Media Release

Home-Produced Hydrogen Strengthens Fuel Security for Australia's Heavy Transport Sector

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Australia's heavy transport sector, which underpins around five per cent of national GDP, is facing growing exposure to fuel supply disruption as global diesel markets become increasingly volatile. Countrywide Hydrogen says locally produced green hydrogen offers a practical, near-term solution to strengthen national fuel security while supporting the transition of critical freight away from imported fossil fuels.

Heavy transport remains almost entirely dependent on imported diesel, leaving freight, food distribution and essential supply chains vulnerable to geopolitical conflict and global price shocks. With hydrogen fuel cell trucks now commercially available, Australia has an opportunity to establish a domestically produced alternative fuel for long-haul, high-utilisation transport tasks where reliability and productivity are essential.

"Heavy transport is the backbone of the Australian economy, but it is also one of our greatest fuel security risks," said Geoffrey Drucker, Managing Director of Countrywide Hydrogen.
"Hydrogen can replace imported diesel with a fuel that can be produced right here in Australia, using renewable energy and water. That strengthens supply chains and builds long-term resilience, while reducing harmful emissions."

Hydrogen for critical freight productivity

Battery electric vehicles are expected to play an important role in transport applications. However, for heavy freight tasks where payload, range and refuelling time are critical, hydrogen fuel cell vehicles are increasingly recognised as the most effective alternative to diesel.

"Hydrogen and batteries are complementary, not competing technologies," Mr Drucker said.
"For long-haul and high-utilisation freight, hydrogen fuel cell trucks preserve

payload, refuel in minutes rather than hours, and maintain the 'fill-and-go' productivity operators depend on today."

Tasmania as a national showcase

Countrywide Hydrogen is advancing a distributed hydrogen production and refuelling model in Tasmania, where three projects are currently under development with State Government funding support. These projects are designed to demonstrate how renewable hydrogen can be produced at scale and dispensed along key freight corridors.

Tasmania is being used as a proving ground for a model intended for national replication. Victoria has been identified as the next jurisdiction for rollout, with future connectivity into South Australia and New South Wales, where both governments and industry have expressed strong interest.

A corridor-based national network

The Countrywide Hydrogen model centres on independent hydrogen production and refuelling facilities strategically located along major freight corridors, where truck movements are most concentrated. Each site is designed to operate as a standalone facility, supported by renewable energy or grid power, and local water supply.

In Victoria, an initial rollout would involve approximately 12 sites delivering statewide coverage and enabling hydrogen freight links between states. This corridor-based approach mirrors hydrogen truck infrastructure currently being deployed across Europe with Government support and is designed to scale with fleet uptake.

Fuel security has become urgent

Recent geopolitical conflict has further highlighted Australia's vulnerability to global diesel supply disruptions and price volatility. With minimal domestic refining capacity and heavy reliance on imports, ensuring continuity of fuel supply for freight and logistics has become a strategic priority.

"Fuel security is no longer an abstract policy issue," Mr Drucker said.
"Replacing imported diesel with locally produced hydrogen strengthens food and freight distribution, supports economic continuity, and reduces exposure to international shocks."

Health and community impacts

In metropolitan areas such as Melbourne, diesel emissions from heavy vehicles remain a significant issue, particularly for communities located near freight corridors and logistics hubs. Reducing truck emissions also delivers local air quality and public health benefits.

“Transitioning heavy transport isn’t just about national resilience,” Mr Drucker said. “It also improves air quality and community outcomes in areas most affected by freight activity.”

A complete transition ecosystem

To enable a practical and commercially viable transition, Countrywide Hydrogen has developed an integrated hydrogen ecosystem that includes access to fuel cell trucks, vehicle financing, servicing capability, and driver and technician training.

“Our focus is on making the transition achievable for fleet operators,” Mr Drucker said.
“That means reliable fuel supply, familiar operating patterns, and a phased approach that protects productivity while reducing reliance on imported diesel.”