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ELECTROLYSIS, HYDROGEN RETAIL STATIONS, TRUCKS: SHELL AND PARTNERS ARE DRIVING AN INTEGRATED HYDROGEN ECONOMY IN THE TRANSPORT SECTOR

Curtain up: the three companies sponsoring "Next Mobility Accelerator" namely Shell Deutschland GmbH (Hamburg), MaierKorduletsch Gruppe, and Paul Nutzfahrzeuge (both from Vilshofen), introduce the first medium-duty fuel cell truck at the ITS World Congress in Hamburg and in doing so, hope to contribute another building block to the development of the hydrogen economy and transport sector decarbonisation.

"Road freight traffic could triple by 2050. At the same time, Germany has so far fallen short of its own targets for reducing greenhouse gas emissions. In addition, nitrogen oxide and other pollutant limits are exceeded in many cities and regions. It is therefore important to reduce CO₂ emissions and improve air quality, which can be done through new low-carbon fuels, as well as improved fuel efficiency," says Fabian Ziegler, Shell Country Chair, Germany.

In addition to low-carbon diesel with an increased biogenic share, The Royal Dutch Shell Group of Companies are also directly focusing on bio-LNG for heavy-duty transport, as well as battery electric charging solutions and green hydrogen for various applications in road freight transport. Shell is working closely with industry partners to break the "chicken-and-egg problem" to match demand with supply.

Paul Nutzfahrzeuge is building the newly introduced fuel cell truck with key components from Mercedes-Benz Special Trucks, ZF and Toyota, and ensures truck service and maintenance. MaierKorduletsch will be building the first hydrogen retail station for the first trucks. Shell plans the supply of green hydrogen and is developing an integrated mobility platform which includes a vehicle offer on a pay-per-km basis. Together with other stakeholders and subject to grant funding support and a final investment decision, Shell, together with other members of the Royal

Dutch Shell Group of Companies, plans to offer its customers up to 2,500 fuel cell trucks with up to 50 hydrogen filling stations by 2025, to activate the hydrogen market in Europe.

The basis of the new zero-emission vehicle is a so called glider – a chassis and driver cabin from Mercedes-Benz Atego, equipped by Paul Nutzfahrzeuge with a central drive from ZF and a fuel cell from Toyota. The 15t truck (24t including trailer) with a hydrogen storage capacity of 30 kg can represent a range of up to 500 km and be fully refueled within only 10 to 15 minutes. The first 25 prototypes are to be tested by selected customers as early as next year. Mass production is scheduled to start in 2023.



Source: Next Mobility Accelerator Konsortium

Notes to Editors

- The Royal Dutch Shell Group of Companies are also considering solutions for long-haul heavy-duty road transport and has entered into collaborations, such as the H2Accelerate (H2A) consortium. The aim of H2A, comprising of Shell New Energies NL B.V., Daimler Truck AG, IVECO, Linde, OMV, TotalEnergies, and the Volvo Group, is to collaborate in relation to facilitating hydrogen-powered trucks achieving a breakthrough in Europe.

Industry-wide investments in the 2020s are expected to support the large-scale rollout of fuel cell-powered heavy-duty trucks.

- As part of this initiative, Shell (Shell New Energies NL B.V.) and Daimler Truck AG recently announced that members of the Royal Dutch Shell Group of Companies intend to launch a hydrogen filling station network for heavy-duty trucks between the planned green hydrogen production sites in Rotterdam, Cologne and Hamburg as of 2024. Daimler Truck AG plans to hand over the first heavy-duty hydrogen trucks to customers from 2025. The parties each individually envisage the continuous expansion of the hydrogen infrastructure in this corridor so that 150 hydrogen filling stations and around 5,000 heavy fuel cell trucks of the Mercedes-Benz brand can enter into operation from 2030, with the comfort of knowing that the required refueling infrastructure will be available.

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