

HECTOR Project

‘Hydrogen waste collection vehicles in North West Europe’

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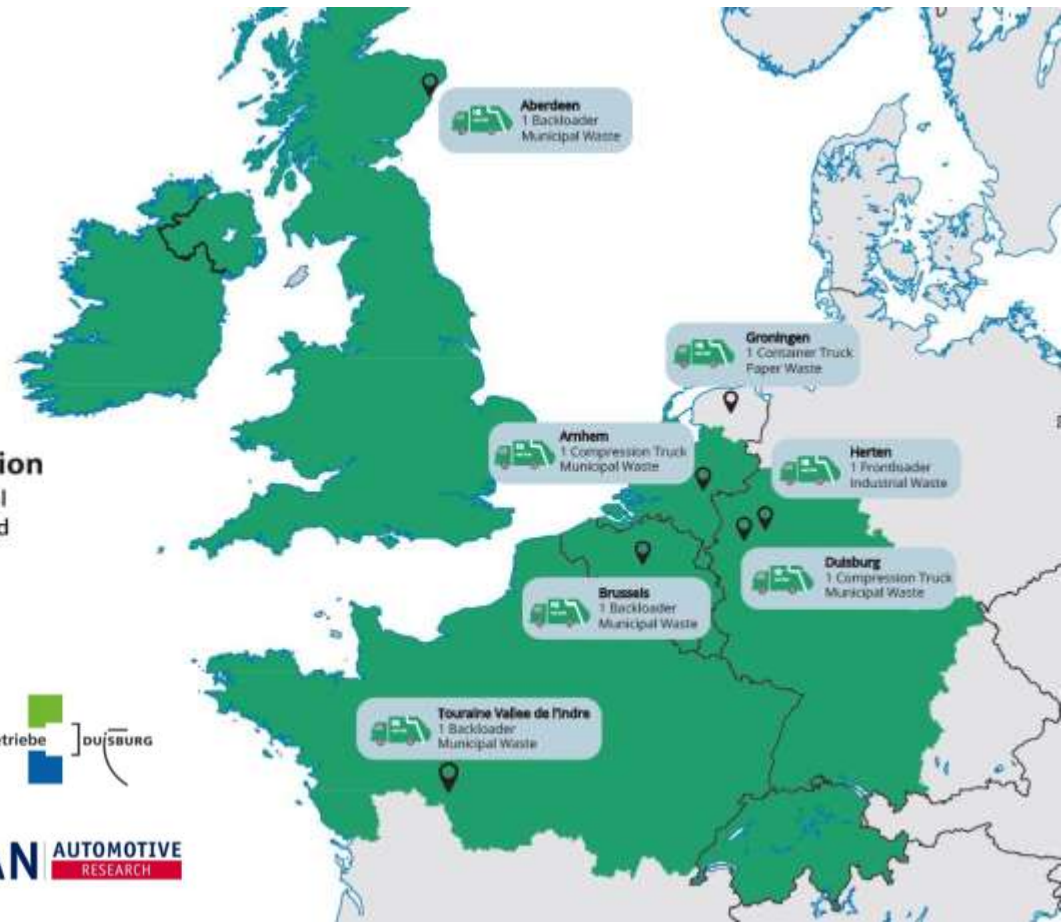
REVIVE workshop, 6th December 2019

HECTOR Project in a nutshell



HECTOR Project will deploy 7 different types of fuel cell garbage trucks in 7 different cities in 5 countries:

- The aim of the project is to demonstrate that fuel cell garbage trucks provide an effective solution to reduce emissions from road transport in the North West Europe area.
- Koofinanziert zu 60% von INTERREG North West Europe



LOW CARBON PRIORITY

www.nweurope.eu



What will Hector achieve?



- Timeline: first trucks to be deployed mid-2020, all of the trucks will be tested for at least 24 months before the end of the project
- **Reduce CO2 emissions:** - 400t by the end of the project
- Demonstrate that fuel cell garbage trucks are an effective solution
- For the pilot sites at the end of the project: readiness to deploy more zero emission garbage trucks
- Long term objective - **large scale roll out** in the North West Europe area
- Replication in other cities/regions in Europe → set up of a group of follower regions (local authorities + operators) → **Aim of the group: enable interested cities or regions to closely follow the progress of the project and to have in depth exchanges with the project partners**

Project timeline



2019

2020

2021

2022

2023

Step 1



Public procurement process

All trucks ordered by Q4 2019

Step 2



Delivery of the trucks – Q2 to Q4 2020

Step 3

Operation of the trucks + analysis: 2020 to the end of the project



Sites	Truck ordered	Estimated delivery
Aberdeen	Geesinknorba / Holthausen	Q2 to Q4 2020
Duisburg	FAUN	
Herten	E-Trucks	
CCTVI	SEMAT	
Brussels	TBC	
Groningen	E-Trucks	
Arnhem	E-Trucks / VKD-MOL	

First lessons learned and recommendations

Procurement of the garbage trucks

- Joint procurement is a good idea... but difficult to put in practice
 - Garbage trucks are usually custom build
- **Involve all stakeholders** early on in the project. High levels of internal communication with drivers and technicians is key!
 - Involve them early on in the selection and procurement process
 - Take the drivers to the factory during the production process
- When writing the tender: **focus on your operational needs**
 - No need to be too specific about the technology, but keep the preferences of the drivers in mind
- **Importance of maintenance**
 - Define roles clearly. Do not change the accepted concept

First lessons learned and recommendations



Production of the truck

- **Production time** is currently around 12 to 14 months
→ longer than for conventional fuel trucks
- Trucks in the project are new vehicles – but often conventional fuel vehicles **converted into hydrogen**
- **Price of the trucks:** generally price of a conventional fuel truck + conversion costs. Some manufacturers are leasing the truck
- Separate orders of body, chassis and fuel cell, as well as in house maintenance, can help to **reduce the purchase price**

Group of follower cities and regions



- The project will create a group of follower cities and regions, including operators (public and private)
- **Aim of the group: enable interested cities or regions to closely follow the progress of the project and to have in depth exchanges with the project partners**
- If you are interested, please contact Valentine Willmann at HyER – valentine@hyer.eu

HECTOR Project

Contact details



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