g. hydrogen buses, refuelling stations, and the initiative on the Nordic Hydrogen Corridor can support companies in making the change towards FCH trucks, as increasing infrastructure and technology knowledge is built

1) CO<sub>2</sub> savings potential refers to one potential zero-emission vehicles for the specific route


2) Pollution reduction potential not quantified as specific limits are set for each heavy duty diesel engine on the vehicle test stand




# The Flen-Stockholm case shows that the fixed go-and-return operation could provide a good opportunity for FCH technology

## Flen-Stockholm case – Enablers and constraints for FCH technology

### Potential enablers and constraints

- 
- > The LTL<sup>1</sup> delivery route offers good conditions for FCH technology uptake due to high plannability
  - > There is further leverage to potentially replace a higher number of vehicles in the fleet with FCH trucks linked to the specific route
  - > Access to renewable energy offers potential for green hydrogen production
  - > The route link to the Swedish capital and the existing infrastructure (to be adapted for trucks) could be leveraged as refuelling stations in the city will offer further potential also for other companies

- 
- > Access to public infrastructure needed as H<sub>2</sub> demand not sufficient for private HRS – Collaboration with ext. partners (e.g. in Stockholm) to aggregate demand from multiple routes/multiple logistic companies would need to be investigated
  - > The TCO outlook depends on the utilisation of the vehicle – Generally, it is assumed that a higher utilisation of the vehicle is carried out by the subcontractor, yet the modelled TCO reflects only the potential costs that can be attributed to the case study company's operations

### Synthesis

- > Compared with diesel and looking at the TCO cost-down potential over time, FCH technology represents **an potential suitable zero-emission alternative**
- > However, **FCH as well as battery technology** are at very **comparable cost levels** and **not yet competitive with diesel trucks until 2030**
- > Once **higher clarity on the secondary market for FCEV exists in relation to the residual value** of a truck and powertrain, **FCH technology** could develop a **more favourable TCO**
- > Cost advantages of **FCH technology** (also compared to BEV) could become **clearer if**
  - there is **no space to charge vehicles** at the depot
  - **external influences**, e.g. as the energy consumption in winter, would **require higher levels of energy**
  - **charging of a fleet of BEV** would lead to **high energy costs** and a (potentially too) **high demand on the electricity grid** in addition to the cost of infrastructure
- > The installation of **hydrogen infrastructure would be necessary**, with higher **potential for set up in Stockholm** (assuming refuelling stops can be integrated into the route)

1) The 'less than truckload' (LTL) shipping operation doesn't require the entire truck by the case study company; the subcontractor also transports goods for other clients in the same truck





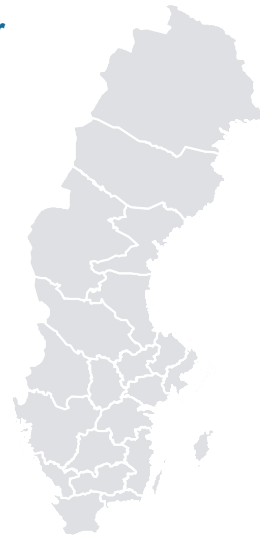
# The case study on the regional delivery route in Sweden was supported by specific information and data from Unilever

## Flen-Stockholm case – Background

### Road freight sector in Sweden

#### Information on the road freight sector

- > More than 500 m tonnes of freight are carried in Sweden per year (2018)
- > More than 90% of road freight transported is domestic freight carried within the country
- > Overall, the road freight industry revenue for transport by road in Sweden is EUR ~10.5 bn (2017)



#### Main transport corridors

- > Sweden has 57 national roads with a total length of 8,900 km connecting North and South, as well as East and West
- > The national roads are present in 20 of the 21 counties of Sweden, with Gotland County as a Swedish island being the only exception

### Information on company supporting the case

#### Company information



Unilever

Name

Unilever

Industry

Consumer goods company

Headquarters

London, United Kingdom;  
Rotterdam, Netherlands

Zero-emission ambition

Unilever commits to ensure net-zero carbon emissions from all its products from cradle to shelf by 2039

#### Depot linked to route

Location

Flen, Sweden

Description

Production facility

## E. Barriers and recommendations



# The potential of FCH technology for heavy-duty trucks is recognised – Remaining barriers for commercialisation need to be addressed

## Overview

### Rationale

- > **Fuel cell and hydrogen technology for heavy-duty trucks** is a **relatively new application** with mostly demonstration projects on the roads – High technology potential considered
- > **Some research has been done** and is ongoing – Current **need is to identify areas for targeted support** for research, development and innovation



**Focus on targeted areas relevant to further research & development**

### Objectives

- > **Identification of barriers** for FCH technology for HD trucks (in the short-term)
- > **Identification of Research and Innovation (R&I) priorities** for commercialisation
- > **Identification of levers** for enabling the **market uptake and commercialisation**



**Definition of main roadblocks for commercialisation**

### Sources of information

- > **Project knowledge and learnings** along the study process, e.g. state of the art analysis, TCO modelling, case study development
- > **Interviews with 20+ industry experts along the value chain** (Advisory Board and further contacts)
- > **Advisory Board discussions** and **internal expert network**



**Involvement of industry experts to solidify and amend findings**

### Approach

- > Collection of a **long-list of constraints and obstacles, points of policy discussions** and **industry requirements** raised over the course of the study
- > **Identification of barrier clusters** and **in-depth analysis of problem statements**
- > **Prioritisation** of barriers and **development of recommendations**<sup>1</sup>

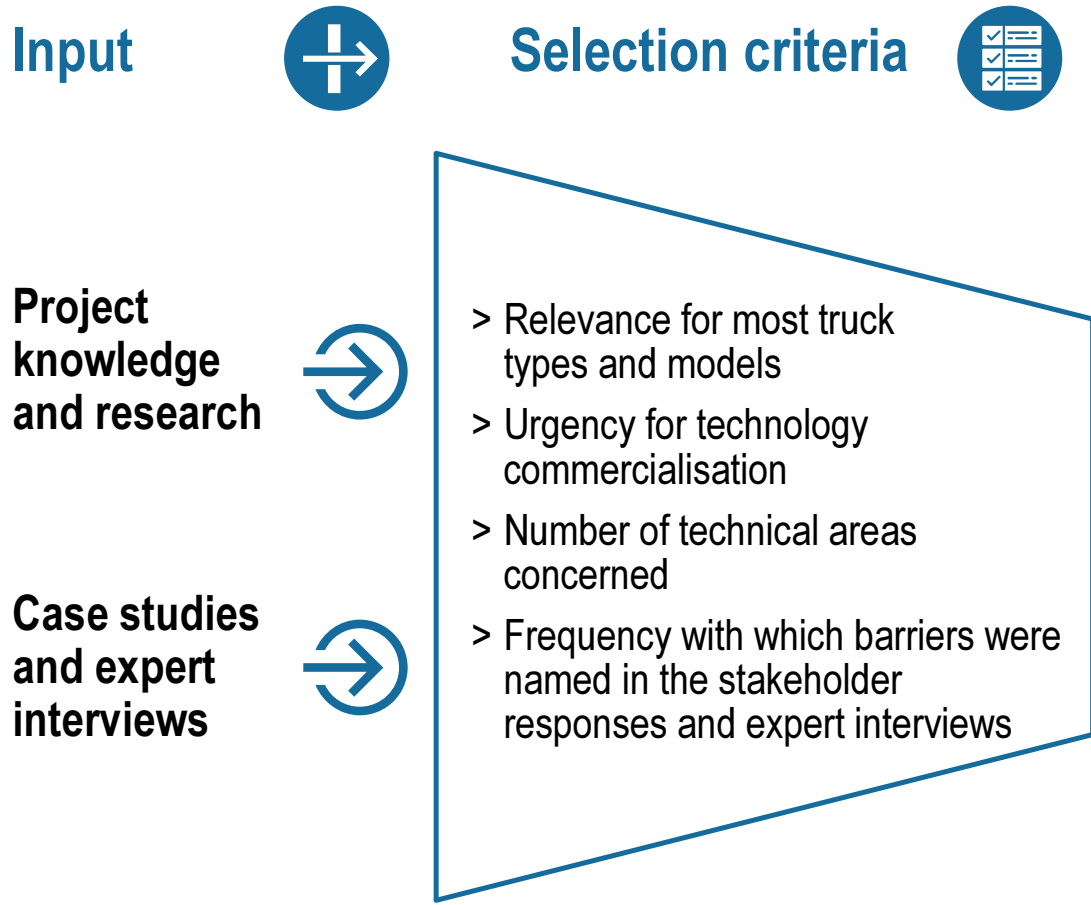


**Analysis and prioritisation**

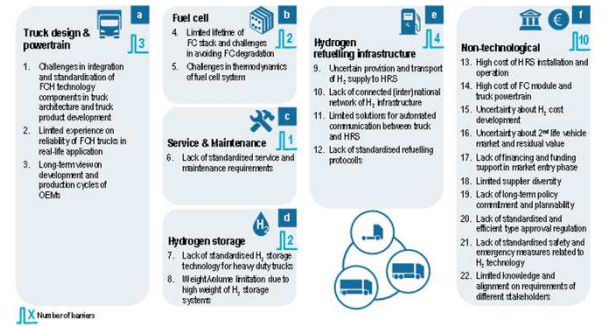
1) For the developed recommendations, please refer to chapter E.3

# Barriers reflect the current status of technology development – Their prioritisation shows fields of action to ensure commercialisation

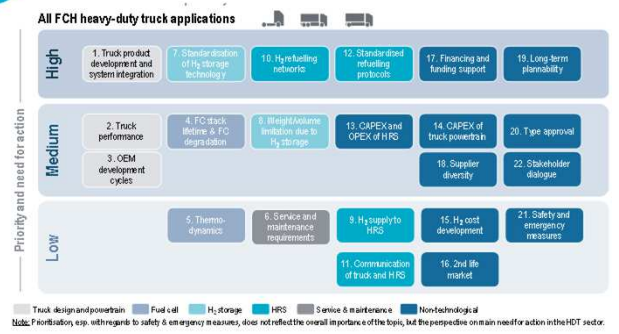
Identification and prioritisation process



## Identification of barriers



## Prioritisation of barriers



## E.1 Technological and non-technological barriers



# Overcoming the remaining barriers will accelerate the widespread adoption of FCH technology in the heavy-duty truck sector

## Key insights from the analysis

- Fuel cells and hydrogen applications are **clean, safe and innovative technologies** that are **key for a future of decarbonised mobility and transport** solutions
- The challenges and barriers FCH technology currently faces in the heavy-duty truck sector mainly stem from **being a relatively novel technology** for this application area that **needs initial support to unlock its full market potential**
- **None of the identified technological and non-technological barriers** are deemed **showstoppers for its successful commercialisation** within the next decade
- **Technological barriers** have been identified **along the FCH truck value chain**, from truck design to infrastructure availability, refuelling technology and service & maintenance offerings
- **Non-technological barriers** relate to **economic, political, legal and social framework conditions** within the FCH eco-system, relating to the cost premium of FCH trucks, regulatory harmonisation, planning security as well as technology acceptance and safety concerns
- There are viable options and **promising opportunities** in order to **speed up and optimise a large-scale roll-out of FCH technology in the HDT sector** in the upcoming years
- After identifying and prioritising key barriers, a set of **policy recommendations, including a Research & Innovation roadmap with four tailored project frameworks**, was formulated that could directly address these remaining barriers<sup>1</sup>

1) For the developed recommendations, please refer to chapter E.3

# Technological barriers focus on aspects along the FCH truck value chain – From truck design to infrastructure to service & maintenance

## Technological barrier clusters

Truck design and powertrain	Fuel cell powertrain	H <sub>2</sub> onboard storage	Hydrogen refuelling infrastructure	Service & maintenance
<ul style="list-style-type: none"> <li>&gt; Barriers on integrating the FCH powertrain in existing chassis options while optimising weight and dimensions, overall cost and reliability of the vehicles</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Barriers regarding fuel cell specific challenges, such as lifetime, thermodynamics, optimisation of fuel cell integration</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Barriers regarding the lack of standardised H<sub>2</sub> onboard storage technology<sup>1</sup></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Barriers regarding high space requirements for H<sub>2</sub> storage on-site the HRS, sufficient network coverage for future rollouts and uncertainty about the wide-spread availability of green /low-carbon H<sub>2</sub></li> </ul>	<ul style="list-style-type: none"> <li>&gt; Barriers regarding the lack of standardised service and maintenance requirements, workshop density, and spare part availability in early rollout markets</li> </ul>



**FCH technology is becoming increasingly mature**

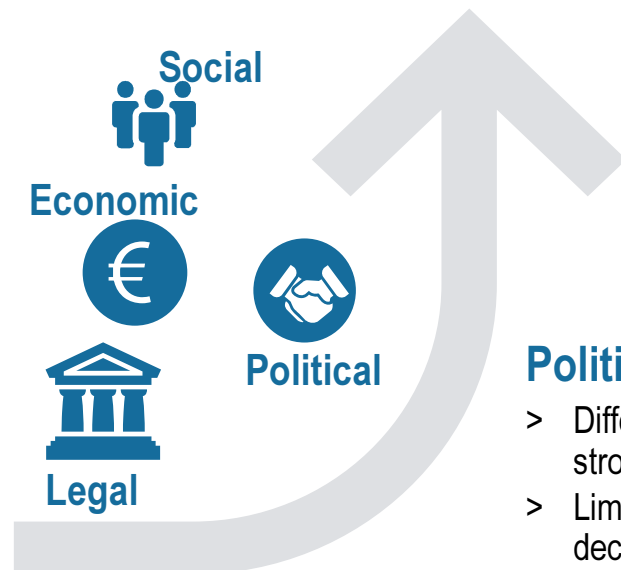
- > **Progress in research and industrial development** is bringing FCH heavy-duty trucks closer to fulfilling the operational requirements of (long-haul) transport and logistics operations in terms of range, refuelling time and payload capacity
- > **Further research and development** as well as technology optimisation is needed to overcome remaining barriers and fulfil the requirements of all stakeholders

1) Various options on storage technologies are currently being discussed, tested and announced, e.g. 350 bar, 500 bar and 700 bar gaseous compressed hydrogen or cryogenic liquid hydrogen at -253 °C as well as combinations such as cryo-compressed hydrogen storage



# Non-technological barriers relate to economic, political, social and legal framework conditions within the FCH ecosystem

## Non-technological barrier clusters



### Economic aspects

- > FCH technology for trucks is not yet commercially attractive, yet the opportunities exist for accelerated future uptake if volumes are ramped up (e.g. serial manufacturing of fuel cell systems > 3.000 p.a.)
- > Barriers concern the lack of targeted funding and incentive schemes, e.g. financial support to mitigate the cost premium of FCH technology in order to make it cost-competitive for truck operators and logistics users

### Political aspects

- > Different zero-emission technologies see differing levels of political attention, with some actors strongly supporting battery technology, others the development of hydrogen technologies
- > Limited planning security on the 'leading technology of the future' leads to reservation in business decisions and affects a potentially faster developments of the market

### Legal aspects

- > Limited harmonisation across European countries within their respective legal and regulatory frameworks affects international transport operations due to different rules and standards on heavy-duty trucks
- > Regulatory harmonisation also plays an important role regarding the FCH truck approval processes that today are without standardised permitting procedures and see time consuming approval processes

### Social aspects

- > Limited experience and security concerns on hydrogen technology both within the concerned industries and among the public cause hesitation regarding technology acceptance

# The identified barriers encompass technological and non-technological challenges along the truck development and operation

**Truck design & powertrain** **a**

- Challenges in integration and standardisation of FCH technology components in truck architecture and truck product development
- Limited experience on reliability of FCH trucks in real-life application
- Long-term view on development and production cycles of OEMs

**Fuel cell** **b**

- Limited lifetime of FC stack and challenges in avoiding FC degradation
- Challenges in thermodynamics of fuel cell system

**Hydrogen refuelling infrastructure** **e**

- Insufficient development of very large-scale H<sub>2</sub> supply and transport to HRS
- Lack of connected (inter)national network of H<sub>2</sub> infrastructure
- Limited solutions for automated communication between truck and HRS
- Lack of standardised refuelling protocols optimised for fast refuelling

