North of England Hydrogen Mobility Visualiser

Hydrogen Transport Conference – 10th December 2024

TRANSPORT FOR THE NORTH

TfN's Decarbonisation Trajectory

Figure 2: TfN's Decarbonisation Trajectory

Cumulative emissions by scenario compared to the target trajectory

- Just About Managing
- Prioritised Places
- Digitally Distributed
- Urban Zero Carbon
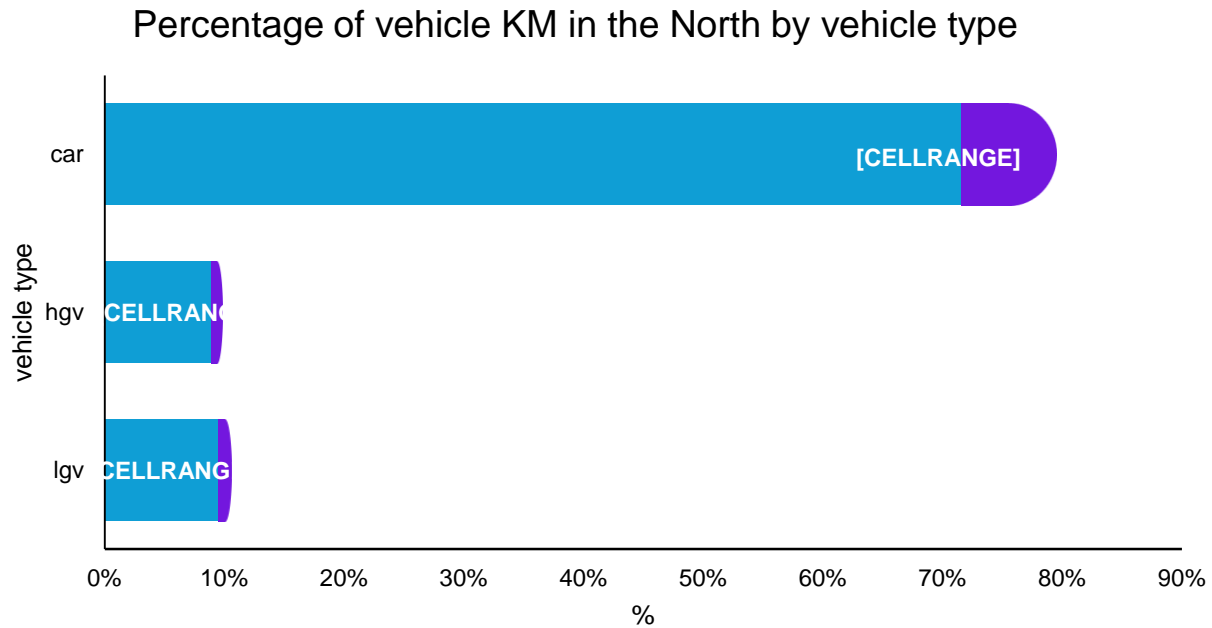- Decarbonisation trajectory
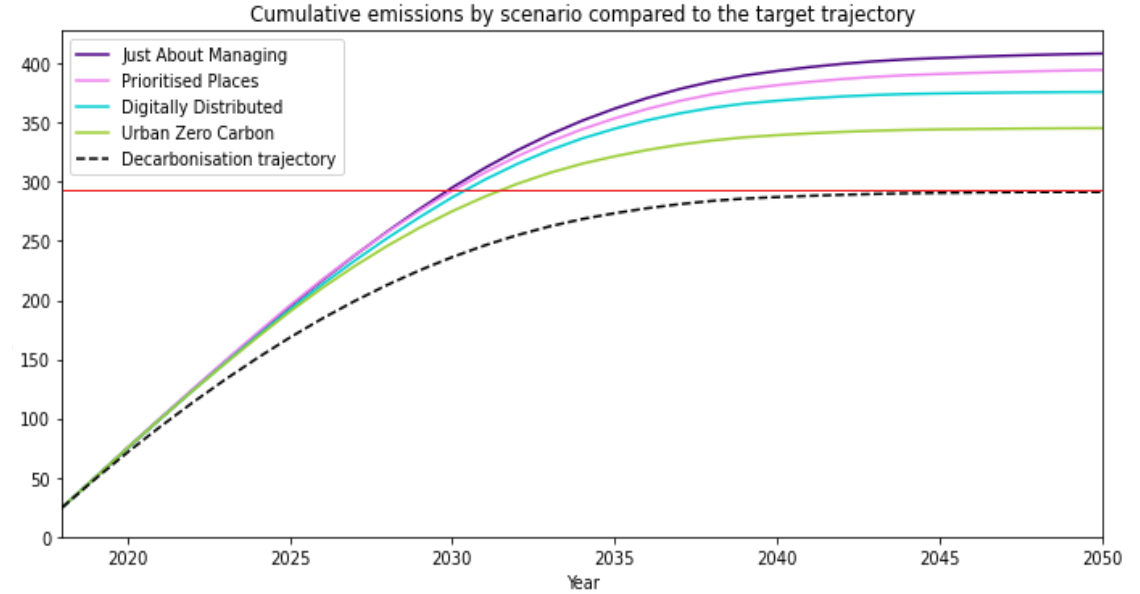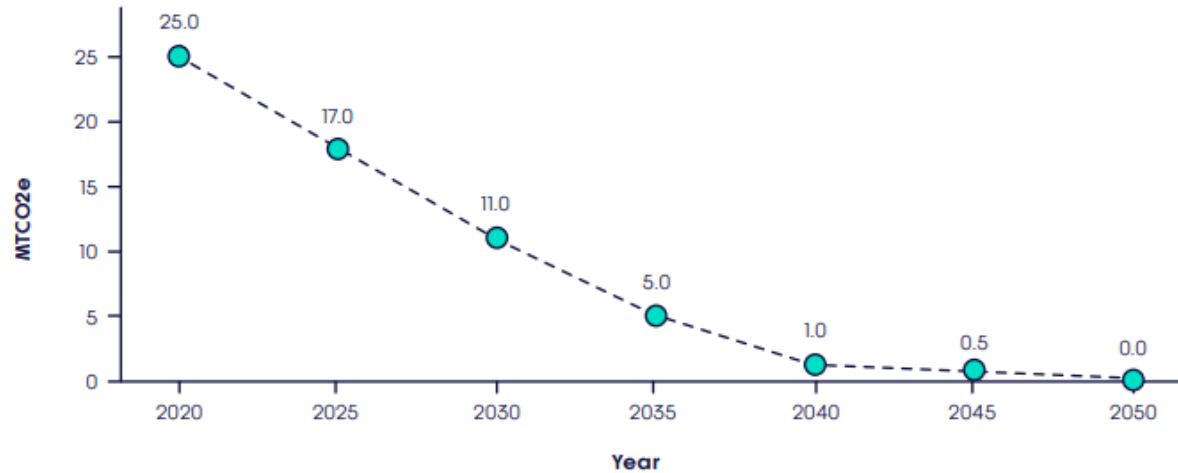
56% reduction in emissions from 2018 to 2030

