

## Chemicals

### Hydrogen: Revisiting Conversion Economics & US Breakevens

September 8, 2020

#### Key Takeaway

**Converting to hydrogen is not a simple arbitrage: it depends on site design (e.g. the availability of waste heat); conversion technology (PEM vs. conventional electrolyzers); and whether there is a potential co-product value from CO<sub>2</sub>. As a rough rule of thumb, the US average electricity price of \$0.13/kWh would translate into a hydrogen breakeven of \$2.47/kg (~\$3.90/kg for the PEM cells) and as high as ~\$4.55/kg for a cogen design.**

**Some more rules of thumb on costs:** We estimate a world-scale project (~10MW) would cost ~\$1m/MW, with ~30% lower capital intensity by 2025. Electrolyzers typically convert 1 MWh into ~17.5 kg of H<sub>2</sub>, compared with ~24.2 kg using high-temperature PEM cells. When converting hydrogen into energy, fuel cells typically produce 19 kWh/kg of H<sub>2</sub> (~34% conversion efficiency), with PEM cells ~30 and cogen designs ~35. A process that includes a liquefaction step would introduce ~15% incremental energy costs and conversion losses.

**What hue H<sub>2</sub>?** The hydrogen industry distinguishes between 4 types: "turquoise", made from methane pyrolysis with solid carbon co-products (an attractive feedstock opportunity for carbon black); "green", made through electrolysis of water; "grey", produced by converting natural gas into CO<sub>2</sub> and H<sub>2</sub> (10 t CO<sub>2</sub>/t of H<sub>2</sub>); and "blue": grey hydrogen with the CO<sub>2</sub> captured for chemical applications or stored underground (which could cost as much as \$60/t of CO<sub>2</sub> captured depending on project design).

**Potential bottlenecks & related investment cycles:** Hydrogen bus and truck fleets will require a significant built out of refueling infrastructure. Blending 10%-20% hydrogen into natural gas pipelines for heating applications will likely require a significant investment of capital and staff to retrofit industrial boilers, particularly ones that use the color of the flame to optimize operations. Trains may end up being more straightforward: Linde's train project should be able to support 14 trains in 2022 with a single station producing 1,600 kg/day of H<sub>2</sub> (a 18-month trial of two trains was completed in 1H20). As for refineries, we estimate a world-scale unit could consume 150,000-180,000 tpy of H<sub>2</sub>, though conversion would alter mass balances across the system.

**Hydrogen not just an EMEA story:** >\$3bn of US hydrogen projects target >3,300MW of electricity generation, with the hydrogen effectively acting as a battery for storing electricity from wind and solar power. ~1,600MW is targeted in Virginia, ~1,000 MW in both Ohio and Pennsylvania, ~840MW in Utah, ~600MW in New York and smaller plants in California and Florida. Many of these projects have very slow ramp schedules: the Utah project, for example, will only reach full production in 2045-2050.

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"Green hydrogen" provokes objections from investors: vague tipping points; sticker shock; the Hindenburg; energy density; greenwashing; political risk; stranded assets and déjà vu. Funding often dispels or delays the objections: for example, Germany has a €9bn hydrogen investment target and the UK £12bn. We sketch below frameworks for the first three objections. First published July 30

**Potential Tipping Points:** Hydrogen is expected to become competitive for heating applications <\$5/kg, for commercial vehicles <\$3/kg, for passenger vehicles <\$2.50/kg, and for low-carbon steel, glass and cement <\$2/kg. For chemicals, the arbitrage will depend on the price of oil or natural gas: as a rule of thumb, 1 kg of H<sub>2</sub> and 5-6 kg of CO<sub>2</sub> can produce 4-5 kg of methanol or olefins. A carbon price, obviously, would shift this framework.

**Dealing With Sticker Shock:** Green hydrogen costs 6x-10x conventional hydrogen is an oft-cited shibboleth. Hydrogen made from natural gas can cost anywhere from \$1/kg (US, Middle East) to ~\$2/kg (Europe). Adding carbon capture and utilization can add \$0.50-\$1.00/kg to the cost, and each \$10/t carbon tax could add \$0.10/kg to the hydrogen cost. In 2019, the EIA pegged the cost of renewable or green hydrogen at \$4-\$7/kg, falling by ~30% by 2030, with particularly sunny and windy parts of the world moving <\$2/kg longer-term (i.e., 15-20 years). Some industry participants peg the potential drop in production cost at 50%-60%, assuming economies of scale (e.g., the electrolyzers could drop from ~\$750/kW to <\$350/kW). Learning rates (deflation in capex driven by cumulative industry experience) for electrolyzers have been ~10%, compared to ~20% for wind and >30% for solar and batteries. Another element in the cost bridge is the cost of shipping the hydrogen in a distributed network. Compressing H<sub>2</sub> costs ~\$0.80/kg and liquefying it ~\$1.60/kg – these costs likely come down by 20%-30% over the course of a decade. Trucking the gas 250-315 miles costs ~\$0.40/kg for liquid H<sub>2</sub> and ~\$1/kg for gaseous: cutting the distribution radius 50-60 miles can save ~\$0.10/kg (non-linear). Fueling stations currently cost ~\$5/kg: this is expected to come down to <\$1/kg through aggressive deflation in equipment costs.

