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Recent developments in hydrogenation of trains

Last year was a strong year for green hydrogen - although its production varies greatly due to its high cost, and on the one hand, the amount of green hydrogen did not decrease, not because the European Union was able to generate 40 Giga watts of capacity to produce this clean energy source, but hydrogen trains new.

Hydrogen faces significant barriers to joining the current fuel flow, one being cost and the other a lack of infrastructure. This is clearly seen in the hydrogen car industry. There are a few models of hydrogen-powered passenger cars, and despite their attractive features, they remained unpopular. The first reason is their high price, then the lack of a fuel supply network. Even electric cars have the same problem. Although the United States and the European Union are pursuing plans to build such fuel networks, hydrogen has been more or less abandoned. The need for gas stations is another reason why rail transport is an ideal testing ground for hydrogen use. Trains do not need to refuel at both stations and need several strategic refueling stations

Electric trains are good for the environment, but they are not the cheapest mode of transportation. Without government assistance, electric trains might have been forgotten under the pressure of market participants. But hydrogen trains are cheaper than electric trains. In this sector, hydrogen fuel cell technology appears poised to shine, and at some point is likely to pique investor interest in using hydrogen in other parts of the transportation sector.

It's hard to predict how long it will take for green hydrogen to become economical for trains according to Oil Price. Although green hydrogen is the end point in the hydrogen revolution, it is not the first step. The first step is to find a place where hydrogen can shine, and rail transport seems to have found such a place