96% reduction in emissions from 2018 to 2040

Close to zero by 2045

A total carbon budget of approximately 300 mega-tones of CO_2e

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Provisional Carbon Baseline Figures (2023)

Percentage of vehicle KM in the North by vehicle type

Emmissions by vehicle type (MtCO₂e)
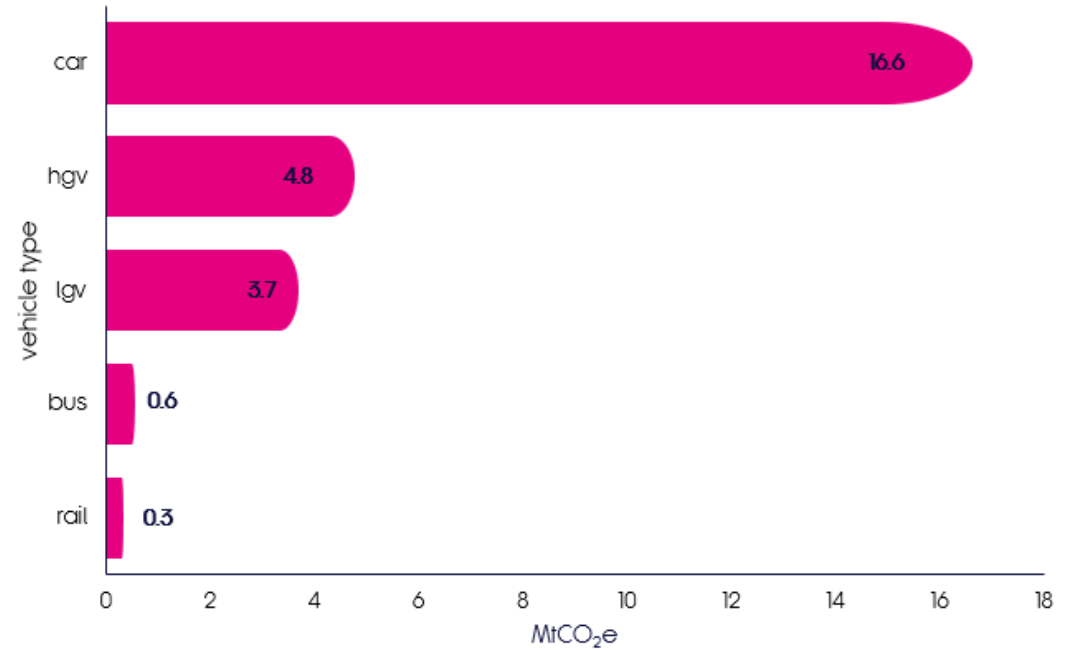
Approximately 5 million tonnes of CO2(e) emissions every year in the North from HGVs in the North

Decarbonising bus and rail is less important than making sure they run efficiently, reliably and where and when we need them to..will ZEVs ultimately help us achieve this?

Bus and rail add less than 1 million tonnes combined

But the air quality benefits can be really significant

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Updating our Pathway – work in progress

		2025	2030	2035	2040	2045	2050
zero emissions share of sales	Cars	28%	80%	100%	100%	100%	100%
	Vans	28%	80%	100%	100%	100%	100%
	Artic HGV	0	25%	50%	100%	100%	100%
	Rigid HGV	0	25%	100%	100%	100%	100%
Public transport CO2 reduction on baseline	Bus	25%	50%	75%	100%	100%	100%
	Rail	0	25%	50%	50%	75%	100%

TfN's proposed Fair and Prosperous
Transition pathway – work in progress –
and these are only the ZEV rows!

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North of England Hydrogen Mobility Visualiser

Maps the possible hydrogen demand from heavy duty transport uses

Utilises TfN's analytical frameworks

Aggregates into clusters to highlight those areas of greatest potential

For use by local authorities, hydrogen supply and distribution and transport operators

