



## ZERO EMISSION FLEET FOR EUROPEAN ROLLOUT

### D3.4: Bi-Annual Public Technical Report on Vehicle and Refuelling Station Operation

Data: Up to December 2021 (incl.)

Dissemination level: PUBLIC

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- ❑ ZEFER (<https://zefer.eu/>, 2017-2023) aims to demonstrate that operating fuel cell electric vehicles (FCEVs) in urban vehicle applications can be commercially and operationally viable.
- ❑ This report summarises the results of the operation **to the end of December 2021** of the Toyota Mirai FCEVs and hydrogen refuelling stations (HRS) that have been deployed by ZEFER:
  - **In London**, Green Tomato Cars (GTC) began operating 25 FCEVs as taxis in April 2018 and incorporated 25 more in November 2019.
  - **In London**, the Metropolitan Police Service (MPS) operates 10 Toyota Mirais as general purpose police vehicles, joining the existing 11 Mirais in its fleet.
  - **In Paris**, STEP/Hype (Société du Taxi Electrique Parisien), via Hyssetco (a joint venture including Air Liquide), has deployed 60 ZEFER-supported Toyota Mirai FCEVs taxis since August 2018.
  - **In Denmark**, DRIVR has begun deploying 60 FCEV taxis, a combination of Toyota Mirai generation 1 and 2 vehicles.



- ❑ To the end of December 2021, the ZEFER FCEVs drove **7 256 000 km\***.
- ❑ HRS in France, the UK and Denmark dispensed to ZEFER vehicles **67 051 kg of hydrogen**.
- ❑ FCEV taxi driving and refuelling patterns in London and Paris are similar, with vehicles driving **between 195 and 210 km between refuels** and averaging just over 2 kg per hydrogen refuel (the Mirai has a 5 kg tank capacity). The reason for more frequent refuels than a conventional vehicle is that the HRS network is far less developed than the petrol/diesel one.
- ❑ The FCEVs have proven to be reliable (**> 99% availability**), with a small amount of off-road time associated with normal taxi use (minor impacts and tyre replacements). The Toyota Mirais are serviced every 10 000 km.
- ❑ The average availability for all H2ME and ZEFER HRS is currently **96.3%**.
- ❑ There were no vehicle or HRS safety issues recorded.

\* Last data received from MPS Aug 2019. The MPS distance has been estimated from refuelling records provided by ITM.

# Abbreviations



Abbreviation	Definition
CAZ	Clean Air Zone
CCZ	London Congestion Charge Zone
FCEV	Fuel Cell Electric Vehicle
FCH JU	Fuel Cells and Hydrogen Joint Undertaking
GTC	Green Tomato Cars
H <sub>2</sub>	Hydrogen
H2ME	Hydrogen Mobility Europe
HRS	Hydrogen Refuelling Station
HyTEC	Hydrogen Transport in European Cities
LEZ	London Low Emission Zone
MPS	Metropolitan Police Service (London)
NEDC	New European Driving Cycle
NiMH	Nickel Metal Hydride
OEM	Original Equipment Manufacturer
PEM	Proton Exchange Membrane
STEP	Société du Taxi Electrique Parisien
ULEZ	London Ultra Low Emission Zone
ZEFER	Zero-Emission Fleet vehicles for European Rollout

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# ZERO EMISSION FLEET VEHICLES FOR EUROPEAN ROLLOUT (2017-2023)

## Introduction

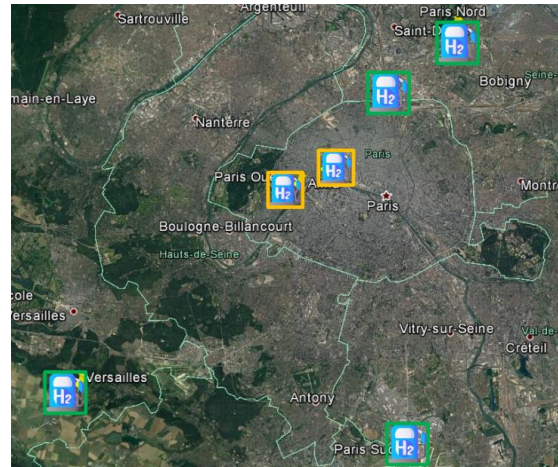
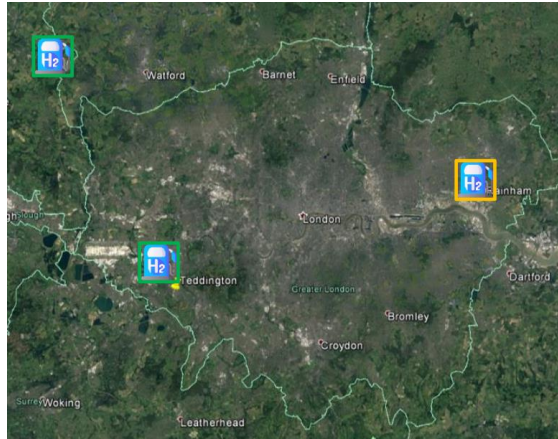


- ❑ ZEFER (<https://zefer.eu/>) aims to demonstrate that operating fuel cell electric vehicles (FCEVs)\* in urban vehicle applications can be commercially viable compared to diesel alternatives. The FCEV use cases that will be investigated by ZEFER are:
  - As taxis in intensive (up to 24/7) high-mileage operation, and
  - In inner-city fleets where their zero-emission characteristics are of particular value.
- ❑ ZEFER will deploy FCEVs in three locations:

Location	No. of FCEV	Role of FCEV	User of FCEV
Paris	60	Taxi	STEP
Copenhagen	60		DRIVR
London	50		Green Tomato Cars
London	10	Police vehicle	Metropolitan Police

\* FCEVs use compressed hydrogen stored on-board to generate electricity in a fuel cell which is used to provide power. The vehicles emit only water.

