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BRUSSELS, BELGIUM 6-9 OCT 2025

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EUROPEAN ZERO EMISSION BUS CONFERENCE

7th - 9th Oct 2025 @ Busworld Europe Brussels

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ZERO EMISSION BUS CONFERENCE 2025

SESSION #8

09:00 -10:30

Delivering Reliable Hydrogen Refueling: A Handbook from Planning to Operation

BREAKOUT SESSION

EUROPEAN ZERO EMISSION BUS CONFERENCE 7th - 9th Oct 2025 @ Busworld Europe Brussels

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No More Refuelling Headaches: Hydrogen at Scale Relieves Bus Operators

Thomas Zorn

Managing Director, Tyczka Hydrogen

EUROPEAN ZERO EMISSION BUS CONFERENCE 7th - 9th Oct 2025 @ Busworld Europe Brussels

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No More Refuelling Headaches: Hydrogen at Scale Relieves Bus Operators

Tyczka: Energy and gas supplier for over a century

Image source: Tyczka

Outside-in: Public Transport Operation is no walk in the park

Tyczka HYDROGEN

Image source: Tyczka

Goal zero emission: First of all, new transport technologies need to work!

Image source: Tyczka

Hydrogen works: Here is what you need!

Image source: Hy2B Wasserstoff

Redundancy matters: Price is king, but availability is King Kong!

Image source: Tyczka

Scale matters: Get a robust and well-sized hydrogen station!

Image source: Tyczka

Expertise matters: Find a great company that takes care of it!

Image source: Tyczka

Hydrogen is ready – who is too?

Image source: Tyczka

How to Improve HRS Dependability

Lewechi Nkata

Senior Consultant, ERM

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Global Lessons for Hydrogen Refuelling

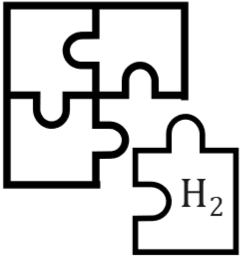
9^{TH} OCTOBER 2025, BRUSSELS

LEWECHI NKATA

Sustainability is our business

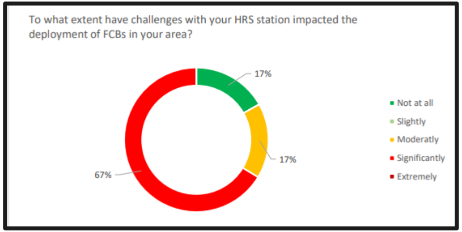
The importance of dependable HRS

We need a dependable hydrogen mobility system now, to encourage future adoption




UK – Millions spent on hydrogen buses left stuck in depots due to lack of fuel

May 20, 2025 8 min read



Hydrogen mobility is going to be needed for a resilient and decarbonised transport system.

A successful hydrogen mobility system needs to fulfil the needs of its users[1,2]

We need strategies to address these problems soon to encourage further adoption.

Sources
1 - UK - Millions spent on hydrogen buses left stuck in depots due to lack of fuel - Hydrogen Central
2 - JIVE2_D4.4_Final_Report_Final_110325.pdf

Station ‘dependability’ is a function of three main factors

Equipment reliability

- Failures in equipment such as compressors
- Breaking of dispensing nozzles
- Hydrogen leakages

Maintenance arrangement

- Delays in spare part supply
- Insufficient staff available for servicing the station

Hydrogen supply and delivery

- Lack of supply redundancy
- Unexpected use patterns
- Non-standard connections

Underpinning the problems are a lack of stakeholder capacity and incentive

What goes wrong?	What leads to these failures?	What stops it being fixed?
HRS equipment reliability	• Station design may be overcomplicated and does not meet actual requirements • The equipment is not suitable for how HRS currently operates • Integration or installation expertise is limited	• Station design approach is flawed • Equipment is unavailable
Maintenance arrangement	• There are not enough trained maintenance personnel • Insufficient local spare parts storage • Lack of training or knowledge sharing within or between organisations	• Cost of resolution is higher than overall benefit
Hydrogen supply and delivery	• Single hydrogen source is unavailable or used to satisfy competing demands • Non-standardised delivery equipment makes delivery impossible	• No effective way to share learning

What can be done to improve HRS dependability?

Recommendation:
Align incentives to focus on uptime and throughput

If the HRS operator and OEM revenue is linked to ongoing performance, incentives should be aligned to keep stations functioning well

Example flow of contractual relationships

Who is involved?	**What kind of incentives are needed?**

Equipment supplier
HRS supplier/ integrators
HRS operator
	• Incentives and penalties are needed that:
	  • Reduce the burden for developing new technologies
	  • Impose sufficient consequences on breaches of performance requirements
	  • Encourage early investment in supporting network
	  • Push for dependability, and not just innovation

End user (fleet operator)	• Incentives are needed to increase customer confidence and drive uptake.

This could involve **funding** support during the **operational** phase, **streamlined regulations** to encourage deployment, etc.

Recommendation:
Ensure contracting and tendering encourages dependability

Overall,

Contracts and tenders should incentivise problem-solving to reach dependability over penalisation

Specifically,

	Who?	Should do what?
Tender/contract content	HRS projects	**Compile operational KPIs** based on project experience to be used in tendering
	HRS owners	Use best practices on how to **share penalty and risk** between contractors
	Contracting bodies	**Explicitly** state responsibilities for the station
How it is scored	HRS owners	**Increase weighting for the track record of HRS suppliers** during tendering
Rules	European Commission, National ministries	**Allow collaboration** between HRS OEMs, owners and clients to develop the final tender specification in national tendering rules

Recommendation:
Improve knowledge management and sharing

Overall, **Learnings and solutions need to be consistently captured, shared and incorporated into the design and operation of HRS**

Specifically,

	Who?	**Should do what?**
Standardising approach	Professional organisations	Develop **certifications** for technicians working on HRS
	CH JU projects and other project developers	Create **simplified reference designs** for HRS, noting potential changes for different use cases and frequent failures
	Standardisation bodies e.g. ISO	Develop **equipment standards** for key HRS components to be used during design
Mandating knowledge sharing	Funding bodies e.g. CH JU	Mandate **knowledge sharing workshops** at project inception with previous project participants with prior experience
	HRS owners	Mandate **training** of staff and local maintenance workshops as tender condition
	HRS operators	Upskill **local technicians** in adjacent industries, such as high-pressure gas handling

The fundamentals are in place, and some have cracked the code. But more needs to be done, faster...


Hydrogen fuel at new giant refuelling station in China almost ten times cheaper than in US

The facility in Guangdong province can deliver 4,000kg of H2 every day

The new hydrogen refuelling station in Guangdong province built by Yuntao Hydrogen Energy pictured at its opening ceremony. (Photo: Yuntao Hydrogen Energy)


A small town in Washington state makes its own hydrogen fuel for only $4 per kg

July 30, 2025
By Matt Lister, Editor

Douglas County PUD hydrogen refuelling station, Washington State. (Image: Douglas County PUD)

Hy2B, Germany
10 €/kg delivered hydrogen price for passenger cars (700 bar) und 8 €/kg for trucks and buses (350 bar) achievable (with RFNBO certification).

