

Transcript for #68. Moving Faster With Hydrogen

June 6, 2022

Guest Parker Meeks, Chief Strategy Officer, Hyzon Motors

Intro ([00:01](#)):

You're listening to Fueling the Future of Transport hosted by Tammy Klein, the founder and CEO of Transport Energy Strategies. We'll talk all about the fuels and energy it takes to keep the world moving forward.

Tammy Klein ([00:17](#)):

Hi, everybody. Welcome to the show. I am so excited to have with me today, Parker Meeks. Parker is the chief strategy officer for Hyzon Motors, very big and growing in the hydrogen space. And I am so, so excited to actually talk about the hydrogen market. There is one. It's growing. It's coming. There are policies, there are vehicles... hydrogen is everywhere. It's kind of like the new black and so I'm excited to kind of dig into these issues today with Parker. So Parker, welcome to the program. Great to have you!

Parker Meeks ([00:59](#)):

Tammy, thanks much for having me. We're always excited to be on talking about hydrogen and our heavy duty fuel cell truck. So appreciate it.

Tammy Klein ([01:05](#)):

Well, you are in the right place. So I am so ready to talk about it as well. <laugh> So for the listeners who may not be familiar, can you talk a little more about Hyzon and what it offers and then I think what your placement in the space and what Hyzon is doing is really interesting in terms of focusing on heavy duty vehicles. So why heavy duty vehicles against all other types of transport modes. So tell us a little bit more about that.

Parker Meeks ([01:35](#)):

Absolutely. Well, Hyzon Motors is a global supplier, zero-emission, hydrogen fuel cell-powered mobility solution, starting with heavy duty trucks. And I say starting with, because the history of Hyzon goes back to our former parent company Horizon Fuel Cell. And what's unique about us is we, the core of the company is the fuel cell technology. So Horizon has been innovating fuel cell technology since 2003 Hyzon was spun out to own the IP for anything that moves. If it moves. we've put the same fuel cell technology that Horizon's been innovating for heavy duty use cases like trucks, and we chose heavy duty trucks to start with because that's the use case in the the near term that's ready to go now to take technology that Horizon innovated to a heavy duty high power density capability with trucks is the focus really for the last four or five years.

Parker Meeks ([02:33](#)):

So hydrogen is an energy fuel and source what's unique about it is density, and it provides the convenience of carrying heavier loads and driving longer distances providing longer and higher amounts of power without the compromise of performance of weight that all battery electric solutions have and the fueling times, or for battery electric recharging times. Our mission is to accelerate the clean energy transition starting with mobility. And we're singularly focused on putting clean trucks on the road as fast as possible. given that's the use case to start with it's ready now, and that hydrogen can provide uniquely - for again - long range, heavy loads and high powers. And we're showing that through

our recent announcements to launch the burst hydrogen in use conversion program to allow us to not just put new trucks on the road, but to take used trucks and to repower existing trucks.

Tammy Klein ([03:36](#)):

Yeah, that's really cool. That's getting my attention and other people in the space attention because to my knowledge I don't know anyone else who's doing this right now, and the fact that you can take the existing fleet and make a conversion like this is it's absolutely huge.

Parker Meeks ([04:00](#)):

Yeah. I mean, what a great carbon story, right? I mean, we not only are replacing the diesel engine and all the emissions that come out of operating the truck, but we're also avoiding the carbon that would be emitted and the emissions created through manufacturing a new truck. And it just goes back to, again, our goal is to put this technology, this clean technology on the road as fast as possible to remove barriers to entry as fast as possible. Cost is a barrier to entry, repowering a used truck is significantly lower cost than a new truck. And time is a barrier to entry. You know, if you walk into a dealer today off the street and try to order a new diesel truck, you're likely to hear it's gonna be 16 plus months, right? So supply chain for new trucks for chips is an issue. And we want to take those barriers out because the technology's ready.

Tammy Klein ([04:54](#)):

Wow. So can you also talk about...but I also kind of find interesting about Hyzon is this ecosystem concept. Can you talk a little bit more about that and then the sourcing of waste-based hydrogen for refueling? So I would imagine from a carbon intensity standpoint, if it's a waste-based hydrogen, it's gotta be either net zero or potentially net negative type hydrogen. And that's like really compelling if you want to participate, for example, in the Low Carbon Fuel Standard program. So can you talk a little bit more about that? That's really unique too. I think.