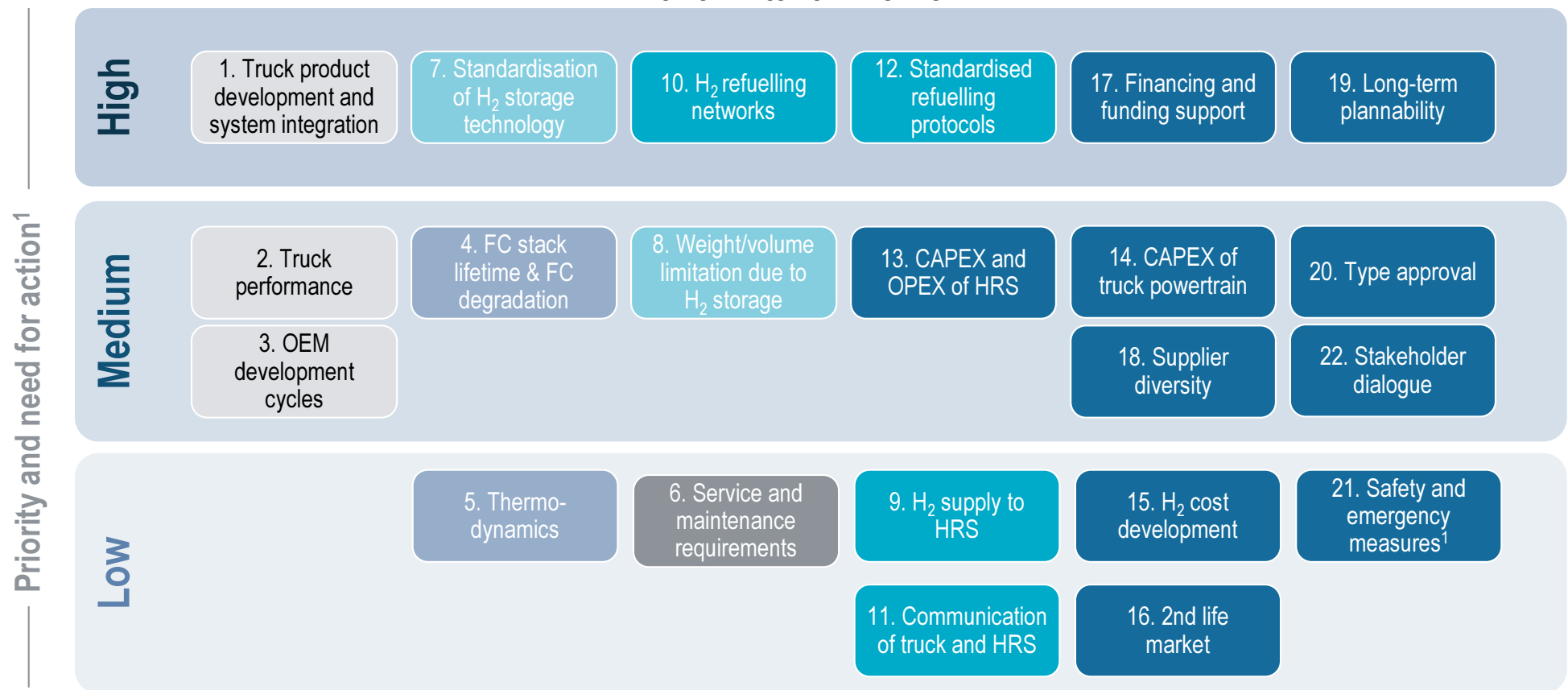
**Non-technological** **f**

- High cost of HRS installation and operation
- High cost of FC module and truck powertrain
- Uncertainty about H<sub>2</sub> cost development
- Uncertainty about 2<sup>nd</sup> life vehicle market and residual value
- Lack of financing and funding support in market entry phase
- Limited supplier diversity
- Lack of long-term policy commitment and plannability
- Lack of standardised and efficient type approval regulation
- Lack of standardised safety and emergency measures related to H<sub>2</sub> technology
- Limited knowledge and alignment on requirements of different stakeholders

# None of the barriers are deemed to be actual roadblocks for the wider implementation of fuel cell and hydrogen technology for HDT

## Overview of barriers and priority for short-term R&I

### All FCH heavy-duty truck applications

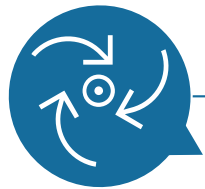


  Truck design and powertrain 
   Fuel cell 
   H<sub>2</sub> storage 
   HRS 
   Service & maintenance 
   Non-technological

1) Prioritisation, esp. with regards to safety & emergency measures, does not reflect the overall importance of the topic, but the perspective on main need for action in the HDT sector.

# Based on the analysis of barriers, important overarching levers are identified to enable and promote widespread FCH truck deployment

## Levers to enable FCH truck deployment



### Joint development timeline

- > In order to solve the chicken-and-egg dilemma of the hydrogen eco-system, it is imperative for all stakeholders to move along on the same sequenced timeline
- > The politically driven decarbonisation agenda can be reflected in industry commitments – Levels of ambition should be aligned



### Stringent and harmonised long-term policy frameworks

- > Long-term policy frameworks are needed that are consistent with other policy and industry goals, such as high safety standards and standards on weights and dimensions for heavy-duty trucks
- > This also refers to European legislation, e.g. a joint stance on the European toll system (Eurovignette Directive)



### Financial and funding support mechanisms

- > Tailored, overarching financial support and funding mechanisms for FCH HDT uptake need to harness and complement existing schemes at national and EU level<sup>1</sup>
- > Unilateral and multilateral funding needed as technology deployment can be supported through multi-partner consortia (often international coalitions); funding for smaller scale projects should also be accessible more swiftly (at EU and national level)

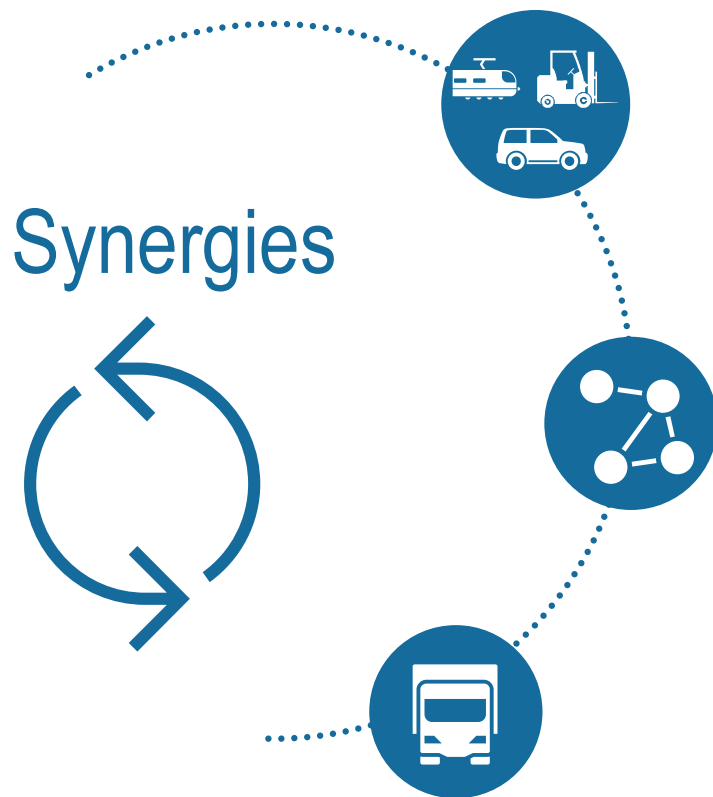
1) Such as the EU Recovery Plan, the CEF Fund and other incentives and financial instruments from national hydrogen strategies

## E.2 Synergies



# Synergies with other modes of transport and hydrogen application in other sectors support can FCH technology implementation for trucks











## Synergies



- 1** A key factor for the successful commercialisation of FCH technologies in the heavy-duty truck industry is **exploiting potential synergies of FCH applications** from **other modes of transport**, such as cars, buses, taxis, trains, forklifts and maritime (e.g. shared infrastructure, shared component production)
- 2** **Multimodal synergies** along the entire hydrogen value chain **create spill-over effects** for the commercial and operational roll-out of FCH technology
- 3** **Overcoming barriers** to FCH adoption **in the heavy-duty trucking** industry can **result in positive synergies** for other industries and vice-versa

# Potential synergies have been identified that are to be explored further to accelerate the implementation of FCH technologies

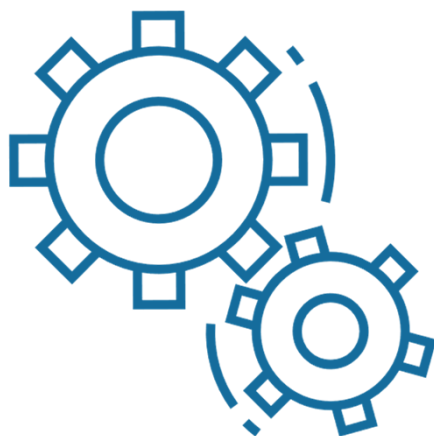
## General synergies for FCH technology

1	Decreasing production costs		<p>Increasing production of FCH components and parts <b>generate economies of scale</b> and thereby also contribute to <b>lower production costs</b> for specific FCH HDT components, e.g. volume production of fuel cells for passenger vehicles will positively influence the cost reduction for heavy-duty trucks</p>	
2	Transferable experience		<p>Existing data on <b>real-life operations</b> and related service &amp; maintenance procedures from other transport industry segments, such as passenger vehicles and buses provide <b>valuable insights and knowledge</b> for truck operators and OEMs</p>	
3	Higher infrastructure utilisation		<p>Establishing a <b>network of multi-purpose hydrogen refuelling stations</b> that serve different transport applications results in <b>higher asset utilisation</b>, with <b>lower costs</b> for providers of refuelling infrastructure, H<sub>2</sub> suppliers and truck operators</p>	
4	Optimised production, use and transport of hydrogen		<p>Synergies can be achieved by <b>linking emerging hydrogen transport and energy ecosystems</b>, e.g. through geographical alignment of the EU's TEN-T and TEN-E corridors. Additionally, an increasing density of hydrogen production and distribution networks will <b>increase fuel availability</b> and <b>reduce transport distances and cost</b></p>	
5	Demand for renewable hydrogen		<p>Increasing deployment of FCH HDT will <b>increase the demand for renewable hydrogen</b>, i.e. providing <b>additional revenue streams</b> with relatively high willingness to pay in contrast to large-scale industrial use while at the same time <b>decreasing the import dependency of other forms of (fossil) energy</b></p>	



# Through the analysis of case study routes, concrete synergies for FCH trucks were identified in real-life transport operations

## Synergies linked to case studies



### 1 HRS upgrading for trucks when link to existing infrastructure

- > The availability of existing H<sub>2</sub> refuelling infrastructure, e.g. for passenger cars or buses, offers good potential for trucks as the existing technology can be upgraded for trucks; this would also have positive effects for the existing HRS as a utilisation close to 100% could reduce the OPEX of HRS by up to 25%<sup>1</sup>

### 2 Multi-partner collaboration in industrial hubs

- > Proximity to industrial hubs, such as port operations, large production sites or transport hubs increases chances of hydrogen collaborations as multiple applications could benefit from the eco-system – Access to other hydrogen applications and the respective infrastructure, e.g. rail or maritime transport

### 3 Infrastructure availability to main transport corridors

- > Like the link to industrial hubs, the connection to main transport corridors offers higher realisation potential for infrastructure set-up – Decarbonisation efforts will address heavily travelled routes first as the urgency is there and a constant, significant demand for H<sub>2</sub> can be ensured

1) Based on industry expert interviews

### 4 Support and knowledge exchange in H<sub>2</sub> eco-systems

- > The set-up of (mostly regional) hydrogen eco-systems provides companies and the public with access to infrastructure and local knowledge, as well as a stakeholder network to promote the deployment of FCH trucks, e.g. the 'Black Horse' project in Slovakia or the South Tyrolean Hydrogen Valley

### 5 Access to renewable energy and H<sub>2</sub> production

- > Access to renewable energy production or existing H<sub>2</sub> production in vicinity to the depot or operations can lead to a facilitated set-up of a H<sub>2</sub> supply chain, with potential of earlier truck refuelling infrastructure availability, as investigated with on-site H<sub>2</sub> hubs for a logistics service provider in France

## E.3 Recommendations for Research and Innovation



# Ambitious research and innovation projects can jump-start the transition of the transport and logistics industry to FCH technology

## Research and innovation projects

### R&I project framework



- > The four technological high priority barriers should be addressed by **four research & innovation projects**, while **policy recommendations** are provided for the non-technology high priority barriers
- > The **proposed comprehensive R&I projects** are particularly suited to **overcome the remaining technological barriers in the short-term** and accelerate the successful commercialisation of FCH HDT in the transport and logistics industry
- > Their **project design should ensure a wide scope** so that they potentially also address the identified medium and low priority barriers to FCH market introduction

### R&I Focus



- > **Technology development and optimisation for HRS infrastructure** (including refuelling protocol development) as well as standardised hydrogen storage systems for FCH heavy-duty trucks
- > **Development of prototypes** for all three use cases (i.e. 40, 27 and 18 tonnes GVW trucks for long-, medium- and short-haul distances respectively) in the area of truck and powertrain design to **improve integration and standardisation of FCH technology in existing truck architecture** and **designing new truck models** optimised for FCH applications
- > **Cross-border multi-national large-scale demonstration project** of FCH heavy-duty fleets and the associated HRS infrastructure
- > **Technology development** for build-up of high throughput, low footprint and energy-efficient **HRS networks**

# Comprehensive R&I projects targeting high priority needs for action can address the remaining technological barriers in the short-term

	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
<b>High-level project scope</b>	<p>Technology development and optimisation for standardised on-board hydrogen storage systems for FCH HDT and refuelling protocol development</p> <p>350 bar 700 bar LH<sub>2</sub> Other options: 500 bar ccH<sub>2</sub><sup>1)</sup></p>	<p>Development of FC truck and powertrain prototypes for integration and standardisation of FCH technology</p> <p>5-20 units 5-20 units 5-20 units</p>	<p>Cross-border multi-national demonstration of FCH HDT fleets</p> <p>500 20</p>	<p>Technology development for high throughput, low footprint and high energy efficiency HRS for HDT</p> <p>GH<sub>2</sub> supply to gaseous refuelling On-site production to gaseous refuelling LH<sub>2</sub> supply to gaseous refuelling LH<sub>2</sub> supply to LH<sub>2</sub> refuelling</p>
<b>Objectives of project</b>	<ul style="list-style-type: none"> <li>&gt; Integrated technology development for optimised hydrogen storage for FCH HDT</li> <li>&gt; Optimisation and standardisation of filling pressure, tank size, tank location, filling protocol, etc.</li> <li>&gt; Analysis of total value chain TCO</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Development of prototypes in the area of truck and powertrain design to improve integration and standardisation of FCH technology in existing truck architecture</li> <li>&gt; Design of new truck models optimised for FCH applications</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Large scale demonstration of 500 or more FCH HDT could accelerate the roll-out of fleet sized FCH truck deployment</li> <li>&gt; Potential split in several sub-projects</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Development of refuelling protocols, storage optimisation, refuelling time and frequency for the roll-out of a comprehensive HRS network across Europe and/or several regional hubs, e.g. hydrogen valleys</li> <li>&gt; Analysis of value chain and TCO calculations</li> </ul>
<b>Est. budget before funding</b>	<b>EUR 10 m</b>	<b>EUR 100 m</b>	<b>EUR 350 m</b>	<b>EUR 5-10 m</b>

1) Cryo-compressed hydrogen

# The proposed R&I projects need to be set up to overcome the remaining technological barriers for FCH HDT commercialisation

## Proposed Research and Innovation projects (1/2)

### **A Technology development and optimisation for standardised on-board hydrogen storage systems for FCH heavy-duty trucks and refuelling protocol development**

In order to ensure a safe, efficient and fast refuelling process, the interface between the refuelling equipment and the truck needs to be standardised and ease of operation ensured. Today, further knowledge is needed on the implications of the heavy-duty refuelling process on station and vehicle and the requirements for both the refuelling station equipment and the truck technology (e.g. filling pressure, tank size, tank location, filling protocol, etc.). While refuelling protocols are currently being developed, the hardware and technology still need to be optimised for a safe truck-HRS communication. The suggested project addresses one of the main challenges related to the build-up of a comprehensive network of truck HRS with an approach of involving the whole value chain.

### **B Development of FC truck and powertrain prototypes for integration and standardisation of FCH technology**

Integrating FCH technology into the existing truck architecture is a challenge that is being addressed by the industry – first FCH trucks have been developed by OEMs already. However, there need to be further efforts in developing more dedicated FCH truck products with truck models being optimised for FCH application. This project aims at the development of truck and powertrain prototypes for all transport and logistics use cases, covering long-, medium and short-haul operations. Such prototyping would also be instrumental in addressing remaining questions regarding restrictions on weights and dimensions of FCH trucks as well as payload implications depending on the applied H<sub>2</sub> storage systems. In this development process, further standardisation potential will be identified which will support efforts to bring down the costs of the truck (components). Involving the OEMs as well as the technology suppliers in this project also contributes to building up a European supply chain of FCH technology components for trucks.

# The proposed R&I projects need to be set up to overcome the remaining technological barriers for FCH HDT commercialisation

## Proposed Research and Innovation projects (2/2)

### **C Cross-border multi-national demonstration of FCH heavy-duty fleets**

A cross-border multi-national large-scale demonstration project(s) is (are) suggested that includes a coalition of multiple stakeholders across the value chain in order to bring a high number of trucks on the road (up to 500 trucks in a scale-up scenario). Creating a project platform linking different industry players and supporting them with the target to bring the FCH trucks market into a pre-niche market scenario would speed up FCH truck product availability and provide further insights on reliability and durability of FCH trucks in real-life use. This type of project is needed in the short-term in order to build and expand the real-life experience with FCH trucks and gather field data for further technology development. Insights from ongoing projects (e.g. H2Haul) can be leveraged to build coalitions at a even larger scale. The project could also potentially be split in several sub-projects.

### **D Technology development for hydrogen refuelling stations**

Linked to project A, it is also suggested to support the development of scaled refuelling stations (medium-, large-scale) in a dedicated project. Today's HRS are designed for passenger vehicles, yet they need to be adapted to service large trucks with higher refuelling demands. HRS for trucks will need to provide the required infrastructure solutions for transport operations, e.g. refuelling a larger fleet of trucks with a total of 1 tonne of hydrogen within a few hours at the end of the day. Research needs to cover HRS adaptations such as HRS size, storage solutions on site, hydrogen compression, optimisation of energy consumption, performance and throughput & utilisation requirements. Moreover, standardised refuelling protocols need to be developed to ensure the harmonisation of refuelling stations and processes across Europe and accelerate the development of a comprehensive roll-out of an HRS network, starting with designated regional hubs, such as hydrogen valleys.



