



## **A perspective on the JTI from London**

An initial reaction

For

Roads2HYCOM / Hylights Regional workshop



## Caveats

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Element Energy do not represent the views of London as a whole, but as a member of the London Hydrogen Partnership and consultant to Transport for London, we hope to give a flavour of the reaction

This summery represents an initial view, rather than a full though-out response

We will be discussing transport, despite significant London interests in stationary applications – notably CHP deployment.



## London’s strategy with respect to hydrogen vehicles

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London is committed to developing clean low CO<sub>2</sub> transport – as espoused by the Mayor of London and associated policies (e.g. congestion charge)

Hydrogen vehicles are seen as the long term route to delivering fully sustainable transport.

It is important to be clear that the main drivers for hydrogen in London are:

- CO<sub>2</sub>
- Air pollution reduction
- Environmental branding

Aspects of security of supply and economic competitiveness are more relevant on a national level

**As such, London is primarily an END USER of the technology and recognises the need to act as an EARLY ADOPTER in the uptake of hydrogen vehicles.**



## **London's has started to act**

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We are at the late procurement stages for 70 vehicles including 10 buses for a complete commercial route. Mainly funded by London budgets.

As part of this program at least three refuelling stations will be built in London – preparing the infrastructure for early adoption.

Yesterday, an MoU was signed with 6 partner regions committing to H<sub>2</sub> bus procurement

In addition London has adopted the EC targets for H<sub>2</sub> transport adoption.

**London has the largest bus fleet in Europe – the Mayor has stated that he wants the entire fleet converted to hydrogen when ‘feasible’.**

**We wish to plan towards a substantial deployment of hydrogen vehicles at the Olympics.**

**Playing a commercialisation role in hydrogen vehicles is seen as a key ‘legacy’ aspect to the Olympics program.**



## The implementation plan and JTI are very welcome

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The Implementation Plan and proposed JTI are very welcome.

Action on a European scale is clearly required to achieve the commercialisation targets.

Achieving a **commitment** from industry to achieve these targets is invaluable for all regions across Europe.

London would also welcome aspirations to align initiatives – e.g. is there really any benefit to a wide range of regions deploying OEM vehicles, or would they be better deployed in a single location.

If there is a logic for very focused H<sub>2</sub> deployment, London would compete to act as the best centre for deployment, but support an outcome which best leads to commercialisation.



## London’s role with respect to the Implementation Plan and JTI

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London would see itself as a proving ground for hydrogen vehicle technology under any JTI/PPP.

London and associated vehicle fleets would act as pure end users, sharing technology deployment risk but also acting as a critical customer.

In addition, the required refuelling infrastructure will be rolled out to meet demand.

We would look for sustainable (CO<sub>2</sub> lean) , urban hydrogen supply as soon as practical.

We would expect to play a substantial role in the bus commercialisation initiatives (through the MoU).

We would also hope to play a role in proving H<sub>2</sub> passenger vehicles (*if relevant*) and subsequent uptake through policies (e.g hybrid uptakes)

*London would facilitate the UK/EC in leveraging economic benefit, but this is not a primary goal.*



## Observations about the JTI

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In order to align the London (and UK) initiatives towards the Implementation Plan, a plausible evidence base is required to justify the targets.

At present, we have to rely on industry’s opinion that the IP will get us there – this is a role for HyLights and Roads2HYCOM.

It is important that the ‘public’ aspects of the PPP recognise the need to secure **commitment** to commercialisation deliverables from industry.

If rollout is to increase towards 2015, in line with the Implementation Plan, London taxpayers cannot keep paying 10x too much for vehicles.

Not clear how to engage with the JTI from a regional perspective – presumably through initiatives such as that the recent bus MoU – but how to formalise the industry partnerships?

Not clear on role of non-EU industries (e.g. Japanese auto) – could London have a role here within a JTI?



## Contacts

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