# ZEFER FCEV Deployments

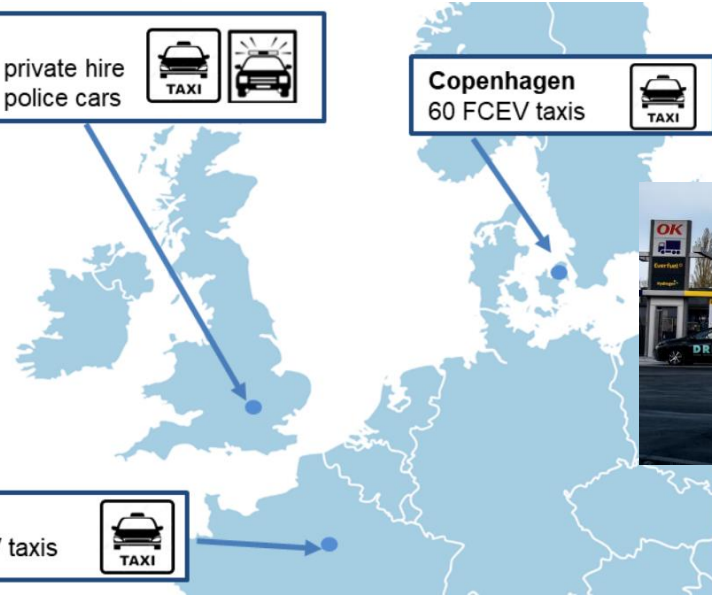


MAYOR OF LONDON  
OFFICE FOR POLICING AND CRIME

**London**  
50 FCEV private hire  
10 FCEV police cars



**Copenhagen**  
60 FCEV taxis





**Paris**  
60 FCEV taxis



# ZEFER

## Vehicle Technical Specification



	Toyota Mirai Gen 1	Toyota Mirai Gen 2
Vehicle		
Vehicle architecture	Battery/fuel cell parallel hybrid	Battery/fuel cell parallel hybrid
Top Speed	179 kph	174 kph
Seats	4	5
Acceleration 0 → 100 km/h	9.6s	9s
Range	550 km (NEDC)*	644 km (WLTP)**
Stack Technology	PEM***	PEM***
Stack Power Rating	113 kW	128 kW
Tank Capacity	5 kg H <sub>2</sub>	5.6 kg H <sub>2</sub>
Tank Pressure	700 bar	700 bar
Battery Pack Size	1.6 kWh NiMH****	1.2 kWh Lithium-ion