Recognises high levels of uncertainty

Multi-system co-operation

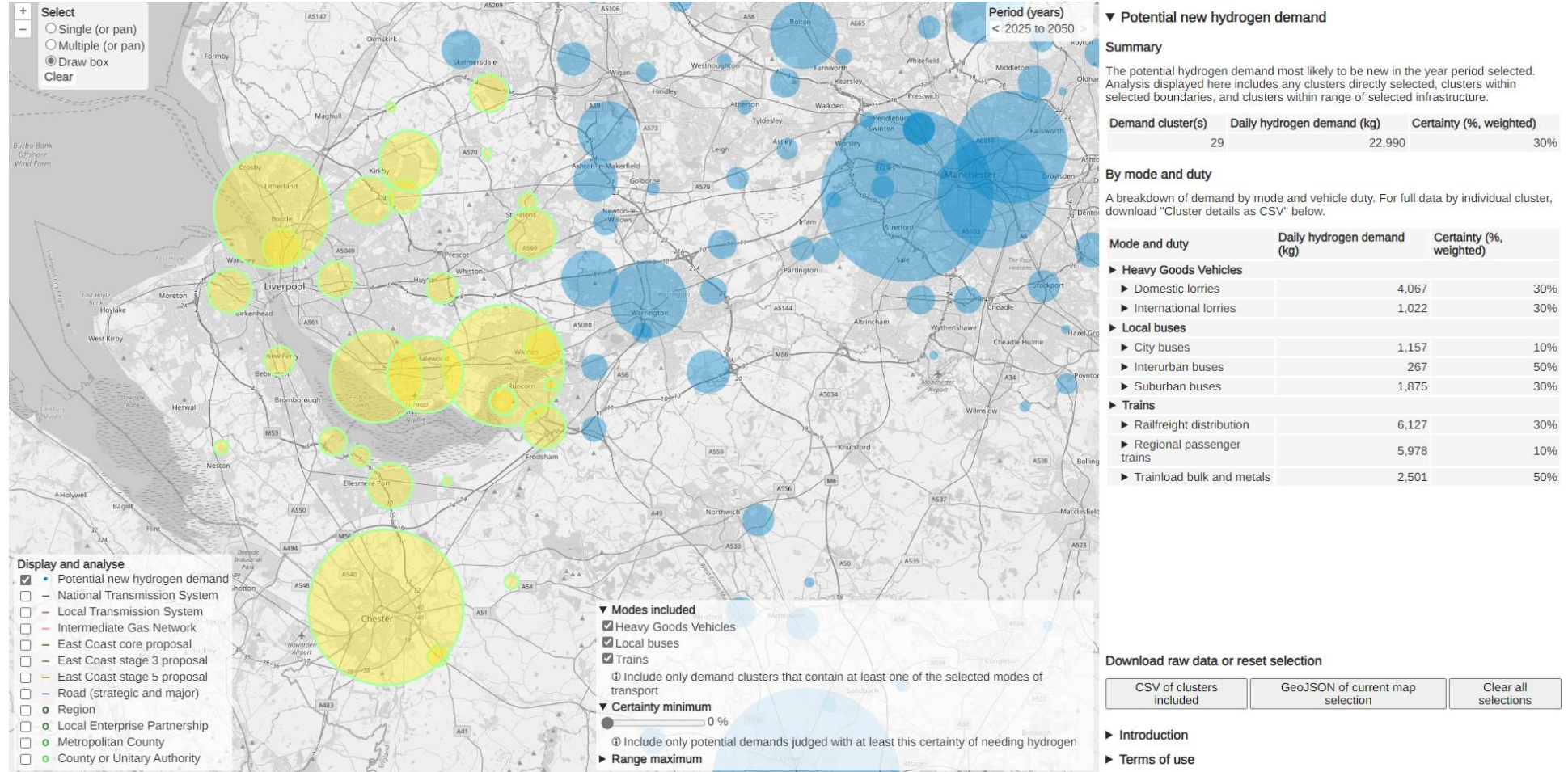https://ngn-tfn-h2-vis.ermapps.com/
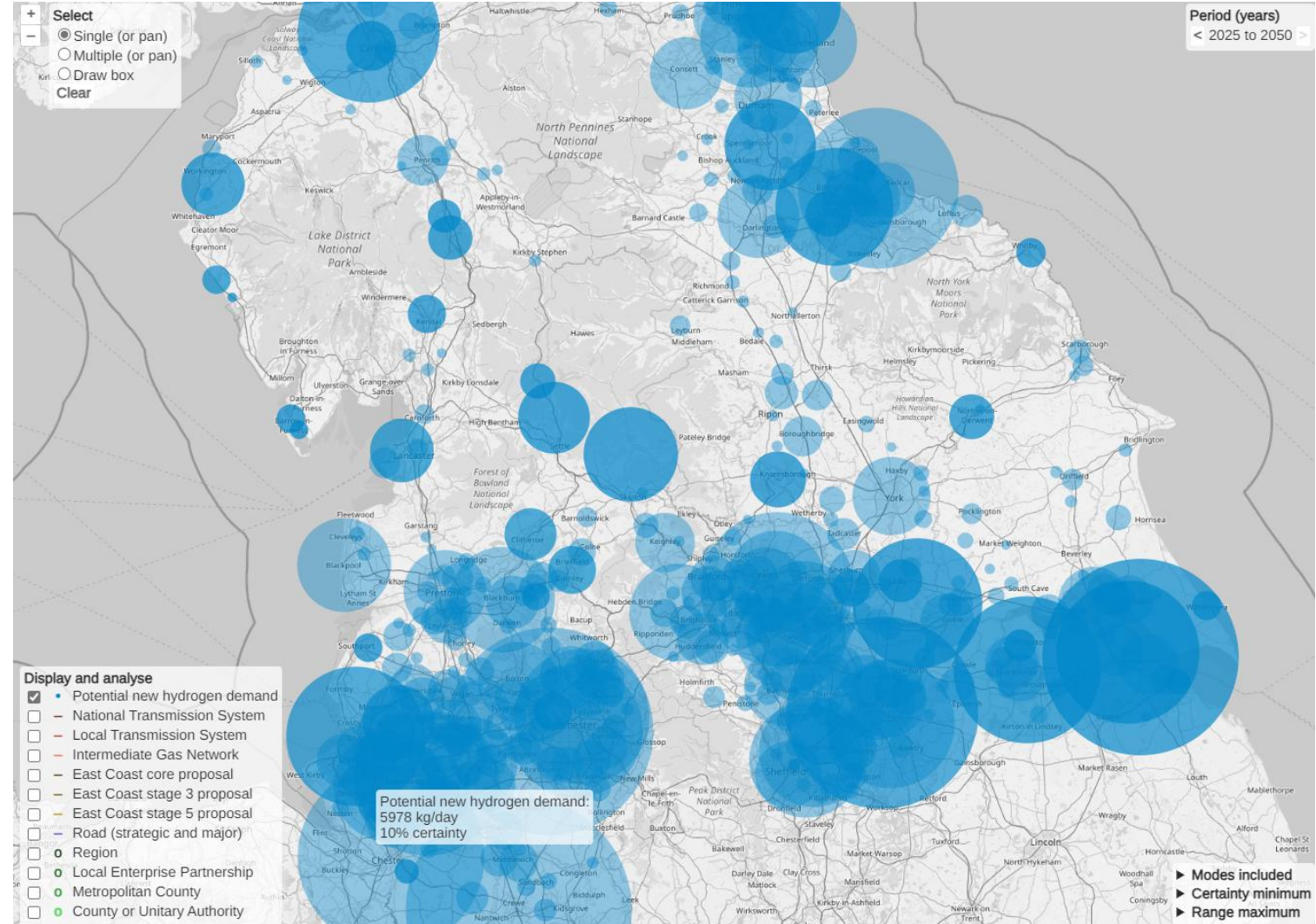
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Draw