Sources: Hydrogen Insight, Driving Hydrogen, Hy2B

Thank you

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Thanks goes to the stakeholders below who participated in interviews. The opinions and recommendations in this document are those of the authors alone.

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@fuelcellbus
www.fuelcellbuses.eu

HRS Design Concepts and Strategies for High HRS Availability

Alexander Stiehl

Team Leader Plant Technology, Regionalverkehr Köln

Delivering Reliable Hydrogen Refuelling

A Handbook from Planning to Operation

Alexander Stiehl, RVK

09.10.2025, Brussels

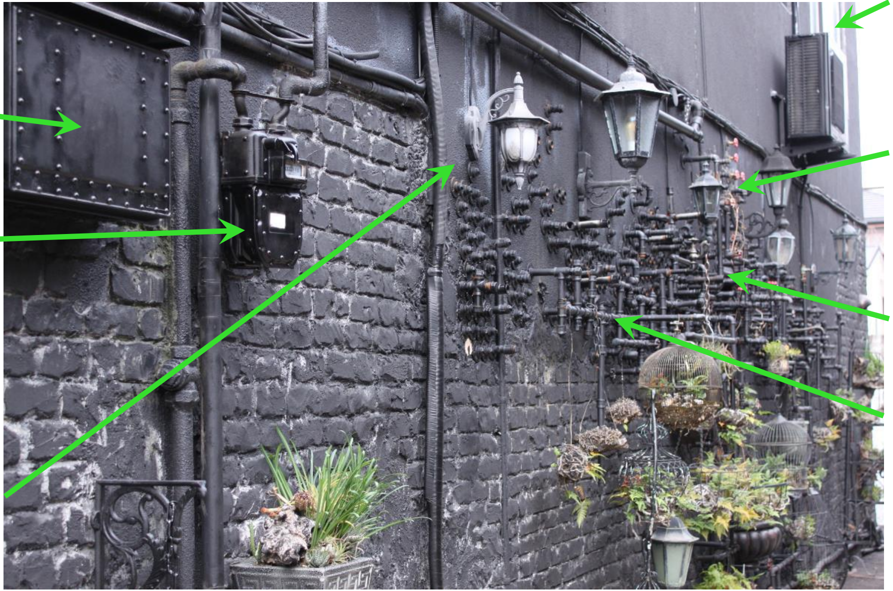
Wir bewegen die Region
Wir bewegen die Region

Defining a Hydrogen Refuelling Station

Black Boxes
Compressor
Hydraulics
Dispenser
…

Measuring Equipment
Pressure
Temperature
Flow
…

Lights and Signals
Feedback of Availability or Failure



ART or HRS? Found in the streets of Kyoto.

Heat Control
Heat of compression
Ambient Temperature
Hydrogen Cooling

Pipes and Instruments
Fitting requirement of high pressure and hydrogen attributes

Diversity
Covering specific failures

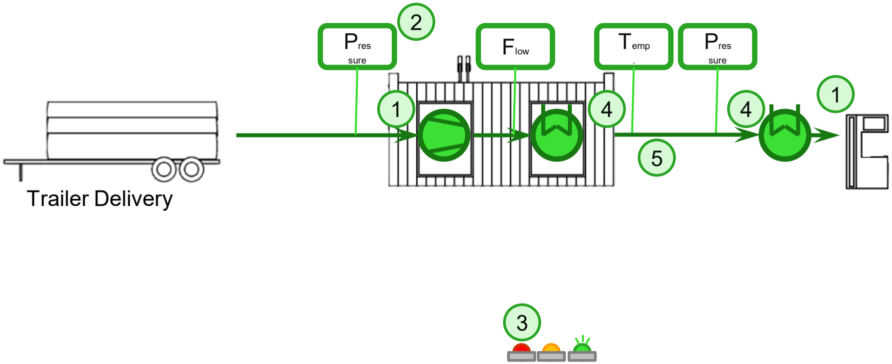
Redundancies
Covering lack of availability

Basic Design Hydrogen Refuelling Station

1 **Black Boxes**
Compressor
Hydraulics
Dispenser
…

2 **Measuring Equipment**
Pressure
Temperature
Flow
…

3 **Lights and Signals**
Feedback of Availability or Failure



4 **Heat Control**
Heat of compression
Ambient Temperature
Hydrogen Cooling

5 **Pipes and Instruments**
Fitting requirement of high pressure and hydrogen attributes

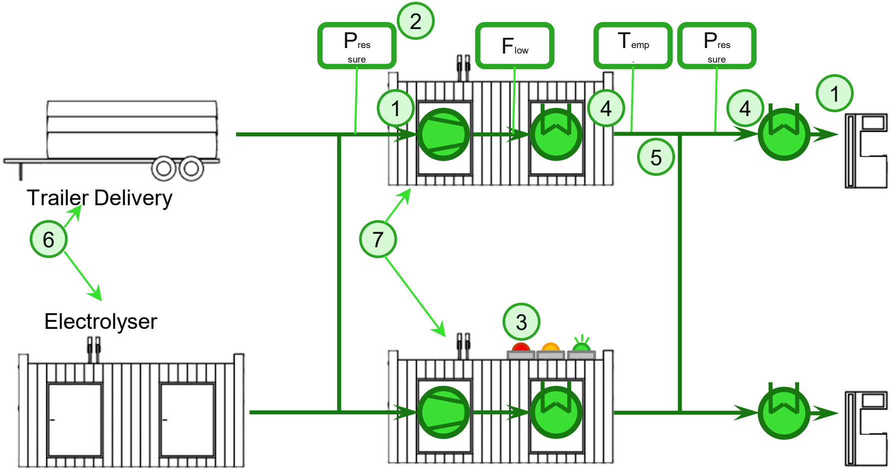
Diversity
Covering specific failures
Redundancies
Covering lack of availability

Resilient Upgrade Hydrogen Refuelling Station

1 **Black Boxes**
Compressor
Hydraulics
Dispenser
…

2 **Measuring Equipment**
Pressure
Temperature
Flow
…

3 **Lights and Signals**
Feedback of Availability or Failure



4 **Heat Control**
Heat of compression
Ambient Temperature
Hydrogen Cooling

5 **Pipes and Instruments**
Fitting requirement of high pressure and hydrogen attributes

