

## ADR Harmonisation Review 2024-25

### Submission from Countrywide Hydrogen Pty Ltd

#### Introduction

Countrywide Hydrogen (CH) is an Australian company developing distributed green hydrogen production and refuelling facilities to decarbonise heavy transport. Currently we have five projects in play, four in Tasmania and one in Victoria.

With project development based on secured offtakes and identified customer opportunities, CH is currently developing projects at:

1. Wesley Vale near Devonport in Tasmania;
2. Brighton/Bridgewater near Hobart;
3. Bell Bay in northern Tasmania;
4. Western Junction near Launceston; and
5. Portland in southwest Victoria.

The Tasmanian projects comprise our first **Hydrogen HyWay**.

Having a focus on building a customer base, we must remain cognisant of customer needs. In discussions and workshops with heavy transport operators and the Tasmanian Transport Association the following challenges are being addressed by CH:

1. The price of green hydrogen compared with the price of diesel
2. The forecast future price of hydrogen
3. Where hydrogen is available/supplied
4. Reliability of supply and redundancy plans
5. The availability of hydrogen-powered fuel cell vehicles
6. Service and maintenance of hydrogen vehicles
7. Finance for fuel cell (FC) vehicles
8. The total cost of ownership

While all the above areas have been, or are being addressed by CH in meeting customer needs, the most challenging has been vehicle supply.

Being a right-hand-drive (RHD) nation with bespoke ADRs means Australia is at the bottom of the list of markets for supply by the major truck OEMs, purely because the volumes are insignificant compared with other markets. This is a sad outcome for our nation seeing we rely so heavily on road transport to link regions with cities and ports, and we will continue to do so.

To meet the fuel cell vehicle supply challenge, CH has several options:

1. Import LHD vehicles and have them converted in Australia to RHD and be ADR compliant – CH is collaborating with the Walkinshaw Automotive Group in this regard;
2. Import “gliders” from a recognised OEM and have them retrofitted with a fuel cell/electric powertrain;
3. Importing ADR compliant FC vehicles from China; and/or
4. Kitting out existing trucks with hydrogen/diesel hybrid systems that while not delivering zero emissions, reduce emissions by up to 40%.

### **Submission**

With first hydrogen available in Tasmania from 2027, it is critical for FC vehicles to be available to optimise emissions reductions from Day 1. To that end, dispensing with ADRs that unnecessarily delay the importing of vehicles into Australia is warranted and recommended.

**ENDS**