Interreg Baltic Sea Region

Co-funded by the European Union

SMART GREEN MOBILITY
HyTruck

HRS concept for Greater Rostock (Germany) and for the Baltic Sea Region.

HyTruck Breakfast Briefing

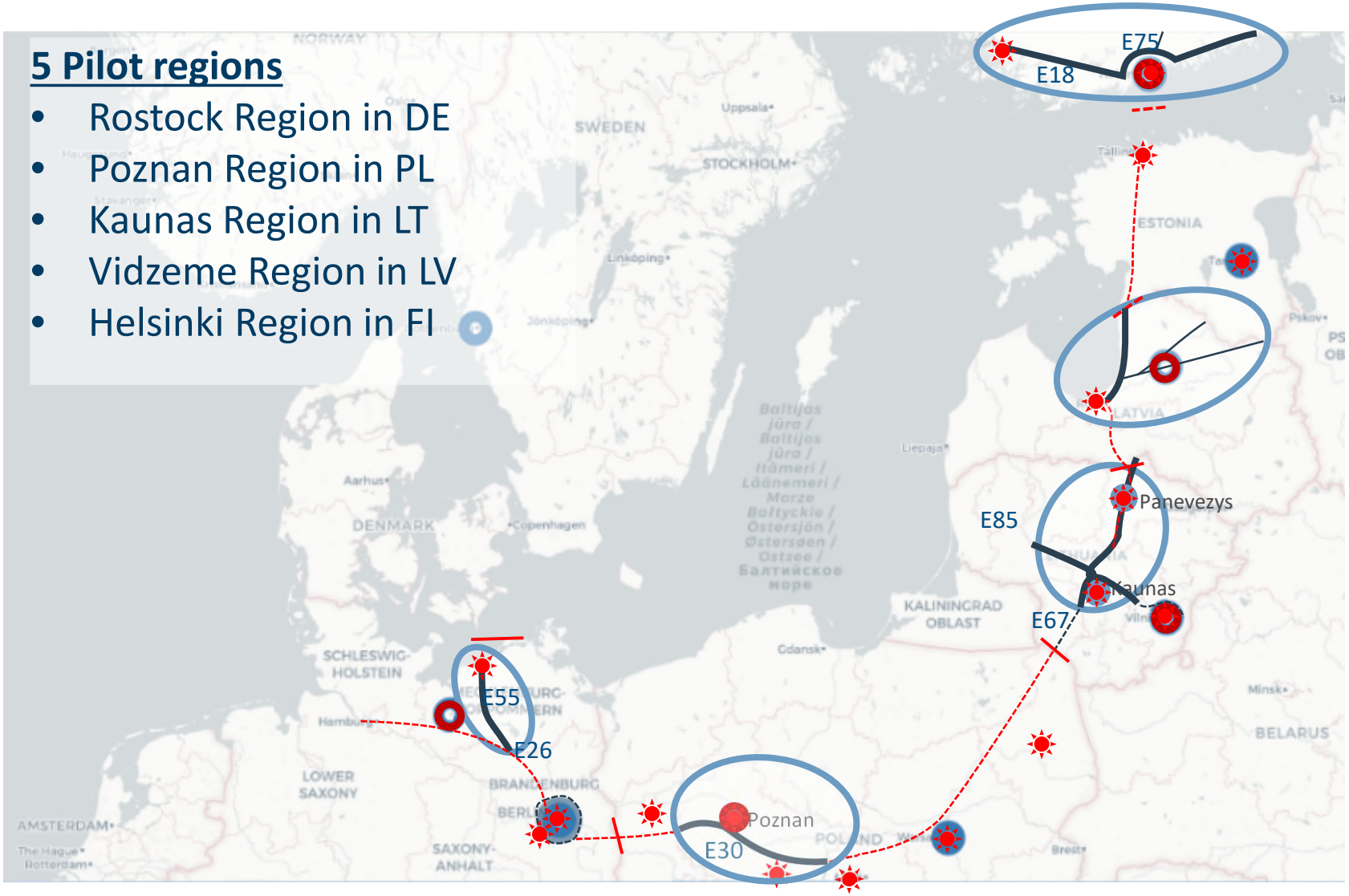
Online | 1 October 2025

Katrin Bockler, Ministry of Economics, Infrastructure, Tourism and Labor Mecklenburg-Vorpommern
Sven Friedrich, INFRASTRUKTUR & UMWELT Professor Böhm und Partner