Parker Meeks ([05:37](#)):

Absolutely Tammy and you've got it dead on. The great thing about hydrogen is it's everywhere. The most abundant element in the universe, I believe, I'm not a chemist, it's everywhere..its in us. And the way we look at at the market, when I look at a map of the United States, for instance, and you look at the resources available to produce hydrogen there are many of course there's, there's solar and wind there's renewable biogas, and other gases that are being admitted anyway, there's waste as well. And waste is everywhere. Anywhere there's humans typically need things delivered to them and trucks driven are creating, creating waste. so it's it the waste hydrogen concept is one that has been in the works for a long time. These technologies have been worked on for years and years, if not decades and decades.

Parker Meeks ([06:31](#)):

And they've been there's been some false starts and the technology over time, but it's been fine-tuned. And now where it's ready. and, essentially we've vetted a number of different firms and partners and have a few that we've announced and others that we're talking to. but we've announced a partnership with Raven as one example of a great waste hydrogen technology that we just to give one example of that carbon negative potential. Our first hub with Raven is going to be located in Richmond, California and it's going to take between fifty and a hundred tons per day of waste. And that's a mix of mixed solid wastes and biomass, and produce five tons per day of fuel, which will fuel between a hundred and 125 class 8 trucks in the Bay Area, stretching to Sacramento.

Parker Meeks ([07:22](#)):

And that production is expected to be anywhere from a negative 15 to a positive 4 on the carbon score, as scored by, carbon compared to a straight SMR from natural gas, which is typically well above 100, if not 150 or so. And what's great is we can process through Raven and other technologies, any form of waste, essentially unrecyclable plastics, you know, biomass. But they have a great visual of the takeout Chinese food container with food still in it, chopsticks, the styrofoam... All that can go in. And as long as we have about 25%, biomass in the mix, it's, typically carbon zero. So it's really a tremendous opportunity where we see it as the...my background actually started in oil and gas so I've been decarbonizing myself over time. <laugh> But you know, in oil and gas, the oil in the ground is a proven undeveloped reserve which is very well known by the energy community. Trash is our proven undeveloped reserve by the future. It's a gold mine for cities, for counties, for municipalities to monetize.

Tammy Klein ([08:39](#)):

Yeah. It's kind of interesting. We'll be having someone else on the podcast that'll be talking about this, but from the hydro-treated vegetable oil perspective. So it'll be interesting to see like how feedstocks evolve over time. It never occurred to me there will be a rush within that particular sector to get those kinds of waste online for feedstocks, for like a sustainable aviation fuel and you know, renewable diesel HBO, but it never occurred to me. And then for RNG, but it never occurred to me for hydrogen refueling as well. So that's gonna be a really interesting kind of future to sort of see that come online as well.

Parker Meeks ([09:27](#)):

It certainly is important. Why it's so important is when you look at hydrogen, it's a gas. Gases are hard to move without expanding a lot of energy to liquefy them and to condense them further. So to unlock this market, we need fuel to the vehicle as cheaply as possible, and we need to produce it in our view as close to demand as possible in a way that it's produced smaller scale modular to scale with fleets. Fleets are gonna buy trucks in the 10 to 15 to 20 truck initial order, kind of a scale. No one's gonna rush out and buy...as much as we would love them...to buy a hundred fuel cell trucks to start. What that means is starting with a modular five-ton design at a landfill or a renewable gas plant that is in the footprint of demand. And then scaling that over time to 10 to 15 to 20 tons per day, as demand grows. That's how we create infrastructure that is fully utilized, that is economic. And that can create a long haul network hub by hub dotting the map with back-to-base use cases that we're starting with now.

Tammy Klein ([10:37](#)):

So this is interesting. So what I wanted to ask you is because there's so much emphasis right now on electrification first and foremost of the light duty fleet, but just in the last few years, there is just an enormous amount of attention and I would say advocacy on electrification for medium duty, but also even for long haul trucking. So can you talk a little bit about that. What the advantages are [for] hydrogen versus electrification, and then the feedback that you're hearing from customers, because I think some of your customers are doing both, or they're doing other things, they may be doing natural gas or renewable natural they're sort of doing all of the above. What are the advantages that you're seeing and what are you hearing from customers?

Parker Meeks ([11:38](#)):

Yeah, sure. I would love to start with just first, what's the advantage to an electrified vehicle, whether it's better electric or hydrogen and what really drives adoption in the electric use case, because both types are electric. And then how does hydrogen separate for certain use cases. What's the feedback we get from customers about electrified vehicles.

