

Media Statement

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## **Halcyon Power provides green hydrogen for HW Richardson Group**

Transitioning the heavy transport industry to green, alternative fuels is one step closer with two hydrogen suppliers teaming up to get dual fuel hydrogen trucks on the road.

Halcyon Power Ltd has supplied green hydrogen to support HW Richardson (HWR) Group's programme to transition to carbon neutral transport.

HWR will use the hydrogen in its dual fuel truck trials in the coming months.

The Invercargill-headquartered company, New Zealand's largest privately-owned transport company, sees the use of dual fuel trucks – in which hydrogen is combined with diesel as a dual fuel energy source – as a viable transition to eventually running its whole fleet on hydrogen alone, using fuel cell electric vehicles (FCEVs) or hydrogen internal combustion engines (H2ICE).

Dual fuel modifications to an existing combustion engine can reduce carbon emissions by up to 40%. As well as currently commissioning its first dual fuel truck from a European supplier, HWR has announced plans to have 10 retrofitted trucks on the road in the second quarter of 2023 to coincide with its own first hydrogen plant being commissioned. This refuelling site is set to open in Gore later this year.

Halcyon Power project leader Aya Inagaki said Halcyon was pleased to be the supplier of green hydrogen from its Mōkai electrolyser to bridge the gap between HWR's testing of dual fuel technology and its own hydrogen production coming on stream.

"Co-operation to accelerate the transition away from carbon-based fuels in the heavy transport sector is in everyone's best interests," she said.

HWR CEO Anthony Jones said teaming up with Halcyon until the company's own hydrogen refuelling site opened made sense because it allowed HWR's dual fuel trial to gather valuable data.

"When our HWR Hydrogen Gore site opens, we'll have the most up-to-date and comprehensive information as to how to get the best hydrogen performance from our fleet and forge the path for other heavy transports to follow," he said.

Halcyon Power, New Zealand's first megawatt scale green hydrogen facility, had already supplied hydrogen to a number of FCEV projects, Inagaki said, but this was the first time it had been for a dual fuel project.

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### **MEDIA ENQUIRIES**

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## **NOTES FOR EDITORS**

### **Tūaropaki Trust**

Tūaropaki Trust is an Ahu Whenua Trust registered under Te Ture Whenua Maori Act 1993 and was the first privately owned electricity generator in New Zealand, opening the Mokai power station, near Taupo, in 2000.

The organisation is a multi-national enterprise with interests in geothermal energy, milk powder production, energy services, communications, horticulture, food innovation technology, viticulture and dairy farming.

### **Tūaropaki Trust's guiding principles**

- We will act as a beacon of hope and prosperity for our people;
- Protect and advance the interests of our people;
- Be at one with our cultural land and resource;
- Help build the capability of our people through positive support and encouragement; and
- Look after the land and the land will look after you.

### **Obayashi Corporation**

Obayashi Corporation was founded in Japan in 1892 and operates in domestic and overseas construction works, regional development, urban development, ocean development, environmental improvement, other construction-related businesses including engineering, management, consulting and real estate. The company is headquartered in Tokyo, Japan and has more than 15,000 employees.

### **HW Richardson Group**

HW Richardson Group is New Zealand's largest privately-owned transport business. With over 2,500 employees in NZ and Australia, it has 48 companies operating in six sectors for an annual revenue of \$2billion.

HWR plans to lead the heavy transport industry's transition to hydrogen through dual fuel, where trucks run on both hydrogen and an existing fuel source. It sees 100% hydrogen fuel cell trucks eventually becoming the way of the industry's future, but feels the access to this is currently cost-prohibitive to many.

Trucks can be manufactured as dual fuel, or fitted retrospectively with modifications to the intake system to allow for dual fuel capability.

HWR plans to have 10 trucks on the road in the second quarter of 2023 to coincide with its first hydrogen plant being commissioned.

The company has been trialling a dual fuel truck on the road since August 2021 and reports no drop in power or significant downsides.

As dual fuel trucks go through their lifetime, they will eventually end up in the fleets of smaller operators who would otherwise be blocked from the hydrogen network through prohibitive cost. As the industry moves towards hydrogen as its fuel source, dual fuel trucks will mean the entire industry – down to small businesses – will be on the sustainability journey.