# Political initiatives and tailored programmes address non-technological barriers by providing funding and improving plannability

## High-level proposition for political initiatives

### Political initiatives

The short-term R&I projects must be accompanied by truck-specific political initiatives and tailored programmes that **specifically address the two identified non-technological high-priority barriers**, i.e. increase funding opportunities for FCH applications and improve plannability and long-term commitment towards the full commercialisation of FCH trucks



### Public/private and private/private collaboration

- > Coordinated interplay of public and private players as the prerequisite for a comprehensive transition along the entire value chain of heavy-duty trucks (e.g. public-private-partnerships to share business risks could be considered)
- > Industry platforms to foster closer collaboration within the industry to enable consortia around commercial fleets
- > Longer-term contracts between business partners to disperse uncertainty regarding market development and uptake of FCH applications, while providing both sides with increased plannability for a longer time horizon
- > Large-scale projects including different OEMs, fuel cell providers and system integrators to stimulate the supply chain to decrease cost (e.g. increasing availability of trucks, parts and infrastructure)

- > **CAPEX funds for production facilities**, e.g. direct financial support, such as grants, to set up facilities for new production lines to jump-start the industrialisation of FCH HDT production
- > **R&D funding** to alleviate costs needed for continuing, accelerating and stepping up innovation research, prototype development and testing
- > **Funding programmes targeting the entire truck life cycle** to provide incentives along the entire value chain – Such programmes need to be set up to cater to the specific needs and challenges of OEMs, suppliers, infrastructure providers and logistics users
- > **Incentives for HRS providers targeting CAPEX and OPEX** to reduce market entry risks, e.g. through links to the station capacity (the funding amount is based on the size of the station's hydrogen storage<sup>1</sup>)

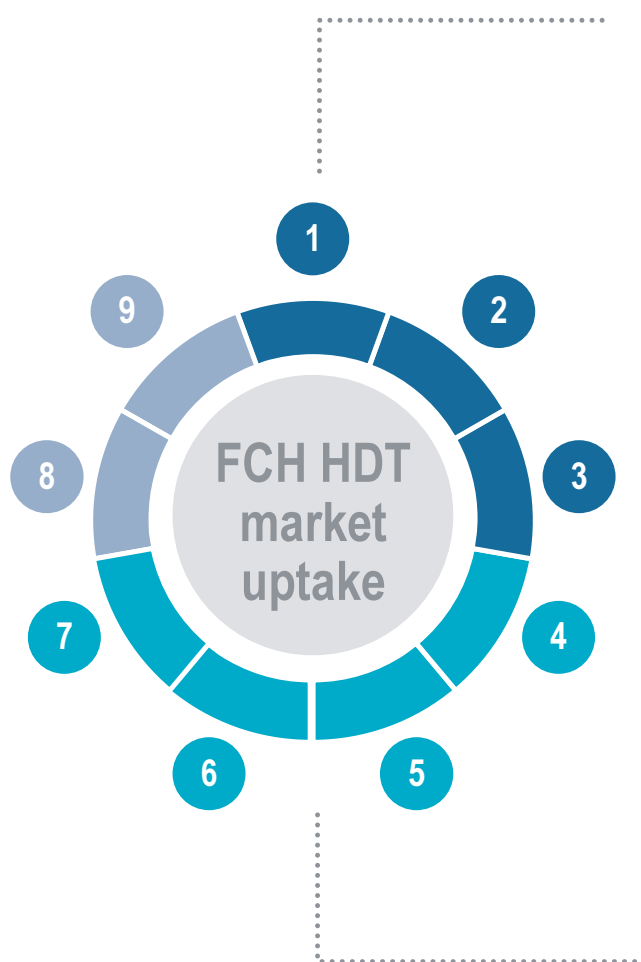
### Funding opportunities that improve plannability

<sup>1</sup>) A successful example of this approach is the Low Carbon Fuel Standard's (LCFS) Hydrogen refuelling Infrastructure (HRI) credit provision programme in California; as of May 2020, this capacity-based funding instrument has supported the deployment of 48 hydrogen stations



# The following instruments and levers complement the proposed R&I projects in order to accelerate FCH HDT market uptake

## Concrete policy recommendations



### EU

- 1 **Road toll exemption for zero-emission vehicles for longer time periods**, e.g. for 10 years, as well as considering road toll increases for higher emitting vehicles, such as in the Eurovignette Directive
- 2 **Government-driven base infrastructure coverage of countries**, e.g. as already in discussion as part of the Alternative Fuels Infrastructure directive
- 3 **Adjusted regulations on FCH heavy-duty truck dimension** to provide a legal framework for integrating alternative powertrains in trucks



### National governments

- 4 **Exemption of levies and fees for production of green hydrogen** within an extended time period of up to 10 years and/or until binding targets of green hydrogen shares are fulfilled
- 5 **Subsidies for hydrogen refuelling station OPEX when stations are underutilised**, improving cost competitiveness of H<sub>2</sub> through higher plannability for station investors
- 6 **Tax breaks for logistics operators that transition to FCH HDT**, for example via stricter supply chain laws that incorporate provisions on CO<sub>2</sub> emission as an additional tax on logistics services and offerings
- 7 **Introduction of CO<sub>2</sub>-related taxation in the logistics and delivery industry**, creating an additional incentive for logistics providers to speed-up a transition to zero-emission vehicles



### Municipalities

- 8 **Preferred treatment for zero-emission vehicles**, e.g. through the establishment of lanes specifically dedicated to ZEV and guaranteed free parking zones for ZEV at refuelling stations and motorway rest stops
- 9 **Special permits for zero-emission vehicles to enter restricted areas**, e.g. city centre and urban areas during early morning or evening/night times

Note: Policy measures not in order of priority





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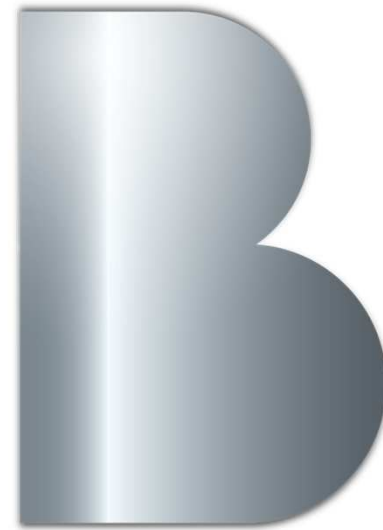
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Roland  
Berger

THINK:ACT



# Annex



# This annex to the Study Report includes a detailed account of the TCO assumptions

## Annex structure

### 1 General assumptions

- > Utilisation [days/year]
- > Duration of 1st/2nd life
- > Battery costs
- > Assumptions on range buffer (e.g. for batteries)
- > Maintenance cost
- > Motor vehicle tax
- > Insurance cost

### 2 Use case specific assumptions (truck & tech.)

- > Truck costs (w/o powertrain)
- > Diesel powertrain costs
- > E-drive costs
- > Fuel cell cost
- > H<sub>2</sub> tank costs
- > Catenary equipment costs
- > Battery capacity
- > Lifetime of equipment [km]
- > Road toll
- > Consumption
- > Ad-Blue system
- > Weight and payload

### 3 Energy / fuel assumptions

- > Fuel / energy cost<sup>1</sup>
  - Diesel (+ Ad-Blue cost)
  - e-Diesel
  - Electricity cost (charged)
- > H<sub>2</sub> costs (refuelled)
- > CO<sub>2</sub> emissions

1) Cost of energy includes infrastructure surcharges and taxes

Note: All assumptions were discussed with the Advisory Board members who contributed expert insights and orientation

Source: Roland Berger

# TCO assumptions are made for all parameters in a base case scenario – General assumptions reflect this scenario

## General assumptions

Days/Year		General
Input Parameter	days	250
User override	days	
RB Assumption	days	250

Duration of 1st life / 2nd life		1st life	1st&2nd
Input Parameter	years	5	10
User override	years		
RB Assumption	years	5	10

- > All input parameters are introduced as a base assumption
- > All assumptions can be overridden in order to reflect regional or user specific details
- > The model is calculating TCO values for
  - 1st life of the truck
  - 1st and 2nd life combined
- > Results for the study will be shown for 1st and 2nd life combined due to uncertainty around the residual value in light of limited secondary market in the early years of new technology introduction



# Detailed breakdown of general assumptions for operation days and duration of first and second life

## General assumptions – Details

Assumptions				Comments	Source
Days/Year		General			
Input parameter	days	250		<ul style="list-style-type: none"> <li>&gt; The average truck operation is assumed to reflect the approximated number of working days within a year</li> <li>&gt; Similar working day assumptions as for recent industry projects</li> </ul>	Assumption in line with RB OEM project experience
User override	days				
RB assumptions	days	250			
Duration of 1st life / 2nd life				<ul style="list-style-type: none"> <li>&gt; The model is calculating TCO values based on the assumptions of the regular life cycle of a Diesel truck: 1st life ≈ 5 years; 1st and 2nd life combined ≈ 10 years</li> <li>&gt; Uncertainty exists for (1) the life span of the 1st life of trucks with an alternative powertrain and (2) a possible market for used trucks (residual value uncertainty)</li> <li>&gt; Results to be presented for a combined 1st and 2nd life in line with current utilisation of CNG/LNG trucks of truck operators to avoid distortion of results</li> </ul> <th rowspan="4">Assumption in line with RB OEM project experience, Methodology for results adjusted based on AB member feedback</th>	Assumption in line with RB OEM project experience, Methodology for results adjusted based on AB member feedback
		1st life	1 <sup>st</sup> & 2 <sup>nd</sup>		
Input parameter	years	5	10		
User override	years				
RB assumptions	years	5	10		

# Battery size is dynamically adopted based on case study specific model input

## Battery assumptions

Large battery cost		2023	2027	2030	
Niche	EUR/kWh	280	273	276	
Rather Niche	EUR/kWh	208	202	197	
Rather Mass	EUR/kWh	167	161	157	
Mass	EUR/kWh	142	137	133	
Energy density of large battery (to calculate payload reduction)		kWh/kg	0.176	0.199	0.233

Large battery buffer		Total	Reach	Lifetime
Buffer to assure reach and lifetime	%	33.3	20.0	90.0

Small battery cost		2023	2027	2030	
Niche	EUR/kWh	364	355	348	
Rather Niche	EUR/kWh	271	262	256	
Rather Mass	EUR/kWh	216	209	204	
Mass	EUR/kWh	185	178	173	
Energy density of small battery (to calculate payload reduction)		kWh/kg	0.141	0.159	0.186

- > BEV battery size is dynamically adopted to daily mileage based on user input
- > Battery buffer in order to assure reach and to preserve lifetime
  - 90% of capacity are utilised to preserve lifetime of the battery (SO)
  - 20% additional battery capacity to assure necessary mileage after degradation and to avoid range anxiety
  - Homogeneity of driving pattern (flexible )
- > Small battery is used as range extender in FCEV and catenary trucks
- > Size of small battery dependent on use case

# Detailed breakdown of assumptions for large battery cost

## Battery assumptions – Details (1/2)

Assumptions					Comments <sup>1</sup>	Source
<b>Large battery cost</b>					> The base case assumption is based on the assumed battery sales price: – Cell purchasing price: 80 EUR/kWh in 2023; 73 EUR/kWh in 2030 – Price surcharges due to minor volumes to base cost: 50% in the NM; 10% in the MM – Manufacturing price for 'battery housing' 100 EUR/kWh in the NN, 30 EUR/kWh in the MM – Development/testing cost surcharge per truck: 13 EUR/kWh in the NM, 1 EUR/kWh in the MM – CV battery system cost: 233 EUR/kWh in the NM; 119 EUR/kWh in the MM – Sales, general and administrative expenses and margin: 20% > A cycle life of > 1,400 cycles is assumed based on current specification in passenger car industry (assumption is that HDT use same cells)	Assumption in line with RB OEM project experience, RB battery cost analysis
		<b>2023</b>	<b>2027</b>	<b>2030</b>		
Niche	EUR/kWh	280	273	267		
Rather Niche	EUR/kWh	208	202	197		
Rather Mass	EUR/kWh	167	161	157		
Mass	EUR/kWh	142	137	133		
Energy density of large battery /to calculate payload reduction	kWh/kg	0.176	0.199	0.233		
<b>Large battery buffer</b>					> A battery buffer is included in order to assure reach and to preserve lifetime – 90% of capacity are utilised to preserve lifetime (State of Charge [SOC]) – 20% additional battery capacity included to assure necessary mileage can be achieved (e.g. changed traffic conditions, air conditioning etc.)	Assumption in line with RB OEM project experience, RB battery cost analysis
		<b>Total</b>	<b>Reach</b>	<b>Lifetime</b>		
Buffer to assure reach and lifetime	%	33.3	20.0	90.0		

1) NM = niche market; MM = mass market

# Detailed breakdown of assumptions for small battery cost

## Battery assumptions – Details (2/2)

Assumptions					Comments <sup>1</sup>	Source
<b>Small battery cost</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>		
Niche	EUR/kWh	364	355	348	> The small battery is used as range extender in FCEV and catenary trucks	Assumption in line with RB OEM project experience, RB battery cost analysis
Rather Niche	EUR/kWh	271	262	256	> Cost of small batteries are based on cost of large batteries, yet a premium of 30% is added to reflect that other costs (e.g. battery management system, housing) remain stable, additionally other cell chemistry is required to find a balance between high energy and high power of cell (i.e. higher cost expected)	
Rather Mass	EUR/kWh	216	209	204		
Mass	EUR/kWh	185	178	173		
Energy density of small battery /to calculate payload reduction	kWh/kg	0.141	0.159	0.186		

1) Further details on the size of the small battery are included in the section on truck specific assumptions on page 73

# Operational costs like maintenance, motor vehicle tax and cost of insurance can be adapted for specific case studies

## Operational cost assumptions

Maintenance cost		General		
Diesel	EUR/km	0.12		
Diesel E-Fuels	EUR/km	0.12		
FCEV 350 bar	EUR/km	0.11		
FCEV 700 bar	EUR/km	0.11		
FCEV LH2	EUR/km	0.11		
BEV	EUR/km	0.10		
Catenary	EUR/km	0.10		

Motor vehicle tax		2023	2027	2030
Diesel	% of vehicle cost	0.837%	0.906%	0.961%
Diesel E-Fuels	% of vehicle cost	0.837%	0.906%	0.961%
FCEV 350 bar	% of vehicle cost	0.837%	0.906%	0.961%
FCEV 700 bar	% of vehicle cost	0.837%	0.906%	0.961%
FCEV LH2	% of vehicle cost	0.837%	0.906%	0.961%
BEV	% of vehicle cost	0.837%	0.906%	0.961%
Catenary	% of vehicle cost	0.837%	0.906%	0.961%

Cost of insurance		Damage	Liability
Diesel	% of vehicle cost	0.5%	0.1%
Diesel E-Fuels	% of vehicle cost	0.5%	0.1%
FCEV 350 bar	% of vehicle cost	0.5%	0.1%
FCEV 700 bar	% of vehicle cost	0.5%	0.1%
FCEV LH2	% of vehicle cost	0.5%	0.1%
BEV	% of vehicle cost	0.5%	0.1%
Catenary	% of vehicle cost	0.5%	0.1%

- > Electric drivetrains are expected to be less maintenance intensive, FCEV generally higher maintenance costs compared to BEV and catenary because of the complexity of equipment
- > Motor vehicle tax is assumed equal for all technologies, but can be adapted to reflect different case study scenarios
- > Cost of insurance is split into damage and liability
  - Cost of damage coverage is based on cost of truck
  - Liability is independent from cost of truck

# Detailed breakdown of operational assumptions for maintenance cost and motor vehicle tax

## Operational cost assumptions – Details (1/2)

Assumptions				Comments	Source
Maintenance cost		General			
Diesel	EUR/km	0.12		<ul style="list-style-type: none"> <li>&gt; Electric drivetrains are expected to be less maintenance intensive</li> <li>&gt; Higher maintenance costs are assumed for FCEV compared to BEV and catenary because of the complexity of equipment</li> </ul>	Assumption in line with RB OEM project experience
Diesel E-Fuels	EUR/km	0.12			
FCEV 350 bar	EUR/km	0.11			
FCEV 700 bar	EUR/km	0.11			
FCEV LH <sub>2</sub>	EUR/km	0.11			
BEV	EUR/km	0.10			
Catenary	EUR/km	0.10			
<b>Motor vehicle tax</b>				<ul style="list-style-type: none"> <li>&gt; Motor vehicle tax is assumed equal for all technologies, but can be adapted to reflect different case study scenarios</li> <li>&gt; Vehicle taxes vary in real life depending on weight and emissions classes – Included base case assumptions reflect the use case scenarios of the TCO model on a higher level</li> </ul>	Assumption in line with RB OEM project experience
		2023	2027		
Diesel	% of vehicle cost	0.837	0.906	0.961	
Diesel E-Fuels	% of vehicle cost	0.837	0.906	0.961	
FCEV 350 bar	% of vehicle cost	0.837	0.906	0.961	
FCEV 700 bar	% of vehicle cost	0.837	0.906	0.961	
FCEV LH <sub>2</sub>	% of vehicle cost	0.837	0.906	0.961	
BEV	% of vehicle cost	0.837	0.906	0.961	
Catenary	% of vehicle cost	0.837	0.906	0.961	

# Detailed breakdown of operational cost assumptions for insurance cost

## Operational cost assumptions – Details (2/2)

Assumptions				Comments	Source
Insurance cost		Damage	Liability		
Diesel	% of vehicle cost	0.5%	0.1%	> Cost of insurance is split into damage and liability – Cost of damage coverage is based on cost of truck – Liability is also calculated dependent on the cost of truck (proxy for real life liability costs)	Assumption in line with RB OEM project experience
Diesel E-Fuels	% of vehicle cost	0.5%	0.1%		
FCEV 350 bar	% of vehicle cost	0.5%	0.1%		
FCEV 700 bar	% of vehicle cost	0.5%	0.1%		
FCEV LH <sub>2</sub>	% of vehicle cost	0.5%	0.1%		
BEV	% of vehicle cost	0.5%	0.1%		
Catenary	% of vehicle cost	0.5%	0.1%		