interreg-baltic.eu/project/HyTruck

HyTruck Breakfast Briefing | 1 October 2025

Overview: The Pilot Regions



The German Pilot Region

Investigated Area

- Focus on Greater Rostock

Situation of the Pilot Area Today

The region has very good starting conditions for a hydrogen ecosystem due to

- its high potential regarding renewable energies and
- the realisation of a number of Important Projects of Common European Interest (IPCEI) to produce green hydrogen.

The German Pilot Region

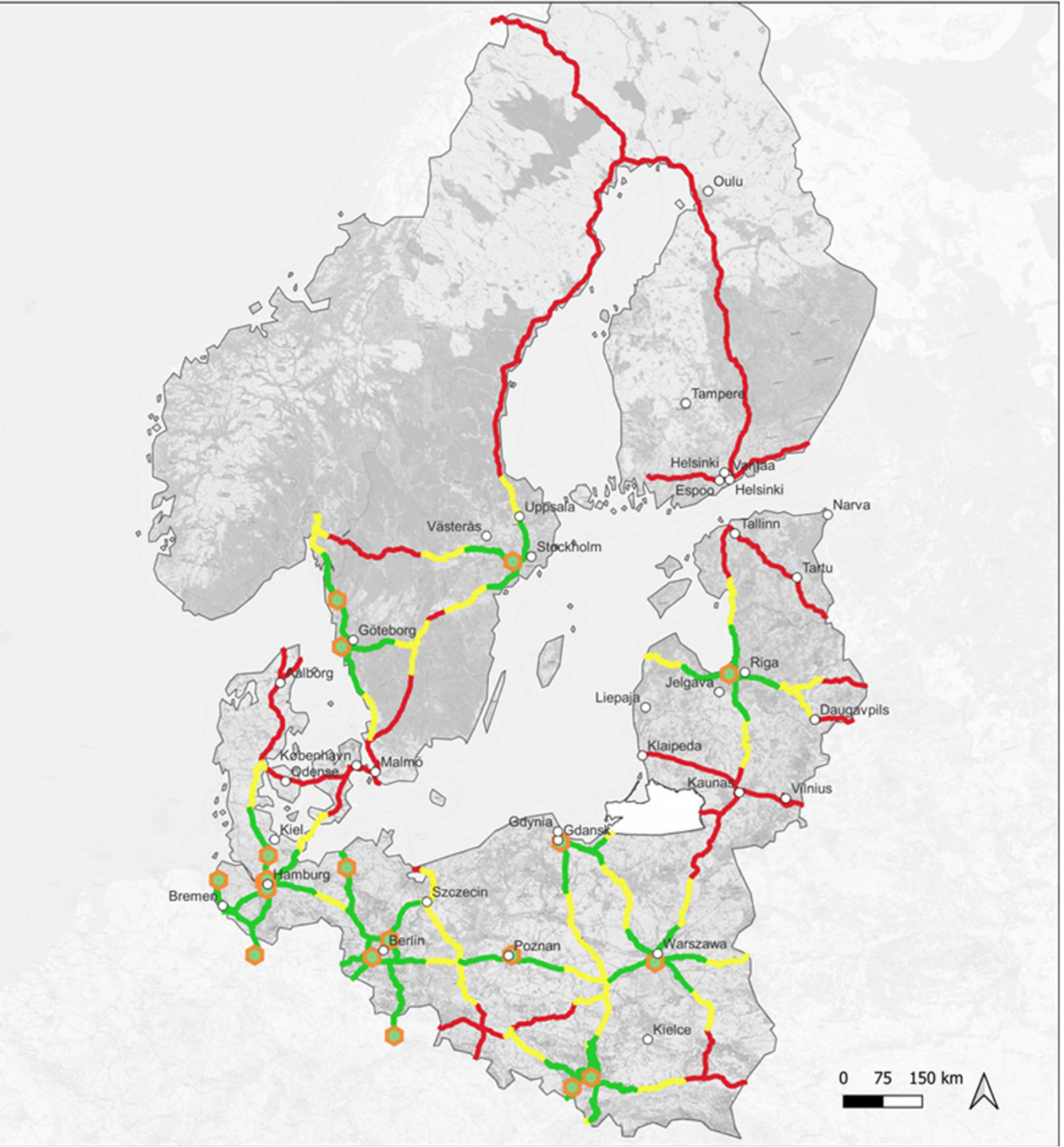
Content of the pilot study

- Analysis of legal and policy framework
- Status Quo of HRS infrastructure
- Analysis of potential HRS locations along the TEN-T corridors (subject to deeper analysis of local hydrogen infrastructure status like hydrogen backbone etc. when it comes to concrete projects)
- Stakeholder dialogue with regional players
- Neighbourhood analysis from Rostock to Berlin and to the Polish Border to prepare for a transnational spatial concept

The German Pilot Region

Conclusions

- **High level of activity in Germany** in the field of fuel cell mobility **in recent years.**
- But: currently **only 1 HRS in Greater Rostock area.**
- Planned HRS are re-evaluated due to **unfavorable funding situation in Germany** since 2024 (new federal funding schemes are currently investigated / planned).
- A **targeted funding policy at the federal level** for vehicles and HRS infrastructure is considered absolutely necessary to support the use of hydrogen in heavy-duty transport.