boxes around areas of interest
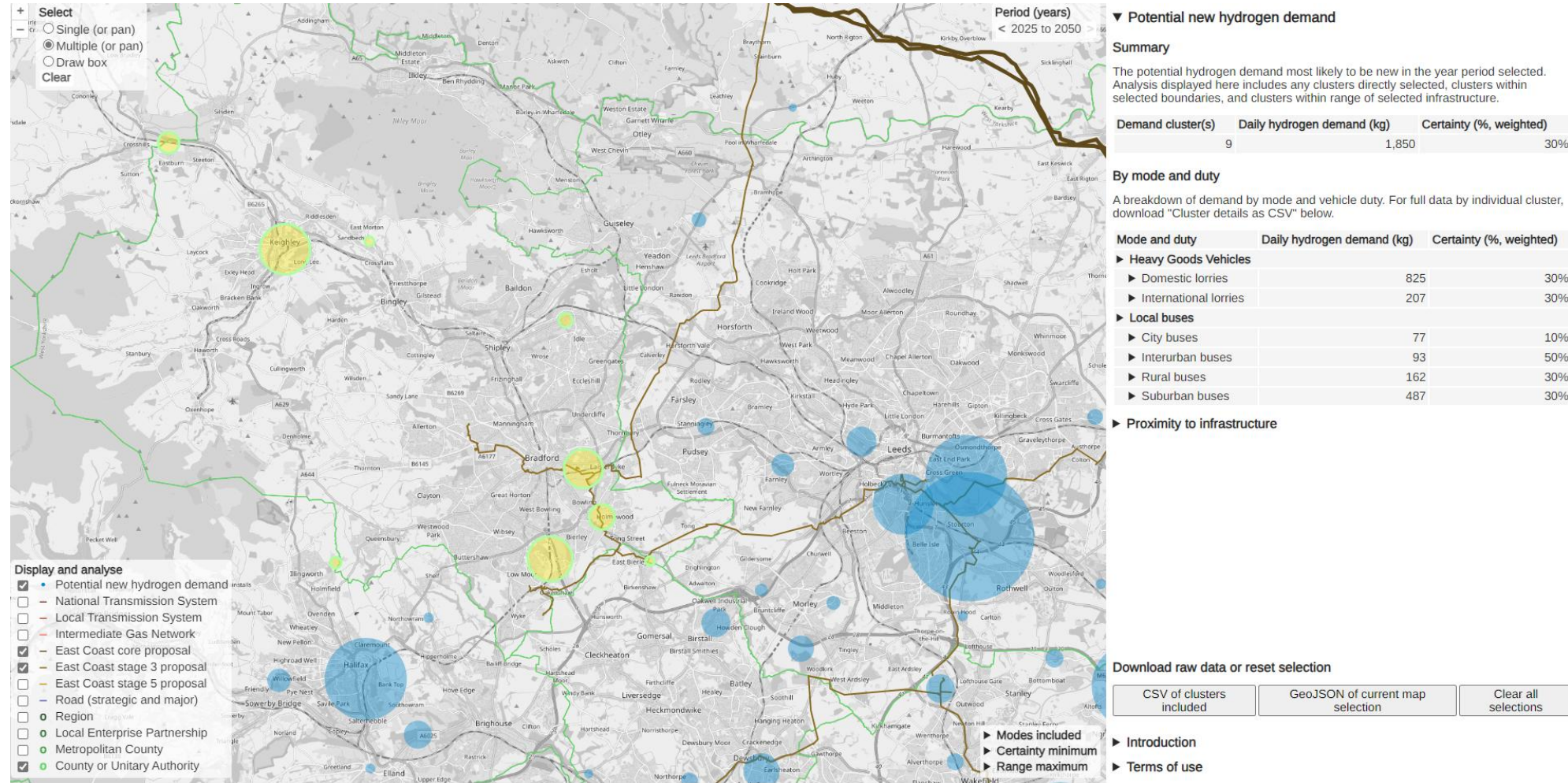
Filter by mode and certainty levels

Possible daily demand by mode by 2050

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Highlight multiple features of interest

Apply infrastructure features and administrative boundaries

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Understand possible demand in proximity to selected infrastructure (e.g. planned hydrogen pipelines).