

Roundtable on the European Hydrogen Strategy

*Current state of the supply chain, problems, opportunities and possible future scenarios
25 November 2022*

*Organised by GR.A.N.D. together with the Directorate-General for Energy of the European
Commission in Brussels*

Recording = <https://www.grandacademy.it/evento>

The roundtable was attended by:

- **Antonio Parenti** - Head of Italy's Representative Office – European Commission
- **Marco Sambati** – Director GR.A.N.D.
- **Alessandro Polito** - Policy Officer – European Commission
- **Livio De Santoli** – Pro-Rector Energy-Environmentale Sustainability University Rome – La Sapienza
- **Mauro Moroni** - Hydrogen Working Group Coordinator – Italy Solare
- **Giacomo Rispoli** – MD Maire Chemichal – un Chem S.p.A. – Maire Technimont Group
- **Stefano Salerno** - General Manager Hive Energy Italia
- **Andrea Saccone** - Head of External Relations – Toyota Motor Italy
- **Alessandro Schiavone** - Fucino Green CEO – Banca Fucino S.p.A.
- **Maurizio Pica** – General Manager Tecnobus Industries
- **Angelo Consoli** – General Manager of Brussels' Jeremy Rifkin Office and of Cetri – Tires

The round table was opened by **Marco Sambati**, who highlighted the objectives and target groups of GR.A.N.D. (*Green Academy for the New Deal*), which was the subject of the patronage of the European Commission, and the proposal for a *permanent Forum* on the various areas of the European Green Deal, under the auspices of the European Commission, starting first with that on hydrogen, involving all public and private stakeholders interested in energy development in the field of hydrogen, through the exchange of best practices and a discussion of experiences and contributions that can lead to the development of the hydrogen economy in Italy.

Angelo Consoli, moderator of the round table, then spoke, highlighting that the European Commission organised the round table to disseminate Europe's main actions and strategies on Green Deal issues and that the Commission had the great merit of playing an extraordinary role in promoting and disseminating sustainability strategies.

Antonio Parenti stressed that the European Commission aims to increase, including through the new EU Repower Plan, the production and consumption of hydrogen in sectors that are difficult to decarbonise with very ambitious targets for 2030, as well as through other instruments, such as Next Generation EU, IPCEI, Horizon Europe, Innovation Fund and Clean Hydrogen Partnership.

Giacomo Rispoli announced that his group had launched the first hydrogen valley in Italy, specifically in Rome, to be replicated in other cities in Italy, starting with solid waste, which could no longer be recycled and thus diverted from incineration, to transform it through a gasification process into hydrogen, hydrogen methanol and hydrogen-ethanol, which would then become all hydrogen when demand is higher and to be used for sustainable mobility or shipping.

Alessandro Polito stressed that hydrogen should be seen as a complement to the European decarbonisation strategy in those sectors that cannot be electrified or are only at excessive costs, after having launched energy efficiency measures and the use of renewables, with the aim of producing 10 million tonnes of hydrogen in the European Union by 2030 and 10 million tonnes to be imported.

Andrea Saccone spoke about the goal of zero emissions in the world of mobility, pointing out that Toyota had started production of serial hydrogen cars in 2014 and that the current Toyota Mirai could be supplied in just 3-5 minutes with a range of approximately 650 km. There are around 20.000 Mirai worldwide, most of them in Japan and the United States where a refuelling infrastructure already exists. Toyota is also developing its own technology on trains, forklift trucks, ships, yachts and stationary energy generation.

Maurizio Pica pointed out that Tecnobus had produced electric hydrogen minibuses already in 2008 by selling them to Germany and that there was unfortunately an infrastructure and not technology problem in Italy, preventing the development of hydrogen mobility.

Mauro Maroni from di Italia Solarethen stressed that the main critical issue for the production of green hydrogen was the lack of renewable installations; in Italy, there are currently 280 GW of network connection requests pending authorisation. In 2022, almost 1 GW were authorised but would need at least 8 GW per year by 2030 and that hydrogen should still be used first in the hard-to-abate sector and then in heavy transport, with the aim of building a European green hydrogen supply chain.

Alessandro Schiavone from Fucino Green, a company of the Banca del Fucino Group dedicated to the renewables sector, in particular photovoltaic, and who in the last period had focused on storage and also hydrogen, took the floor: in his speech, he stressed that the roundtable, but above all the Forum, could provide an opportunity for knowledge and debate on the subject, as well as a laboratory of ideas and projects, but that it was nevertheless necessary not only to highlight the clear environmental sustainability of hydrogen but also to find economic sustainability that enables investors to be able to financially support the hydrogen economy.

Then he passed the floor to **Stefano Salerno** from Hive Energy, a world leader in renewables and the circular economy, who stressed that green hydrogen is currently still expensive and that it would be necessary to unlock the permits for the connection request.

Finally, **Livio De Santoli** took the floor to call for decarbonisation to be the real driver of development in our country for medium- to long-term planning, overcoming the current authorisation and administrative problems, up to 12 GW per year, which make it possible to achieve Europe's objectives. To do this, it is necessary to start with training and has launched the proposal for a *Hydrogen School* to train those professionals who do not currently exist to contribute to and accelerate the hydrogen economy.

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