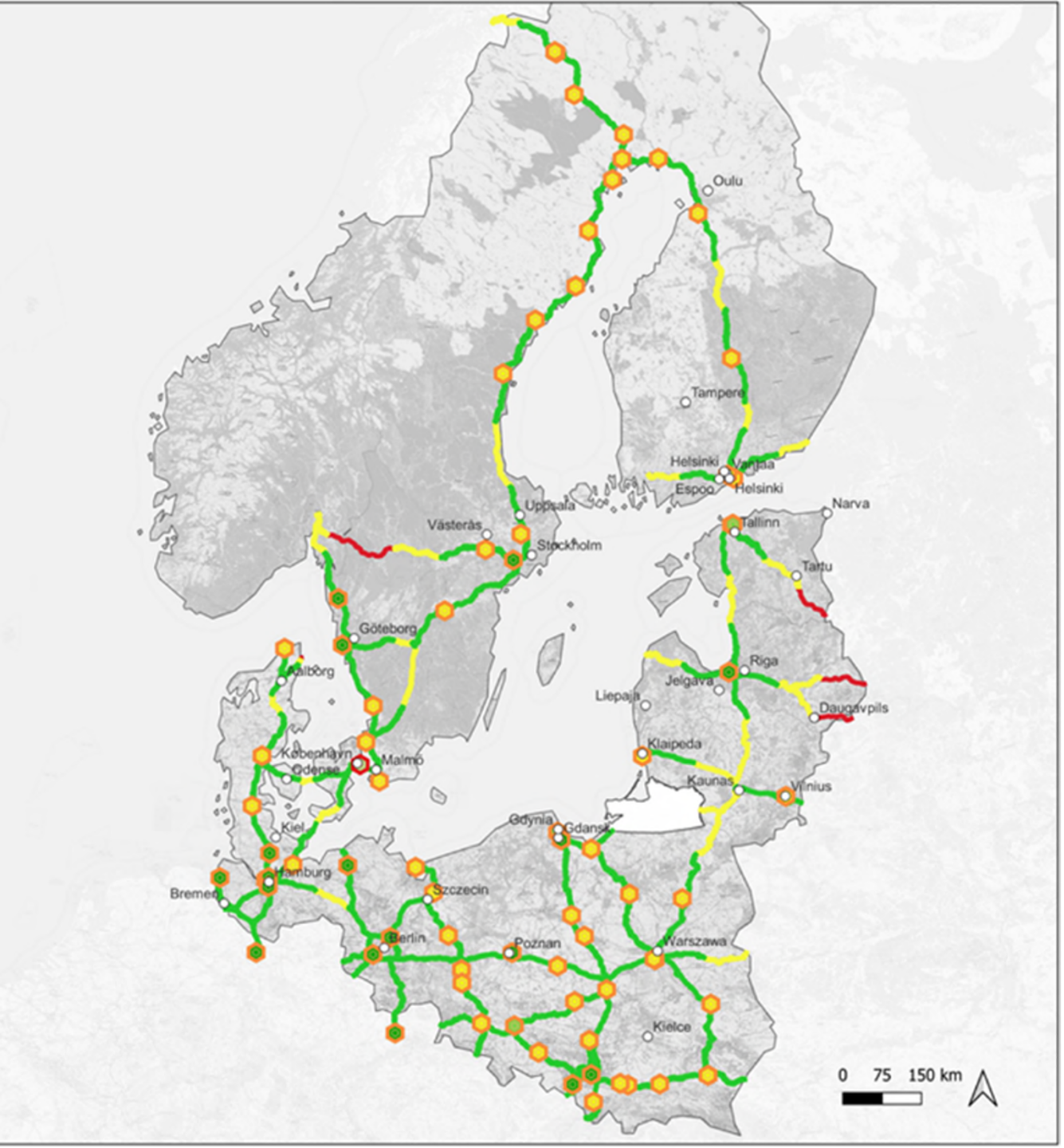


HyTruck Breakfast Briefing
1 October 2025

Status-quo

Current HRS network in the BSR

- 19 HRS in Operation that are suitable for HDV
- Five of them are fully AFIR compliant (main reason for uncompliance: capacity of 1t/day)