# Fuel cell cost assumptions have been updated based on multiple expert interviews with Advisory Board members

## Cost of truck and powertrain (1/2)

Vehicle type – Rated power		4x2 Tractor – 330 kW			6x2 Rigid – 270 kW			4x2 Rigid – 220 kW			
<b>Truck chassis</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<ul style="list-style-type: none"> <li>&gt; Cost of chassis is kept constant over time</li> <li>&gt; Diesel powertrain is expected to always be a mass market application</li> <li>&gt; E-Drive permanent power is set to reflect diesel power</li> <li>&gt; Fuel cell stack capacity is adopted to use cases                             <ul style="list-style-type: none"> <li>– 4x2 Tractor – 240 kW</li> <li>– 6x2 Rigid – 180 kW</li> <li>– 4x2 Rigid – 120 kW</li> </ul> </li> </ul>
Truck w/o powertrain	EUR/unit	63,000	63,000	63,000	58,100	58,100	58,100	54,600	54,600	54,600	
<b>Diesel Powertrain</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	
Niche	EUR/unit	-	-	-	-	-	-	-	-	-	
Rather Niche	EUR/unit	-	-	-	-	-	-	-	-	-	
Rather Mass	EUR/unit	-	-	-	-	-	-	-	-	-	
Mass	EUR/unit	24,000	26,500	26,500	19,500	21,550	21,550	17,500	19,325	19,325	
<b>E-Drive</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	
Niche	EUR/unit	37,401	35,959	34,877	34,341	33,161	32,276	31,791	30,830	30,108	
Rather Niche	EUR/unit	20,689	19,650	18,871	18,486	17,636	16,999	16,650	15,957	15,438	
Rather Mass	EUR/unit	13,539	12,731	12,125	11,825	11,165	10,669	10,397	9,859	9,455	
Mass	EUR/unit	10,466	9,716	9,153	8,875	8,261	7,801	7,549	7,049	6,674	
<b>FC module at 120 kW (units p.a.<sup>1</sup>)</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	
Niche (2,500 p. OEM)	EUR/kW	430	337	280	430	337	280	430	337	280	
Rather Niche (5,000 p. OEM)	EUR/kW	240	187	155	240	187	155	240	187	155	
Rather Mass (25,000 p. OEM)	EUR/kW	160	122	100	160	122	100	160	122	100	
Mass (75,000 p. OEM)	EUR/kW	80	65	55	80	65	55	80	65	55	

1) Assumptions: Truck production p.a.: Niche <5,000 units/year; Rather niche <10,000 units/year; Rather mass >50,000 units/year (~10% of market); Mass >150,000 units/year (~30% of market); e.g. Niche: 3 OEMs in market = ~ 1,666 FCH module units p.a. at 180 kW (avg.) or 2,500 units p.a. at 120 kW   Used for TCO modelling

# Prices of alternative powertrain components are influenced by the assumption of market maturity from niche to mass scenario

## Cost of truck and powertrain (2/2)

Vehicle type – Rated power		4x2 Tractor – 330 kW			6x2 Rigid – 270 kW			4x2 Rigid – 220 kW			
<b>Truck chassis</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<ul style="list-style-type: none"> <li>&gt; Cost of chassis is kept constant over time</li> <li>&gt; Diesel powertrain is expected to always be a mass market application – slight cost increase assumed due to further tightening emission regulation</li> <li>&gt; E-Drive permanent power is set to reflect diesel power</li> <li>&gt; Fuel cell stack capacity is adopted to use cases                             <ul style="list-style-type: none"> <li>– 4x2 Tractor – 240 kW</li> <li>– 6x2 Rigid – 180 kW</li> <li>– 4x2 Rigid – 120 kW</li> </ul> </li> </ul>
Truck w/o powertrain	EUR/unit	63,000	63,000	63,000	58,100	58,100	58,100	54,600	54,600	54,600	
<b>Diesel Powertrain</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	
Niche	EUR/unit	-	-	-	-	-	-	-	-	-	
Rather Niche	EUR/unit	-	-	-	-	-	-	-	-	-	
Rather Mass	EUR/unit	-	-	-	-	-	-	-	-	-	
Mass	EUR/unit	24,000	26,500	26,500	19,500	21,550	21,550	17,500	19,325	19,325	
<b>E-Drive</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	
Niche	EUR/unit	37,401	35,959	34,877	34,341	33,161	32,276	31,791	30,830	30,108	
Rather Niche	EUR/unit	20,689	19,650	18,871	18,486	17,636	16,999	16,650	15,957	15,438	
Rather Mass	EUR/unit	13,539	12,731	12,125	11,825	11,165	10,669	10,397	9,859	9,455	
Mass	EUR/unit	10,466	9,716	9,153	8,875	8,261	7,801	7,549	7,049	6,674	
<b>FC module at 120 kW (units p.a.<sup>1</sup>)</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	
Niche (2,500 p. OEM)	EUR/unit	103,200	80,764	67,200	77,400	60,573	50,400	51,600	40,382	33,600	
Rather Niche (5,000 p. OEM)	EUR/unit	57,600	44,866	37,200	43,200	33,650	27,900	28,800	22,433	18,600	
Rather Mass (25,000 p. OEM)	EUR/unit	38,400	29,356	24,000	28,800	22,017	18,000	19,200	14,678	12,000	
Mass (75,000 p. OEM)	EUR/unit	19,200	15,499	13,200	14,400	11,625	9,900	9,600	7,750	6,600	

1) Assumptions: Truck production p.a.: Niche <5,000 units/year; Rather niche <10,000 units/year; Rather mass >50,000 units/year (~10% of market); Mass >150,000 units/year (~30% of market); e.g. Niche: 3 OEMs in market = ~ 1,666 FCH module units p.a. at 180 kW (avg.) or 2,500 units p.a. at 120 kW   Used for TCO modelling

# Detailed breakdown of use case specific assumptions for truck chassis

## Cost of truck and powertrain assumptions – Details (1/4)

Assumptions	Comments	Source																		
<p><b>Truck chassis</b></p> <p>Truck w/o powertrain EUR/unit</p> <p><b>4x2 Tractor – 330 kW</b></p> <table border="1"> <thead> <tr> <th>2023</th> <th>2027</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>63,000</td> <td>63,000</td> <td>63,000</td> </tr> </tbody> </table> <p><b>6x2 Rigid – 270 kW</b></p> <table border="1"> <thead> <tr> <th>2023</th> <th>2027</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>58,100</td> <td>58,100</td> <td>58,100</td> </tr> </tbody> </table> <p><b>4x2 Rigid – 220 kW</b></p> <table border="1"> <thead> <tr> <th>2023</th> <th>2027</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>54,600</td> <td>54,600</td> <td>54,600</td> </tr> </tbody> </table>	2023	2027	2030	63,000	63,000	63,000	2023	2027	2030	58,100	58,100	58,100	2023	2027	2030	54,600	54,600	54,600	<ul style="list-style-type: none"> <li>&gt; Numbers are based on a mature market and a stripped version of a truck, i.e. Diesel truck without engine, tank, etc.</li> <li>&gt; Truck chassis costs are assumed to be constant over the years</li> </ul>	<p>Assumption in line with RB OEM project experience; Lastauto Omnibus</p>
2023	2027	2030																		
63,000	63,000	63,000																		
2023	2027	2030																		
58,100	58,100	58,100																		
2023	2027	2030																		
54,600	54,600	54,600																		

# Detailed breakdown of use case specific assumptions for Diesel powertrain

## Cost of truck and powertrain assumptions – Details (2/4)

Assumptions	Comments	Source																		
<p><b>Diesel Powertrain</b></p> <p>Mass EUR/unit</p> <p><b>4x2 Tractor – 330 kW</b></p> <table border="1"> <thead> <tr> <th>2023</th> <th>2027</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>24,000</td> <td>26,500</td> <td>26,500</td> </tr> </tbody> </table> <p><b>6x2 Rigid – 270 kW</b></p> <table border="1"> <thead> <tr> <th>2023</th> <th>2027</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>19,500</td> <td>21,550</td> <td>21,550</td> </tr> </tbody> </table> <p><b>4x2 Rigid – 220 kW</b></p> <table border="1"> <thead> <tr> <th>2023</th> <th>2027</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>17,500</td> <td>19,325</td> <td>19,325</td> </tr> </tbody> </table>	2023	2027	2030	24,000	26,500	26,500	2023	2027	2030	19,500	21,550	21,550	2023	2027	2030	17,500	19,325	19,325	<ul style="list-style-type: none"> <li>&gt; Numbers comprise the cost of the ICE, after treatment, transmission and other:                             <ul style="list-style-type: none"> <li>– E.g. EUR 24 k = EUR 10 k (ICE) + EUR 6 k (after treatment) + EUR 5 k (transmission) + EUR 3 k (others)</li> <li>– EUR VII standards are considered in the ICE and the after treatment</li> </ul> </li> <li>&gt; Mass market is assumed for the four components across all use cases and years</li> </ul>	<p>Assumption in line with RB OEM project experience and based on desk research</p>
2023	2027	2030																		
24,000	26,500	26,500																		
2023	2027	2030																		
19,500	21,550	21,550																		
2023	2027	2030																		
17,500	19,325	19,325																		

# Detailed breakdown of use case specific assumptions for E-Drive

## Cost of truck and powertrain assumptions – Details (3/4)

Assumptions		Comments			Source			
<b>E-Drive</b>		<ul style="list-style-type: none"> <li>&gt; E-Drive permanent power is set to reflect diesel power</li> <li>&gt; E-Drive costs are assumed to be the same for FCEV, BEV and catenary</li> <li>&gt; Price surcharge vs. passenger cars due to minor volumes and commercial vehicle requirements<sup>1</sup> across all years:                             <ul style="list-style-type: none"> <li>– 150% for the niche market</li> <li>– 30% for the mass market</li> </ul> </li> <li>&gt; Development and testing cost e-powertrain and e-truck across all years:                             <ul style="list-style-type: none"> <li>– EUR/truck 17,143 for the niche market</li> <li>– EUR/truck 1,429 for the mass market</li> </ul> </li> <li>&gt; SGA<sup>2</sup> (incl. retail cost) and OEM margin across all years:                             <ul style="list-style-type: none"> <li>– 20%</li> </ul> </li> </ul>			Assumption in line with RB OEM project experience and based on desk research			
<b>4x2 Tractor – 330 kW</b>								
	<b>2023</b>					<b>2027</b>	<b>2030</b>	
Niche	EUR/unit					37,401	35,959	34,877
Rather Niche	EUR/unit					20,689	19,650	18,871
Rather Mass	EUR/unit					13,539	12,731	12,125
Mass	EUR/unit					10,466	9,716	9,153
<b>6x2 Rigid – 270 kW</b>								
	<b>2023</b>					<b>2027</b>	<b>2030</b>	
Niche	EUR/unit					34,341	33,161	32,276
Rather Niche	EUR/unit					18,486	17,636	16,999
Rather Mass	EUR/unit					11,825	11,165	10,669
Mass	EUR/unit					8,875	8,261	7,801
<b>4x2 Rigid – 220 kW</b>								
	<b>2023</b>					<b>2027</b>	<b>2030</b>	
Niche	EUR/unit	31,791	30,830	30,108				
Rather Niche	EUR/unit	16,650	15,957	15,438				
Rather Mass	EUR/unit	10,397	9,859	9,455				
Mass	EUR/unit	7,549	7,049	6,674				

1) Accounting for the fact that CV have different requirements concerning scaling than passenger vehicles 2) Sales, general and administrative expenses

# Detailed breakdown of use case specific assumptions for FC module

## Cost of truck and powertrain assumptions – Details (4/4)

Assumptions			Comments <sup>1</sup>			Source
<b>FC module at 120 kW net peak power (units p.a.)</b>						Assumption in line with RB fuel cell project experience, multiple AB member feedback on assumptions, e.g. on volume production effects of modules
<b>4x2 Tractor – FC: 240 kW</b>						
			<b>2023</b>	<b>2027</b>	<b>2030</b>	
Niche (2,500 p. OEM)	EUR/kW		430	337	280	
Rather Niche (5,000 p. OEM)	EUR/kW		240	187	155	
Rather Mass (25,000 p. OEM)	EUR/kW		160	122	100	
Mass (75,000 p. OEM)	EUR/kW		80	65	55	
<b>6x2 Rigid – FC: 180 kW</b>						
			<b>2023</b>	<b>2027</b>	<b>2030</b>	
Niche (2,500 p. OEM)	EUR/kW		430	337	280	
Rather Niche (5,000 p. OEM)	EUR/kW		240	187	155	
Rather Mass (25,000 p. OEM)	EUR/kW		160	122	100	
Mass (75,000 p. OEM)	EUR/kW		80	65	55	
<b>4x2 Rigid – FC: 120 kW</b>						
			<b>2023</b>	<b>2027</b>	<b>2030</b>	
Niche (2,500 p. OEM)	EUR/kW		430	337	280	
Rather Niche (5,000 p. OEM)	EUR/kW		240	187	155	
Rather Mass (25,000 p. OEM)	EUR/kW		160	122	100	
Mass (75,000 p. OEM)	EUR/kW		80	65	55	

- > Assumptions made for the typical size of a fuel cell (FC) module of 120 kW (net peak power)
- > Costs FC module:
  - 2023: EUR/kW 430 (NM) – 80 (MM)
  - 2030: EUR/kW 280 (NM) – 55 (MM)
- > FC stack power:
  - 4x2 Tractor: 240 kW, 72.7% of vehicle power (330 kW)
  - 6x2 Rigid: 180 kW, 66.7% of vehicle power (270 kW)
  - 4x2 Rigid: 120 kW, 54.5% of vehicle power (220 kW)
- > Assumed truck production p.a.:
  - Niche <5,000 units/year
  - Rather niche <10,000 units/year
  - Rather mass >50,000 units/year (~10% of market)
  - Mass >150,000 units/year (~30% of market)
  - E.g. Niche: 3 OEMs in market = ~ 1,666 FCH module units p.a. at 180 kW (avg.) or 2,500 units p.a. at 120 kW
- > FC module components consider a functioning FC system, e.g.:
  - Fuel cell stack, hydrogen supply of the FC system (e.g. inlet valve), air compressor, cooling system, power electronics, control unit etc.

1) NM = niche market; RN = rather niche market; RM = rather mass market; MM = mass market

■ Applied in TCO model for base case

Source: Advisory Board expert interviews; Roland Berger

# H<sub>2</sub> tank systems are calculated dynamically taking into account fuel efficiency as well as buffers for range and route flexibility

## Cost of hydrogen tanks

		4x2 Tractor – 330 kW			6x2 Rigid – 270 kW			4x2 Rigid – 220 kW		
		> ~ 560 km daily mileage			> ~ 380 km daily mileage			> ~ 250 km daily mileage		
		2023	2027	2030	2023	2027	2030	2023	2027	2030
<b>H<sub>2</sub> tank capacity</b>										
Capacity <sup>1)2)</sup>	kg H <sub>2</sub>	74	72	71	45	43	43	26	26	25
<b>H<sub>2</sub> Tank – 350 bar</b>										
Niche	EUR/unit	52,198	43,518	38,283	31,633	26,347	23,236	18,600	15,550	13,680
Rather Niche	EUR/unit	40,152	33,475	29,449	24,333	20,267	17,874	14,308	11,962	10,523
Rather Mass	EUR/unit	30,886	25,750	22,653	18,718	15,590	13,749	11,006	9,201	8,095
Mass	EUR/unit	21,620	18,025	15,857	13,102	10,913	9,624	7,704	6,441	5,666
<b>H<sub>2</sub> Tank – 700 bar</b>										
Niche	EUR/unit	56,473	47,369	41,861	34,224	28,678	25,408	20,123	16,926	14,958
Rather Niche	EUR/unit	41,988	35,910	32,201	25,446	21,741	19,545	14,962	12,832	11,506
Rather Mass	EUR/unit	33,773	28,157	24,770	20,467	17,047	15,034	12,034	10,061	8,851
Mass	EUR/unit	23,641	19,710	17,339	14,327	11,933	10,524	8,424	7,043	6,196
<b>H<sub>2</sub> Tank – LH<sub>2</sub></b>										
Niche	EUR/unit	27,228	20,918	17,307	16,501	12,664	10,505	9,702	7,475	6,184
Rather Niche	EUR/unit	18,152	13,945	11,538	11,001	8,443	7,003	6,468	4,983	4,123
Rather Mass	EUR/unit	12,101	9,297	7,692	7,334	5,629	4,669	4,312	3,322	2,749
Mass	EUR/unit	8,471	6,508	5,384	5,134	3,940	3,268	3,018	2,325	1,924

- > Tank capacity and cost enable average daily mileage per use case including a buffer
- > Requirements of driving profile (i.e. higher H<sub>2</sub> storage requirements) taken into account

1) Decrease in required tank capacity due to increasing efficiency of powertrain over time, including 33% capacity buffer equal to large battery and adjusted according to driving profile (e.g. heterogenous driving profile results in higher calculated tank capacity) 2) Efficiency improvements expected, reducing tank size, i.e. costs Applied in TCO model for base case  
 Source: Shell International; Advisory Board expert interviews; Roland Berger



