



## MEDIA RELEASE

April 2023

### Pipeline infrastructure key to Australia's heavy transport hydrogen highway

The Australian Pipelines and Gas Association (APGA) welcomes the Federal Government's National Electric Vehicle Strategy and says pipeline infrastructure will play a critical role to support the availability of reliable, cost-effective refuelling for Australia's hydrogen electric heavy transport fleet.

The National Electric Vehicle Strategy, released on Wednesday, recognises the potential of hydrogen for long-distance freight transport. APGA research has demonstrated that a pipeline supply chain model to support hydrogen refuelling is best suited for heavy transport on Australia's network of major highways.

Hydrogen fuel cell vehicles offer major advantages for heavy transport thanks to five-minute refuelling times, as well as lower weight per truck – which means fewer highway closures for road maintenance.

Significantly, it also helps reduce heavy transport emissions in metropolitan and regional areas.

APGA Chief Executive Steve Davies says hydrogen refuelling along the domestic highway network will require thousands of tonnes of hydrogen as the sector matures, with pipelines best-placed to provide hydrogen transport and storage within one piece of infrastructure which allows for lower-cost refuelling stations and lower-cost centralised hydrogen production in renewable energy zones.

"Australia has the opportunity to be a world-leader in decarbonising its transport sector, which will be imperative to achieving net zero by 2050," Mr Davies said.

"The use of pipeline infrastructure along major transport corridors will help kickstart the local hydrogen production sector as well as support the uptake of zero-emission heavy vehicles across Australia."

In two case studies submitted as part of the National Electric Vehicle Strategy consultation, the APGA outlined the feasibility of hydrogen pipelines along the Hume Highway between Melbourne and Sydney, centring on the Wagga Wagga Renewable Energy Zone, as well as the Pacific Highway between Sydney and Brisbane, centred on the New England Renewable Energy Zone.

Analysis found pipelines are significantly more economical than tube-trailer delivery.

The average tube trailer costs of \$1.30 to \$3.15 per kilogram of hydrogen (per kgH<sub>2</sub>) delivered, plus storage. For hydrogen pipelines, in a lower-use case catering for 43% of expected demand, analysis show costs of \$0.66 per kgH<sub>2</sub> delivered. While in the case of mass adoption, the costs fall to \$0.31 per kgH<sub>2</sub>.

The APGA's analysis supports the landmark tri-state collaboration for a renewable hydrogen fuelling network, with the first project set to deliver the Hume Hydrogen Highway.

To learn more about renewable gases and how the APGA and the broader gas infrastructure industry are helping to deliver the least-cost pathway to net zero, [click here](#).

### **About**

The Australian Pipelines and Gas Association (APGA) represents the owners, operators, designers, constructors, and service providers of Australia's pipeline infrastructure, connecting natural and renewable gas production to demand centres in cities and other locations across Australia. Our members offer a wide range of services to gas users, retailers and producers and ensure the safe and reliable delivery of 28 per cent of the end-use energy consumed in Australia.

### **Contact**

For further information or the opportunity to engage with Mr Steve Davies please contact:

Paul Purcell  
Corporate Affairs Manager  
0422 247 750  
ppurcell@apga.org.au