

# EHRIN (GH2M) meeting Drenthe

30.09.2024 – 02.10.2024

## *Post Implementation Review*

[Agenda \(topics, balance, breaks\)](#)

### **Learning**

The purpose of this engagement session with stakeholders is to deepen knowledge of the hydrogen market in mobility and to learn from each other.

### **Set up**

Drenthe (& Netherlands) has been driving hydrogen for about a decade. As a result, we can show project partners and stakeholders a number of interesting companies and projects.

The first day we started at Resato, producers of hydrogen filling stations for a European Market. From “the market” they presented a picture of the market and developments in Europe.

After Resato we drove on to the “OV bureau Groningen-Drenthe” where we were allowed to take a look at the Hydrogen busses and their H2 refuelling point. Peter Mul told us about the challenges they are facing (a.o. range of the Van Hool buses is rapidly decreasing, this manufacturer went bankrupt so many challenges!). Back in 2014 the Public Transport Agency already pioneered with Electric busses. Stara Zagora in Bulgaria is working on the first tender of Hydrogen busses in 2024.

After lunch we drove on to H2 Hollandia and got a presentation on their ambitions; H2 Hollandia is a huge solar park and as a next step Avitec and NOVAR wish to connect it to an electrolyser to produce hydrogen. This hydrogen will be used to run the trucks of potato starch factory AVEBE on hydrogen, which will be refuelled at the hydrogen filling station that H2 Hollandia will realize at the current (no longer in use) NAM location. Some of the hydrogen will also go to the AVEBE factory, which will blend it in to reduce their use of (fossil) natural gas.

On day two we went to the Municipality of Groningen and were informed about the role of local government in simulating the H2 application and market. The municipality owns several H2 street scooters, cars and garbage trucks. From the municipal workshop we drove on to Groningen Airport Eelde where we were given a tour of the airport and were told about the ambitions of the airport; “NXT airport” is a vision for converting ground operation from fossil to Hydrogen and positioning the airport as a pilot location for innovative, low CO2 solutions. Besides the ground operation there is also testing with (smaller) aircraft on hydrogen and electric, there is a training center located at the airport and a.o. Fokker is one of the companies behind this.

**The workshop in the afternoon was used for reflection and discussion on our learnings**

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## EHRIN

Speakers included Kees Verbogt from the Ministry of I&W, who explained how European legislation is translated into local (NL) legislation.

Peter shared his experiences with the other project partners and stakeholders to prevent them from stepping into the same pitfalls. The question was; what can we learn from each other and how can we push Zero Emissions public transport further in Europe.

Resato joined the discussion to share their learning as a scale up company delivering HRS all through Europe. One of the topics was Business Case: entrepreneurs always need a positive business case for their initiative and this is where authorities, public and private sector need to collaborate strongly. There was also a lively discussion between Kees (Ministry) and François (Resato) in which both perspectives (legislator vs market) became clear.

For transport to and from the locations we used an electric (ZE) regional bus of Q-buzz which was driven by colleague Jorn van der Scheer of Traffic and Transport.

### Development

The two day engagement session was designed to allow for as many connections as possible. This means we combined two INTERREG projects with Hydrogen development as central theme: GH2M and EHRIN. We connected stakeholders of both projects. The learning is flowing along these lines. The group learning was captured during a reflection and dialogue session on the final day of the two day meeting.

### Social activities

One can say that the day were packed with moments of engagement. In the buss, during lunch, after the workshop, dinners.

### Outreach (communication)

- Social media coverage: news on individual LinkedIn profiles, Drenthe homepage, and LinkedIn profiles- visibility made at all social media that were accessible.

### Logistics

- Low CO2 footprint: For transport to and from the locations we used an electric (ZE) regional bus of Q-buzz which was driven by colleague Jorn van der Scheer of Traffic and Transport (Province of Drenthe).
- Hotels and venues all located within walking distance to provide for both for mental and physical refreshment.
- Hotel de Jonge close to the train station for connections to airport and trains.

## Location

## EHRIN

### Conference venue

- For the final workshop the location was inspirational: on Groningen Airport Eelde. All catering services included.
- Site visits were hosted by the receiving companies. Including tailor-made pastry!

### Method used for dialogue

- Group facilitators with task to moderate discussion and make sure that all participants were able to talk.
- At the end of the session the Take-Off guide was shared with the audience.

### Dynamics & connections

- We saw different mastery levels of the English language.
- Participants in discussion groups were mixed after every round to make sure all participants were able to talk to each other.

### Feedback from stakeholders

Feedback received on the two days was very positive. Participants found it inspiring to see so many concrete examples and projects. Also, the group dialogue/ reflection at the end was appreciated. It helped to capture the main learnings for the group but also, the steps to take for progressing H2 in their respective countries.

The Take-Off Guide was seen as a gift for the participants to take home and apply.

### Impact & follow up

- Documentation of the outcomes of workshop are going to be compiled and shared with all participants to boost the networking for hydrogen development.

### Diversity & inclusiveness

- We had a diverse group of stakeholders and participants. Different countries from the North Sea Region and the South of Europe (Bulgaria).
- Workshop was organized with the right competencies as a first selection key, however with inclusiveness of all sexes and ages in mind.
- In terms of inclusiveness, the language barrier – hindering people to engage in the dialogue - was the most important element to be aware of.