\* New European Drive Cycle

\*\* Worldwide Harmonised Light Vehicle Test Procedure

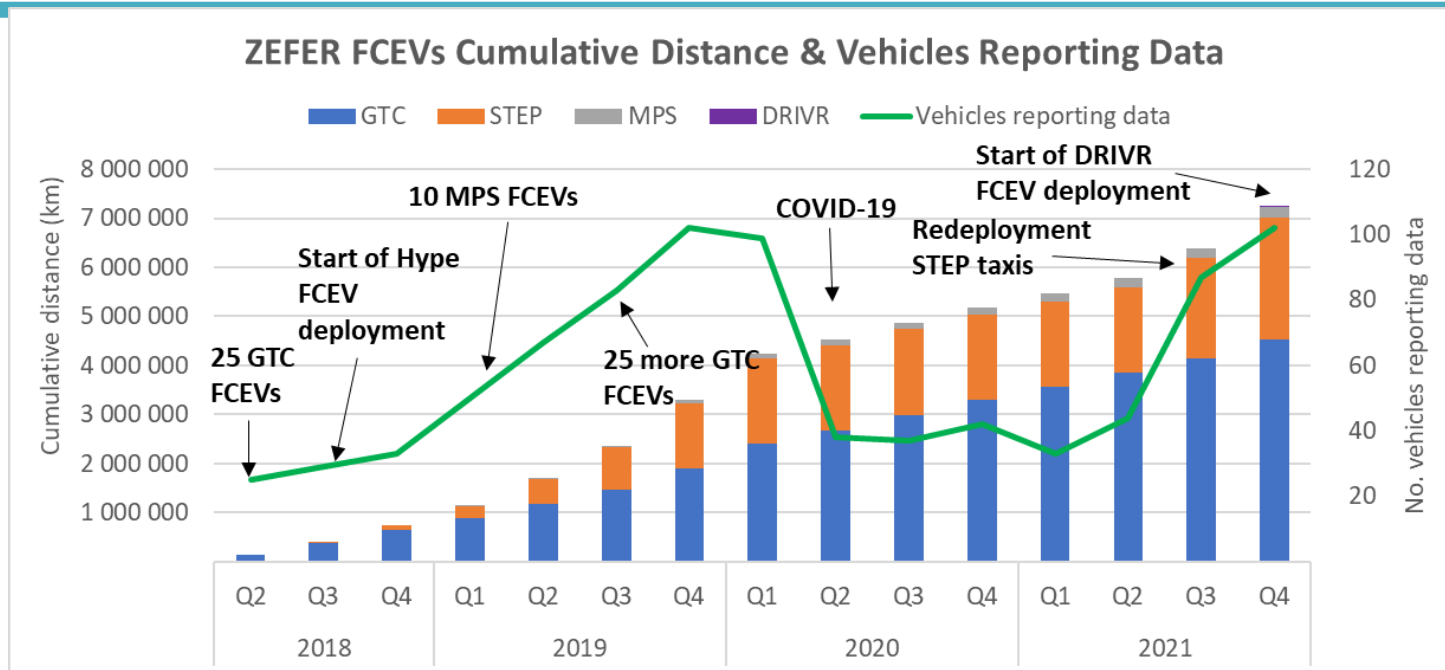
\*\*\* Proton Exchange Membrane

\*\*\*\* Nickel Metal Hydride



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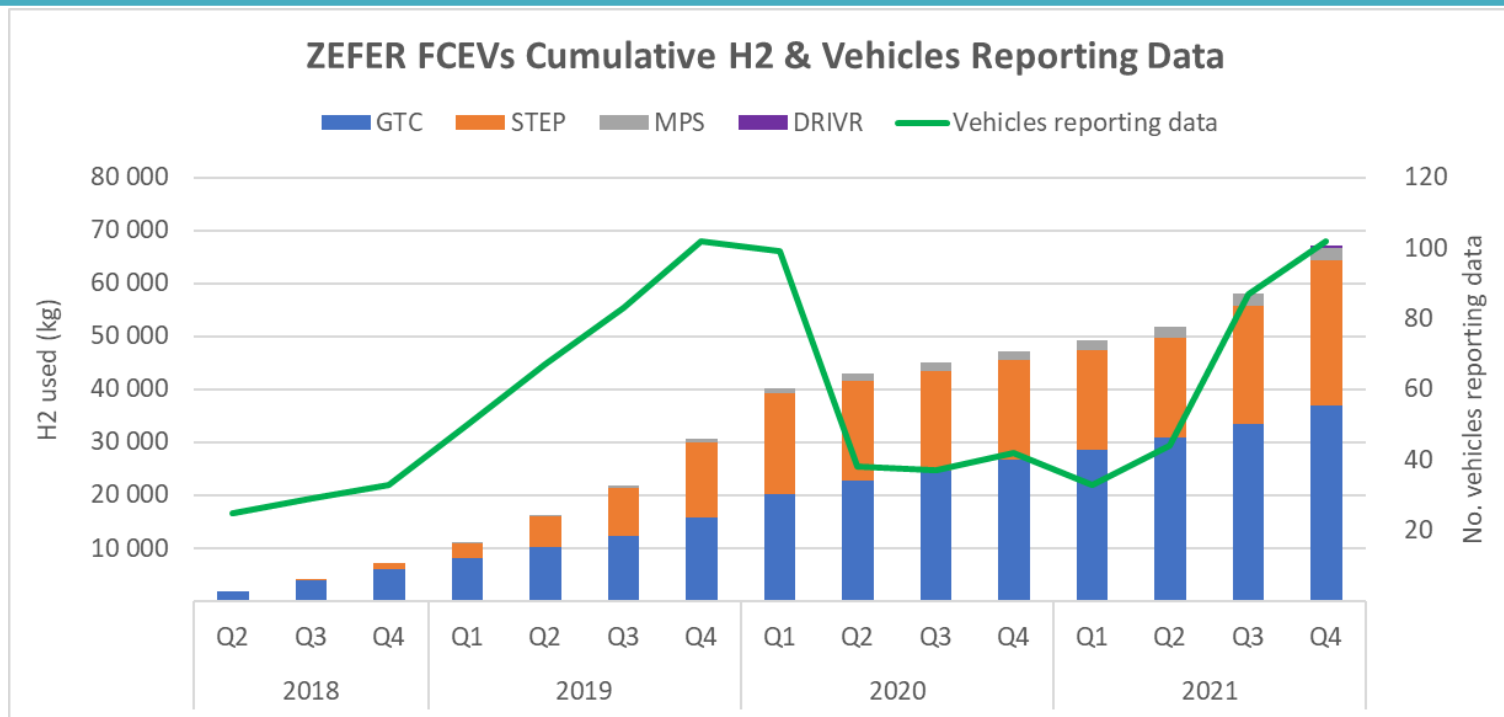


- ❑ ZEFER FCEV taxis in London, Paris and Copenhagen, plus the MPS police vehicles in London, have reported **7 256 000 km** driven since April 2018\*.
- ❑ Peak of data-reporting vehicles (102) was reached in Q4 2019 and again this quarter, due to the start of DRIVR’s deployment in Copenhagen.
- ❑ However, the Covid pandemic caused the number of taxis deployed by GTC to reduce by 50% in London, while STEP could not operate any taxis in Paris. Fortunately, STEP have now resumed operations and the number of total ZEFER vehicles reporting data across all fleets in Q4 2021 is 102.

\* Last data received from MPS Aug 2019. The MPS distance is estimated from refuelling records provided by ITM. MPS vehicles included in ‘vehicles reporting data’.

