

Press Release



At Solutrans, Hyliko is handing over Groupe Mauffrey in partnership with ECT, the keys to the first hydrogen-powered « construction site » truck, designed for low-carbon construction sites, for commercial launch in early 2026 on one of France's largest transport infrastructure projects.

Paris, November 19, 2025

As Hyliko unveils at Solutrans fair its new generation of retrofitted hydrogen-powered tractor trucks, the Hyliko Hy T44 Gen. 2, the French hydrogen mobility player announces its entry into the earthmoving and construction segment with the delivery of the very first “construction site approach” model to the Mauffrey Group, the French leader in transport for the construction market, as part of a partnership with ECT, the French leader in land reclamation. Hyliko's pioneering innovation, the first of its kind for zero-emission heavy duty vehicles, contributes to the decarbonization of the transport of soil and construction materials to and from low-carbon construction sites.

The delivery of the Hy T44 Gen. 2 tractor will enable Mauffrey, a French specialist in the transport of construction materials to building sites, to support its CSR strategy with the aim of reducing its carbon emissions by 50% by 2030. *« Since 2012, when France's first gas-powered tractor was launched, the Mauffrey Group has always been a pioneer in acquiring innovative and virtuous equipment and in supporting its customers in their energy transition. This Hy T44 Gen. 2 tractor, designed and assembled in France, will help deliver to our customer ECT's construction sites while contributing to the decarbonization of their activities »*, explains Fabrice Grandgirard, President of the Groupe Mauffrey.

This Hyliko tractor, designed for construction sites, has a reinforced chassis, raised suspension, and a tapered bumper. The front end and steel radiator grille provide additional protection for the vehicle against impacts. The truck is equipped with a fire grill and wider tires, and its hydraulic system provides enough mechanical power to support a tipper trailer.

This handover marks a major step forward in the decarbonization of transport operations linked to low-carbon construction sites. The project is part of a broader strategy to transform the earthmoving and construction sector, with the aim of significantly reducing the carbon footprint of logistics operations. Thanks to a three-way partnership between Hyliko, ECT, and Mauffrey, working closely with major construction project owners, this project is a first in France (and one of the first in Europe) for hydrogen transport in the construction industry.

The vehicle will be deployed in January 2026 by Mauffrey for its client Razel Bec, subsidiary of Fayat, as part of the construction project for the future Line 17 of the Grand Paris Express. The truck will transport excavated soil between the construction site and ECT's soil reuse site in Villeneuve sous Dammartin (77), making 10 trips per day and transporting 270 tons of soil per day. Over a year of operation and 25,000 km traveled, Hyliko's second-generation hydrogen truck will avoid 1.05 kg of CO₂ per km, or 26 tons of CO₂ in total.

« The delivery of this brand new Hyliko hydrogen truck reinforces our commitment to offering our customers modern and sustainable technical solutions that enable them to decarbonize their freight transport. The use of the Hyliko Hy T44 2nd Edition tractor will contribute to improving air quality, reducing noise pollution, and thus increasing public acceptance of construction sites in city centers », says Jean-Michel Boudaux, technical director of Mauffrey.

« The transport of construction and public works soil by earthmovers is the primary source of greenhouse gases emissions in the value chain for its recovery. We are working to promote local reuse of soil, with an average distance of 25 km between our sites and our customers' construction sites. The other lever for decarbonization is our truck fleet. The commissioning of the first hydrogen truck for "site access" directly meets our expectation for an operational solution adapted to the requirements of our customers' construction sites, » explains Laurent Mogno, President of ECT.

« With the second generation of tractors launched at Solutrans, vehicles already in use or soon to be in use by Brétéché Transport, for ESA in French Guiana, and now for the Mauffrey Group, we are staying on a clear course: continuing to make hydrogen a reality to help the transport sector reconcile performance, sustainability, and environmental protection. » concludes Ovarith Troeung, General Director of Hyliko.

About d'ECT

ECT's growth is part of a circular economy strategy: recovering excavated soil from construction sites to carry out and finance non-building development projects in partnership with local authorities, such as landscaped parks, biodiversity areas, and agricultural rehabilitation. ECT's project model enables optimized management and reuse of excavated soil, transforming a logistical and environmental challenge into an asset for regional development. As the market leader, ECT directly addresses the need for environmental engineering and the requirement for traceability of excavated soil from the construction industry.

Key figures: Founded in 1997 | 160 employees | Around 15 sites in operation in France | Between 10 and 15 million tons of excavated material processed annually | 10,000 trees planted per year | Two subsidiaries in Germany and the US, under the Landify brand

About Mauffrey:

The Mauffrey Group is a family business founded in 1964, and now one of France's leading road haulage companies. The company provides relevant transport and logistics solutions with tailored services, whether by road, river, or rail, to support their customers' growth through its network of more than 50 subsidiaries in Europe and more than 5,000 employees.

About d'Hyliko :

Hyliko is the first turnkey solution to accelerate the decarbonization of road transport using hydrogen. Its offering includes hydrogen trucks (new or retrofitted), maintenance, and a network of green and low-carbon hydrogen refueling stations. With a pay-per-use model, tailor-made support, and carbon footprint monitoring, Hyliko facilitates the rapid, concrete, measurable, and sustainable deployment of zero-emission heavy-duty mobility. www.hyliko.com

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Press contacts :

Hyliko
Raphaëlle Roudet
Press Relations (FD Communication
Agency)
raphaelle.fdcommunication@gmail.com
+33 7 81 81 93 26

ECT
Sophie ALIX
salix@groupe-ect.com
07 85 27 15 32

Mauffrey
Julien Lelorrain
Responsable Communication
julien.lelorrain@mauffrey.com