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AN APPEAL TO THE FUTURE FEDERAL GOVERNMENT OF GERMANY.

The members of the Clean Energy Partnership (CEP) work together as an industry partnership towards the market establishment of green mobility powered by hydrogen and fuel cells - a supply-secure and eco-friendly mobility system. Tech, petroleum, and energy companies, gas producers and car manufacturers are jointly setting standards across all modes of transport. DWV is the guarantor of a rapid market introduction of hydrogen as an energy carrier for a green future. The development of a sustainable hydrogen economy guarantees the efficient achievement of climate targets while ensuring energy supply security. Together, the CEP and DWV are using their combined expertise to promote a goal-oriented dialog between industry and policymakers, and serving as an advisory body in designing regulatory frameworks.

Dear members of the future Bundestag,

On 26 September 2021, Germans will hold its general elections. These elections will take place at a time of immense upheaval and change and will present you, the new Bundestag and the new government, with great challenges. The success of your work will be measured, among other things, by the success of your climate and energy policy. With the amendment of the Climate Protection Act and the agreed greenhouse gas neutrality by 2045 in conjunction with the ruling of the Federal Constitutional Court, the time has come to set further ambitious targets and corresponding measures for the individual years. Two elemental aspects are in the foreground: How will Germany achieve these climate protection goals while at the same time remaining globally competitive as a business location? This requires an integrative overall approach that considers all sectors. Because one thing is certain:

THERE CAN BE NO SUCCESSFUL ENERGY TRANSITION WITHOUT A TRANSPORT TRANSITION.

THE ENERGY TRANSITION WILL ONLY SUCCEED WITH HYDROGEN.

To meet these expectations, you need strong allies. Hydrogen produced with renewable energies is such an ally – as a fuel, a storage medium, or as feedstock [energy] for industry. And: without hydrogen, we will not, your policy will not, be able to achieve the climate goals.

Without hydrogen, a sustainable and responsible transformation of the energy industry will not be possible. A successful energy and transport transition at a reasonable cost? Is only possible with hydrogen!

GLOBAL ISSUES REQUIRE A GLOBAL MINDSET.

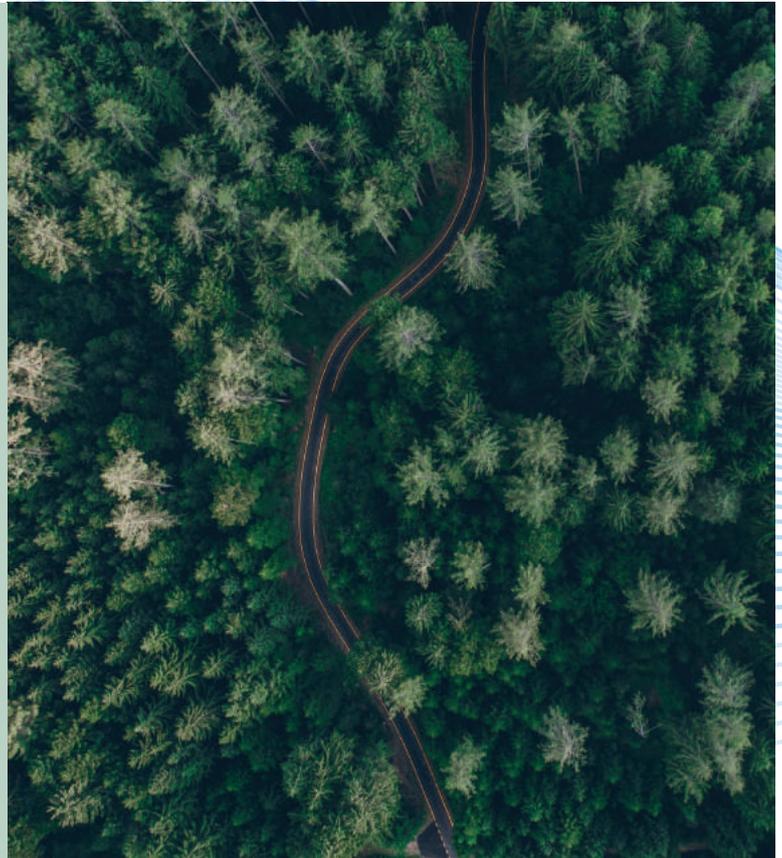
Far-sighted, sustainable industrial policy – especially in the ‘car country Germany’ - must always keep an eye on the global opportunities of a given technology. This is not just about remaining an innovation driver and securing jobs, but also about looking for solutions that can be integrated into an existing energy system worldwide while guaranteeing the stability of the grid.

