



# ***Hydrogen for Trucks Act***

Senators Chris Coons (D-DE) and John Cornyn (R-TX)

***Building the market of zero-emission, heavy-duty trucks***

## **Background**

Hydrogen's versatility as an energy carrier and feedstock and its lack of greenhouse gas emissions at the point of use makes it an attractive fuel source, especially for hard-to-abate energy sectors like shipping, industry, and heavy-duty trucking. However, early adopters of hydrogen face cost barriers and first-mover risks that require federal support to overcome. As a result, significant investment is needed in all parts of the value chain to drive a robust hydrogen economy in the United States.

Heavy-duty vehicles make up a small fraction of the U.S. vehicle fleet, but they contribute 23 percent of all transportation greenhouse gas emissions. Hydrogen fuel cells can provide a clean fuel source with a user experience comparable to gasoline-powered trucks. However, hydrogen-powered trucks are an up-and-coming technology and remain cost-prohibitive for many businesses. The *Hydrogen for Trucks Act* would provide incentives to heavy-duty vehicle owner-operators for purchasing hydrogen trucks and fueling infrastructure, thereby facilitating wider deployment of hydrogen fuel cell vehicles to promote emissions reductions in the U.S. transportation sector.

## **Bill Summary**

The *Hydrogen for Trucks Act* builds on the Coons-Cornyn [Hydrogen Infrastructure Initiative](#), a collection of bills to support the deployment of hydrogen technologies in high-impact end-use applications and the buildout of the requisite infrastructure needed to transport, store, and deliver hydrogen.

This bill would establish a grant program to support fleet operators in adopting heavy-duty fuel cell vehicles and hydrogen fueling stations while collecting critical data to inform future investments in hydrogen trucking infrastructure. Hydrogen fuel cell vehicles are currently in demonstration phase and just entering commercial stage. The grant program would lower cost barriers and reduce risk for first movers by providing data and benchmarks, thereby incentivizing private investment and accelerating deployment. Likewise, the parallel deployment of vehicles and fueling stations will ensure their immediate utilization in the hydrogen economy.

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