6 **Diversity**
Covering specific failures

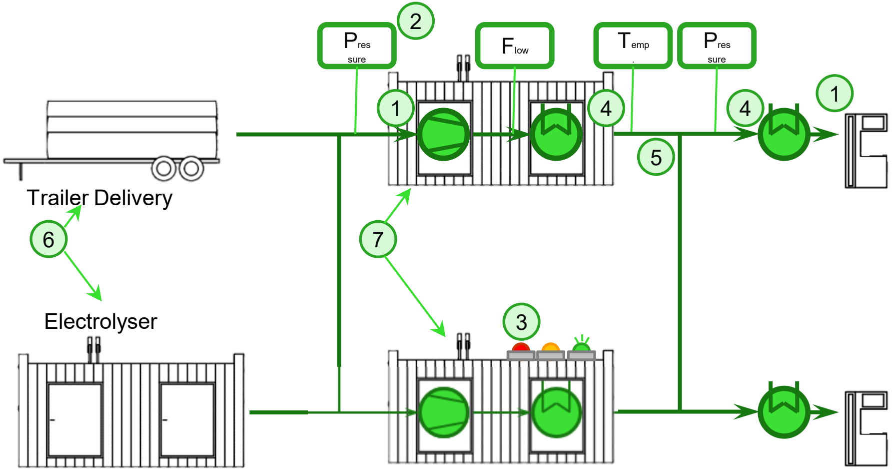
7 **Redundancies**
Covering lack of availability

Stabilised Upgrade Hydrogen Refuelling Station

1 **Black Boxes**
Compressor
Hydraulics
Dispenser
…

2 **Measuring Equipment**
Pressure
Temperature
Flow
…

3 **Lights and Signals**
Feedback of Availability or Failure



4 **Heat Control**
Heat of compression
Ambient Temperature
Hydrogen Cooling

5 **Pipes and Instruments**
Fitting requirement of high pressure and hydrogen attributes

6 **Diversity**
Covering specific failures

7 **Redundancies**
Covering lack of availability

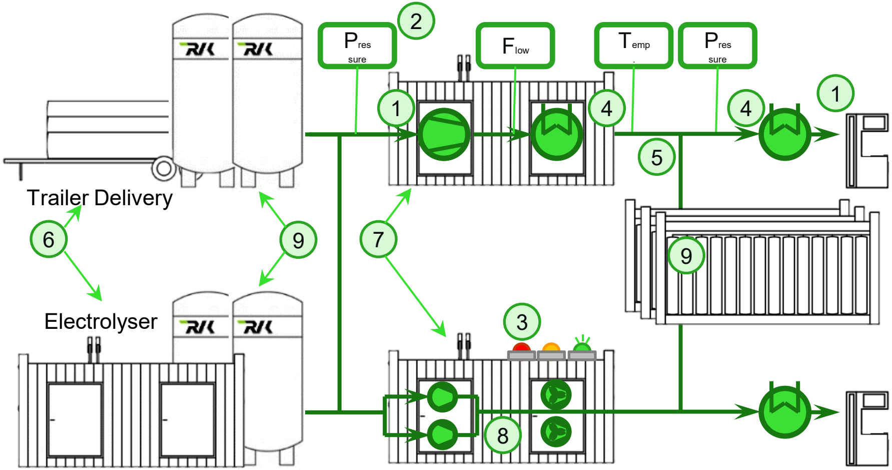
8 **Stabilisation**
Reducing volatile impact
- Down Scaling + Numbering Up
- Air Cooling instead of Water Cooling

Optimised Upgrade Hydrogen Refuelling Station

1 **Black Boxes**
Compressor
Hydraulics
Dispenser
…

2 **Measuring Equipment**
Pressure
Temperature
Flow
…

3 **Lights and Signals**
Feedback of Availability or Failure



4 **Heat Control**
Heat of compression
Ambient Temperature
Hydrogen Cooling

5 **Pipes and Instruments**
Fitting requirement of high pressure and hydrogen attributes

6 **Diversity**
Covering specific failures

7 **Redundancies**
Covering lack of availability

9 **Flexibilisation**
Increase Time to React (Resilience)
- LPS: Delivery, Production
- HPS: Compressor Down Time

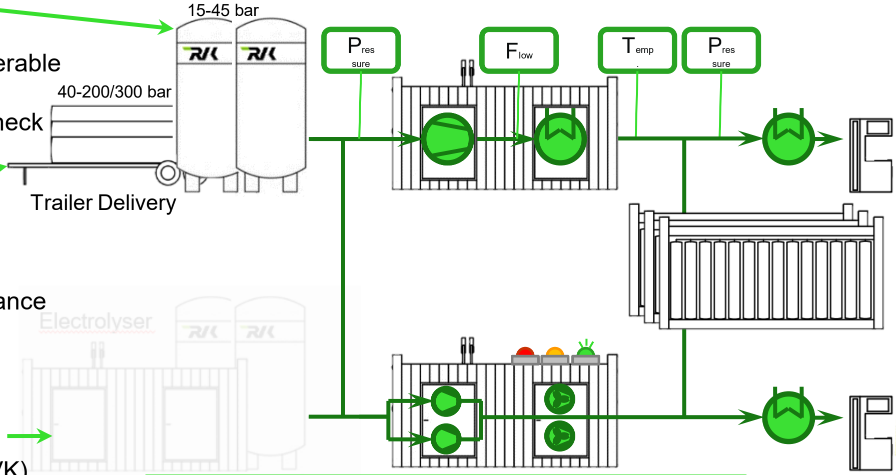
8 **Stabilisation**
Reducing volatile impact
- Down Scaling + Numbering Up
- Air Cooling instead of Water Cooling

Experiences of Operating a Hydrogen Refuelling Station

Hydrogen Delivery

Vessel Storage
delivery on occasion
residual amounts deliverable
continuous supply
buffer for supply bottleneck

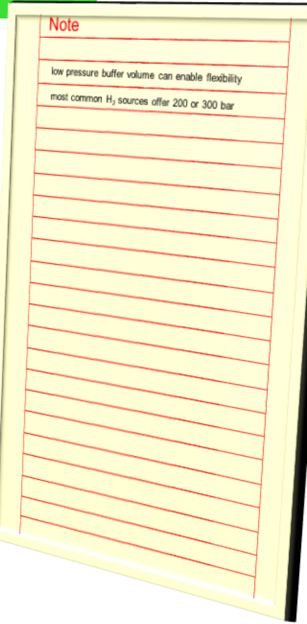
Trailer Storage
rental fee
delivery on demand
discrete supply
Interruption due to distance



On Site Production
no experiences yet (RVK)
estimated in the end of 2026
estimation of decreased costs
decouple from compressor runtime

low pressure buffer volume can enable flexibility

most common H_2 sources offer 200 or 300 bar



Experiences of Operating a Hydrogen Refuelling Station

Compressor Inlet Pressure

Low Pressure Storage
affects flow
$p_{min/max} \rightarrow \dot{m}_{min/max}$

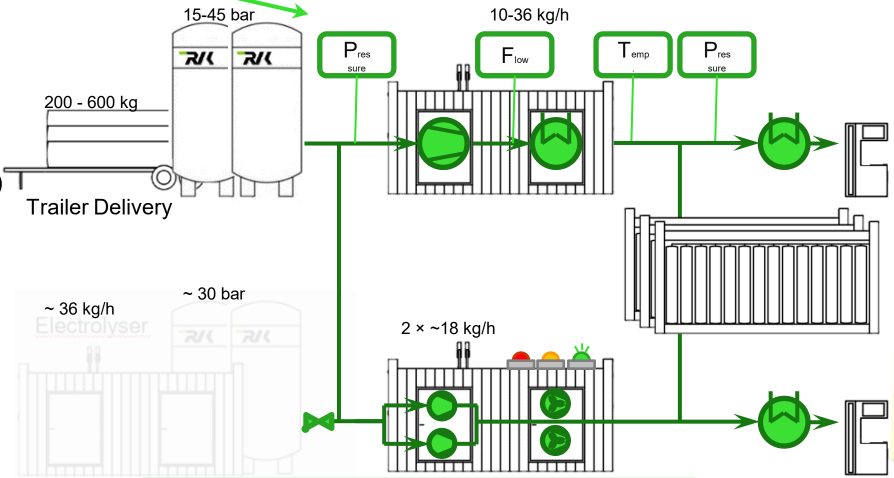
Delivery
pressure use to change in range (e.g. 15-45 bar)

