

California Hydrogen Business Council September 2003 Report

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California Hydrogen Business Council (CHBC) October Meeting

Join an expected 100 leaders in the hydrogen business at Toyota USA in Torrance, CA for this exciting meeting on October 24, from 9 to 5. Learn more about Toyota's FCHV-3, a fuel-cell hybrid vehicle (FCHV), and strategic directions. Presentations will address hydrogen fuel cell-power, hydrogen production, delivery, storage, and infrastructure. Add this meeting to your calendar. Save money by paying in advance. Advance registration is \$25 for Members and \$75 for Non-Members. After October 18th the cost goes up to \$35 for Members and \$100 for Non-members. Contact Melissa Stock by mail, telephone or e-mail to ensure your reservation. Payment may be made by check, Visa, M/C or AMEX. Contact information is provided below.

Stuart interview discusses H2ICE vehicles and H2 personal fueling stations in near future

Stuart Energy has a partnership with Ford Motor Co., which is testing both fuel cells and traditional internal combustion engines that can be powered by hydrogen. Ford's Model U vehicle contains an electric drive and a hydrogen internal combustion engine that could be replaced by a fuel cell when that technology is ready. Within two years, the company expects to have a hydrogen fuelling system for the home — called a personal energy station — that's about the size of a large residential air conditioner, said Stuart CEO Slangerup.

http://www.thestar.com/NASApp/cs/ContentServer?pagename=thestar/Layout/Article_Type1&c=Article&cid=1058911810019&call_pageid=968350072197&col=969048863851

Air Products on track for EPA Hydrogen Station for Delivery Vehicles

Air Products is building a hydrogen fueling station at EPA's Ann Arbor facility. The station will use the latest technology for hydrogen storage, dispensing, and safety, and will be in operation in late 2003. This facility will provide hydrogen for all the fuel cell delivery vehicles involved with the Initiative, and also will be available for other EPA hydrogen fuel projects and hydrogen vehicles in the regional area. The joint initiative between EPA, DaimlerChrysler, and UPS marks the first time efficient, zero emission fuel cell delivery vehicles have been introduced for use in a commercial vehicle fleet in North America. The DaimlerChrysler fuel cell vehicles will be used in normal UPS delivery operation on an established delivery route. An F-Cell, a Mercedes-Benz A-Class powered by a Ballard fuel cell, will be delivered in 2003 for use as an express-delivery vehicle by UPS. In 2004, a fuel cell Dodge Sprinter will be delivered as the first medium-duty fuel cell commercial delivery vehicle to be put in service in North America.

http://www.airproducts.com/PressRoom/CompanyNews/Current/AreaOfInterest/Markets/HydrogenFuelCells/03222_19May03.htm

CaFCP Signs on for Four More Years.

The California Fuel Cell Partnership will continue its collaborative work to encourage fuel cell vehicle commercialization through 2007. The group's original charter called for joint activities through 2003. During the next four years, CaFCP plans to facilitate the placement of fuel cell passenger cars operating within the state, primarily focused in the greater Los Angeles region and the San Francisco-Sacramento corridor, while fuel cell-powered buses will operate in regular, daily revenue service in at least three transit districts. CaFCP today announced it has started a new website-based questionnaire to gather information from those interested in helping to test and operate fuel cell electric vehicles and related infrastructure in real-world conditions. The questionnaire – found at www.fuelcellpartnership.org in the "[new online](#)" section -- allows managers of public or private-sector vehicle fleets to submit information and express interest in serving as a fleet demonstration site for fuel cell vehicles. "There's tremendous interest out there by companies desiring to participate through real-world fuel cell vehicle testing," said Alan Lloyd, CaFCP Chairman and Chairman of the California Air Resources Board. "While offering no guarantees that they'll be selected for fleet testing, this survey does provide a means of directly signaling a fleet's interest and availability for testing a clean-air technology of the future." http://www.cafcp.org/releases/2003_7_07_4moreyears.html

U.S. Energy Scenarios

Three scenarios are detailed in this free 88-page report by the Pew Center: (1) Awash in Oil and Gas, (2) Technology Triumphs, and (3) Turbulent World. http://www.pewclimate.org/global_warming_in_depth/all_reports/energy_scenarios/index.cfm

HydroGen3 Begins FedEx Deliveries

FedEx and GM have officially launched the first commercial test of a fuel cell vehicle in Japan with the first packages delivered to a Showa Shell Sekiyu K.K. and Le Meridien Grand Pacific Hotel Tokyo in GM's HydroGen3 fuel cell vehicle. The two companies are collaborating on a one-year test program in which FedEx will operate the HydroGen3 on its regular delivery routes in Tokyo.