A nuanced look shows that we need a combination of several technologies. Industry has understood this. The major manufacturers from Japan, Korea and China, as well as most of Germany's automotive companies, are systematically pursuing both battery and fuel-cell powertrains. Now we need political support to enable the market ramp-up of vehicles, the expansion of the infrastructure, and the rapid scaling of green hydrogen.

IN HEAVY-DUTY AND LONG-DISTANCE TRANSPORT, HYDROGEN IS THE ONLY REAL OPTION.

In striving for a one-size-fits-all solution, you squander the opportunity for a successful mobility transition. The truck sector in particular is an important factor in achieving the climate protection goals, as it is responsible for about one third of all emissions in the transport sector. Hydrogen and fuel cells will have to play a leading role here, because batteries simply aren't the optimal solution in this environment due to their weight. Moreover, long charging times would jeopardise supply chains and security of supply. Hydrogen enables fast refuelling and long ranges, and offers the necessary security of supply in a renewable energy landscape.

In the heavy-duty sector, fuel cell technology is more efficient and cost-effective than battery or overhead line solutions. This is especially true when you consider the overall picture, taking into account the necessary energy and hydrogen supply. The bigger picture is key.



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HYDROGEN PRODUCTION IS EFFICIENT – IN GERMANY AND AROUND THE WORLD.

The much-cited comparison between the efficiency of batteries and fuel cells can only be made accurately if the overall system of drive, fuel, and infrastructure is considered. Direct electrification is not automatically the best solution. Hydrogen is produced when the supply of electricity from the sun and wind is particularly high. This means that the production of hydrogen by electrolysis is not only an efficient use of electricity at these times. We also prevent wind and solar plants from being switched off unnecessarily. In Germany, more than 6 terawatt hours of power went unused in 2020 because the output had to be regulated due to an oversupply of wind power. These deactivated terawatt-hours could have supplied green hydrogen for up to 1 million passenger cars with an annual mileage of almost 14,000 km.

And if we take a global look at the issue, green hydrogen is the only suitable energy carrier for the international trade of renewable energy. Since a photovoltaic system in sunny regions like North Africa delivers more than twice as much green electricity as in Germany, total efficiency speaks for green hydrogen as the most efficient solution in the greater economic context. In future, Germany will be able to increase its self-produced share of renewable energy from the current level of about 30 % to a maximum of 40 %. The remaining demand will require imports and strong partnerships.

We ask of you, the next federal government, that you create the necessary regulatory framework for the industrial market introduction of green hydrogen and fuel cells in transport, and adapt the levy system to the energy transition. Flexibility needs to be promoted, and rigid volume rebates that might actually sanction flexibility, must be avoided. Then electrolysis can bring its qualities to bear and strongly promote the energy transition.

FLEXIBLE AND QUIET MOBILITY – IN PUBLIC AS WELL AS INDIVIDUAL TRANSPORT

A traffic transition requires reliable public transport that is independent of weather conditions at all times: In addition to preventing harmful emissions and noise, the advantage here is that using fuel cells in buses results in almost no restrictions for the operating process: With a current range of 350 kilometres, hydrogen buses have a similarly long range and short refuelling time as conventional diesel buses. In addition, they can be used flexibly on all routes without having to rely on additional recharging infrastructure. Individual transport also plays a crucial role in the daily lives of millions of people today and in the future: managing everyday family life, holiday trips, long-distance business trips, driving in vans. If we take the issues of range and charging infrastructure into account, there can only be one answer: a coexistence of fuel cells and batteries.

MOBILITY REQUIRES DIVERSITY AND TECHNOLOGY NEUTRALITY

The transport transition must focus first and foremost on the electrification of powertrains. For this to succeed across all vehicle applications and segments, a sensible combination of batteries and fuel cells is needed. Because being mobile is about more than just driving cars. As emitters of greenhouse gases, local public transport, rail, commercial vehicles and heavy goods vehicles play an equally important, if not even greater, role in the transport transformation. All of these applications require an efficient, economically viable, reliable, and environmentally compatible technology.

We believe that in the search for the best solution, wise and far-sighted transport and energy policies won't engage in an ideological exchange of blows, but will be open and supportive of all technologies that can contribute to overcoming the climate crisis. Batteries and fuel cells are not mutually exclusive, they complement each other. By using them in combination, we can find an ideal energetic and economic solution for the overall system. A forward-looking and generation-appropriate policy must seize this opportunity.



WE NEED A LONG-VIEW & AMP; TECHNOLOGICALLY OPEN TRANSPORT POLICY, WE NEED HYDROGEN!

What we are hoping for from the new Bundestag and the new government is a courageous and progressive policy. Not only the economy is waiting for your action, but also your voters. Because they entrust you with the most important thing they have: their future.

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