# HRS

## Cumulative Hydrogen Dispensed

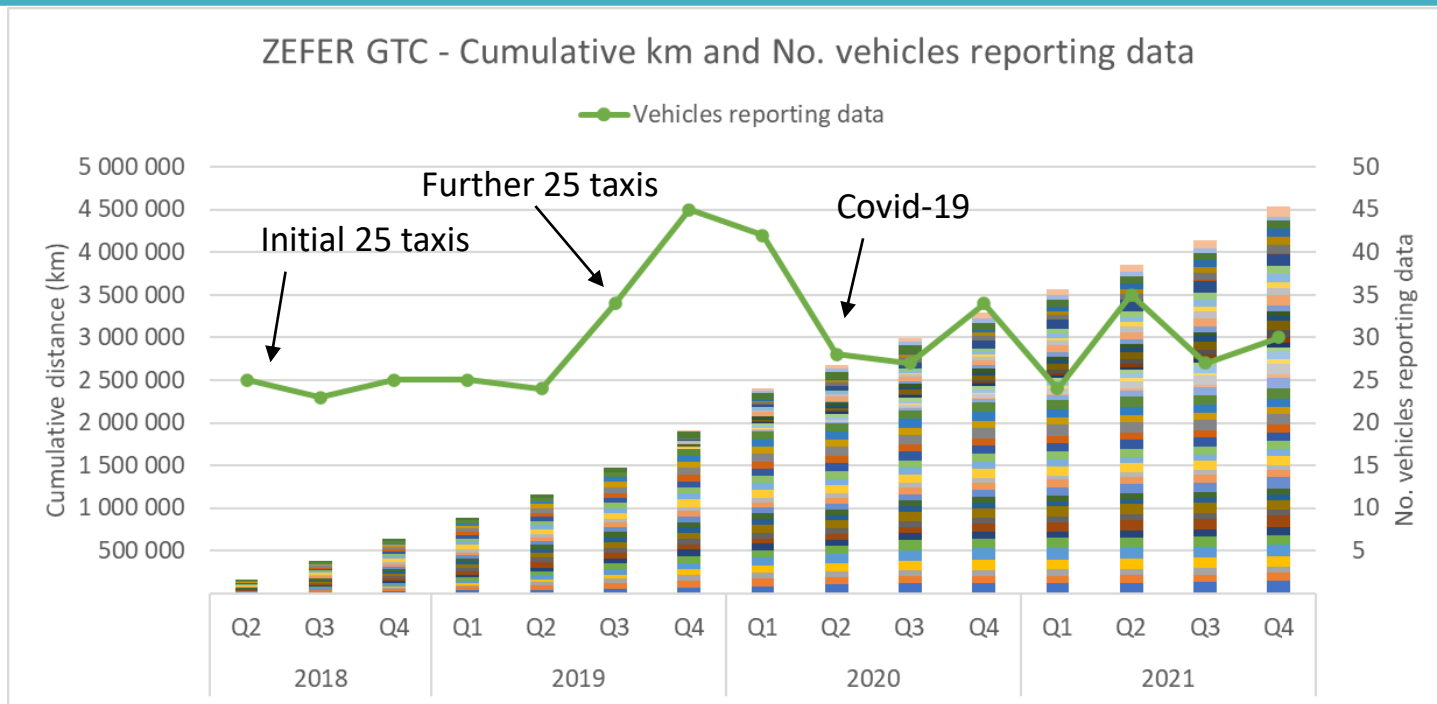


- ❑ HRS in France and the UK have dispensed **67 051 kg H<sub>2</sub>** to ZEFER vehicles.
- ❑ The two most popular stations are Orly in Paris (13 200 kg) and Teddington in London (17 200 kg), together dispensing 30 400 kg (45% of the total).
- ❑ Due to the Covid pandemic, only 11 800 kg of hydrogen have been dispensed from Q2 2020 to Q2 2021 (both incl.). Luckily, the redeployment of STEP taxis means an increase of 265% in H<sub>2</sub> dispensed from Q2 to Q4 2021.

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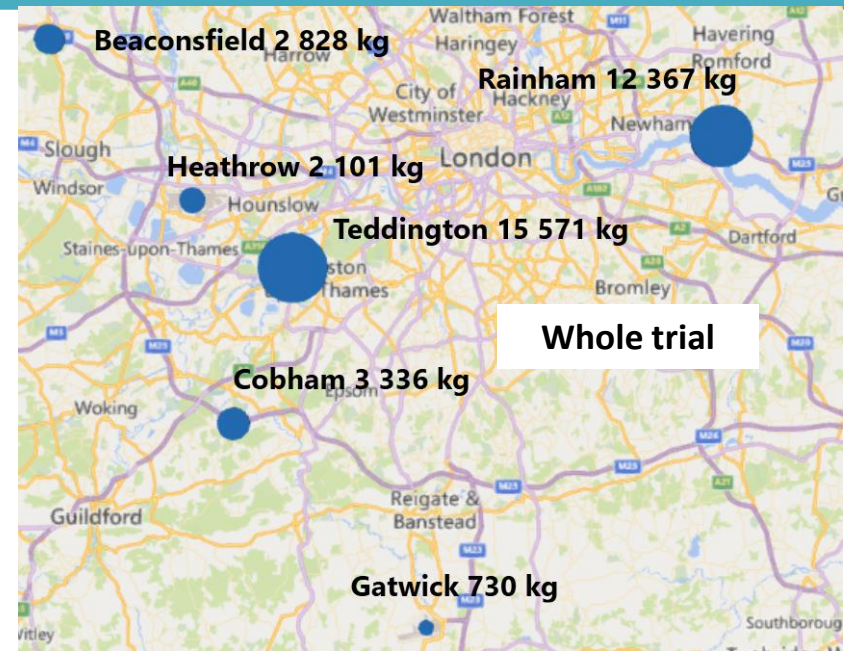
# London FCEV Taxi Operation



- ❑ GTC's 50 FCEV taxis have driven **4 531 000 km** since April 2018 (the different-coloured bars on the graph represent the cumulative distance driven by individual vehicles, while the green line is the no. of vehicles reporting data).
- ❑ The recovery in clients after the pandemic was not translated into all vehicles being redeployed, mainly due to the low reliability or unavailability of HRS.
- ❑ The average distance driven by each taxi per month is 3 750 km (~173 km/day). The furthest driven by one of the vehicles in a month was 12 647 km over a busy Christmas month in 2019.
- ❑ The average annual distance driven by each FCEV taxi is 45 000 km.

# London

## Where GTC FCEVs are Refuelling



- ❑ The figure above shows the location of ITM Power HRS (except for Heathrow) around London and the number of kg of hydrogen dispensed to GTC FCEVs. During the whole trial, there have been **36 933 kg of hydrogen** dispensed in 16 670 refuelling events, averaging 2.2 kg per refuel (44% of the 5 kg hydrogen tank capacity) and 210 km between refuels.
- ❑ The Beaconsfield HRS is unavailable since June 2020, and Cobham became unavailable in July 2021. Therefore, the vehicles rely on Teddington and Heathrow on the West with small quantities being delivered at Gatwick. The hydrogen for the East London operations is delivered at Rainham.