Regardless of type, it's a tremendous opportunity for fleets for drivers. It's a truck that doesn't have emissions. So, the driver doesn't smell like a diesel engine whenever they go home at night. It's a truck that is quiet so they can drive down the road and have the windows down and talk to a passenger. It's a truck that doesn't have any or very little vibration and that's a big thing for driver safety and driver health over time.

Parker Meeks ([12:34](#)):

And, it's a truck that additionally has a certain potential cache and attraction to younger drivers. You know, the truck industry has the same problem many industries have, which is driver retention, driver attraction and workforce. And the current generation of...they could be drivers. When they see a diesel truck, they think, wow, I'm gonna spend my career in that thing. But when they drive electric truck, it just it's new technology. It's what a lot of the new generation wants. It is a driver attraction/driver retention tool. And the last thing is safety in driving. So think about when you're driving on a highway and you see a semi truck pulling in up the ramp, that truck is struggling to get up to speed and it creates a safety issue for every car on the road. Our trucks, any electric truck has the torque it needs to seamlessly merge into traffic, much easier, creating a but much safer environment for a truck driver and for the other cars. So all that is part of why whenever drivers drive our truck or any electrified truck, it's a real selling point. However, a hydrogen separates, when it comes to distance, load, weight and refueling time. So a hydrogen fuel cell class eight truck will typically be between two and five tons lighter than an all battery electric. And that means for freight carriers that fully pack out at the legal limits, that is revenue. And for other use cases like garbage trucks or like gas and power utility service trucks, it's about the ability for that energy delivery system to do the work with an auxiliary load, like a lift on a garbage truck, or like a boom or a crane or something else on a big utility truck without weighing the down too much.

Parker Meeks ([14:30](#)):

So garbage trucks, for instance we put the first garbage truck into the UK in Aberdeen. We're doing them in Australia. We're prototyping one for the US now. You know it's like going from 10 tons of trash you can haul to six tons. It's a real impact on business. So it's operational impact, it's revenue, and then it's charging time. You know, we just completed our first trial with TTSI in real applications. 24-hour work cycles across two driver shifts. We were refueling in 15 to 20 minutes.

Tammy Klein ([15:06](#)):

Oh, wow.

Parker Meeks ([15:06](#)):

Real world, not just theoretical. . We wanna get that down further to 10. To do the same work for a battery truck, you gotta park that truck. You gotta park that truck...for today's technology, you're parking that truck for well over an hour, if not two or three or four hours,

Tammy Klein ([15:23](#)):

Even if it's like 150 or 350 kilowatt hour charging, you're still gonna have that.

Parker Meeks ([15:28](#)):

That's right. That's right. So these are all the advantages in the truck itself and the last advantage really is viability of infrastructure. You know, what I smile at is all these reports and say, well, hydrogen is a real infrastructure challenge. And they're right. Infrastructure is a challenge. We have to build dispensing stations and permit them and get 'em online. But

when I compare that to battery electric, if you're trying to get charge times down to less than an hour, even you're probably talking a 500 kilowatt to a megawatt charger that doesn't exist today.

Tammy Klein ([16:02](#)):

Right.

Parker Meeks ([16:02](#)):

And then once it does exist, let's say you have a hundred trucks in an area that are trying to operate. You're probably gonna need, how many, 10, 15, 20 chargers. So if you're trying to get down to like a 30-minute charge, you're talking 10 to 20 megawatts of power...

Tammy Klein ([16:17](#)):

Right.

Parker Meeks ([16:18](#)):

...and the grid that needs to support that. So it's an infrastructure advantage. I think hydrogen actually in these big have use cases, which require the amount of energy that these trucks need.

Tammy Klein ([16:32](#)):

Right. Yeah. And I think like the thoughtful placement of creating those hubs and a specific network, you don't need a hundred...and I think the statistic is 155,000 gas stations now...you don't need that. You need thoughtfully placed at particular hubs creating a national network. And it seems to me from my own experience, and then and then seeing other studies kind of come out, that's very financially achievable, especially with the path that we're walking in already in terms of the push towards decarbonization. That seems imminently doable.

Parker Meeks ([17:11](#)):

Yep. Agreed, agreed. It certainly is because now we now have the technology and we have a number of OEMs that were first on the road in many cases. But there's others that are trialing trucks that are right there with us. And that's brought a different perspective together on what infrastructure can be and how do we plan it. How do we think about it. So I think you'll see some real concrete plans coming out soon.