<http://media.gm.com/servlet/GatewayServlet?target=http://image.emerald.gm.com/gmnews/view/monthlyreleasedetail.do?domain=3&docid=913>

Hydrogen Water Taxi in Newport Harbor

The world's first electric fuel cell water taxi powered successfully operated in the Newport Beach, California Harbor, as part of pre-launch testing. The project, which will demonstrate the utility of hydrogen fuel in generating power for ships and facilities in ports, is a cooperative effort between Millennium Cell, Seaworthy Systems, Duffy Electric Boat and Anuvu, Inc. This 30-day demonstration project is funded by California's Center for the Commercial Deployment of Transportation Technologies (CCDoTT), a partnership of academic institutions, government, and commercial corporations at California State University, Long Beach (CSULB). The 3kW Hydrogen on Demand system is used to power a stack of four 1.5kW Anuvu Power-XTM PEM fuel cells. This system replaces a diesel generator used to extend the range of the boat, which is 30 feet long and has a capacity of 18 passengers. It also provides an option to recharge the batteries from the Anuvu fuel cell engine without having to dock near electricity. "The Newport Beach water taxi demonstrates that hydrogen-powered fuel cell systems are available – today – to help contribute to a healthier environment," said Rex Hodge, president and CEO of Anuvu. "The successful technology integration of Millennium Cell's hydrogen system and Anuvu's fuel cell engine shows the viability of hydrogen fuel cell power for the marine industry."

<http://www.millenniumcell.com/cgi-bin/news.pl?function=detail&id=08212003>

The End of Oil and the Emergence of Clean Energy

This timely workshop shows how the United States will make the transition from its dependence on oil, to the use of clean energy in our cars, homes, industries, and government. Although oil has been the main source of gasoline, lubricants, and plastic, national security and concerns

about global warming have caused the U.S. to look for alternatives. Once a major exporter of oil, the U.S. is now the world's largest oil importer, as consumption increases, reserves dwindle, and oil becomes increasingly expensive to recover. Topics include: *The use of alternative fuels in motor vehicles *Factors that have restrained the development of alternatives to the gasoline engine *Promising alternative energy sources for the generation of electricity. The workshop will be conducted by John Addison, president of OPTIMARK Inc. and on the board of directors of the California Hydrogen Business Council. Since 1998, he has been a popular instructor at UCSC Extension. He is the author of the book Revenue Rocket, and writes for H2 Nation magazine. Course fee is \$25.

<http://www.ucsc-extension.edu/olli/energy.html>

H2 Nation Magazine

The new magazine, H2 Nation will launch in two weeks, with comprehensive articles about the hydrogen nation, wind power, solar power, and more.

<http://www.h2nation.com/>

Be a member of the California Hydrogen Business Council

Be part of the organization that is on the "leading edge" of making the hydrogen economy a reality. The California Hydrogen Business Council (CHBC) provides the link between hydrogen-technology developers, businesses, energy leaders, government, and infrastructure providers. CHBC is a non-profit organization. You are invited to join the California Hydrogen Business Council (CHBC). Be involved with the leaders in making the hydrogen economy a reality. CHBC is a non-profit organization which offers a common meeting ground for discussing the technologies, methodologies, and opportunities in the hydrogen economy.

Individual membership is \$200 per year. Organizations can send five people per meeting at lower rates, plus benefit from added marketing visibility, being Silver Members for \$1,000 per year. Send your application today with a check made payable to the "California Hydrogen Business Council," or call with your credit card.

CHBC Report Publisher
CHBC Report Editor

Elias Azrak
John Addison

eazrak@hydrogen.la
john@optimarkworks.com

California Hydrogen Business Council

Melissa Stock

melissastock@socal.rr.com

3532 Katella Avenue

Suite 108

Los Alamitos, CA 90720

Phone 562-493-4014

<http://www.californiahydrogen.org>