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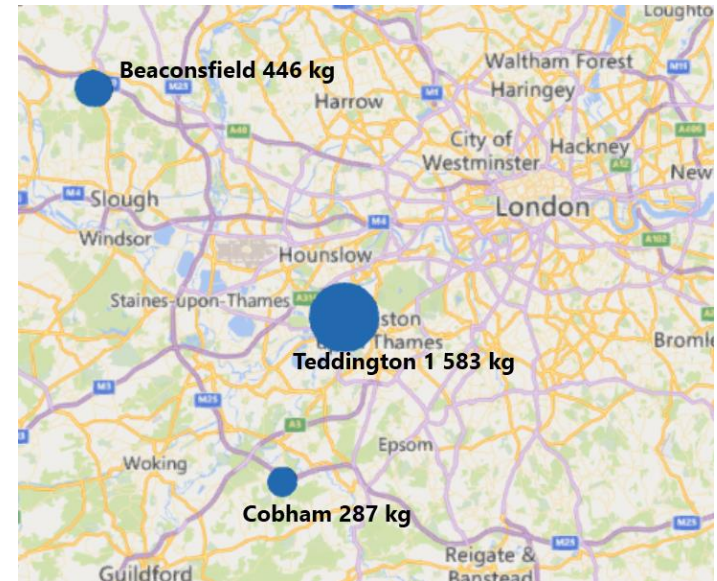
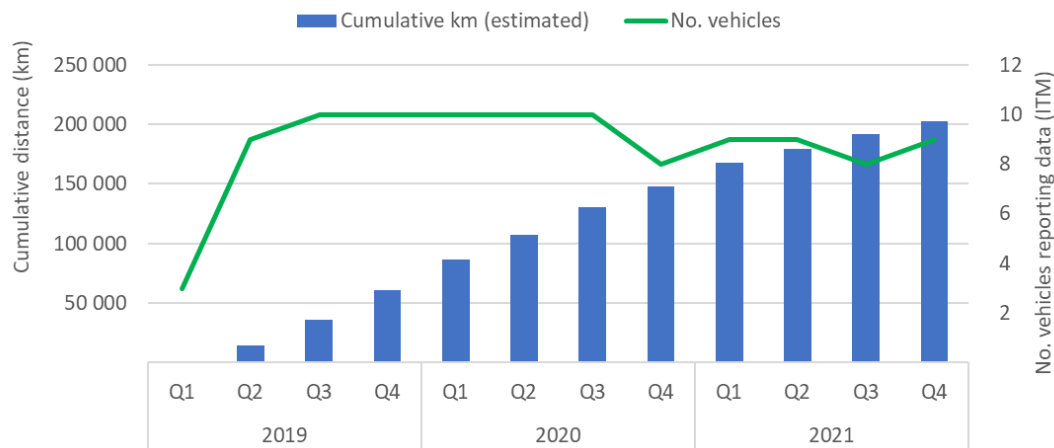
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# London MPS Distance and Data Status



ZEFER MPS Vehicles: Cumulative Distance & Vehicles Reporting Data (from ITM)



- ❑ The graphs above shows the cumulative distance from the 10 ZEFER vehicles deployed, and the amount of H2 dispensed to these vehicles. Due to data unavailability from Aug-19, this has been estimated using ITM’s refuelling records and an assumed fuel economy of 90 km/kg (average of other ZEFER and H2ME Toyota Mirais used in non-aggressive driving duties, as these are general purpose vehicles). Total cumulative estimation of **202 500 km** based on a H2 consumption of **2 316 kg**.
- ❑ Moving forward, MPS will install their own telemetry in the ZEFER vehicles. However, historic data still has to be provided. MPS, Element Energy and Cenex have agreed a data provision plan, where MPS will provide data recorded daily for 2 vehicles and recorded quarterly for the other 8 vehicles (all data provided once per quarter to Cenex).