Tammy Klein ([17:38](#)):

So I wanna turn to a little bit of a different topic and that is the area of policy. So as you very well know, many countries are developing, coming out with national hydrogen strategies. My own count puts it at about 40 and some have really very specific targets to hit for both light and heavy duty vehicles, and then as well as fueling infrastructure. So you're really beginning to see countries. They see the opportunity. They're not about to get left behind <laugh> or outpaced by China. I think that's a lot of what's going on since that's kind of happened on the electrification side, they're not about to let the opportunity pass. And then of course in terms of decarbonization, hydrogen fits right in. So you're seeing all these countries coming out with strategies, but the US doesn't have what I would call the same kind of national vision or, or strategies.

Tammy Klein ([18:40](#)):

So beyond incentives, we saw some interesting things in the infrastructure legislation DOE is doing some really interesting R & D stuff. You know, there's some state policies, Low Carbon Fuel Standard, we've already mentioned, I think, which has really done a lot for hydrogen. So my question to you is that a hindrance and what kinds of policies should we be considering both at the Federal and state level to really support the scale up of hydrogen, not lumping in hydrogen, as you know, some of these clean and clean fuel incentives it's like EPAC 1992, I don't know that that's really helpful. You know, it seems like policies and incentives need to be targeted to hydrogen if we want to see hydrogen different types of mobility sort of out there. So what's your view about that?

Parker Meeks ([19:38](#)):

Well, I couldn't agree more with your statement, particularly the last one that hydrogen is its own...

Tammy Klein ([19:43](#)):

A lumping in!

Parker Meeks ([19:44](#)):

<laugh> its own. Exactly hydrogen is its own market, its own fuel type, it's own infrastructure. And, while there are synergies across multiple fuel types, being in the same energy reviewing plaza, for instance, we need a specific strategy and funding program. And it's no secret that other parts of the world Europe, Asia, China, Australia are further along in their hydrogen fuel cell adoption and infrastructure. And that's been driven by subsidy. It's been driven by the availability of support as an indy new technology and it's our job to develop the technology and scale it as fast as we can support it by those programs to get off subsidy as fast as we can. So changing hearts and minds in the US is happening. You see momentum, you see progress, you're right, that the Federal view is still coming into play, but there are some programs like the Department of Energy hydrogen shop program and the hydrogen hub RFI and RFQ that's coming out soon. That's gonna be a tremendous opportunity. It's gonna galvanize the industry across supply and demand use cases to come together and to plan collectively in the way that we're allowed to put together ecosystem views of how a defined program of 9 billion of funding, which is great, can unlock a starting ecosystem in many regions of the US. Several states are being leaders, California being obviously the real early leader, who's helping to define and shape state-level policy with other states now, some mimicking and some taking what they can learn and tailoring it in the way that their constituents would like to see it, go. but what we need is actually pretty straightforward, right. given where costs are today for the truck behind me and for fuel a combination of voucher programs and subsidies on the truck, we know exactly what those dollar amounts need to be.

Parker Meeks ([21:39](#)):

And it's a nice cost share, right between fleets and the state or Federal program, combined with a fuel subsidy, which isn't as big of a percentage need as on the truck side, the fuel actually, because there's so many methods and technologies to produce it, if you do it close to demand, the fuel is not that far off and supporting infrastructure development through typical infrastructure development credits and things like that. In the California program across the LCFS, the Low Carbon Fuel Standard, the H voucher program for trucks and the HRI infrastructure credit, which isn't eligible for heavy duty yet, but we hope it does come there, that's a great environment where we can beat diesel today. And we can sell trucks today in a program where there is funding that's growing that is actually available.

Parker Meeks ([22:34](#)):

It's not as big as we'd like it to be, but the state's doing a great job. That said, even in California, if you look at the infrastructure side of the equation, all the funding in the state, I won't get the exact number, but vast majority of that funding available is for all battery electric charging infrastructure, because you have relatively small percentage available for hydrogen today. Now part of that is the demand use case. The trucks haven't been ready a now we're on the road. A few others are starting to get in trials.

Tammy Klein ([23:04](#)):

So do you see that shifting and changing over time to address that gap?

Parker Meeks ([23:08](#)):

We do. We do see a real opening of the agency's minds in California. We see other states who are adopting similar standards, and I think it does come down to making sure that as we show the demand, as we commit to what we can produce and as customers commit to what they're willing to buy and why they see hydrogen as the leading solution for these use cases, that's our job to show the states and to show the Federal government why they should reallocate funding more appropriately in line with the actual demand that we can spread.