# Detailed breakdown of use case specific assumptions for cost of hydrogen tanks – CGH<sub>2</sub> at 350 bar

## Cost of hydrogen tanks – Details (1/3)

Assumptions		Comments <sup>1</sup>			Source	
<b>H<sub>2</sub> Tank – 350 bar</b>						
<b>4x2 Tractor – 330 kW</b>						
		<b>2023</b>	<b>2027</b>	<b>2030</b>		
Niche	EUR/unit	52,198	43,518	38,283	Assumption in line with RB OEM project experience, Shell International Study, Advisory Board feedback	
Rather Niche	EUR/unit	40,152	33,475	29,449		
Rather Mass	EUR/unit	30,886	25,750	22,653		
Mass	EUR/unit	21,620	18,025	15,857		
<b>6x2 Rigid – 270 kW</b>						
		<b>2023</b>	<b>2027</b>	<b>2030</b>		
Niche	EUR/unit	31,633	26,347	23,236		
Rather Niche	EUR/unit	24,333	20,267	17,874		
Rather Mass	EUR/unit	18,718	15,590	13,749		
Mass	EUR/unit	13,102	10,913	9,624		
<b>4x2 Rigid – 220 kW</b>						
		<b>2023</b>	<b>2027</b>	<b>2030</b>		
Niche	EUR/unit	18,600	15,550	13,680		
Rather Niche	EUR/unit	14,308	11,962	10,523		
Rather Mass	EUR/unit	11,006	9,201	8,095		
Mass	EUR/unit	7,704	6,441	5,666		

- > Tank size is dynamically adopted to use case specific daily range requirements
- > Tank size for use cases is based on daily range requirements and consumption assumptions
- > A 33% buffer is included to assure sufficient range independent of driving profile
- > A factor representing the driving profile requirements is included to calculate with an additional buffer reflecting higher required flexibility for some operations
  - 4x2 Tractor: Rather homogeneous = 1,25
  - 6x2 Rigid: Rather homogeneous = 1,25
  - 4x2 Rigid: Rather homogeneous = 1,25
- > Tank costs are assumed at:
  - 2023: EUR/kg<sub>H2</sub> 705 (NM) – 292 (MM)
  - 2030: EUR/kg<sub>H2</sub> 542 (NM) – 225 (MM)

1) NM = niche market; RN = rather niche market; RM = rather mass market; MM = mass market

Applied in TCO model for base case

Source: Shell International; Advisory Board expert interviews; Roland Berger

# Detailed breakdown of use case specific assumptions for cost of hydrogen tanks – CGH<sub>2</sub> at 700 bar

## Cost of hydrogen tanks – Details (2/3)

Assumptions		Comments <sup>1</sup>			Source	
<b>H<sub>2</sub> Tank – 700 bar</b>						
<b>4x2 Tractor – 330 kW</b>						
		<b>2023</b>	<b>2027</b>	<b>2030</b>		
Niche	EUR/unit	56,473	47,369	41,861	Assumption in line with RB OEM project experience, Shell International Study, Advisory Board feedback	
Rather Niche	EUR/unit	41,988	35,910	32,201		
Rather Mass	EUR/unit	33,773	28,157	24,770		
Mass	EUR/unit	23,641	19,710	17,339		
<b>6x2 Rigid – 270 kW</b>						
		<b>2023</b>	<b>2027</b>	<b>2030</b>		
Niche	EUR/unit	34,224	28,678	25,408		
Rather Niche	EUR/unit	25,446	21,741	19,545		
Rather Mass	EUR/unit	20,467	17,047	15,034		
Mass	EUR/unit	14,327	11,933	10,524		
<b>4x2 Rigid – 220 kW</b>						
		<b>2023</b>	<b>2027</b>	<b>2030</b>		
Niche	EUR/unit	20,123	16,926	14,958		
Rather Niche	EUR/unit	14,962	12,832	11,506		
Rather Mass	EUR/unit	12,034	10,061	8,851		
Mass	EUR/unit	8,424	7,043	6,196		

- > Tank size is dynamically adopted to use case specific daily range requirements
- > Tank size for use cases is based on daily range requirements and consumption assumptions
- > A 33% buffer is included to assure sufficient range independent of driving profile
- > A factor representing the driving profile requirements is included to calculate with an additional buffer reflecting higher required flexibility for some operations
  - 4x2 Tractor: Rather homogeneous = 1,25
  - 6x2 Rigid: Rather homogeneous = 1,25
  - 4x2 Rigid: Rather homogeneous = 1,25
- > Tank costs are assumed at:
  - 2023: EUR/kg<sub>H2</sub> 763 (NM) – 319 (MM)
  - 2030: EUR/kg<sub>H2</sub> 593 (NM) – 246 (MM)

1) NM = niche market; RN = rather niche market; RM = rather mass market; MM = mass market

Applied in TCO model for base case

Source: Shell International; Advisory Board expert interviews; Roland Berger

# Detailed breakdown of use case specific assumptions for cost of hydrogen tanks – LH<sub>2</sub>

## Cost of hydrogen tanks – Details (3/3)

Assumptions		Comments <sup>1</sup>			Source			
<b>H<sub>2</sub> Tank – LH<sub>2</sub></b>		<ul style="list-style-type: none"> <li>&gt; Tank size is dynamically adopted to use case specific daily range requirements</li> <li>&gt; Tank size for use cases is based on daily range requirements and consumption assumptions</li> <li>&gt; A 33% buffer is included to assure sufficient range independent of driving profile</li> <li>&gt; A factor representing the driving profile requirements is included to calculate with an additional buffer reflecting higher required flexibility for some operations                             <ul style="list-style-type: none"> <li>– 4x2 Tractor: Rather homogeneous = 1,25</li> <li>– 6x2 Rigid: Rather homogeneous = 1,25</li> <li>– 4x2 Rigid: Rather homogeneous = 1,25</li> </ul> </li> <li>&gt; Tank costs are assumed at:                             <ul style="list-style-type: none"> <li>– 2023: EUR/kg<sub>H<sub>2</sub></sub> 368 (NM) – 114 (MM)</li> <li>– 2030: EUR/kg<sub>H<sub>2</sub></sub> 245 (NM) – 76 (MM)</li> </ul> </li> </ul>			Assumption in line with RB OEM project experience, Shell International Study, Advisory Board feedback			
<b>4x2 Tractor – 330 kW</b>								
						<b>2023</b>	<b>2027</b>	<b>2030</b>
Niche	EUR/unit					27,228	20,918	17,307
Rather Niche	EUR/unit					18,152	13,945	11,538
Rather Mass	EUR/unit					12,101	9,297	7,692
Mass	EUR/unit					8,471	6,508	5,384
<b>6x2 Rigid – 270 kW</b>								
						<b>2023</b>	<b>2027</b>	<b>2030</b>
Niche	EUR/unit					16,501	12,664	10,505
Rather Niche	EUR/unit					11,001	8,443	7,003
Rather Mass	EUR/unit					7,334	5,629	4,669
Mass	EUR/unit					5,134	3,940	3,268
<b>4x2 Rigid – 220 kW</b>								
						<b>2023</b>	<b>2027</b>	<b>2030</b>
Niche	EUR/unit	9,702	7,475	6,184				
Rather Niche	EUR/unit	6,468	4,983	4,123				
Rather Mass	EUR/unit	4,312	3,322	2,749				
Mass	EUR/unit	3,018	2,325	1,924				

1) NM = niche market; RN = rather niche market; RM = rather mass market; MM = mass market

Applied in TCO model for base case

Source: Shell International; Advisory Board expert interviews; Roland Berger

# Lifetime of powertrain components can be adapted to reflect technology developments

## Further truck and technology specific assumptions

		4x2 Tractor – 330 kW			6x2 Rigid – 270 kW			4x2 Rigid – 220 kW		
		2023	2027	2030	2023	2027	2030	2023	2027	2030
<b>Large battery</b>										
Capacity of large battery	kWh	1,236	1,197	1,178	748	725	714	440	427	421
<b>Small battery</b>										
Capacity of small battery	kWh	127			114			106		
<b>Catenary Equipment</b>										
Niche	EUR/unit	48,468	45,600	45,600	48,468	45,600	45,600	48,468	45,600	45,600
Rather Niche	EUR/unit	40,390	38,000	38,000	40,390	38,000	38,000	40,390	38,000	38,000
Rather Mass	EUR/unit	36,351	34,200	34,200	36,351	34,200	34,200	36,351	34,200	34,200
Mass	EUR/unit	32,312	30,400	30,400	32,312	30,400	30,400	32,312	30,400	30,400
<b>Lifetime in km and scrap value in %</b>		<b>km</b>	<b>scrap</b>		<b>km</b>	<b>scrap</b>		<b>km</b>	<b>scrap</b>	
Diesel Drivetrain	km & %	1,400,000	10.0%		1,400,000	10.0%		1,400,000	10.0%	
E-Drive	km & %	1,400,000	10.0%		1,400,000	10.0%		1,400,000	10.0%	
FC Stack	km & %	1,400,000	10.0%		1,400,000	10.0%		1,400,000	10.0%	
Small Battery	km & %	1,400,000	10.0%		1,400,000	10.0%		1,400,000	10.0%	
H2 Tank 350 bar	km & %	1,400,000	0.0%		1,400,000	0.0%		1,400,000	0.0%	
H2 Tank 700 bar	km & %	1,400,000	0.0%		1,400,000	0.0%		1,400,000	0.0%	
H2 Tank LH2	km & %	1,400,000	0.0%		1,400,000	0.0%		1,400,000	0.0%	
Large Battery	km & %	700,000	10.0%		700,000	10.0%		700,000	10.0%	
Catenary Equipment	km & %	1,400,000	10.0%		1,400,000	10.0%		1,400,000	10.0%	
<b>Road toll</b>										
Cost of road toll	EUR/km	0.17			0.17			0.17		

- > Large battery is the main powertrain of the BEV
- > Small battery is used for FCEV and for catenary vehicles
- > Cost of catenary equipment (pantograph) is expected to be equal for all use cases
- > Road toll is set equal for each use case and technology but can be adapted via scroll bars to simulate regional or case specific settings

# Detailed breakdown of use case specific assumptions for large and small battery

## Further truck and technology specific assumptions – Details (1/4)

Assumptions	Comments	Source																																													
<table border="1"> <thead> <tr> <th colspan="3">Large battery</th> <th>Small battery</th> </tr> <tr> <th>Capacity of large battery<sup>1</sup></th> <th colspan="2">kWh</th> <th>Capacity of small battery<sup>1</sup></th> </tr> <tr> <th></th> <th colspan="2"></th> <th>kWh/100 km</th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>4x2 Tractor – 330 kW</b></td> </tr> <tr> <td>2023</td> <td>2027</td> <td>2030</td> <td rowspan="3">127</td> </tr> <tr> <td>1,236</td> <td>1,197</td> <td>1,178</td> </tr> <tr> <td colspan="4"><b>6x2 Rigid – 270 kW</b></td> </tr> <tr> <td>2023</td> <td>2027</td> <td>2030</td> <td rowspan="3">114</td> </tr> <tr> <td>748</td> <td>725</td> <td>714</td> </tr> <tr> <td colspan="4"><b>4x2 Rigid – 220 kW</b></td> </tr> <tr> <td>2023</td> <td>2027</td> <td>2030</td> <td rowspan="3">106</td> </tr> <tr> <td>440</td> <td>427</td> <td>421</td> </tr> </tbody> </table>	Large battery			Small battery	Capacity of large battery <sup>1</sup>	kWh		Capacity of small battery <sup>1</sup>				kWh/100 km	<b>4x2 Tractor – 330 kW</b>				2023	2027	2030	127	1,236	1,197	1,178	<b>6x2 Rigid – 270 kW</b>				2023	2027	2030	114	748	725	714	<b>4x2 Rigid – 220 kW</b>				2023	2027	2030	106	440	427	421	<ul style="list-style-type: none"> <li>&gt; The large battery is used in BEV</li> <li>&gt; The small battery is used for FCEV and for catenary vehicles</li> <li>&gt; The small battery is assumed to be sufficient to reach 100 km for all years and use cases</li> <li>&gt; The battery size can be dynamically adopted based on specific model input</li> <li>&gt; Assumed average consumption of BEV across all years:                             <ul style="list-style-type: none"> <li>– 4x2 Tractor: 1.27 kWh/km</li> <li>– 6x2 Rigid: 1.14 kWh/km</li> <li>– 4x2 Rigid: 1.06 kWh/km</li> </ul> </li> </ul>	<p>Assumption in line with RB OEM project experience, Desk research</p>
Large battery			Small battery																																												
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1) The TCO model builds on the average of the consumption assumptions of the years 2023-2030

# Detailed breakdown of assumptions for catenary equipment costs

## Further truck and technology specific assumptions – Details (2/4)

Assumptions					Comments <sup>1</sup>	Source
<b>Catenary Equipment for all use cases</b>					<ul style="list-style-type: none"> <li>&gt; Cost assumptions based on scientific literature for the pantograph/overhead vehicle grid connection</li> <li>&gt; Cost of catenary equipment is assumed equal for all use cases</li> <li>&gt; Decrease in costs assumed because of technology progress</li> <li>&gt; Price variation is assumed according to market size                             <ul style="list-style-type: none"> <li>– NM: 120%</li> <li>– RN: 100%</li> <li>– RM: 90%</li> <li>– MM: 80%</li> </ul> </li> </ul>	Assumption based on ICCT 2017, Mareev & Sauer (in Energies 2018, 11), Desk research
		<b>2023</b>	<b>2027</b>	<b>2030</b>		
Niche	EUR/unit	48,468	45,600	45,600		
Rather Niche	EUR/unit	40,390	38,000	38,000		
Rather Mass	EUR/unit	36,351	34,200	34,200		
Mass	EUR/unit	32,312	30,400	30,400		

1) NM = niche market; RN = rather niche market; RM = rather mass market; MM = mass market

# Detailed breakdown of assumptions for truck lifetime and scrap value

## Further truck and technology specific assumptions – Details (3/4)

Assumptions				Comments	Source
<b>Lifetime in km and scrap value in % for all use cases</b>					
		<b>km</b>	<b>scrap</b>		
Diesel Drivetrain	km & %	1,400,000	10.0%	<ul style="list-style-type: none"> <li>&gt; Assumptions for truck lifetime set at 1,400,000 km based on the Diesel drivetrain as incumbent technology</li> <li>&gt; Assumptions for final scrap value based on the Diesel drivetrain as incumbent technology</li> <li>&gt; Deviation for large battery due to limited number of possible charging cycles with fast charging (set at 1,400 cycles with assumed charging after 500 km)</li> <li>&gt; FC and H<sub>2</sub> tank lifetime are expected sufficient for 1st and 2nd life (FC: ~25,000 h, H<sub>2</sub> tank: &gt;5,000 cycles)</li> <li>&gt; Second life potential value for small and large battery assumed, after replacement (e.g. for use in stationary energy storage applications)</li> <li>&gt; H<sub>2</sub> tanks expected to last for first and second life with &gt;5,000 cycles achievable but without scrap value; recoverable material gains assumed to cover waste deposition cost</li> </ul>	Assumption in line with RB OEM and fuel cell project experience
E-Drive	km & %	1,400,000	10.0%		
FC Stack	km & %	1,400,000	10.0%		
Small Battery	km & %	1,400,000	10.0%		
H <sub>2</sub> Tank 350 bar	km & %	1,400,000	0.0%		
H <sub>2</sub> Tank 700 bar	km & %	1,400,000	0.0%		
H <sub>2</sub> Tank LH <sub>2</sub>	km & %	1,400,000	0.0%		
Large Battery	km & %	700,000	10.0%		
Catenary Equipment	km & %	1,400,000	10.0%		



# Detailed breakdown of assumptions for road toll

## Further truck and technology specific assumptions – Details (4/4)

Assumptions	Comments	Source																		
<p><b>Road toll</b></p> <p>Cost of road toll EUR/km</p> <p><b>4x2 Tractor – 330 kW</b></p> <table border="1"> <thead> <tr> <th>2023</th> <th>2027</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>0.17</td> <td>0.17</td> <td>0.17</td> </tr> </tbody> </table> <p><b>6x2 Rigid – 270 kW</b></p> <table border="1"> <thead> <tr> <th>2023</th> <th>2027</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>0.17</td> <td>0.17</td> <td>0.17</td> </tr> </tbody> </table> <p><b>4x2 Rigid – 220 kW</b></p> <table border="1"> <thead> <tr> <th>2023</th> <th>2027</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>0.17</td> <td>0.17</td> <td>0.17</td> </tr> </tbody> </table>	2023	2027	2030	0.17	0.17	0.17	2023	2027	2030	0.17	0.17	0.17	2023	2027	2030	0.17	0.17	0.17	<ul style="list-style-type: none"> <li>&gt; Cost of road toll included is based on a calculation of a sample of 14 European countries<sup>1</sup>, approximating an European average</li> <li>&gt; Road toll is set equal for each use case and technology but can be adapted to simulate regional or case study specific settings</li> </ul>	Desk research
2023	2027	2030																		
0.17	0.17	0.17																		
2023	2027	2030																		
0.17	0.17	0.17																		
2023	2027	2030																		
0.17	0.17	0.17																		

1) Austria, Belgium, Czech Republic, Denmark, France, Germany, Greece, Italy, Luxemburg, Netherlands, Poland, Portugal, Spain, Sweden

# Assumptions are calculated based on Diesel fuel consumption – Efficiency improvement over time assumed for all powertrains

## Consumption per km

		4x2 Tractor – 330 kW			6x2 Rigid – 270 kW			4x2 Rigid – 220 kW		
<b>Consumption</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>
Diesel	l/km	0.320	0.310	0.305	0.288	0.279	0.275	0.271	0.263	0.259
Diesel E-Fuels	l/km	0.320	0.310	0.305	0.288	0.279	0.275	0.271	0.263	0.259
FCEV 350 bar	kg/km	0.080	0.077	0.076	0.071	0.069	0.068	0.066	0.064	0.063
FCEV 700 bar	kg/km	0.080	0.077	0.076	0.071	0.069	0.068	0.066	0.064	0.063
FCEV LH2	kg/km	0.080	0.077	0.076	0.071	0.069	0.068	0.066	0.064	0.063
BEV	kWh/km	1.324	1.283	1.262	1.182	1.145	1.128	1.101	1.069	1.052
Catenary	kWh/km	1.258	1.219	1.199	1.122	1.087	1.072	1.046	1.015	1.000
<b>Ad-Blue</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>	<b>2023</b>	<b>2027</b>	<b>2030</b>
Diesel	l/km	0.016	0.016	0.017	0.015	0.015	0.015	0.014	0.014	0.014
Diesel E-Fuels	l/km	0.016	0.016	0.017	0.015	0.015	0.015	0.014	0.014	0.014

