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## **The German Hydrogen-Autobahnring — A Nationwide Project**

Time has come to acquaint the industrialized world with the novel addition to the energy mix and its technologies and, thus, demonstrate hydrogen's maturity and economic viability to the public, to industry and trade, and not least to administrators and politicians.

With peaking US-\$ 4/gallon gasoline at the US filling station in June 2008, energetically equivalent to US-\$ 4/kg hydrogen the commercial viability of hydrogen energy is near, if not achieved; even more so when € 1.5/litre gasoline the same time at the German dispenser is taken into account, energetically equivalent to fantastic (for US citizens, even for Europeans), though real in day-to-day practice, US-\$ 8.52/kg hydrogen!

The Hydrogen-Autobahnring from Berlin via Hanover, Düsseldorf, Stuttgart and Munich back to Berlin consists of some 10 to 15 hydrogen filling stations (one every 200 to 300 kilometre) designed and constructed by the technical gases industry. The stations are supplied with liquefied hydrogen from the two national liquefaction plants in Ingolstadt and Leuna just alongside the ring, or with gaseous hydrogen from all spots where to date hydrogen is flared, or from the hydrogen pipeline running pretty much parallel to the ring from the Ruhr area to Cologne over some 250 kilometres.

The first vehicles to be filled up are busses of city authorities, light duty vans of small-to-medium size industries or trade and numerous short-to-long range passenger vehicles provided by automakers in Munich, Ingolstadt, Stuttgart, Rüsselsheim, Cologne or Wolfsburg — all of these locations touched by the envisaged ring. Besides these O&M industries, various hydrogen industries are invited delivering their products to this first of its kind Central European hydrogen show case and, thus, alerting dissimilar markets to join.