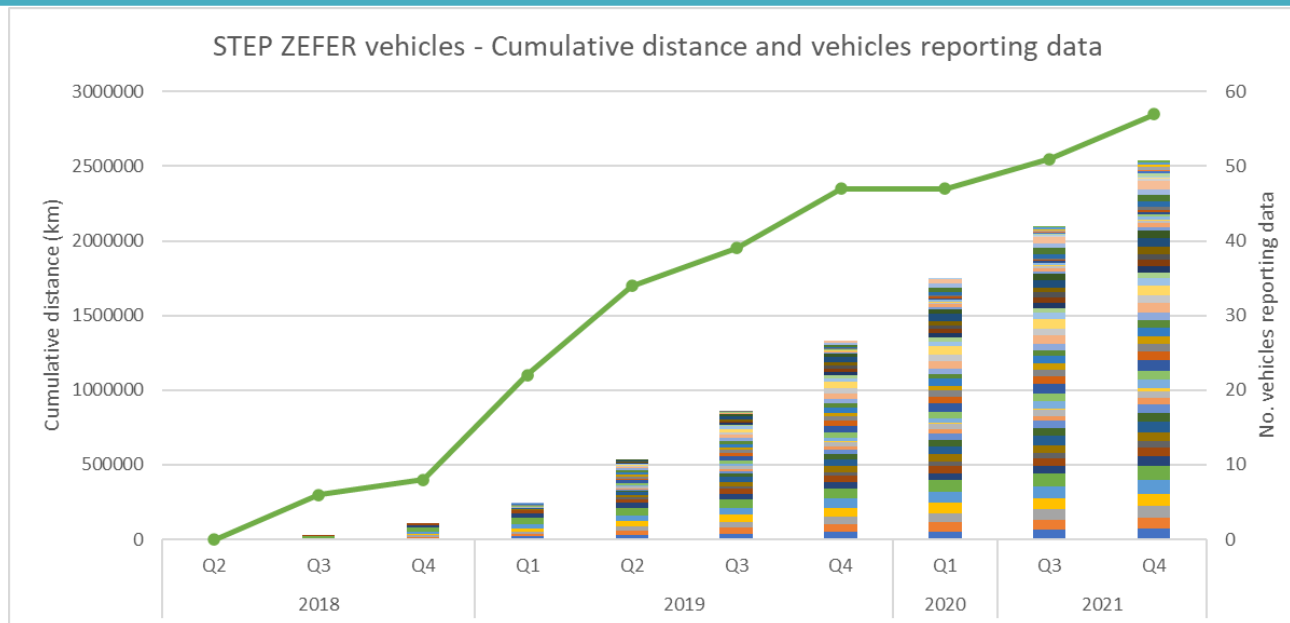




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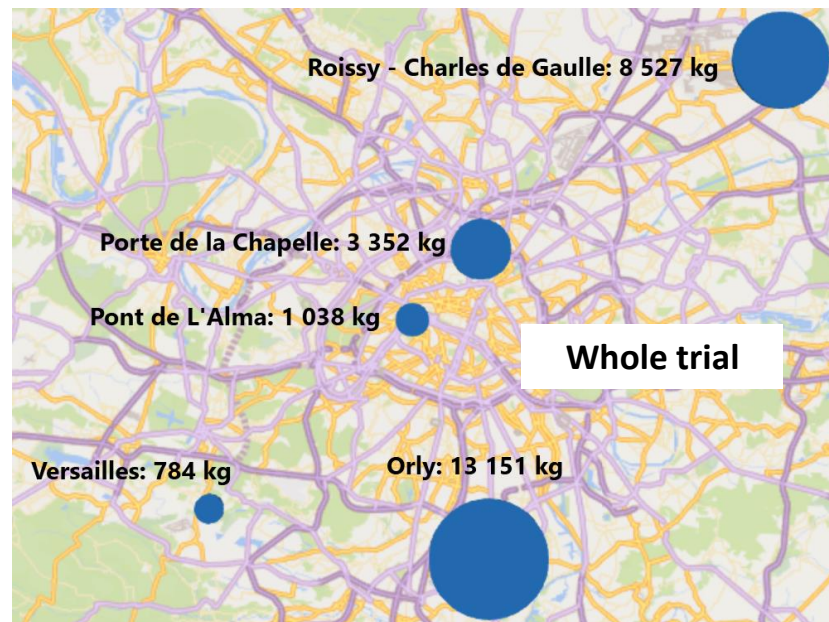
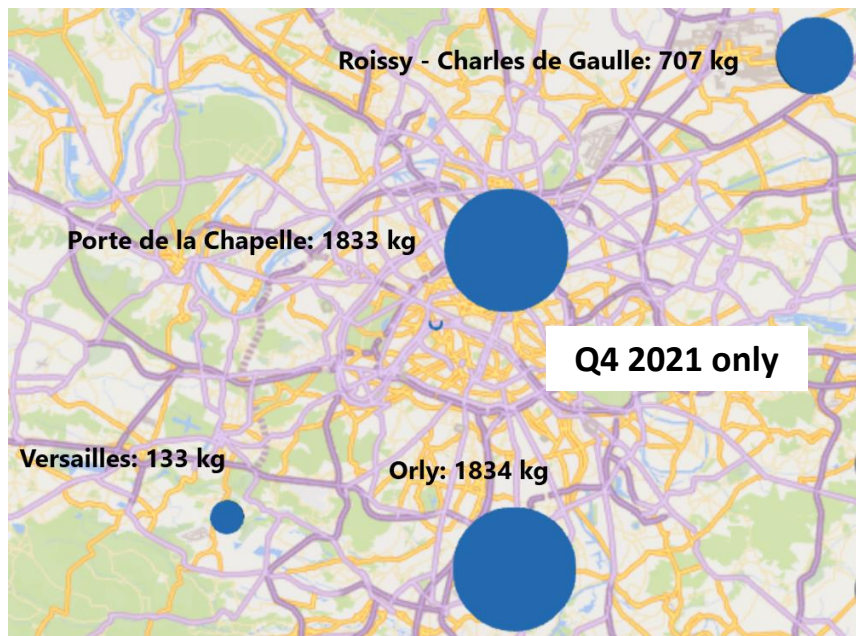
# Paris FCEV Taxi Operation



- ❑ The bars show cumulative distance per vehicle (one colour per vehicle), while the green line shows the no. of vehicles reporting data. Notice the gap in the horizontal axis due to the pandemic, which caused STEP's activity to stop between April 2020 and June 2021. In Q3 2021, however, the taxis restarted operations strongly.
- ❑ The ZEFER Hype/STEP FCEVs have reported a total of **2 537 000 km** driven. The ZEFER taxis drive an average of 3 020 km per month (139 km per day and 36 200 km/year).
- ❑ The furthest driven by one of the vehicles in a month was 7 470 km.

# Paris

## Where ZEFER FCEVs are Refuelling



- ❑ The figure above shows the location of Air Liquide HRS around Paris and the number of kg of H2 dispensed to ZEFER Hype FCEVs. During the whole trial, there have been **26 852 kg of hydrogen** dispensed in 12 904 refuelling events, averaging 2.1 kg per refuel (41% of the 5 kg hydrogen tank capacity). The mean distance between refuels for the ZEFER STEP taxi fleet is 195 km. Please note that this data comes from vehicle telemetry and has been produced using Cenex geofencing algorithms.
- ❑ The FCEVs use all the Paris HRS, but the most popular stations are Orly and Porte de la Chapelle. Orly is popular because the taxis refuel at the airport when they leave and pick up passengers and they do not need to detour to refuel, like it often happens in London. Porte de la Chapelle has become very popular since taxis began to use it in Q3 2021, because many taxis have their depot/base close by, and also because of its central location.