**What About The Hindenburg?** The Hindenburg rivals Three Mile Island and Chernobyl in notoriety, and is cited as shorthand for policy risk for the industry ("it only takes one accident"). Mitigating this, in our view, is that natural gas has comparable risks (e.g. estimates that an LNG tanker explosion could have >50% mortality rates for people within 1.4km and significant building damage and injuries out to 2-3km). Whether hydrogen or natural gas ends up being branded as the more dangerous fuel by consumers, in our view, is mostly a matter of the timing of accidents for each industry. Consumers tend to adapt: the >5,000 fires each year at gas stations (~\$20m in total damage annually) have faded far into the background.

**Europe's Hydrogen Strategy Has Far-Reaching Implications:** Europe's hydrogen strategy could drive a reconsideration by ESG investors of the three industrial gas companies – Buy-rated LIN, AI FR, and APD. The hydrogen transition, if successful, would both decarbonize the companies' own production footprint and position them as key providers of technology, enablers through their distribution expertise, and translators who could help energy-intensive industries (steel, cement, glass) reduce their GHG emissions. First published July 9

**EU Hydrogen Initiative:** As expected, on July 8, the European Commission announced a hydrogen strategy intended to shift hydrogen from <1% of energy consumption to 24% by 2050 while creating a >€800bn market. Hydrogen is envisaged to act as an alternative to batteries as a way to smooth out and backstop intermittent power supplies from wind and

solar, as an alternative fuel for mobility, and as a supplement for home heating and other applications.

**Key Applications:** The EU strategy targets: 1) displacing natural gas directly and through blending (existing networks can absorb ~20% H2 blends), 2) contributing to decarbonizing aviation fuels as a feedstock for synthetic fuels or as an aviation fuel outright, 3) displacing hydrocarbons for rail and marine fuel applications, 4) decarbonising steel by powering blast furnaces, 5) complementing EVs as a renewable power alternative for larger vehicles such as trucks, buses, vans, forklifts, and taxi fleets, and 6) a renewable feedstock for olefins along with recycled carbon streams.

**An S-Curve:** The EU's interim targets are 4%-6% by 2030, or a €480-€665bn market. The targets imply displacing 7% of Europe's natural gas consumption by 2030 and >30% by 2050, a build-out of >3,700 fuel stations by 2030 (>€8bn of capex), >€3bn of industry R&D to help bring down production costs and improve efficiency, and a cumulative >€26bn in investment in hydrogen production, >€8bn in hydrogen storage and >€2bn in other network-related infrastructure. We estimate the 2030-2050 investment wave could exceed €200bn.

**Lessons Learned from Renewables:** We expect the EU to support hydrogen initiatives more aggressively and more consistently following the lessons learned in renewables over the past 15 years, particularly the ground lost to Asian competitors in solar and battery materials. We believe the EU hydrogen initiative also balances the Chinese Belt-and-Road methanol initiative.

## Company Valuation/Risks

### Air Liquide SA

Our €168 PT is based on 28.2x 2022E EPS, and is supported by sector regressions and peer multiples. Key risks: industrial demand, customer capex cycles, project execution, and discipline on new contracts.

### Air Products

Our \$280 price target represents 24.7x 2022E EPS and 15.2x EBITDA, in line with peers. Key risks: slowing demand; deterioration in capital discipline.

### Linde PLC

A 32x 2022E EPS multiple supports our \$300 price target, and is based on our growth duration model and peer multiples. Key risk: competitor behavior disrupting supply/demand balances.

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- Air Products (APD: \$298.43, BUY)
- Linde PLC (LIN: \$247.70, BUY)

Rating and Price Target History for: Air Liquide SA (AI FP) as of 09-04-2020



### Rating and Price Target History for: Air Products (APD) as of 09-04-2020



### Rating and Price Target History for: Linde PLC (LIN) as of 09-04-2020



### Rating and Price Target History for: The Linde Group (LIN GR) as of 09-04-2020



**Notes:** Each box in the Rating and Price Target History chart above represents actions over the past three years in which an analyst initiated on a company, made a change to a rating or price target of a company or discontinued coverage of a company.

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Distribution of Ratings						
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