

# Fleet/Trucking Media Alert - Fuel Savings in Trucking Industry as Sector Faces New Volatility

**UK FLEET ENGINEER PRAISES 9% FUEL SAVINGS IN 2-YEAR HydraGEN™ PILOT-PROJECT**

VANCOUVER, BRITISH COLUMBIA, CANADA, May 19, 2021 /EINPresswire.com/ -- Cleantech Media Alert from Investorideas.com, a global news source and leading investor resource covering cleantech and renewable energy stocks (Renewableenergystocks.com) issues a sector snapshot looking at recent news on the demand for fuel savings in the fleet/trucking sector.

According to a recent article in Fleetowner.com "About 75% of the fleets are investing in idle reduction technologies, up from about 65% in 2019."

With the recent fuel shortages causing panic buying at fuel pumps across the US and spreading into eastern Canada, energy savings are a hot topic. The last few years of stability in fuel prices can no longer be counted on and new accelerated demand for fuel economy and savings will be a 'must have' for the trucking industry.

Looking at the direct impact, a recent article reports, "Research shows that fuel costs can constitute 60% of a company's operating budget."

A leading trucking fleet operator in the United Kingdom is using dynaCERT's (TSX:DYA.TO) (OTC: DYFSF) HydraGEN™ advanced technology to achieve net-zero annual carbon emissions in its trucking fleet after experiencing "significant" fuel savings with the device.

"After two years of testing and running HydraGEN™ units on our vehicles, we have seen an



**dynaCERT**  
Carbon Emission Reduction Technology

**HydraGEN™**  
Carbon Emission Reduction Technology

**REDUCE YOUR FUEL BY 6-19%\***  
**REDUCE YOUR DEF BY 33%\***  
**REDUCE YOUR EMISSIONS 50%\***

**REDUCE THE TRUCKING INDUSTRY'S CARBON FOOTPRINT**  
A conversation with Stephen Madden, Russell Group Engineering

Private Motor Carrier had the opportunity to interview Stephen Madden, Group Fleet Engineer at Russell Group Engineering - a HydraGEN™ Technology dealer from the UK - to discuss how Russell Group is using dynaCERT's cutting-edge HydraGEN™ Technology to reduce the trucking industry's carbon footprint.

Stephen, can you please tell us a bit about yourself and John G. Russell Group Ltd? I am a qualified Engineer and have worked at Russell Group for five years. Prior to this, I worked for City of Edinburgh council and was the Engineering Director/Engineer at William Morrison Engineering. John G. Russell Group Ltd. (Russell Group Engineering) operates a diverse fleet of trailers, vehicles and plant vehicles. They also deal with customers such as the Royal Mail, manufacturers and Carrier Transport (owned by Russell Group), which is the largest haulage contractor of vehicles in the world.

What attracted you to become a HydraGEN™ dealer? One of the biggest issues for haulage and engineers is making towards a net zero and carbon free environment. Options such as CNG, LPG and hydrogen fuel only have high installation costs. When we saw dynaCERT's hydrogen on demand product, we were intrigued by its ability to work on existing fuel cells, also can installation is easier to meet our carbon-reduction targets. Purchasing and installing a HydraGEN™ unit is a fraction of the cost of purchasing an alternative fuel vehicle. This solution allows a company to operate with lower emissions without breaking the bank. At first, I did not believe that a hydrogen on demand system could provide significant carbon emission reduction and fuel economy benefits for the dynaCERT was convinced me to take the plunge and purchase my first unit, after two years of testing and running HydraGEN™ units on our vehicles, we have seen savings that average of 9% during summer and winter operations. If you can approach someone and prove that you can reduce their emissions significantly while also providing a ROI, they are going to take notice. We believe the product's benefits speak for itself.

What is your impact on the DEF? The DEF dependent on operations and rising up after two to three years. What we have found with HydraGEN™ is that once there is hydrogen gas constantly going through the engine exhaust and DEF, there is a gradual build up of carbon. Compared to our vehicle operating under the same conditions, the carbon buildup is drastically different.

How do you see the trucking and logistics industry evolving in the next 10 years? Trucking has always been associated by the world, media, and impact on the environment. The industry is willing to explore various new alternative fuel vehicles to make it more appealing to the public. I believe that in 10 years, the transition to alternative fuelled vehicles operating long haul will be in its infancy, due to the adverse range they offer; however, the required infrastructure must be in place. The reason we have included HydraGEN™ in our fleet is that it is a hydrogen on demand unit and requires very little maintenance without additional infrastructure. For us, it is a compromise to becoming a fully operational, low-emission fleet. Thanks to dynaCERT, we're on the cutting edge to reduce emissions, instead of it being costly to go green. HydraGEN™ actually pays the cost and can be given through its additional benefits of fuel savings.

Can you tell us about Russell Group's commitment to the Climate Pledge? Russell Group is one of the first 100 companies for The Climate Pledge (COP). We agreed through Amazon and the commitment requires that all signatories take action to reduce any remaining emissions with additional, specific, and measurable, and verifiable benefits. Effect is action not zero-emission vehicles by 2040. We are very pleased to have been accepted and equally pleased to include dynaCERT and its cutting-edge HydraGEN™ Technology as part of our application. Thanks to dynaCERT we will be able to transition to net zero carbon emissions at a fraction of the cost.

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average fuel savings of 9% during summer and winter operations” said Stephen Madden, Group Fleet Engineer at Russell Group Engineering based in Glasgow Scotland.

The results and comments are detailed in an interview published in the latest edition of Private Motor Carrier Magazine (pmtc.ca).

Madden reveals the company has been intrigued by the ability “to outfit our existing fleet with a low-cost installation in order to meet our carbon reduction targets ...the reason we have included HydraGEN™ in our transitional plans is because it provides results in a short period of time and requires very little maintenance.”

Russell Group is moving aggressively to slash carbon emissions and is among the first 100 signatories for Amazon’s Climate Pledge, agreeing to measure and report greenhouse gas emissions on a regular basis towards the goal of net-zero.

He adds “HydraGEN™ actually pays the end-user to be green,” praising the unit’s ability to prevent build-up in the DPF (Diesel Particulate Filter) compared to his fleet vehicles operating under the same parameters and it reduces their maintenance costs.

Russell Group’s effort to reduce the trucking industry’s carbon footprint includes its commitment as a HydraGEN™ Technology dealer in Europe.

The success of the company’s fleet in slashing carbon emissions is profiled in the current edition of Private Motor Carrier Magazine, the official publication of the Private Motor Truck Council of Canada. <https://www.kelmanonline.com/httpdocs/files/PMTC/pmc-issue2-2021/?page=47>

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dynaCERT Inc. (TSX:DYA.TO) (OTC: DYFSF) is a featured Cleantech/Hydrogen stock on Investorideas.com

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