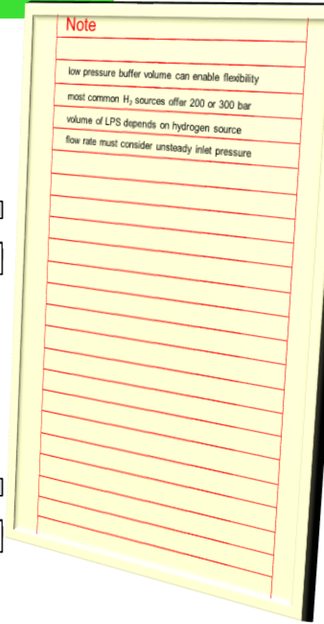
Range must consider fatigue life

→ huge storage volume

On Site Production
Pressure use to stay on a constant level if production rate equals compressor flow rate

→ buffer volume





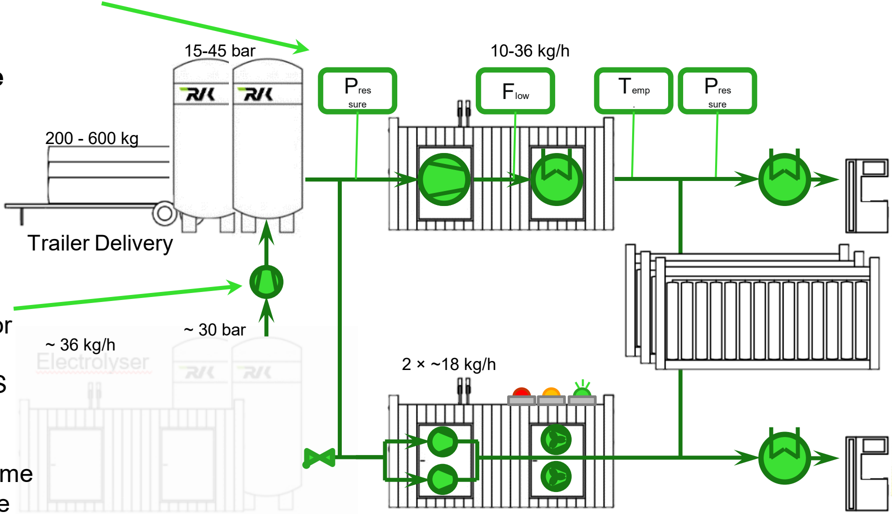
volume of LPS depends on hydrogen source

flow rate must consider unsteady inlet pressure

Experiences of Operating a Hydrogen Refuelling Station

Compressor Inlet Pressure

Low Pressure Storage
affects flow
$p_{min/max} \rightarrow \dot{m}_{min/max}$



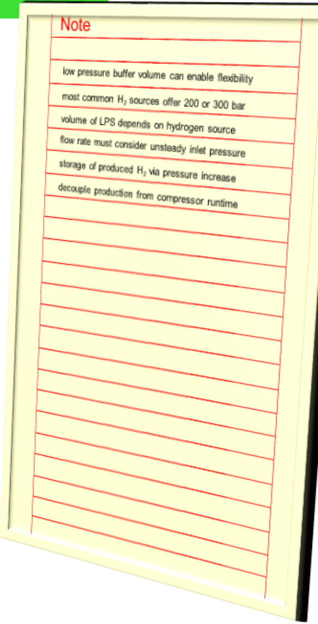
On Site Production
use of small compressor enables storing H_2 at higher pressures in LPS from on site production

→ decrease buffer volume
increase LPS volume

→ flexibilisation of production
considering costs and supply

storage of produced H_2 via pressure increase

decouple production from compressor runtime



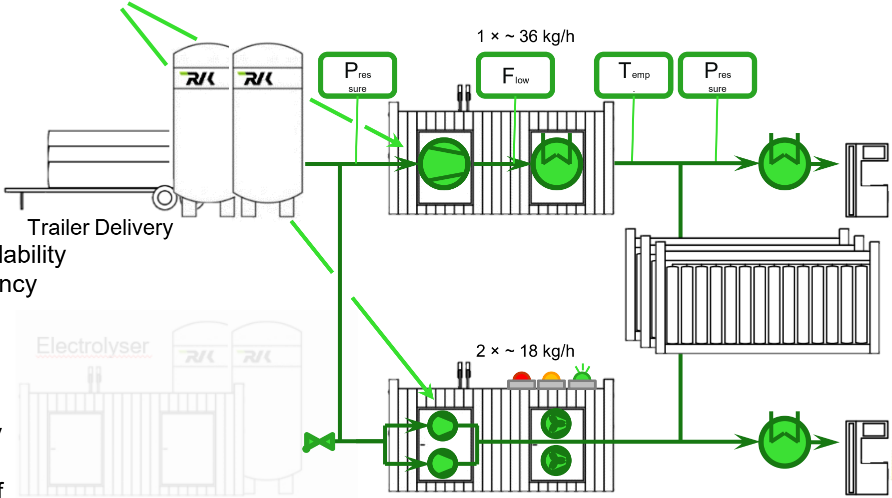
Experiences of Operating a Hydrogen Refuelling Station

Compressor Scale + Number

halving flow rate
+ doubling number

→ decrease risk and impact of failures

→ enables ~100% availability due to 50% redundancy



CAPEX vs. OPEX

increase number to optimum of redundancy (CAPEX)
consider equalisation of compressor runtime to optimum of maintenance frequences (OPEX)

scale and number depending on risk and impact

scale and number depending on financing

Note

- low pressure buffer volume can enable flexibility
- most common H_2 sources offer 200 or 300 bar
- volume of LPS depends on hydrogen source
- flow rate must consider unsteady inlet pressure
- storage of produced H_2 via pressure increase
- decouple production from compressor runtime
- scale and number depending on risk and impact
- scale and number depending on financing