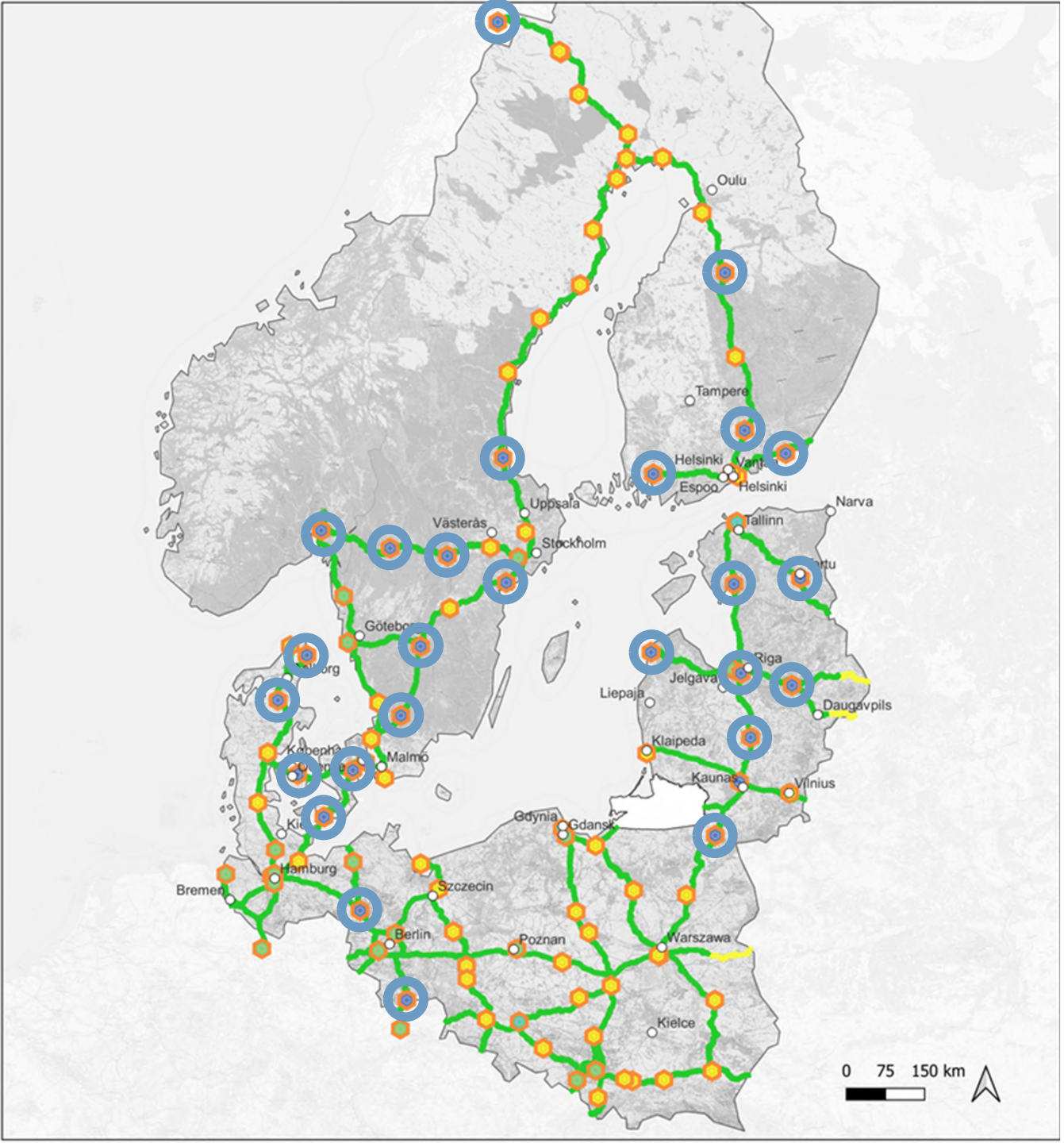


HyTruck Breakfast Briefing
1 October 2025

Planned

Planned HRS network in the BSR

- 4 under construction
- 65 planned (investment decision or funding decision made)
- Being planned does not indicate, that the stations will be built. Especially for HRS planned based on a funding decision, FID still has to be made, known cases, where grants had to be returned

