**Zero Emission Trucking:**

***Schneider leads the way***

By Nan Nelson, Economic Transformation Signals Team

In a late 2023 video interview by WBAY's Chris Roth, Schneider President and CEO Mark Rourke noted that the biggest problem to solve along the way to becoming the first carrier with one million zero-emission miles was high capacity, high speed *charging* for the battery-electric fleet based in California.  This system will be effective only in dense, warm-weather areas, because the range is only about 200 miles, and weather is a big factor in holding a charge.

As a result, the company is now exploring a move to hydrogen fuel, which is at least three to five years off.  It is an even bigger infrastructure challenge than battery electric.  But, Rourke says, it will enable very long-range and cold weather operation, even here in the upper Midwest.

(Hydrogen fuel cell electric vehicles produce their own electricity through a chemical reaction in a fuel cell stack where hydrogen gas (H2) and oxygen (O2) from the surrounding air are transformed into water (H20) and electrical energy.  Today, the production of hydrogen fuel is energy-intensive and often relies on non-renewable sources... but perhaps that will not always be the case.)

We might ponder: if trucking enables construction of hydrogen fuel infrastructure, can hydrogen-fueled electric autos be far behind?  And how much effort should we put into battery-electric charging infrastructure in the meantime?

For the moment, however, [enjoy the video here](https://www.wbay.com/2023/11/27/schneider-becomes-first-major-carrier-with-1-million-zero-emission-miles/).