

To:

Cc:

Subject:

Meeting between Mr Hololei and [REDACTED]
Hydrogen Europe. 1st December 2017 from 5 p.m. to 6 p.m

Meeting between Mr Hololei and [REDACTED] Hydrogen Europe.

[REDACTED] congratulated Mr Hololei for the 2nd Mobility Package whose initiatives will be real drivers to promote low and zero emission vehicles. In particular, he mentioned that the revision of the Clean Vehicle Directive will be a key driver to promote Hydrogen & fuel cell (HFC) vehicles in public fleets.

[REDACTED] also mentioned the "Action Plan on Alternative Fuels Infrastructures" whose appropriate implementation and follow-up are essential to remove the lack of refuelling/recharging infrastructures in the EU, which is the main barrier to the market uptake of alternatively fuelled vehicles, and HFC vehicles in particular. In this respect, he proposed that the Commission should carry out an annual assessment of the implementation of the goals and objectives defined by the MS in their National Policy Frameworks (NPFs) submitted under Art 3 of the AFI Directive.

[REDACTED] would like Hydrogen for Europe to participate in the National Road Shows to be held in the framework of the implementation of the "Action Plan on Alternative Fuels Infrastructure". Mr Hololei agreed with the idea to invite the main stakeholders in the sector to the "National Road Shows".

[REDACTED] suggested the set-up of a forum/platform of discussion with the Commission (DG MOVE, DG REGIO, and INEA) and EIB, to assess the synergies among the different financial tools (CEF programme, ERDF, ESF and EIB loans) in order to combine these financial instrument for the funding of large scale hydrogen projects for transport. Mr Hololei agreed to create this forum/platform with the above mentioned actors.

[REDACTED] expressed his concerns regarding the delay of Europe compared to California, China, Japan and Korea in the manufacturing and use of HFC vehicles. He also mentioned that California has implemented a "Low Emission Mandate" that is promoting significantly the market of HFC passenger cars. HFC busses are being introduced in Korea, Japan and China. In this latter country HFC busses are being manufactured at costs not significantly higher than diesel buses.

[REDACTED] underlined that European companies are now supplying components for HFC vehicles and Hydrogen filling stations in the above-mentioned countries. However, although Europe remains leader in the manufacturing of Hydrogen filling stations and components, as regards the market of HFC vehicles the lack of involvement of OEM in Europe could create in the future a serious problem in the competitiveness of the EU vehicles industry.

[REDACTED] also introduced the project “Power-to-Gas: Audi e-gas plant in Werlte (Northern Germany)” carried out by Audi. Power-to-gas technologies can produce renewable methane, via electrolysis and subsequent methanation, which can be used (pure or blended) in CNG vehicles, and renewable diesel from hydrogen and CO₂, which can be used (pure or blended) in conventional diesel vehicles.

[REDACTED] also mentioned the report from the Hydrogen Council issued in November 2017 “Hydrogen scaling up” which foresees that the 20% of the world fleet will run with Hydrogen by 2050, contributing to reduction of one-third CO₂ emissions from transport. He also mentioned the HY4 project, which is the world’s first four-seater passenger aircraft powered solely by a hydrogen fuel cell system and electric propulsion.

Finally, [REDACTED] mentioned that main components of the fuel cells (i.e. palladium and steel) can be recycled by almost 95% for steel and 90% for palladium contributing to the circular economy.

Mr Hololei confirmed that the Commission supports the principle of technological neutrality; he explained that in addition to electricity, hydrogen as well as natural gas can play an important role to reduce GHG and pollutant emissions from transport.

Mr Hololei confirmed that the lack of refuelling infrastructures is one of the major gaps for the market uptake of HFC vehicles in the EU. As mentioned above, he supported the proposal of Hydrogen Europe to participate in the National Road Shows together with other relevant stakeholders as well to establish a platform of dialogue with the EIB and DG REGIO to establish synergies among the CEF programme and other financial tools to fund large scale hydrogen projects.

Mr Hololei also agreed with the advantages expressed by [REDACTED] regarding HFC vehicles in terms of autonomy, refuelling time and weight, compared to battery electric vehicles.

[REDACTED]

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