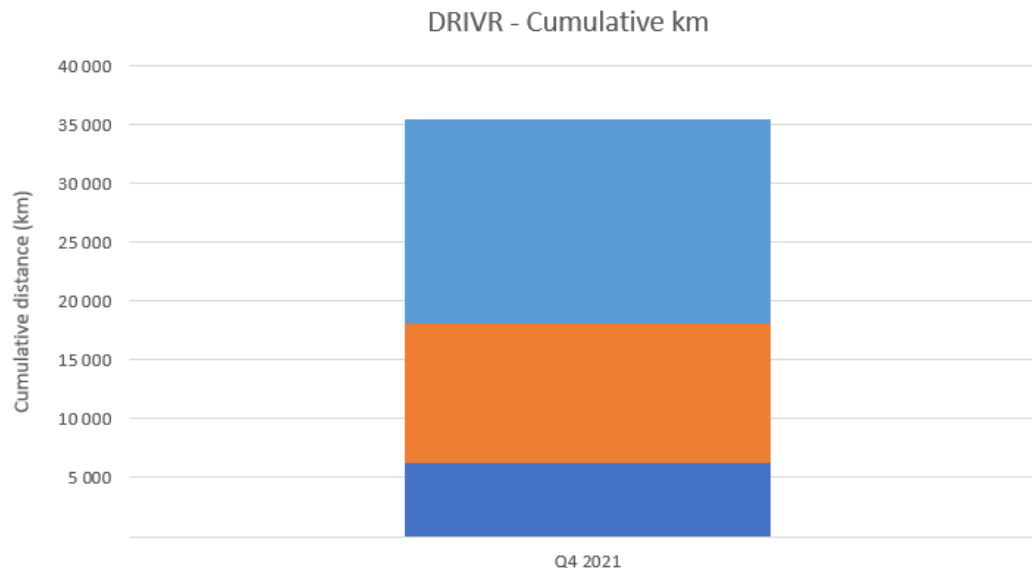


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# Denmark

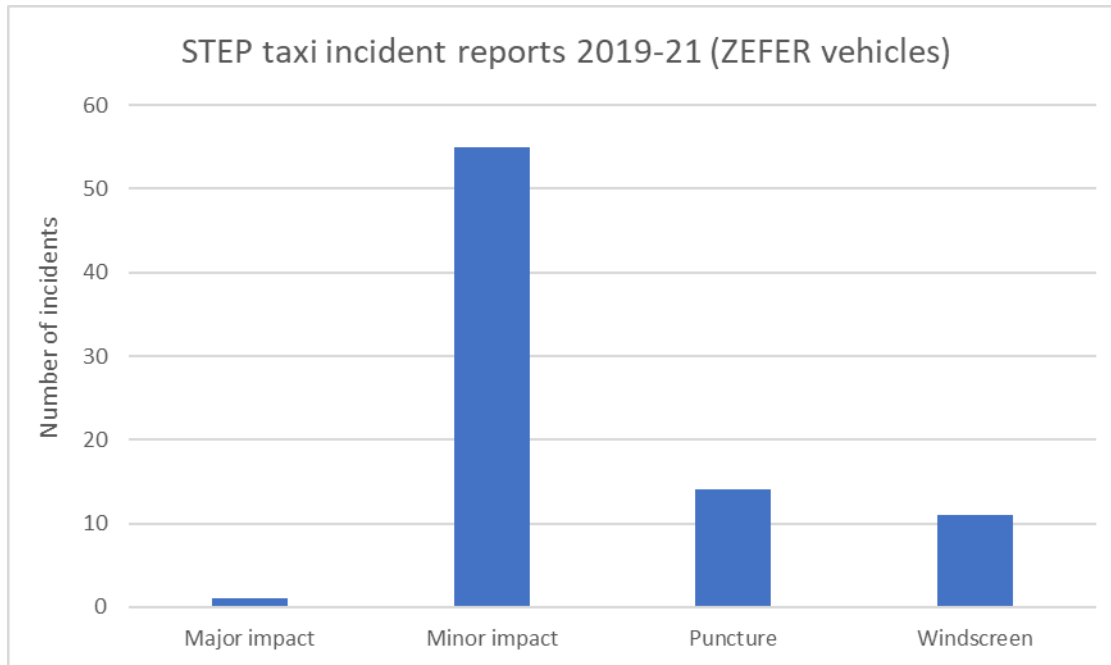
## FCEV Taxi Operation



- ❑ DRIVR began their FCEV taxi operation in early November with a limited number of taxis.
- ❑ Data was only available from 3 taxis, that covered a total distance of 35 500 km.
- ❑ Data loggers capturing GPS granular data every 1 to 5 seconds will be installed in all DRIVR vehicles in the coming months, enabling a more detailed analysis.
- ❑ DRIVR have ambitious plans to deploy all 60 taxis in the next few months, but the pandemic restrictions are still impacting their operations, with these expected to be lifted in February.

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- ❑ The STEP fleet kindly provided incident data before and after the Covid pandemic.
- ❑ The STEP taxis drive a lot. Inevitably, they are involved in incidents.
- ❑ The taxis have the same types of incidents as normal taxis.
- ❑ The photograph shows the scale of the major impact incident shown in the graph.
- ❑ **None of the incidents involved release of hydrogen or problems with the fuel cell system.**



- ❑ Toyota Mirais are serviced every 10 000 km (or 10 000 miles in the UK):
  - 10 000 km/mile service comprises general check plus H<sub>2</sub> leak test.
  - Deionising filter changed every 30 000 km/miles.
  - Battery and fuel cell coolant is topped up at 100 000 km\*.
  
- ❑ Vehicles have in practice proven to be very reliable (> 99% availability).