> Consumption values are based on project experience for Diesel consumption, respective alternative drive consumption calculated based on efficiency

> Adjustments made in line with Advisory Board member feedback

# Detailed breakdown of use case specific assumptions for consumption per km

## Consumption per km – Details (1/4)

Assumptions			Comments			Source
<b>Consumption</b>						
<b>4x2 Tractor – 330k W</b>			<b>2023</b>	<b>2027</b>	<b>2030</b>	Assumption in line with RB OEM project experience; Adjusted based on AB member feedback, cross-checked with desk research
	Diesel	l/km	0.320	0.310	0.305	
	Diesel E-Fuels	l/km	0.320	0.310	0.305	
	FCEV 350 bar	kg/km	0.080	0.077	0.076	
	FCEV 700 bar	kg/km	0.080	0.077	0.076	
	FCEV LH2	kg/km	0.080	0.077	0.076	
	BEV	kWh/km	1.324	1.283	1.262	
Catenary	kWh/km	1.258	1.219	1.199		
<b>6x2 Rigid – 270 kW</b>			<b>2023</b>	<b>2027</b>	<b>2030</b>	
	Diesel	l/km	0.288	0.279	0.275	
	Diesel E-Fuels	l/km	0.288	0.279	0.275	
	FCEV 350 bar	kg/km	0.071	0.069	0.068	
	FCEV 700 bar	kg/km	0.071	0.069	0.068	
	FCEV LH2	kg/km	0.071	0.069	0.068	
	BEV	kWh/km	1.182	1.145	1.128	
Catenary	kWh/km	1.122	1.087	1.072		

- > Numbers for diesel are set as given (real life driving consumption, confirmed by truck operating AB members)
- > Consumption for Diesel E-fuels is assumed to be the same as for conventional Diesel trucks
- > Consumption of FCEV, BEV and Catenary is calculated based on expected energy efficiency powertrains, e.g. power at wheel of diesel trucks calculated backwards for all electric powertrains (mainly based on limited real life energy consumption data for BEV, FCEV and Catenary)
- > Catenary is assumed to be 5% more efficient than BEV due to charging losses for BEV but also taking into account additional air drag from pantograph
- > Additional uncertainty remains about the seasonal power consumption of BEV & Catenary (e.g. energy consumption for heating in winter of driver cabin but also battery system during parking at cold temperatures)

# Detailed breakdown of use case specific assumptions for consumption per km

## Consumption per km – Details (2/4)

Assumptions		Comments	Source		
<b>Consumption</b>					
<b>4x2 Rigid – 220 kW</b>					
		<b>2023</b>	<b>2027</b>	<b>2030</b>	
	Diesel	l/km	0.271	0.263	0.259
	Diesel E-Fuels	l/km	0.271	0.263	0.259
	FCEV 350 bar	kg/km	0.066	0.064	0.063
	FCEV 700 bar	kg/km	0.066	0.064	0.063
	FCEV LH2	kg/km	0.066	0.064	0.063
BEV	kWh/km	1.101	1.069	1.052	
Catenary	kWh/km	1.046	1.015	1.000	
		<ul style="list-style-type: none"> <li>&gt; Numbers for diesel are set as given (real life driving consumption, confirmed by truck operating AB members)</li> <li>&gt; Consumption for Diesel E-fuels is assumed to be the same as for conventional Diesel trucks</li> <li>&gt; Consumption of FCEV, BEV and Catenary is calculated based on expected energy efficiency powertrains, e.g. power at wheel of diesel trucks calculated backwards for all electric powertrains (mainly based on limited real life energy consumption data for BEV, FCEV and Catenary)</li> <li>&gt; Catenary is assumed to be 5% more efficient than BEV due to charging losses for BEV but also taking into account additional air drag from pantograph</li> <li>&gt; Additional uncertainty remains about the seasonal power consumption of BEV &amp; Catenary (e.g. energy consumption for heating in winter of driver cabin but also battery system during parking at cold temperatures)</li> </ul>	Assumption in line with RB OEM project experience; Adjusted based on AB member feedback, cross-checked with desk research		

# The fuel consumption figures were derived from a stepwise calculation based on drivetrain efficiency and energy consumption

## Consumption per km – Details (3/4)

		2023					2027					2030				
		Fuel consumption	Energy content	Energy consumption	Drivetrain efficiency	Energy at wheel	Fuel consumption	Energy content	Energy consumption	Drivetrain efficiency	Energy at wheel	Fuel consumption	Energy content	Energy consumption	Drivetrain efficiency	Energy at wheel
			[kWh/l] [kWh/kg]	[kWh]	[%]	[kWh]		[kWh/l] [kWh/kg]	[kWh]	[%]	[kWh]		[kWh/l] [kWh/kg]	[kWh]	[%]	[kWh]
<b>4x2 Tractor – 330 kW</b>																
Diesel	l/100 km	32.00	9.80	313.60	38%	119.17	31.00	9.80	303.80	38%	115.44	30.50	9.80	298.90	38%	113.58
FCEV	kg/100 km	7.95	33.30	264.82	45%	119.17	7.70	33.30	256.54	45%	115.44	7.58	33.30	252.40	45%	113.58
BEV	kWh/100 km			132.41					128.27					126.20		
Catenary	kWh/100 km			125.79					121.86					119.89		
<b>6x2 Rigid – 270 kW</b>																
Diesel	l/100 km	28.80	9.80	282.24	36%	101.61	27.90	9.80	273.42	36%	98.43	27.50	9.80	269.50	36%	97.02
FCEV	kg/100 km	7.10	33.30	236.29	43%	101.61	6.87	33.30	228.91	43%	98.43	6.78	33.30	225.63	43%	97.02
BEV	kWh/100 km			118.15					114.45					112.81		
Catenary	kWh/100 km			112.24					108.73					107.17		
<b>4x2 Rigid – 220 kW</b>																
Diesel	l/100 km	27.10	9.80	265.58	34%	90.30	26.30	9.80	257.74	34%	87.63	25.90	9.80	253.82	34%	86.30
FCEV	kg/100 km	6.61	33.30	220.24	41%	90.30	6.42	33.30	213.74	41%	87.63	6.32	33.30	210.48	41%	86.30
BEV	kWh/100 km			110.12					106.87					105.24		
Catenary	kWh/100 km			104.61					101.52					99.98		

■ Calculated result

# Detailed breakdown of use case specific assumptions for consumption per km for Ad-Blue

## Consumption per km – Details (4/4)

Assumptions		Comments			Source			
<b>Ad-Blue</b>		> The increase in the assumed Ad-Blue valued refers to stricter emission targets over the coming years			Assumption in line with RB OEM project experience			
<b>4x2 Tractor – 330 kW</b>								
						<b>2023</b>	<b>2027</b>	<b>2030</b>
Diesel	l/km					0.016	0.016	0.017
Diesel E-Fuels	l/km					0.016	0.016	0.017
<b>6x2 Rigid – 270 kW</b>								
						<b>2023</b>	<b>2027</b>	<b>2030</b>
Diesel	l/km					0.015	0.015	0.015
Diesel E-Fuels	l/km					0.015	0.015	0.015
<b>4x2 Rigid – 220 kW</b>								
		<b>2023</b>	<b>2027</b>	<b>2030</b>				
Diesel	l/km	0.014	0.014	0.014				
Diesel E-Fuels	l/km	0.014	0.014	0.014				

# Reduced weight of alternative powertrains as well as regulatory alternative fuels payload incentive are considered

## Use case specific payload assumptions

	4x2 Tractor – 330 kW			6x2 Rigid – 270 kW			4x2 Rigid – 220 kW			
<b>Payload</b>										
Maximum payload	t	27.0			14.5			10.5		
Avg. loading factor	%	90			80			70		
Share of empty runs	%	25			25			25		
<b>Weight adaption w/o battery</b>										
		2023	2027	2030	2023	2027	2030	2023	2027	2030
Diesel	t	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Diesel E-Fuels	t	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FCEV 350 bar	t	-1.90	-1.93	-1.95	-1.76	-1.78	-1.79	-1.71	-1.72	-1.72
FCEV 700 bar	t	-1.53	-1.58	-1.60	-1.53	-1.56	-1.57	-1.58	-1.59	-1.60
FCEV LH2	t	-2.49	-2.51	-2.52	-2.12	-2.13	-2.13	-1.92	-1.92	-1.93
BEV	t	-3.30	-3.30	-3.30	-2.66	-2.66	-2.66	-2.25	-2.25	-2.25
Catenary	t	-3.20	-3.20	-3.20	-2.56	-2.56	-2.56	-2.15	-2.15	-2.15

- > Reduced weight of powertrain specific components is reflected, based on Tesla 3, Toyota Mirai and other benchmarks
- > Weight of batteries is dynamically included in the calculation
- > EU Weights and Dimension regulation is considered with additional + 1t GVW for alternatively fuelled vehicles following Directive (EU) 2015/719; assumption can be modified to reflect Regulation (EU) 2019/1242 with + 2t GVW for ZEV



# Detailed breakdown of use case specific assumptions for payload

## Use case specific payload assumptions – Details (1/3)

Assumptions	Comments	Source
<p><b>Payload</b></p> <p><b>4x2 Tractor – 330 kW</b></p> <hr/> <p>Maximum payload t 27.0</p> <p>Avg. loading factor % 90</p> <p>Share of empty runs % 25</p> <p><b>6x2 Rigid – 270 kW</b></p> <hr/> <p>Maximum payload t 14.5</p> <p>Avg. loading factor % 80</p> <p>Share of empty runs % 25</p> <p><b>4x2 Rigid – 220 kW</b></p> <hr/> <p>Maximum payload t 10.5</p> <p>Avg. loading factor % 70</p> <p>Share of empty runs % 25</p>	<ul style="list-style-type: none"> <li>&gt; Maximum payload refers to truck-specific numbers</li> <li>&gt; Average loading factors differ to reflect real-life utilisation patterns                             <ul style="list-style-type: none"> <li>– Use case I (4x2 Tractor – 330 kW) – 90%</li> <li>– Use case III (6x2 Rigid – 270 kW) – 80%</li> <li>– Use case III (4x2 Rigid – 220 kW) – 70%</li> </ul> </li> <li>&gt; Share of empty runs is based on Eurostat figures (not use case specific)</li> </ul>	<p>Lastauto Omnibus 2018; Eurostat; Desk research; Assumption in line with RB OEM project experience, Advisory Board feedback</p>

# Payloads are calculated for each technology based on base case assumptions

## Use case I – Payloads based on first base case assumptions

	Diesel	Diesel E-Fuels	FCEV 350 bar	FCEV 700 bar	FCEV LH2	BEV	Catenary
<b>Base: Assumed payload of Diesel Truck</b>	27.0 t	27.0 t	27.0 t	27.0 t	27.0 t	27.0 t	27.0 t
Payload gain from reduced weight of new PT components	0.0 t	0.0 t	0.9 t	0.5 t	1.5 t	2.3 t	2.2 t
Payload gain due to regulation <sup>1</sup>	0.0 t	0.0 t	1.0 t	1.0 t	1.0 t	1.0 t	1.0 t
Payload loss due to small battery	0.0 t	0.0 t	-0.7 t	-0.7 t	-0.7 t	0.0 t	-0.7 t
Payload loss due to large battery	0.0 t	0.0 t	0.0 t	0.0 t	0.0 t	-7.0 t	0.0 t
<b>Gross Payload</b>	27.0 t	27.0 t	28.2 t	27.8 t	28.8 t	23.3 t	29.5 t
Avg. loading factor if truck is not empty [80%]	21.6 t	21.6 t	22.5 t	22.2 t	23.0 t	18.6 t	23.6 t
Share of empty runs [25%]	16.2 t	16.2 t	16.9 t	16.7 t	17.3 t	14.0 t	17.7 t
<b>Net Payload</b>	16.2 t	16.2 t	16.9 t	16.7 t	17.3 t	14.0 t	17.7 t
	no changes	no changes					

1) Assumed is + 1 tonne GVW for alternatively fuelled vehicles following Directive (EU) 2015/719. This assumption can be modified to reflect Regulation (EU) 2019/1242 with + 2 tonnes GVW for zero-emission vehicles.

# Payloads are calculated for each technology based on base case assumptions

## Use case II – Payloads based on first base case assumptions

	Diesel	Diesel E-Fuels	FCEV 350 bar	FCEV 700 bar	FCEV LH2	BEV	Catenary
<b>Base: Assumed payload of Diesel Truck</b>	14.5 t	14.5 t	14.5 t	14.5 t	14.5 t	14.5 t	14.5 t
Payload gain from reduced weight of new PT components	0.0 t	0.0 t	0.8 t	0.5 t	1.1 t	1.7 t	1.6 t
Payload gain due to regulation <sup>1</sup>	0.0 t	0.0 t	1.0 t	1.0 t	1.0 t	1.0 t	1.0 t
Payload loss due to small battery	0.0 t	0.0 t	-0.6 t	-0.6 t	-0.6 t	0.0 t	-0.6 t
Payload loss due to large battery	0.0 t	0.0 t	0.0 t	0.0 t	0.0 t	-4.3 t	0.0 t
<b>Gross Payload</b>	14.5 t	14.5 t	15.6 t	15.4 t	16.0 t	12.9 t	16.4 t
Avg. loading factor if truck is not empty [80%]	11.6 t	11.6 t	12.5 t	12.3 t	12.8 t	10.3 t	13.1 t
Share of empty runs [25%]	8.7 t	8.7 t	9.4 t	9.2 t	9.6 t	7.7 t	9.8 t
<b>Net Payload</b>	8.7 t	8.7 t	9.4 t	9.2 t	9.6 t	7.7 t	9.8 t
	no changes	no changes					

1) Assumed is + 1 tonne GVW for alternatively fuelled vehicles following Directive (EU) 2015/719. This assumption can be modified to reflect Regulation (EU) 2019/1242 with + 2 tonnes GVW for zero-emission vehicles.

# Payloads are calculated for each technology based on base case assumptions

## Use case III – Payloads based on first base case assumptions

	Diesel	Diesel E-Fuels	FCEV 350 bar	FCEV 700 bar	FCEV LH2	BEV	Catenary
<b>Base: Assumed payload of Diesel Truck</b>	10.5 t	10.5 t	10.5 t	10.5 t	10.5 t	10.5 t	10.5 t
Payload gain from reduced weight of new PT components	0.0 t	0.0 t	0.7 t	0.6 t	0.9 t	1.3 t	1.2 t
Payload gain due to regulation <sup>1</sup>	0.0 t	0.0 t	1.0 t	1.0 t	1.0 t	1.0 t	1.0 t
Payload loss due to small battery	0.0 t	0.0 t	-0.6 t	-0.6 t	-0.6 t	0.0 t	-0.6 t
Payload loss due to large battery	0.0 t	0.0 t	0.0 t	0.0 t	0.0 t	-2.5 t	0.0 t
<b>Gross Payload</b>	10.5 t	10.5 t	11.6 t	11.5 t	11.8 t	10.2 t	12.0 t
Avg. loading factor if truck is not empty [80%]	8.4 t	8.4 t	9.3 t	9.2 t	9.5 t	8.2 t	9.6 t
Share of empty runs [25%]	6.3 t	6.3 t	7.0 t	6.9 t	7.1 t	6.1 t	7.2 t
<b>Net Payload</b>	6.3 t	6.3 t	7.0 t	6.9 t	7.1 t	6.1 t	7.2 t
	no changes	no changes					

1) Assumed is + 1 tonne GVW for alternatively fuelled vehicles following Directive (EU) 2015/719. This assumption can be modified to reflect Regulation (EU) 2019/1242 with + 2 tonnes GVW for zero-emission vehicles.