Experiences of Operating a Hydrogen Refuelling Station

Compressor Scale + Number
Effect on Compression Heat

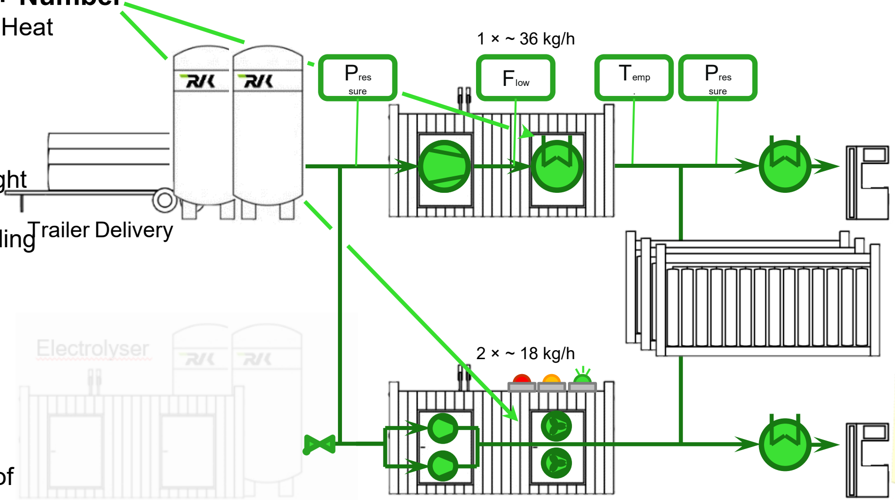
halving flow rate
+ doubling number

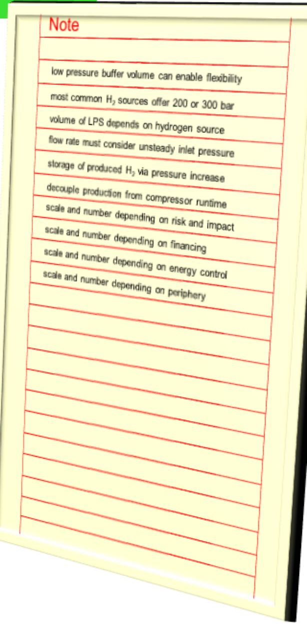
→ less heat built-up might enable air cooling instead of water cooling

→ less power demand might enable direkt drive instead of hydraulic drive

→ possibility of decreasing amount of installed equipment

→ less potential of downtimes





scale and number depending on energy control

scale and number depending on periphery

Experiences of Operating a Hydrogen Refuelling Station

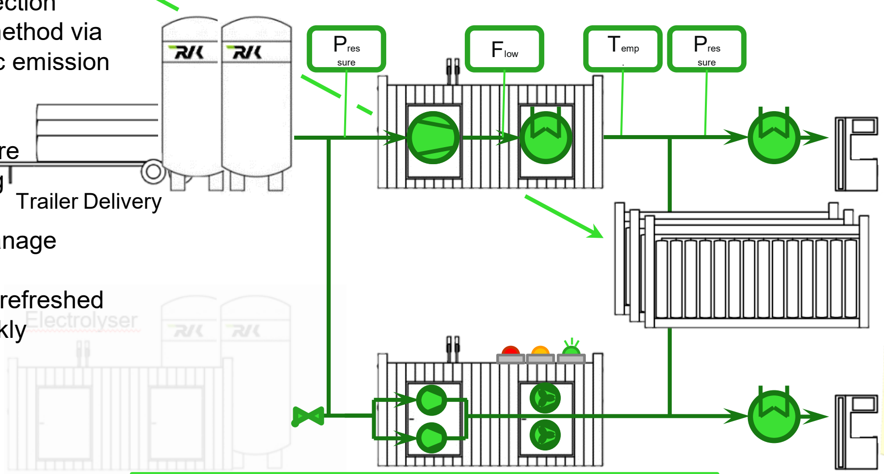
High Pressure Storage (HPS)

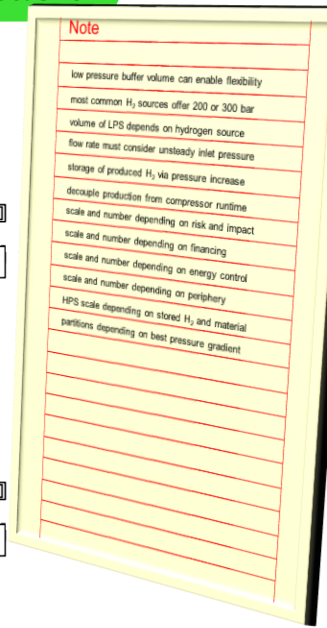
consider in-service inspection

- steel vessels: easy method via untrasonic or acoustic emission testing
- type 4 vessels: deinstallation, pressure test with water, drying

consider partitions to manage taking and loading H_2

- small volume can be refreshed to high pressure quickly
- different sections of volume and pressure enable best pressure gradient
  → velocity
  → H_2 refuelling level

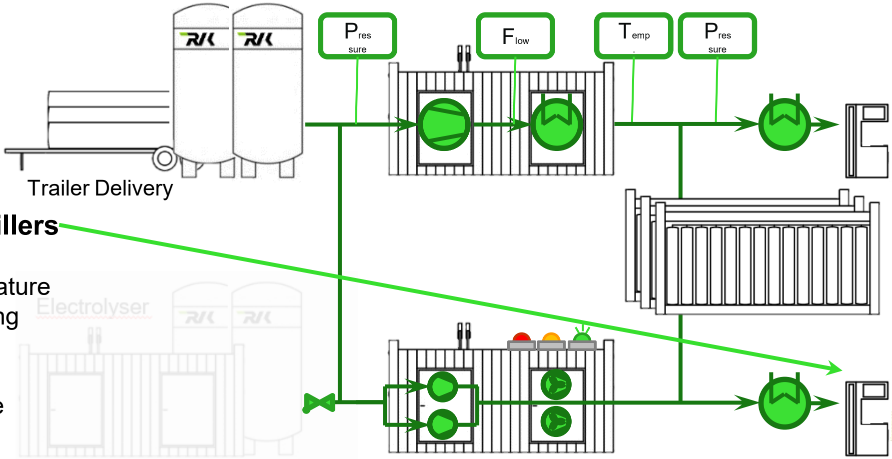




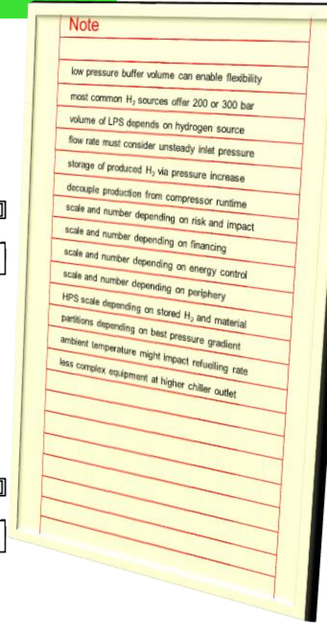
HPS scale depending on stored H_2 and material

partitions depending on best pressure gradient

Experiences of Operating a Hydrogen Refuelling Station



Dispensers and Chillers
consider refuelling time
- low ambient temperature enable short refuelling
- chillers enable short refuelling at higher ambient temperature
- -20°C is common
  -5°C is possible also
  check if ambient temperature might be suffient