\*Source: Toyota UK

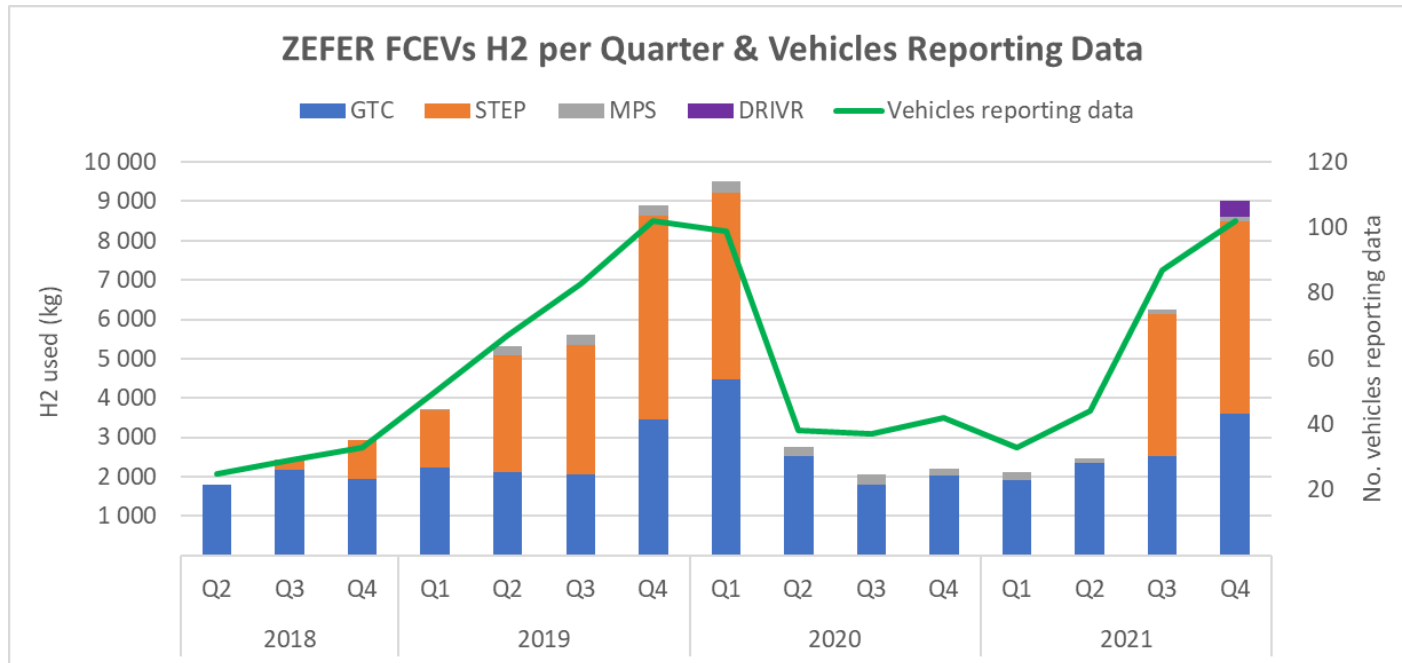


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# HRS Operational Monitoring

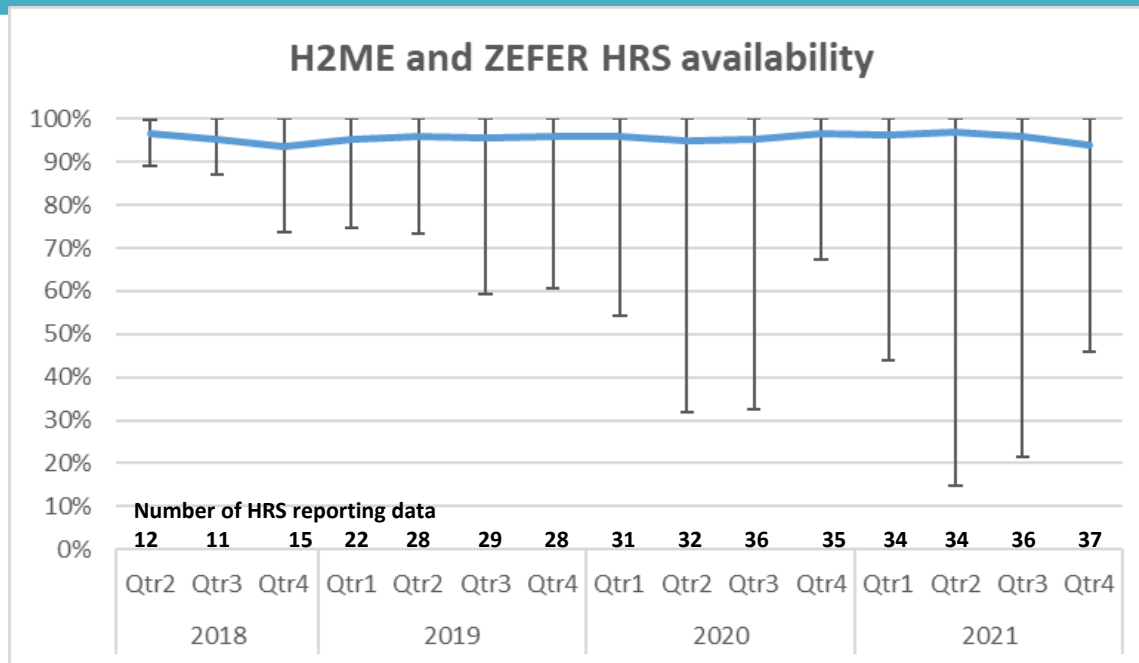
## Evolution of Paris, London & Copenhagen HRS



- ❑ The graph above shows that the increase in usage and load of the London, Paris and Copenhagen HRS network closely follows the increase of FCEV deployment as part of ZEFER.
- ❑ The taxis in Paris stopped their operation in March 2020 due to the Covid pandemic, but restarted operations strongly in July 2021 drawing a significant amount of hydrogen demand. Covid restrictions still impact DRIVR operations in Denmark, unfortunately.
- ❑ The GTC fleet reduced operations in March 2020 by approximately 50%, causing a decrease in hydrogen dispensed in London.

# HRS Operational Monitoring – All Stations

## Station Availability



- ❑ The graph above shows data to the end of December 2021 from H2ME and ZEFER. The data from these projects has been combined to:
  - provide a more complete dataset and
  - maintain anonymisation for the two ZEFER HRS providers.
- ❑ The black bars show the lowest and highest HRS availability in the quarter (a presentation format recommended by the CH2 JU). The project-average station availability is currently **96.3%**. As new HRS are deployed, the minimum availability drops, but the average remains stable.

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- ❑ Toyota Mirai fuel cell electric vehicles are operating effectively as zero tailpipe-emission taxis and police vehicles in London and Paris.
- ❑ Taxis are an excellent use-case to test the high utilisations of FCEVs, and placing number of taxis in a network of multiple HRS increases station usage, which helps the business case for the stations.
- ❑ Since 2018, ZEFER FCEVs have driven **7.3 million km**.
- ❑ Using FCEVs as taxis requires some operational adjustments to keep journeys within reasonable range of refuelling stations.
- ❑ The FCEVs have proven to be reliable (> 99% availability). They are serviced every 10 000 km/miles. The vehicles have been involved in several accidents and collisions. **None of the incidents involved the release of hydrogen or problems with the fuel cell system.**
- ❑ The average HRS availability for all H2ME and ZEFER stations is currently 96.3%. **There have been no project HRS safety incidents reported.**
- ❑ Quantitative analysis during this project, feedback from drivers and partnership working with vehicle and station providers is being used to improve the operational efficiency of the vehicles and refuelling infrastructure.

# Acknowledgement



*This project has received funding from the Fuel Cells and Hydrogen 2 Joint Undertaking (now Clean Hydrogen Partnership) under Grant Agreement No 779538. This Joint Undertaking receives support from the European Union's Horizon 2020 Research and Innovation programme, Hydrogen Europe and Hydrogen Europe Research.*