# Detailed breakdown of use case specific payload assumptions for weight adaption without battery

## Use case specific payload assumptions – Details (2/3)

Assumptions			Comments			Source
<b>Weight adaption w/o battery</b>						
<b>4x2 Tractor – 330 kW</b>			<b>2023</b>	<b>2027</b>	<b>2030</b>	Lastauto Omnibus 2018; Desk research; Assumption in line with RB OEM project experience
	Diesel	t	0.00	0.00	0.00	
	Diesel E-Fuels	t	0.00	0.00	0.00	
	FCEV 350 bar	t	-1.90	-1.93	-1.95	
	FCEV 700 bar	t	-1.53	-1.58	-1.60	
	FCEV LH2	t	-2.49	-2.51	-2.52	
	BEV	t	-3.30	-3.30	-3.30	
Catenary	t	-3.20	-3.20	-3.20		
<b>6x2 Rigid – 270 kW</b>			<b>2023</b>	<b>2027</b>	<b>2030</b>	
	Diesel	t	0.00	0.00	0.00	
	Diesel E-Fuels	t	0.00	0.00	0.00	
	FCEV 350 bar	t	-1.76	-1.78	-1.79	
	FCEV 700 bar	t	-1.53	-1.56	-1.57	
	FCEV LH2	t	-2.12	-2.13	-2.13	
	BEV	t	-2.66	-2.66	-2.66	
Catenary	t	-2.56	-2.56	-2.56		
			> The weight of batteries is dynamically included in the calculation based on daily mileage and a buffer			
			> EU Weights and Dimension regulation is considered with an additional one tonne GVW incentive for alternatively fueled vehicles			
			> The considered hydrogen tank weight is assumed at:			
			– 350 bar: 15 kg/kg H <sub>2</sub>			
			– 700 bar: 20 kg/kg H <sub>2</sub>			
			– LH <sub>2</sub> : 7 kg/kg H <sub>2</sub>			
			> A payload reduction of BEV is reflected dynamically through the calculated battery weight (based on weight/kWh and size, changing according to daily mileage of the use case in the TCO model)			
			> Payload for catenary trucks is assumed to be 0.1 tonne higher compared to BEV due to the pantograph equipment (before considering the weight of the large battery, which is a separate and variable parameter in the TCO model)			

# Detailed breakdown of use case specific payload assumptions for weight adaption without battery

## Use case specific payload assumptions – Details (3/3)

Assumptions					Comments	Source
<b>Weight adaption w/o battery</b>						
		<b>2023</b>	<b>2027</b>	<b>2030</b>		
<b>4x2 Rigid – 220 kW</b>	Diesel	t	0.00	0.00	0.00	Lastauto Omnibus 2018; Desk research; Assumption in line with RB OEM project experience
	Diesel E-Fuels	t	0.00	0.00	0.00	
	FCEV 350 bar	t	-1.71	-1.72	-1.72	
	FCEV 700 bar	t	-1.58	-1.59	-1.60	
	FCEV LH2	t	-1.92	-1.92	-1.93	
	BEV	t	-2.25	-2.25	-2.25	
	Catenary	t	-2.15	-2.15	-2.15	
					<ul style="list-style-type: none"> <li>&gt; The weight of batteries is dynamically included in the calculation based on daily mileage and a buffer</li> <li>&gt; EU Weights and Dimension regulation is considered with an additional one tonne GVW incentive for alternatively fueled vehicles</li> <li>&gt; The considered hydrogen tank weight is assumed at:                             <ul style="list-style-type: none"> <li>– 350 bar: 15 kg/kg H<sub>2</sub></li> <li>– 700 bar: 20 kg/kg H<sub>2</sub></li> <li>– LH<sub>2</sub>: 7 kg/kg H<sub>2</sub></li> </ul> </li> <li>&gt; A payload reduction of BEV is reflected dynamically through the calculated battery weight (based on weight/kWh and size, changing according to daily mileage of the use case in the TCO model)</li> <li>&gt; Payload for catenary trucks is assumed to be 0.1 tonne higher compared to BEV due to the pantograph equipment (before considering the weight of the large battery, which is a separate and variable parameter in the TCO model)</li> </ul>	

# Energy costs are a major component of TCO – H<sub>2</sub> cost assumptions have been adjusted based on Advisory Board Member feedback

## Energy/Fuel cost and emission assumptions

Fuel/Energy cost <sup>1</sup>		2023	2027	2030
Diesel	EUR/l	1.26	1.37	1.37
Diesel E-Fuels	EUR/l	3.18	2.65	2.17
FCEV 350 bar	EUR/kg	6.90	5.40	4.50
FCEV 700 bar	EUR/kg	7.30	5.74	4.80
FCEV LH2	EUR/kg	7.70	5.88	4.80
BEV	EUR/kWh	0.30	0.24	0.20
Catenary	EUR/kWh	0.51	0.50	0.50

Ad-Blue cost		2023	2027	2030
Cost of Ad-Blue	EUR/l	0.25	0.25	0.25

CO <sub>2</sub> emissions		WtW	WtT	TtW
Diesel	gCO <sub>2</sub> e/l	3,240	570	2,670
Diesel E-Fuels	gCO <sub>2</sub> e/l	-	-	-
FCEV 350 bar	gCO <sub>2</sub> e/kg	-	-	-
FCEV 700 bar	gCO <sub>2</sub> e/kg	-	-	-
FCEV LH2	gCO <sub>2</sub> e/kg	-	-	-
BEV	gCO <sub>2</sub> e/kWh	-	-	-
Catenary	gCO <sub>2</sub> e/kWh	-	-	-

- > Cost of energy includes infrastructure surcharges and taxes
- > TCO model allows to differentiate between energy cost, taxes and infrastructure surcharges to reflect case specific circumstances
- > Diesel and Diesel E-Fuels including taxation at the pump
- > BEV charging electricity based on base electricity price, grid fees, tariffs and surcharges for fast charging infrastructure – Prices ultimately depend on the utilisation
- > Catenary charging includes utilisation charges for catenary infrastructure (e.g. substation, grid connection, catenary wires)

1) Fuel and energy costs also include additional infrastructure surcharges.



# Detailed breakdown of assumptions for energy and fuel costs and emissions

## Energy/Fuel cost and emission assumptions – Details (1/2)

Assumptions					Comments	Source
Fuel/Energy cost		2023	2027	2030		
Diesel	EUR/l	1.26	1.37	1.37	<ul style="list-style-type: none"> <li>&gt; Cost of energy includes infrastructure surcharges and taxes where applicable                             <ul style="list-style-type: none"> <li>– Diesel and Diesel E-Fuels include taxation at the pump</li> <li>– Catenary charging includes utilisation charges for infrastructure</li> </ul> </li> <li>&gt; BEV charging electricity based on base electricity price, grid fees, tariffs and surcharges for fast charging infrastructure</li> <li>&gt; BEV electricity costs depend on infrastructure costs assumed at EUR 1.2 million per charging station unit (10 charging points) in 2023 and niche scenario and additional EUR 0.35 million other costs (e.g. set-up, maintenance)</li> <li>&gt; Catenary electricity costs depend on infrastructure costs assumed at 0.8 million EUR/km (incl. substations every 100 km, grid connection, catenary grid)</li> <li>&gt; Hydrogen cost calculated with separate supply chains and large scale production from electrolysis</li> </ul>	Desk research, assumption in line with RB OEM project experience, RB H2 cost model
Diesel E-Fuels	EUR/l	3.18	2.65	2.17		
FCEV 350 bar	EUR/kg	6.90	5.40	4.50		
FCEV 700 bar	EUR/kg	7.30	5.74	4.80		
FCEV LH2	EUR/kg	7.70	5.88	4.80		
BEV	EUR/kWh	0.30	0.24	0.20		
Catenary	EUR/kWh	0.51	0.50	0.50		

# Detailed breakdown of assumptions for energy and fuel costs and emissions

## Energy/Fuel cost and emission assumptions – Details (2/2)

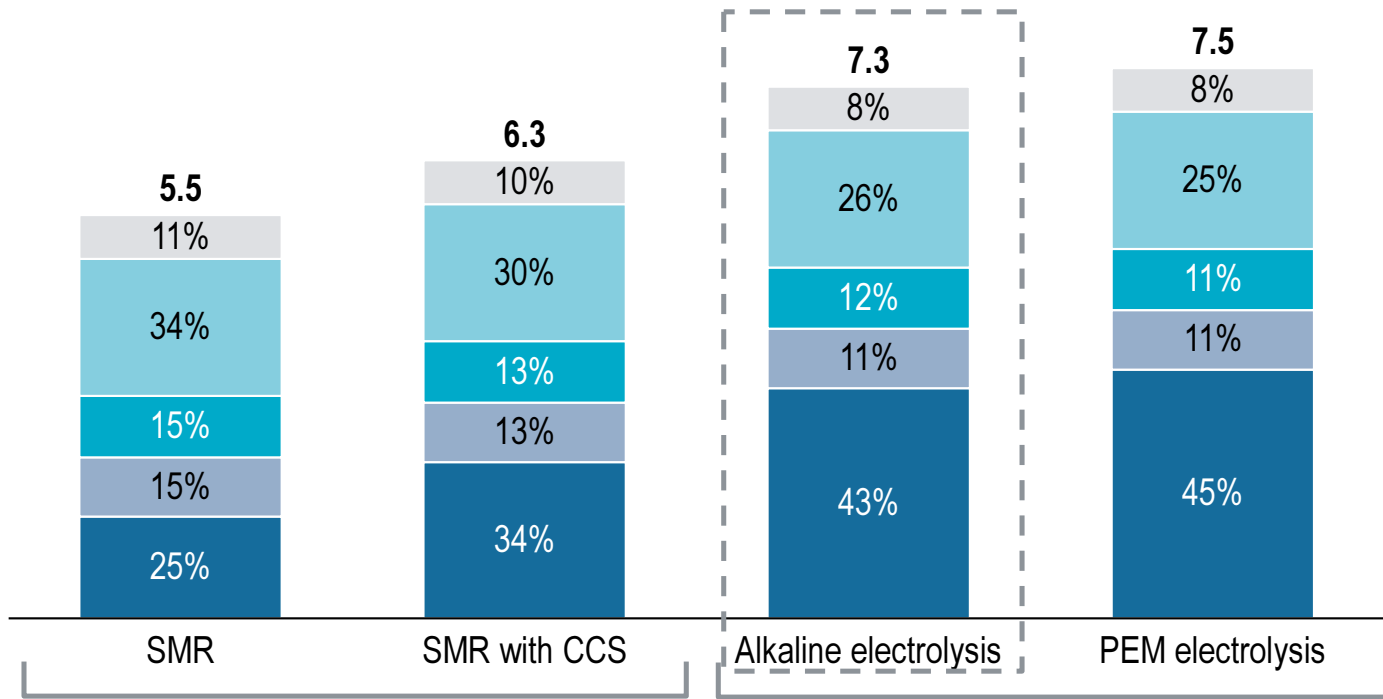
Assumptions		Comments			Source
<b>Ad-Blue cost</b>		<b>2023</b>	<b>2027</b>	<b>2030</b>	Assumption in line with RB OEM project experience
Cost of Ad-Blue	EUR/l	0.25	0.25	0.25	
<b>CO<sub>2</sub> emissions</b>		<b>WtW</b>	<b>WtT</b>	<b>TtW</b>	Concawe; DSLV; Desk research; assumption in line with RB OEM project experience
Diesel	gCO <sub>2</sub> e/l	3,240	570	2,670	
Diesel E-Fuels	gCO <sub>2</sub> e/l	-	-	-	
FCEV 350 bar	gCO <sub>2</sub> e/kg	-	-	-	
FCEV 700 bar	gCO <sub>2</sub> e/kg	-	-	-	
FCEV LH2	gCO <sub>2</sub> e/kg	-	-	-	
BEV	gCO <sub>2</sub> e/kWh	-	-	-	
Catenary	gCO <sub>2</sub> e/kWh	-	-	-	

- > Diesel CO<sub>2</sub> emissions based on data triangulation from different sources and calculated in carbon dioxide equivalents
- > Alternative powertrains are assumed to have zero emissions

# Dispensed H<sub>2</sub> cost estimates – Production of green H<sub>2</sub> assumed based on renewable energy sources via Guarantees of Origin

Example for 2023 @ 700 bar refuelling [EUR/kg]

Input variables not exhaustive



- Margin & contingency
- Refuelling
- Transport
- Conditioning
- Production

**Margin & contingency**

> Estimate

**Refuelling**

- > Capacity: 1.2 tonnes/day
- > CAPEX: EUR 3.5 m
- > OPEX: 3% of CAPEX

**Transport:**

- > Capacity: 1.1 tonnes/day @500 bar
- > Distance: 150 km one-way
- > CAPEX: EUR 1.1 m
- > OPEX: 3% of CAPEX

**Conditioning (trailer filling)**

- > Capacity: 8.8 tonnes/day
- > CAPEX: EUR 10.0 m
- > OPEX: 3% of CAPEX

Production

- > H<sub>2</sub> Capacity: 100,000 Nm<sup>3</sup>/h or ~ 205 tonnes/day
- > Natural gas: ~ 0.025 EUR/kWh
- > Utilisation: 8,500 hours p.a.
- > CAPEX: EUR 130 m
- > OPEX: 3% of CAPEX

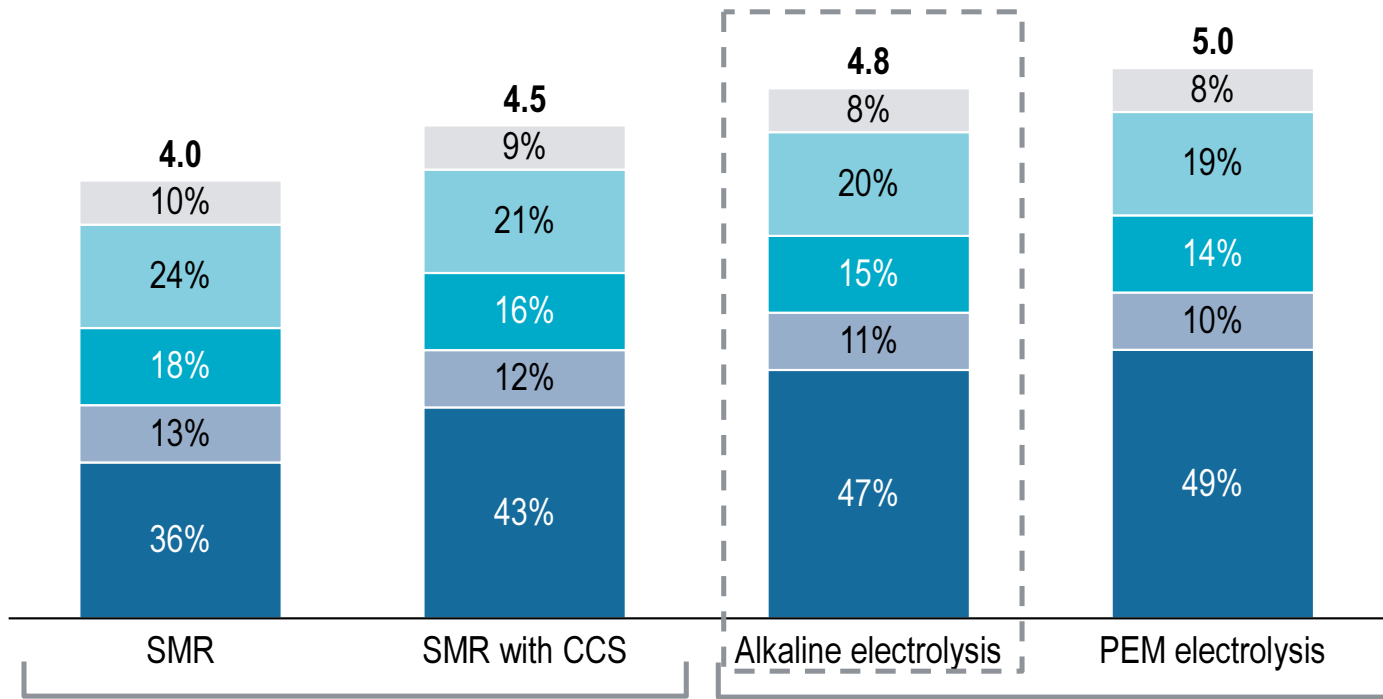
- > H<sub>2</sub> Capacity: 22,000 Nm<sup>3</sup>/h or ~ 45 tonnes/day (max)
- > Electricity: 50 EUR/MWh (incl. GoO)
- > Utilisation: 7,500 hours p.a.
- > CAPEX: EUR 70 m (alkaline), EUR 85 m (PEM)
- > OPEX: 3% of CAPEX

Used for TCO modelling

# Dispensed H<sub>2</sub> cost estimates – Production of green H<sub>2</sub> assumed based on renewable energy sources via Guarantees of Origin

Example for 2030 @ 700 bar refuelling [EUR/kg]

Input variables not exhaustive



- Margin & contingency
- Refuelling
- Transport
- Conditioning
- Production

**Margin & contingency**

> Estimate

**Refuelling**

- > Capacity: 6.0 tonnes/day
- > CAPEX: EUR 6.5 m
- > OPEX: 3% of CAPEX

**Transport:**

- > Capacity: 1.1 tonnes/day @500 bar
- > Distance: 150 km one-way
- > CAPEX: EUR 0.75 m
- > OPEX: 3% of CAPEX

**Conditioning (trailer filling)**

- > Capacity: 8.8 tonnes/day
- > CAPEX: EUR 3.5 m
- > OPEX: 3% of CAPEX

Production

- > H<sub>2</sub> Capacity: 100,000 Nm<sup>3</sup>/h or ~ 205 tonnes/day
- > Natural gas: ~ 0.025 EUR/kWh
- > Utilisation: 8,500 hours p.a.
- > CAPEX: EUR 130 m
- > OPEX: 3% of CAPEX