ambient temperature might impact refuelling rate

less complex equipment at higher chiller outlet

Experiences of Operating a Hydrogen Refuelling Station

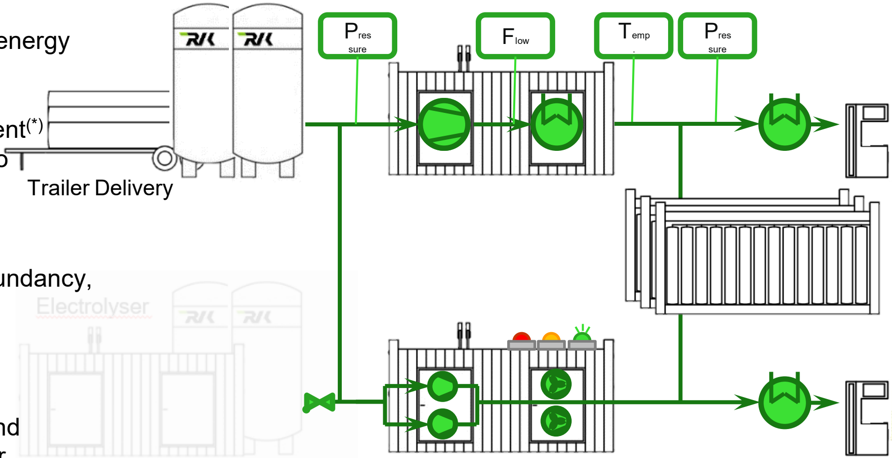
Reliability vs. Cost

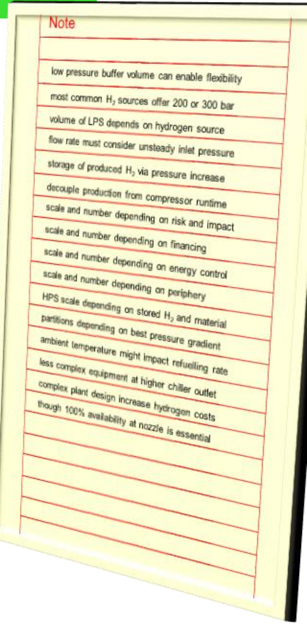
- costs for operation
  3 - 5 kWh/kg electric energy

- maintenance
  → 2 – 4% of investment(*)
  → double costs due to
  redundancy

- depreciation
  high costs due to redundancy, reserves, complex equipment

- adjustments and expansions difficult and expensive due to poor after sales service





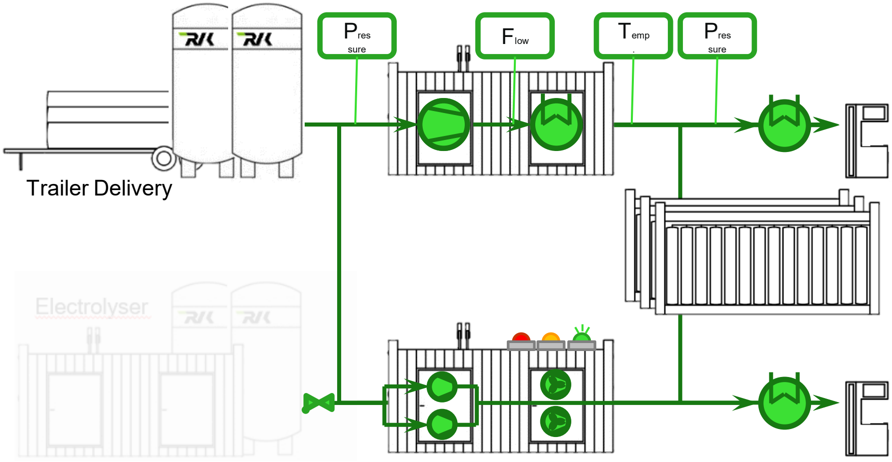
complex plant design increase hydrogen costs

though 100% availability at nozzle is essential

(*) Klaus H. Weber, Engineering verfahrenstechnischer Anlagen Springer Vieweg 2. Auflage

Experiences of Operating a Hydrogen Refuelling Station

Most Simple Way of Refuelling H_2

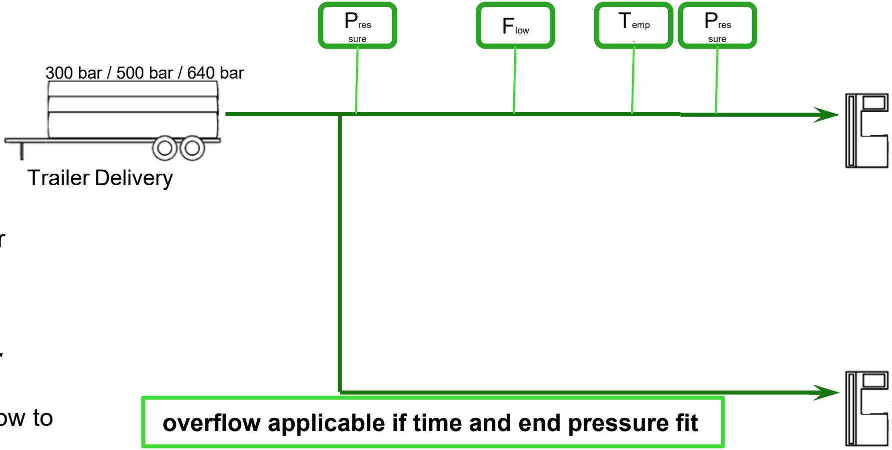


Experiences of Operating a Hydrogen Refuelling Station

Most Simple Way of Refuelling H_2

Mobile Fueler

process control system calculates refuelling ramp
15 – 20 min to ~350 bar



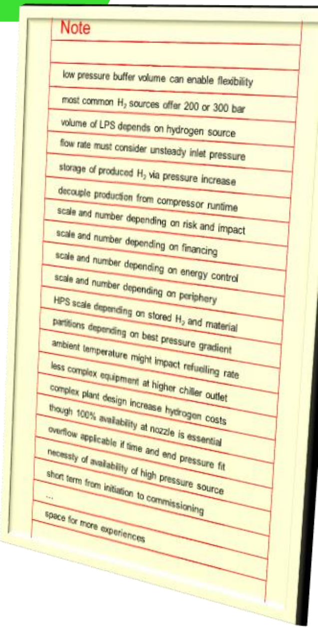
Mechanical Dispenser

throttle plate reduces flow to minimum heat build-up
15 – 30 min to 180 – 260 bar