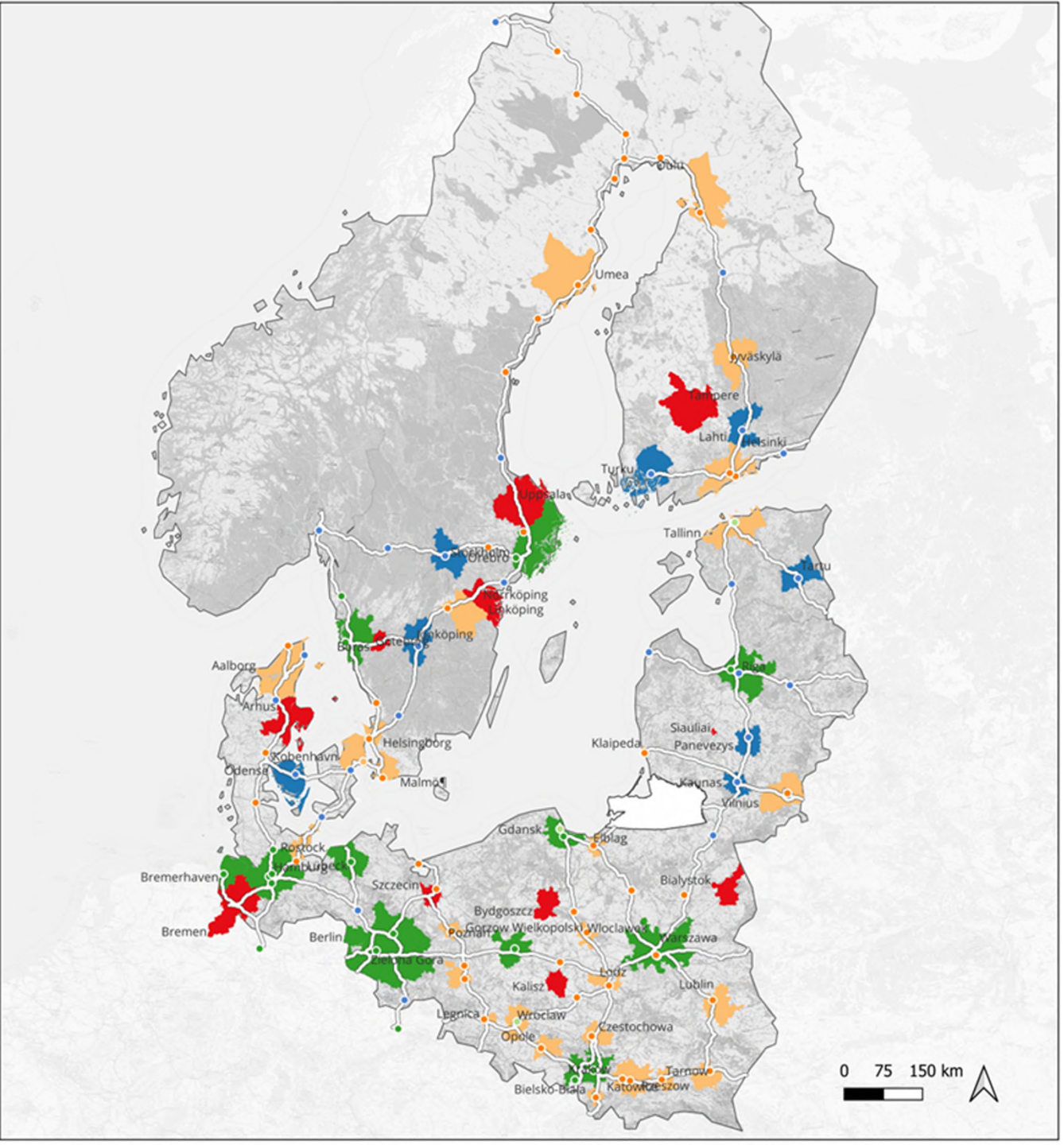


HyTruck Breakfast Briefing
1 October 2025

Suggested

Planned HRS network in the BSR

- 4 under construction
- 65 planned (investment decision or funding decision made)
- Being planned does not indicate, that the stations will be built. Especially for HRS planned based on a funding decision, FID still has to be made, known cases, where grants had to be returned



HyTruck Breakfast Briefing
1 October 2025

Urban nodes

HRS in urban nodes

- 57 urban nodes
- 11 being served
- 27 (+4) planned
- 8 suggested
- For 7 (-4) no HRS planned indicated

Conclusions

- define **clear strategic goals**
- develop a **legal framework** incentivising hydrogen as zero emission fuel
- develop **integrated financial support** programmes
- develop **holistic ecosystem approaches** for HRS deployment
- harmonise **permission requirements**
- keep the **ambitious AFIR goals**

Interreg
Baltic Sea Region

Co-funded by
the European Union

SMART GREEN MOBILITY
HyTruck

Thank you for listening!

Sven Friedrich
INFRASTRUKTUR & UMWELT
Professor Böhm und Partner
Potsdam Office
sven.friedrich@iu-info.de
www.iu-info.de

More info: https://interreg-baltic.eu/project/hytruck/

The project HyTruck is supported from the Interreg Baltic Sea Region Programme 2023-2025