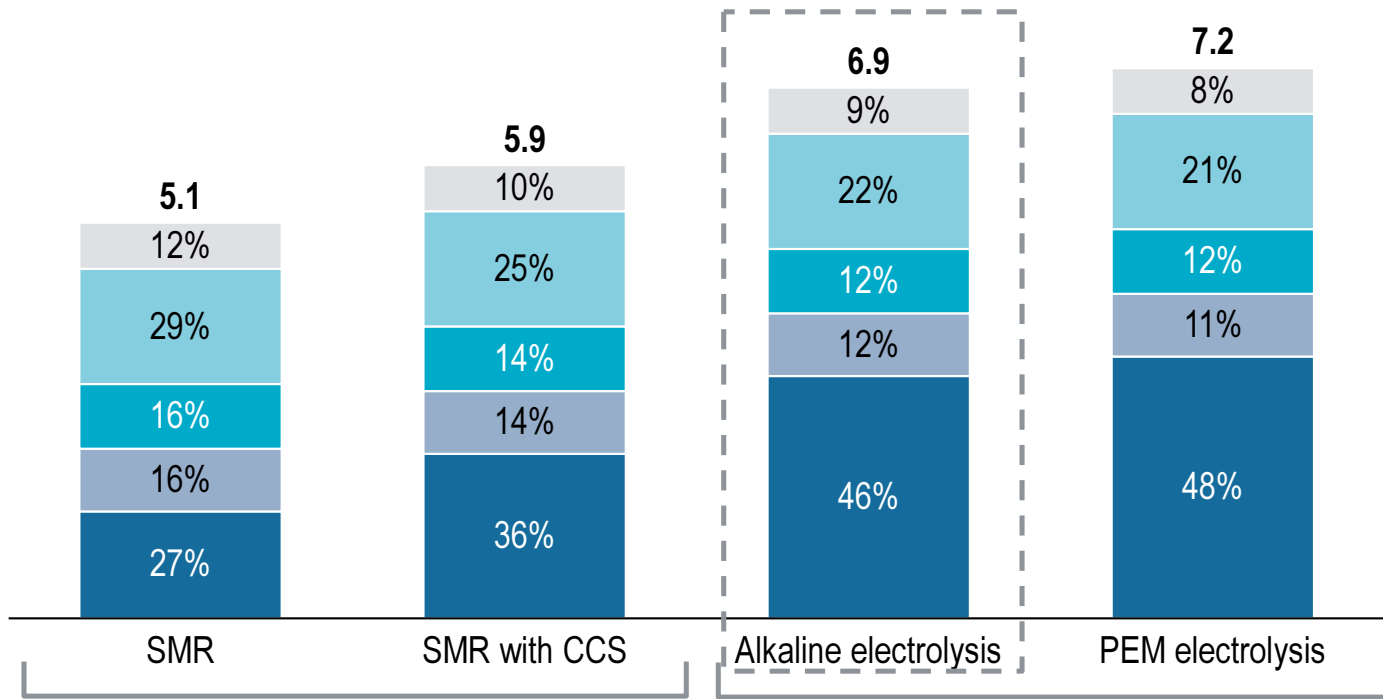
- > H<sub>2</sub> Capacity: 22,000 Nm<sup>3</sup>/h or ~ 45 tonnes/day (max)
- > Electricity: 35 EUR/MWh (incl. GoO)
- > Utilisation: 7,500 hours p.a.
- > CAPEX: EUR 50 m (alkaline), EUR 65 m (PEM)
- > OPEX: 3% of CAPEX

Used for TCO modelling

# Dispensed H<sub>2</sub> cost estimates – Production of green H<sub>2</sub> assumed based on renewable energy sources via Guarantees of Origin

For 2023 @ 350 bar refuelling [EUR/kg]

**Input variables not exhaustive**



- Margin & contingency
- Refuelling
- Transport
- Conditioning
- Production

**Margin & contingency**

> Estimate

**Refuelling**

- > Capacity: 1.2 tonnes/day
- > CAPEX: EUR 3.0 m
- > OPEX: 3% of CAPEX

**Transport:**

- > Capacity: 1.1 tonnes/day @500 bar
- > Distance: 150 km one-way
- > CAPEX: EUR 1.1 m
- > OPEX: 3% of CAPEX

**Conditioning (trailer filling)**

- > Capacity: 8.8 tonnes/day
- > CAPEX: EUR 10.0 m
- > OPEX: 3% of CAPEX

**Production**

- > H<sub>2</sub> Capacity: 100,000 Nm<sup>3</sup>/h or ~ 205 tonnes/day
- > Natural gas: ~ 0.025 EUR/kWh
- > Utilisation: 8,500 hours p.a.
- > CAPEX: EUR 130 m
- > OPEX: 3% of CAPEX

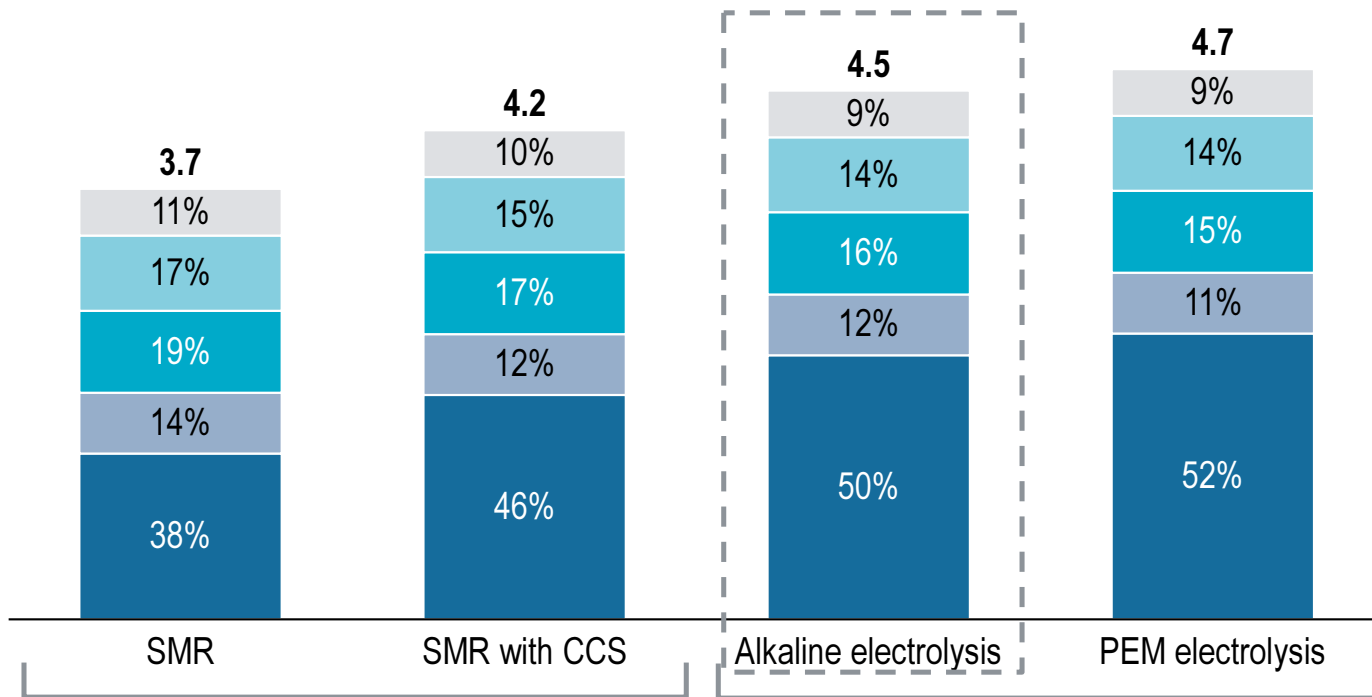
- > H<sub>2</sub> Capacity: 22,000 Nm<sup>3</sup>/h or ~ 45 tonnes/day (max)
- > Electricity: 50 EUR/MWh (incl. GoO)
- > Utilisation: 7,500 hours p.a.
- > CAPEX: EUR 70 m (alkaline), EUR 85 m (PEM)
- > OPEX: 3% of CAPEX

Used for TCO modelling

# Dispensed H<sub>2</sub> cost estimates – Production of green H<sub>2</sub> assumed based on renewable energy sources via Guarantees of Origin

For 2030 @ 350 bar refuelling [EUR/kg]

**Input variables not exhaustive**



- Margin & contingency
- Refuelling
- Transport
- Conditioning
- Production

**Margin & contingency**

> Estimate

**Refuelling**

- > Capacity: 6.0 tonnes/day
- > CAPEX: EUR 5.0 m
- > OPEX: 3% of CAPEX

**Transport:**

- > Capacity: 1.1 tonnes/day @500 bar
- > Distance: 150 km one-way
- > CAPEX: EUR 0.75 m
- > OPEX: 3% of CAPEX

**Conditioning (trailer filling)**

- > Capacity: 8.8 tonnes/day
- > CAPEX: EUR 3.5 m
- > OPEX: 3% of CAPEX

**Production**

- > H<sub>2</sub> Capacity: 100,000 Nm<sup>3</sup>/h or ~ 205 tonnes/day
- > Natural gas: ~ 0.025 EUR/kWh
- > Utilisation: 8,500 hours p.a.
- > CAPEX: EUR 130 m
- > OPEX: 3% of CAPEX

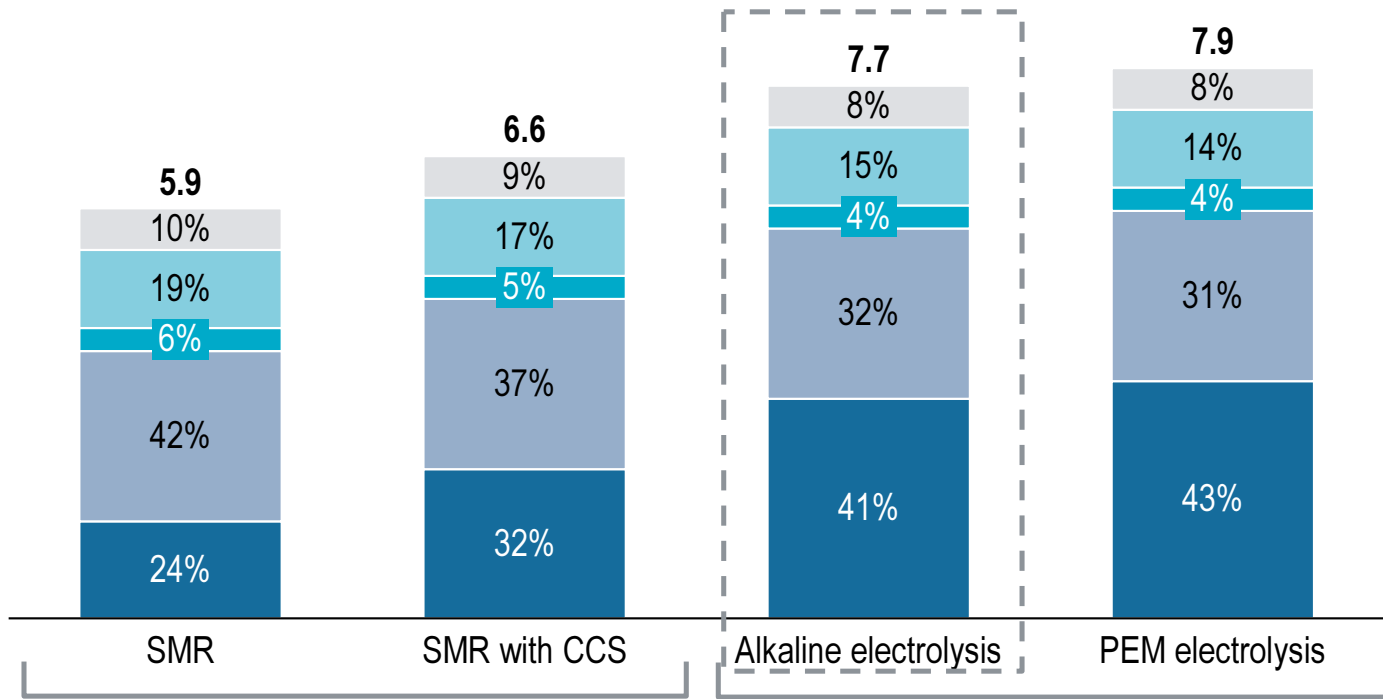
- > H<sub>2</sub> Capacity: 22,000 Nm<sup>3</sup>/h or ~ 45 tonnes/day (max)
- > Electricity: 35 EUR/MWh (incl. GoO)
- > Utilisation: 7,500 hours p.a.
- > CAPEX: EUR 50 m (alkaline), EUR 65 m (PEM)
- > OPEX: 3% of CAPEX

Used for TCO modelling

# Dispensed H<sub>2</sub> cost estimates – Production of green H<sub>2</sub> assumed based on renewable energy sources via Guarantees of Origin

For 2023 @ LH<sub>2</sub> refuelling [EUR/kg]

**Input variables not exhaustive**



- Margin & contingency
- Refuelling
- Transport
- Conditioning
- Production

**Margin & contingency**

> Estimate

**Refuelling**

- > Capacity: 1.2 tonnes/day
- > CAPEX: EUR 2.5 m
- > OPEX: 3% of CAPEX

**Transport:**

- > Capacity: 3.5 tonnes/day LH<sub>2</sub>
- > Distance: 150 km one-way
- > CAPEX: EUR 1.1 m
- > OPEX: 3% of CAPEX

**Conditioning (LH<sub>2</sub> plant)**

- > Capacity: 5.0 tonnes/day
- > CAPEX: EUR 30.0 m
- > OPEX: 3% of CAPEX
- > Energy cons.: 13 kWh/kg

- Production**
- > H<sub>2</sub> Capacity: 100,000 Nm<sup>3</sup>/h or ~ 205 tonnes/day
  - > Natural gas: ~ 0.025 EUR/kWh
  - > Utilisation: 8,500 hours p.a.
  - > CAPEX: EUR 130 m
  - > OPEX: 3% of CAPEX

- > H<sub>2</sub> Capacity: 22,000 Nm<sup>3</sup>/h or ~ 45 tonnes/day (max)
- > Electricity: 50 EUR/MWh (incl. GoO)
- > Utilisation: 7,500 hours p.a.
- > CAPEX: EUR 70 m (alkaline), EUR 85 m (PEM)
- > OPEX: 3% of CAPEX

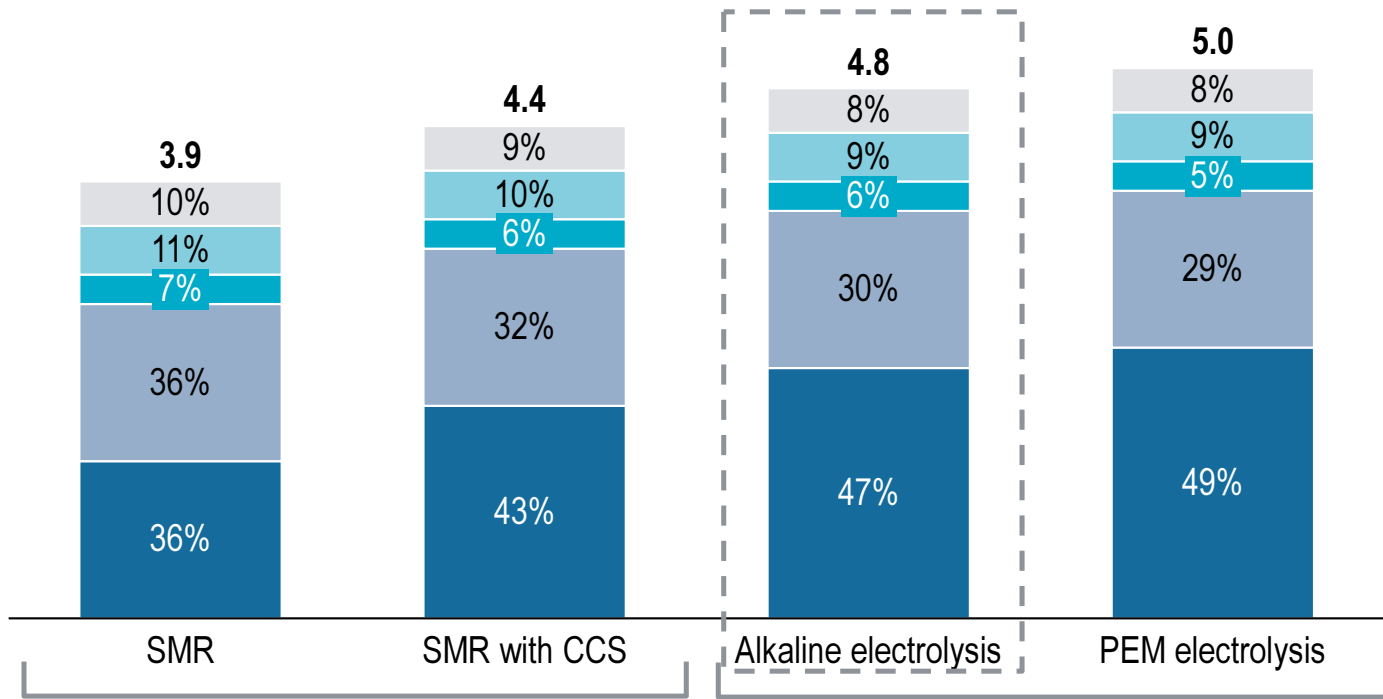
Used for TCO modelling



# Dispensed H<sub>2</sub> cost estimates – Production of green H<sub>2</sub> assumed based on renewable energy sources via Guarantees of Origin

For 2030 @ LH<sub>2</sub> refuelling [EUR/kg]

**Input variables not exhaustive**



- Margin & contingency
  - Refuelling
  - Transport
  - Conditioning
  - Production
- Margin & contingency**
- > Estimate
- Refuelling**
- > Capacity: 6.0 tonnes/day
  - > CAPEX: EUR 4.0 m
  - > OPEX: 3% of CAPEX
- Transport:**
- > Capacity: 3.5 tonnes/day LH<sub>2</sub>
  - > Distance: 150 km one-way
  - > CAPEX: EUR 0.75 m
  - > OPEX: 3% of CAPEX
- Conditioning (LH<sub>2</sub> plant)**
- > Capacity: 35.0 tonnes/day
  - > CAPEX: EUR 120.0 m
  - > OPEX: 3% of CAPEX
  - > Energy cons.: 11 kWh/kg

- Production**
- > H<sub>2</sub> Capacity: 100,000 Nm<sup>3</sup>/h or ~ 205 tonnes/day
  - > Natural gas: ~ 0.025 EUR/kWh
  - > Utilisation: 8,500 hours p.a.
  - > CAPEX: EUR 130 m
  - > OPEX: 3% of CAPEX

- > H<sub>2</sub> Capacity: 22,000 Nm<sup>3</sup>/h or ~ 45 tonnes/day (max)
- > Electricity: 35 EUR/MWh (incl. GoO)
- > Utilisation: 7,500 hours p.a.
- > CAPEX: EUR 50 m (alkaline), EUR 65 m (PEM)
- > OPEX: 3% of CAPEX

Used for TCO modelling

Roland  
Berger

THINK:ACT