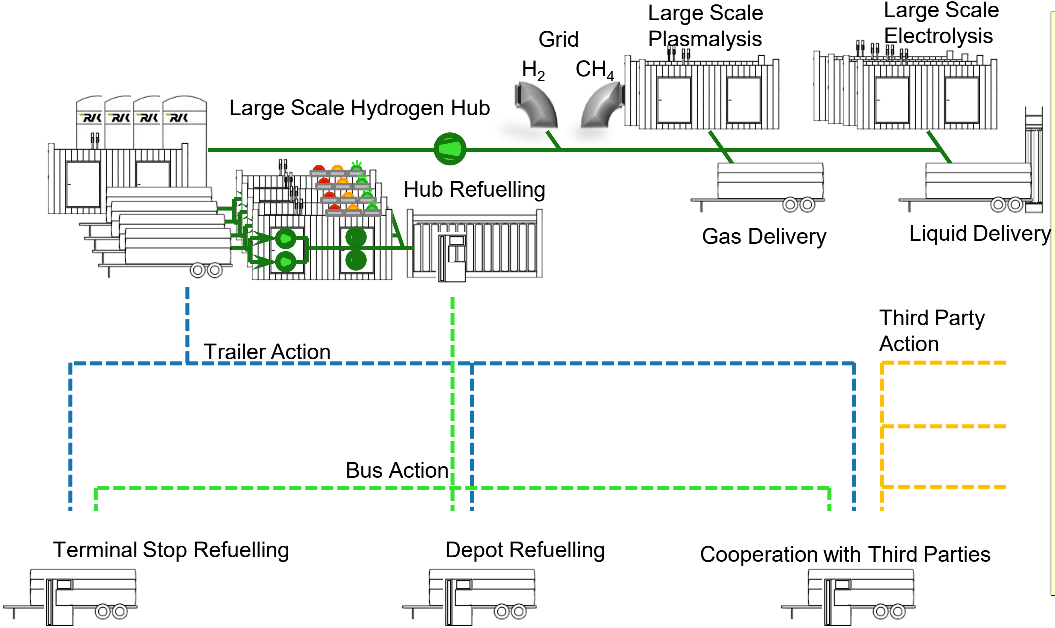
overflow applicable if time and end pressure fit

necessity of availability of high pressure source

short term from initiation to commissioning

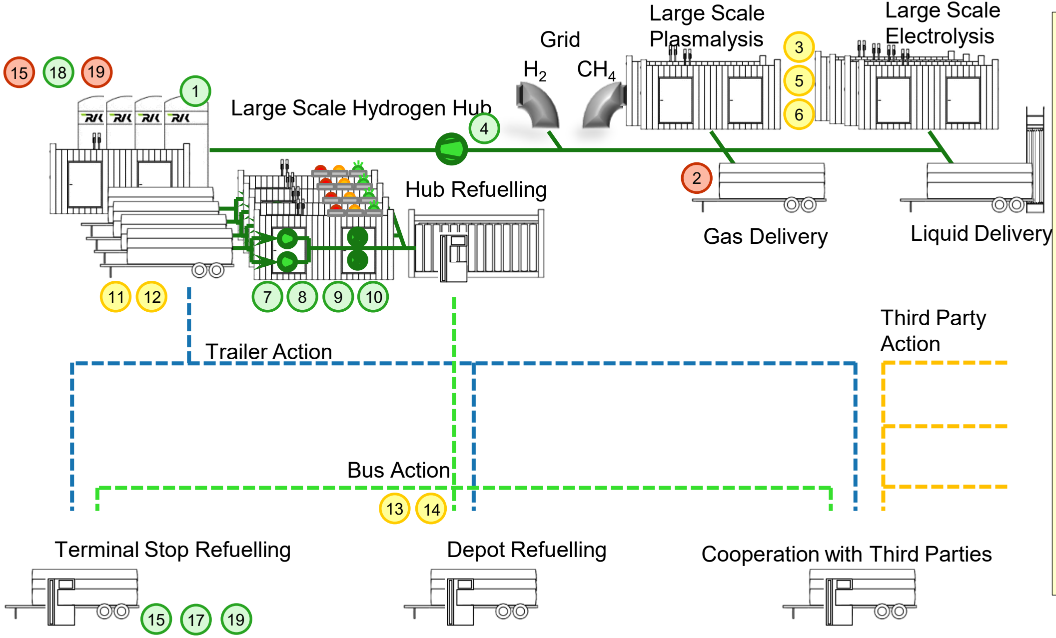


Restart From Scratch – What if …?



	Note
1	low pressure buffer volume can enable flexibility
2	most common H_2 sources offer 200 or 300 bar
3	volume of LPS depends on hydrogen source
4	flow rate must consider unsteady inlet pressure
5	storage of produced H_2 via pressure increase
6	decouple production from compressor runtime
7	scale and number depending on risk and impact
8	scale and number depending on financing
9	scale and number depending on energy control
10	scale and number depending on periphery
11	HPS scale depending on stored H_2 and material
12	partitions depending on best pressure gradient
13	ambient temperature might impact refuelling rate
14	less complex equipment at higher chiller outlet
15	complex plant design increase hydrogen costs
16	though 100% availability at nozzle is essential
17	overflow applicable if time and end pressure fit
18	necessty of availability of high pressure source
19	short term from initiation to commissioning
…	…
…	space for more experiences

Restart From Scratch - What if ...?



	Note	
1	low pressure buffer volume can enable flexibility	✓
2	most common H_2 sources offer 200 or 300 bar	x
3	volume of LPS depends on hydrogen source	✓
4	flow rate must consider unsteady inlet pressure	✓
5	storage of produced H_2 via pressure increase	✓
6	decouple production from compressor runtime	✓
7	scale and number depending on risk and impact	✓
8	scale and number depending on financing	✓
9	scale and number depending on energy control	✓
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11	HPS scale depending on stored H_2 and material	✓
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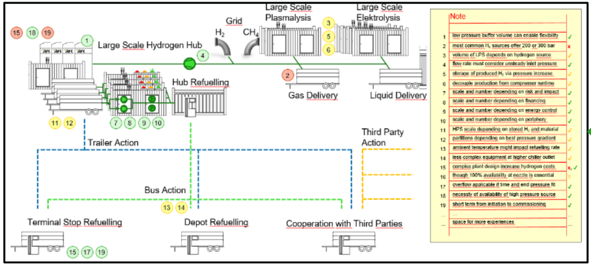
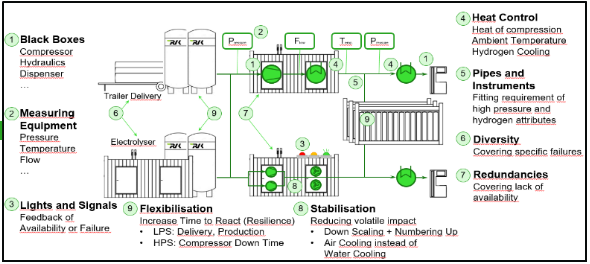
13	ambient temperature might impact refuelling rate	✓
14	less complex equipment at higher chiller outlet	✓
15	complex plant design increase hydrogen costs	x,
16	though 100% availability at nozzle is essential	✓
17	overflow applicable if time and end pressure fit	?
18	necessty of availability of high pressure source	✓
19	short term from initiation to commissioning	✓
…	…	✓
…	space for more experiences	…
		…

SummarHy





- central hub and mobile type HRS as satellites
  - study if concept might reduce €/kg
  - consider time to market of hub system
  - decition of hydrogen source
    - grid
    - on site production
    - liquid delivery
  - development of trailers
    - pressure
    - partitions
    - capacity
  - consider schedule and location of refuelling

- applicated principles
  - flexibilisation per diversity
  - stabilisation per down-scaling and numbering up
  - cost reduction per simplification
  - resilience per redundancies
  - time management per heat control

Don‘t forget to consider the green impact!