Tammy Klein ([23:41](#)):

I wanted to ask you too about, about ACT. So that's the Advanced Clean Trucking program. So now California is doing that program. Now we've got what, 15, 16, 17 states that are following. Do you see that as a potential game-changer for you all as well? Because it's a hundred percent clean truck. I think the target is a hundred percent by 2035. I mean, that's big.

Parker Meeks ([24:07](#)):

It is, it's huge. And, it's different on the public sector side versus the private sector side. But I think in any case, having targets that the states are directing saying, this is what we want to achieve what we're mandating OEMs produce and what we're requiring different fleet types to purchase. It gives us targets to then go and plan for. And so we're fully capable and ready to provide the manufacturing capacity, the fuel cells and the trucks that we need to deliver our share of those targets. The key is to match those plans and programs with the support needed to make it sustainable for fleets, and that can be a challenge. In California, for instance, it's part of the dialogue that's happening, the depth of the voucher program, for instance, and how many trucks that can support versus the targets that are being set.

Parker Meeks ([25:03](#)):

So that's really the key that fleets are concerned about that our customers are concerned about is they're all in to drive the transition. There's so many corporations now and public publicly funded fleets that wanna make this happen. The concern comes when there is a mismatch between the timing of the trucks being ready from a cost standpoint, the scale that we need to get there and the support funding that's available in that interim period versus the targets that are set. So that's, that's where we're actively participating to help define what that successful pathway looks like to get those durations and funding levels.

Tammy Klein ([25:42](#)):

So I want to ask you, how do you see the market here in the US, and maybe even globally, to extent that you can comment, how do you see the market evolving over the next 10 years?

Parker Meeks ([25:55](#)):

So what's clear is there's an immediate need for clean energy now, no matter what lens you look at it through, be it climate, be it political, be it security of energy. Fossil fuel will be around for a long time but the costs are likely to continue to rise and the emissions, we know we need to do something about now. So transportation is a segment of the market, which we can have the among the most immediate impact and given the readiness of the technology, the ability to scale it and the diversity of the customer base that we can really enable to scale up that that demand use case. The good news is that companies are seeing it and they're committing.

Parker Meeks ([26:45](#)):

They're committing not just to their primary scope, one ESG goals, but scope two and scope three. They're pushing their suppliers and the suppliers of their suppliers to make sure that we're looking at emissions in a very comprehensive way. And given hydrogen is so abundantly available. You know, I'm very confident in the supply side. And the ability for us to produce hydrogen is clean. It is at a declining cost that's available where it needs to be. And that as long as we provide support to the demand use case that can scale relatively fast as that supply becomes really available. So as always growing demand will bring challenges in how we enable and get this thing going. I think frankly the next two to three years will tell us if we're gonna have a real hockey stick moment in trucking over the next 4, 5, 6 years in that next 10-year frame or if we push it down the road, because we don't provide the support we need the same support that we gave to wind and solar to get that going.

Parker Meeks ([27:53](#)):

So I see a pathway right in front of us where if we're able to put the support mechanisms in place to allow us to scale capacity on the demand side, in the supply side, customer appetite, is there the ambition is there, the future outlook we know is there, and we can do it relatively fast. if we're able to allow the industry some support to scale.

Tammy Klein ([28:15](#)):

So is that the key in terms of making that the hockey stick happen, is that sort of like the signpost, when people are watching the space to see, okay, is this gonna go, is this not gonna go. Is it the support that will be available both at the Federal and state level that will be the determinant, one of the big signposts to look for?

Parker Meeks ([28:43](#)):

I think it is in terms of the ultimate ability for the industries that we're putting these products in the hands of what ends up in the end, being a business decision that has economic factors to it and environmental factors to it. But it's rarely just an environmental choice. So the economics will always play a role. And that's why over the next 10 years, I think what you're gonna see is the next three years, Europe, Australia, and Asia are gonna continue to, to lead. They are being the most aggressive in policy and subsidy. I think the US is really striving to catch up. And I think that this hydrogen hub program with the DOE is gonna be a huge thing if it's really executed well. And if demand is really enabled as a part of it I think that the states that are working to fulfill their commitments through the MOU that have been signed and to really take and learn from California, that next three years for the US ideally is a introduction, pilot and first scaling where transportation plays a role leading role.

