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## **MB Energy, Daimler Truck and Kawasaki Heavy Industries signed agreement to develop liquefied hydrogen supply chain to Europe via Hamburg**

**MB Energy, Daimler Truck AG and Kawasaki Heavy Industries, Ltd. have signed a Joint Development Agreement (JDA) to establish a liquefied hydrogen supply chain to Europe via the Port of Hamburg. The agreement was signed during the “Hamburg Port Anniversary,” one of the world’s largest port festivals, underlining Hamburg’s aspired strategic role as a key energy hub for Europe.**

Under this agreement, the three companies will use their respective expertise and proceed with specific studies to establish an economically viable liquefied hydrogen supply chain to the port of Hamburg. The objective is to achieve Commercial Operation Date (COD) for the supply of liquefied hydrogen and hydrogen by the early 2030s. Building on the existing Memorandum of Understanding (MoU) for the establishment of a Japan-Germany hydrogen supply chain, the partners will drive the international expansion of their hydrogen-related business, while contributing to the enhancement of global energy security and the realization of a decarbonized society for a sustainable future.

Volker Ebeling, Senior Vice President New Energy, Storage & Infrastructure at MB Energy: “Hydrogen can become a key enabler for Europe’s energy transition, and Hamburg is ideally positioned to become Germany’s main gateway. We are combining MB Energy’s infrastructure, our service station network and our trading expertise with Daimler Truck’s next generation hydrogen truck developments and Kawasaki’s pioneering hydrogen storage and shipping technologies. Jointly we are working to build a scalable, international hydrogen import corridor for Europe.” “Establishing a reliable liquefied hydrogen supply chain contributes to energy security as well as increased sustainability. Together with our partners, we aim to deliver this as an integrated end-to-end solution”, he continued.



MB Energy is regarded as a highly capable partner, bringing decades of expertise in fuel sourcing, trading and logistics, as well as the strength of its established supply chain and service station network, including the conversion of sites at key long-haul logistics hubs for LH2.

Daimler Truck is committed to a dual-track strategy in decarbonizing transport with battery-electric and hydrogen powered drive solutions. The company aims to bring 100 liquid hydrogen powered fuel cell trucks into customer operations from the end of 2026 onwards. Series production for hydrogen powered fuel cell trucks is targeted for the early 2030s when the company expects to see the availability of the necessary infrastructure and through agreements like this also the availability of liquid hydrogen at competitive market prices.

Manfred Schuckert, Head of Regulatory Strategy at Daimler Truck: "Scaling hydrogen-powered trucks across Europe in the next decade will only be possible if a reliable and competitive supply of liquid hydrogen is in place. This agreement is essential because it brings key partners together to jointly study and shape a liquefied hydrogen supply chain to Europe, with a clear focus on feasibility, scalability and long-term impact. For heavy-duty transport, liquid hydrogen offers the energy density and operational flexibility needed for long-haul applications, but its potential can only be unlocked through coordinated action along the entire value chain."

"Kawasaki Heavy Industries welcomes this Hamburg-centered initiative as a key step in building a hydrogen supply chain to Japan and Germany," said Kei Nomura, Executive Officer and General Manager, Hydrogen Strategy Division. "By bringing our liquefied hydrogen technologies to Europe, we aim to support industrial and heavy-duty vehicle demand and help establish a scalable international hydrogen corridor that strengthens competitiveness, resilience, and climate neutrality."

Kawasaki Heavy Industries will provide its expertise in the design and manufacture of essential infrastructure, including hydrogen liquefiers, liquid hydrogen (LH2) storage tanks, and LH2 carrier ships, which are critical to the establishment of international liquefied hydrogen supply chains. As expectations for hydrogen energy grow in the pursuit of a decarbonized society, this collaboration aims to establish efficient transportation routes from potential hydrogen-producing countries to Germany. By doing so, we will promote the utilization of hydrogen across European industries, starting with Daimler Truck's Zero-Emission Vehicles (ZEVs).

### **About MB Energy**

**MB Energy Group**, founded in 1947 and headquartered in Hamburg, is an independent, integrated energy group of companies with operations across Europe, the United States, and Singapore. The company engages in the import, storage, distribution, and marketing of petroleum products, LPG, chemicals, and biofuels. With decades of industry experience and forward-looking approach, MB Energy plays an active role in the global energy landscape and supports the transition to lower emissions fuels through the development and provision of future-oriented alternatives. Since 1972, **enport by MB Energy** is active in tank storage logistics and ranks among the largest independent providers of tank terminal storage and infrastructure in Germany. enport owns and operates 13 terminals across Germany, Denmark and Hungary, offering a total storage capacity of 2.6 million cubic metres (cbm). With a strong regional presence and decades of operational expertise, enport contributes to the secure and efficient handling of energy products and chemicals in Europe.

### **About Daimler Truck**

To decarbonize transport, **Daimler Truck** is pursuing a dual-track strategy with both battery-electric and hydrogen-powered vehicles. Since 2021, the company has been developing and testing its Mercedes-Benz GenH2 Truck prototypes equipped with fuel cells, demonstrating their reliability and performance for flexible, long-haul transport. In 2023, a prototype GenH2 Truck showcased the potential of liquid hydrogen for road transport by completing a 1,047-kilometer trip across Germany on a single tank of liquid hydrogen under real-world conditions. Daimler Truck has also recently concluded initial customer trials, with a fleet of five GenH2 Trucks collectively covering more than 225,000 kilometres in actual operations. Building on this success, a second phase of trials with the same fleet and different customers is currently ongoing. Looking ahead, Daimler Truck intends to produce a small series of 100 Mercedes-Benz NextGenH2 Truck semitrailer tractors at its Mercedes-Benz plant in Woerth, Germany, with customer field operations scheduled to begin at the end of 2026. The company aims to achieve large-scale industrialization of fuel cell technology and commence series production of hydrogen-powered trucks—initially targeting the European market—in the early 2030s.

### **About Kawasaki Heavy Industries**

Kawasaki Heavy Industries (Kawasaki) is a global industrial group addressing societal challenges through its Group Vision 2030, which focuses on *Energy and Environmental Solutions*, *Near-Future Mobility*, and *A Safe and Secure Remotely Connected Society*. Leveraging its long-standing engineering expertise, Kawasaki delivers technologies that support industrial decarbonization and the transition toward sustainable mobility worldwide. Hydrogen is a core pillar of Kawasaki's long-term growth strategy. In alignment with Japan's Basic Energy Plan, the company is developing an integrated hydrogen supply chain—from production and liquefaction to transportation, storage, and utilization—in collaboration with governments and industry partners in Japan, Europe, and other regions. Kawasaki is a leader in liquefied hydrogen (LH<sub>2</sub>) technologies that enable large-scale, long-distance transport for industrial use and heavy-

duty mobility. The company has commenced construction of a 40,000 m<sup>3</sup>-class liquefied hydrogen carrier and is also building the LH<sub>2</sub> Terminal in Kawasaki City, featuring a 50,000 m<sup>3</sup> liquefied hydrogen storage tank, one of the largest in the world, forming a robust infrastructure foundation to support reliable hydrogen supply and the expansion of zero-emission mobility.

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