Successes & Learnings from Crawley's Liquid HRS

Erwan Bruneau

Solutions & Commercialisation Manager Hydrogen for Mobility Europe and Africa, Air Products

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Case Study: Liquid hydrogen refuelling station in Crawley

How liquid hydrogen can support decarbonisation of bus fleets

Busworld
Zero Emission Bus Conference
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GENERATING A CLEANER FUTURE

AIR PRODUCTS

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AIR PRODUCTS

The world's largest hydrogen supplier

leading the transition to renewable and low carbon hydrogen production

The world's largest hydrogen supplier with **proven reliability**

1,100+ kilometers of pipeline
> 32 billion Nm^3/year

110+ production facilities

65+ years safely operating hydrogen

250+ hydrogen fuelling projects worldwide

30+ H_2 electrolyser projects

20+ countries
unique product offering for H_2 fuelling

1,500,000 fuellings per year
13 million total fuellings

~50 patents for hydrogen fuelling

MEMBER OF:

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Air Products has been answering the liquid hydrogen call for more than 65 years

1957

World's first commercial hydrogen liquefier

70's

liquid hydrogen supply to NASA

1987

Europe's first hydrogen liquefier

90's

Supply to European space test sites.

2020

Air Products to build world-scale green H2-based NH3 production in Neom

2022

Announced construction of second liquefier in Rotterdam

130M$ contract signed with NASA to supply liquid hydrogen

2023

Liquid hydrogen refuelling station at Metrobus in Crawley

Liquid Hydrogen supply for an aircraft

2024

Fuelling of first 5 Mercedes-Benz GenH2 truck (liquid hydrogen) on the road

Q1 2025

First Liquid hydrogen bunkering

Q3 2025

First fill of the World’s Largest Hydrogen Sphere at NASA’ site

Liquid hydrogen is the answer to large bulk demand

Liquefaction process gives hydrogen **3x** more density than in gaseous form at 300 bar

Reduce footprint

With **cryogenic storage tanks** and **cryogenic pumps** when required

Minimise power demand

With **cryogenic compression of liquid & gaseous hydrogen** through Air Products CHC technology

Simplify hydrogen logistics

By **larger delivered volumes** >3 t and fewer vehicles' movements in and out customer sites

Fuel cell buses can enable decarbonisation for intensive and constrained bus depots

Metrobus Crawley had a challenging case for decarbonisation

Intensive bus operation

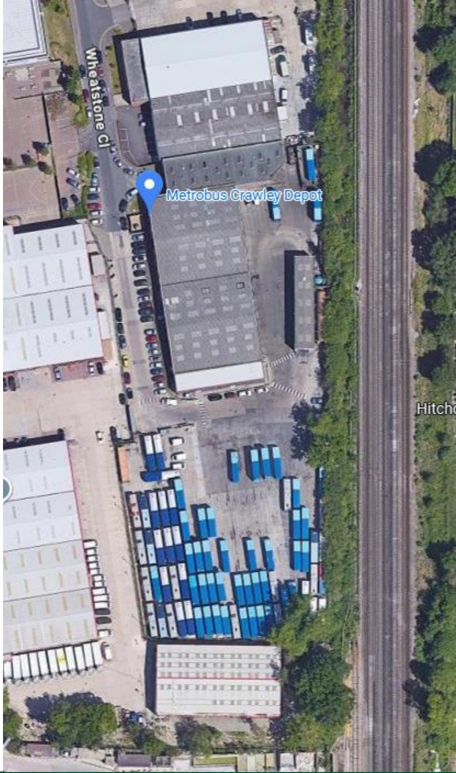
Metrobus Fastway route buses operate **24/7,** 365 days a year and drive about **370 km a day**

Space limitation

Crawley bus depot operates **>100 buses** with limited availability for implementing large infrastructures

Decarbonisation requirement

Metrobus requires **decarbonised** energy and a suitable fuel to convert **the entire fleet by 2035**



Air Products supply model and liquid hydrogen solution met the challenges of Metrobus

MOBILE REFUELLER

350 bar
20 - 200 kg per day

GASEOUS BASED STATION

350 bar
200 - 750 kg per day

LIQUID BASED STATION

350 bar or 350/700 bar
3,000 kg per day

SAFETY 24/7
We have been operating fuelling solutions safely for 25+ years

ALL-INCLUSIVE MOLECULE PRICE
We invest and build the infrastructure

RENEWABLE FUEL CELL GRADE
We ensure a reliable hydrogen fuel supply

HANDS-OFF OPERATION
We operate and maintain the station with our team of experts

Metrobus Crawley HRS Milestones in 2025

Following ramp up phase with mobile fueller, liquid HRS is operational

Largest bus fleet in the UK with **54 units** on the road and 43 more to come

About **1,200 bus fuellings** per month on average

Up to **54 buses and 950 kg fuelled** in one fuelling window

METROBUS

WRIGHT

Key Performance Indicators

In its first year of operation, HRS performance is still improving

Footprint	485 m^2 (22x22m)
Energy efficiency	<0.4 kWh/kg
Fuelling speed	7-8 minutes on average
HRS availability	97% around the clock with target >99%

Thank you.

Visit us at:
Air Products booth 618 in Hall 6!

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Download our brochure:
Learn more about our buses & coaches hydrogen solutions


Renewable Hydrogen
for City Buses and Coaches

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PANEL DISCUSSION

Questions for the panel?
Ask them on mentimeter.com:

EUROPEAN ZERO EMISSION BUS CONFERENCE 7th - 9th Oct 2025 @ Busworld Europe Brussels

Valérie Bouillon-Delporte

Moderator

Clean Hydrogen Partnership

Flip Konings

Panellist

OV-bureau Groningen Drenthe

Callum Stewart

Panellist

Aberdeen City Council

Clean Hydrogen Partnership

HRS life cycle

1. Getting Station Built

- Sitting
- Permitting
- Tendering

2. Making Them Work

- Commissioning
- Reliability
- Training
- Availability FCB and HRS

3. Service and Support

- Maintenance
- Service agreements
- Secure H2 demand

Picture: HRS in Auxerre

Additional considerations

- Preparation for **scale** (modular larger HRS, network of HRS)
- **Governance** and Ownership
- **Public Funding**

Flip Konings

Senior Policy Advisor Sustainability

ov bureau groningen drenthe

H2 Aberdeen

Hydrogen is here.

Kittybrewster

ACHES


Energy Centre @ TECA

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ABERDEEN CITY COUNCIL

Coffee Break

Learn more at our sponsors' booths:
Air Products - Hall 6, Booth 618
Resato - Hall 11, Booth 1216

Next plenary session starts at 11:00 in Room 1123:

"Navigating Battery Degradation, Safety, and End-of-Life Management"

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BRUSSELS, BELGIUM 6-9 OCT 2025

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