Parker Meeks ([29:50](#)):

And then year five to eight of the next 10 is likely where hopefully we, we see Europe and Asia and Australia starting to really expand. And, more use cases to come to market where you're going from trucking to power to early use cases in rail and light duty aircraft becoming viable and where North America is really going through their hockey stick moment in

trucking and in potentially hydrogen blending. In some of the earliest cases that Europe and Asia and Australia have helped companies like Hyzon to really scale and to mature because for instance, last year we put 87 trucks on the road globally, China and some in Europe is where those trucks went. We're gonna put a multiple of that on the road in 2022. all those learnings we then take to the US so that by the back end of the next 10 years north America, Europe, Australia, Asia are all at scale and relatively mature and moving into additional use cases into heavier aircraft and marine vessels and heavier rail. And we're now introducing the technology to other markets South America, parts of Southeast Asia. I mean there's interest in every part of the world today. And as a global company on four continents, what we're trying to basically make sure we're doing is scaling as fast as the market allows and helping our customers see the vision of how this thing can play out over the next three, five and ten years.

Tammy Klein ([31:28](#)):

Yeah. It's an exciting vision that you're, that you're putting forward here. And it's you know, I think that there is a lot of momentum to make that happen. And I think it'll be the rest of the world that'll end up kind of pushing the US a little bit <laugh>

Parker Meeks ([31:46](#)):

That's absolutely right.

Tammy Klein ([31:47](#)):

Especially from the competitive standpoint and IP and think all of those kinds of things. I think that's a bipartisan issue and we don't have many of those these days, but last question. Fun and last question I wanna ask you is what is exciting to you about this space? What most excites you about this space and why?

Parker Meeks ([32:16](#)):

So it's just thrilling to be at the forefront of the clean energy transition, particularly as a person that I grew up in carbon-heavy oil and gas, electric power chemicals being born and raised in Houston, Texas. It's an environment that you easily start in and this is. This is the future. Hyzon is situated to help drive that transition from a demand perspective with use case solutions like trucks to start. They can really get this thing going and partner with some of the largest companies in the world who thankfully see the same thing. Large oil and gas companies, large equipment sellers, large power companies. All these companies see the transition, wanna participate in it and are open and looking to partner with companies like us to match supply with demand.

Parker Meeks ([33:11](#)):

So it's just really exciting to basically help drive the early use cases like trucking, but to also have the opportunity over time to transition the demand for clean fuels into aircraft and into rail, into marine vessels, into power solutions. You know, these are all things that in Hyzon's five to ten-year roadmap, our markets that we look forward to helping to decarbonize and to really to get to once the trucking application and use case is well underway. So I feel really, really, really fortunate. And our entire team Hyzon is really passion-led when you're a company that's building something in this way, you gotta be led by passion so we're all excited to do our part to help move fuel and move mobility forward.

Tammy Klein ([34:05](#)):

Yeah. And I think that's the thing that I'm not sure that I myself had really thought about is I'd been really focused on the heavy duty vehicles, not the shipping, the aviation and rail use cases and aviation and shipping those are huge markets. So it's yeah, future's looking bright! <Laugh>

Parker Meeks ([34:31](#)):

It is. It is. And, it's all well-laid plans, prioritized and executed to ensure that we succeed but just the amount of energy teaming across every segment of these value chains and momentum is tangible. And it's something that, you know, if we were in this by ourselves, which Horizon was for a long time as a fuel cell manufacturer our Co-Founders Craig Knight and George Gu, who are now our CEO and Chairman of Hyzon who came with the spinout, they talk about those early days. And at times it felt kind of lonely, but we're not alone.

Tammy Klein ([35:11](#)):

I bet it did, especially back ten years ago. And fifteen years ago...

Parker Meeks ([35:15](#)):

That's right. That's right.

Parker Meeks ([35:18](#)):

What's amazing, we are not alone today. We were just in Long Beach at the ACT Expo which is our biggest conference in the US every year. And having grown up in the oil and gas industry, going to ATC all these big oil and gas conferences, I can tell you, ACT expo feels like those. And that's a big statement, but that's the statement of momentum we have. And that's what we are going to need. A broad set of partners, across value chain with big balance sheets who can help all of us scale together.

Tammy Klein ([35:46](#)):

Yeah. Well, Parker, thanks so much for being on the show today. It was fascinating to talk with you about what you all are doing at Hyzon, and then just the future of hydrogen as well. I hope you come back as things develop.

Parker Meeks ([36:00](#)):

Absolutely look forward to keeping the dialogue going and thanks for all your doing to spread the word!

Intro ([36:08](#)):

You've been listening to Fueling the Future of Transport. This show is hosted and edited by Tammy Klein, produced by Carolyn Schnare and engineered by Alexander Nikolic. To hear more great episodes of this show, learn more and sign up for a free biweekly newsletter, visit transportenergystrategies.com.