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August 11, 2017

The Honorable Ed Chau
California State Assembly
State Capitol Room 5016
Sacramento, CA 95814

SUBJECT: AB 739 (Chau) Heavy-Duty Electric Vehicles – SUPPORT

Dear Mr. Chau:

The California Hydrogen Business Council (CHBC)ⁱ is committed to advancing the commercialization of hydrogen in the energy sector – including, transportation, goods movement, and stationary power systems – to reduce emissions and dependence on oil. Comprised of over 100 companies, agencies, and individuals involved in the business of hydrogen, CHBC aims to help put 20,000 fuel cell electric vehicles (FCEVs) on California’s roads and support deployment of several medium- and heavy-duty hydrogen FCEV fleets. Therefore, the California Hydrogen Business Council is pleased to support your Assembly Bill 739, because it will help improve air quality, protect our climate, and spur economic activity by accelerating the deployment of zero-emission heavy-duty vehicles throughout the Golden State.

Rapid advances in clean, zero-emission technology are reshaping the heavy-duty vehicle market. For instance, the numbers of fuel cell- and battery-electric buses in California will more than double over the next few years, serving more transit riders and reaching additional parts of the state. Recent announcements from Toyota, US Hybrid, Loop Energy, Kenworth, Nikola Motors, and other manufacturers indicate that long-haul trucks powered by hydrogen fuel cells are well under development now. It is an opportune time, consequently, to extend the scope of the state’s zero-emission fleet requirement to include heavy-duty vehicles as AB 739 proposes.

California’s sensible policy mix of regulations and incentives is a key driver of these technological and market milestones, which CHBC members work every day to expand and multiply. Additional measures that stimulate demand are needed, and state procurement mandates represent a proven method for supporting and sustaining the market for new, advanced, and clean technologies (e.g., light-duty fleet rules and green building standards). Accordingly, AB 739 provides a reliable path to more widespread use of the cleanest vehicle technologies by requiring at least 15 percent of heavy-duty vehicles purchased by state agencies for their fleets to be zero-emission by the end of 2025, rising to 30 percent by 2030.

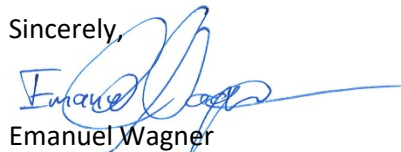
CHBC members are proud to be part of California’s emergent clean transportation industry, and welcome opportunities to continue growing jobs and businesses in this nascent economic sector even further. In addition to spurring greater economic development, AB 739 will help ensure the state is on track to meet the mandates of SB 1275 (De León, 2014) and Governor Brown’s Executive Order B-16-2012, calling for 1 million and 1.5 million zero-emission vehicles (ZEVs) to be on the road by 2023 and 2025, respectively. Furthermore, by facilitating more widespread deployment of zero-emission vehicles, AB 739 will help place California on track to meet multiple federal and state environmental standards required to meaningfully improve air quality and public health – namely, the current federal, health-protective standards for ozone and particulate matter, as well as the state’s 2030 climate protection standard.

AB 739 helps to reinforce California’s position as the most advanced clean energy state in the country, which is of paramount importance to the CHBC. Additionally, this bill will help sustain and create new jobs in California, drive innovation in the heavy-duty zero-emission vehicle market, and showcase California’s continued leadership in the fight for clean air and a safe climate.

The California Hydrogen Business Council commends you for authoring AB 739, and we look forward to its passage by the Legislature this year.

Thank you for your consideration.

Sincerely,



Emanuel Wagner
Assistant Director
California Hydrogen Business Council

¹ The views expressed in these comments are those of the CHBC, and do not necessarily reflect the views of all of the individual CHBC member companies. Members of the CHBC include Advanced Emission Control Solutions, LP, Advanced Power and Energy Program (APEP) - UC Irvine (UCI), Air Liquide Advanced Technologies U.S., Airthium, Alameda-Contra Costa Transit District (AC Transit), American Honda Motor Co., Anaerobe Systems, Ballard Power Systems, Bay Area Air Quality Management District (BAAQMD), Beijing SinoHytec, BMW of North America LLC, Boutin Jones, California Air Resources Board (CARB), California Fuel Cell Partnership (CaFCP), California Performance Engineering, CALSTART, Cambridge LCF Group, Center for Transportation and the Environment (CTE), China Hydrogen Fuel Cell Corporation, Coalition for Clean Air (CCA), Community Environmental Services, CP Industries, E4 Strategic Solutions, Eco Energy International LLC, Eldorado National – California, Energy Independence Now (EIN), EPC, Ergostech Renewal Energy Solution, First Element Fuel, FuelCell Energy, General Motors, Geoffrey Budd G&SB Consulting, Giner, Gladstein, Neandross & Associates (GNA), Golden State EPC, Greenlight Innovation, GTM Technologies, H2B2, H2Safe, H2SG Energy Pte, H2Tech Systems, Hitachi Zosen Inova ETOGAS, HODPros, Horizon Fuel Cells Americas, Hydrogenics Corporation, Hydrogenious Technologies, HydrogenXT, Hyundai Motor Company, i-2-m, Idaho National Laboratory, Intelligent Energy, IRD Fuel Cells, ITM Power, Ivys, Johnson Matthey Fuel Cells, Linde North America, Loop Energy, McPhy Energy, Millennium Reign Energy, Montreux Energy, MPL Consulting, National Renewable Energy Laboratory (NREL), Nel Hydrogen, New Flyer of America, Next Hydrogen Corporation, Noyes Law Corporation, Nuvera Fuel Cells, Pacific Gas and Electric Company (PG&E), Paramount Energy West, PDC Machines, Planet Hydrogen, Plug Power, Port of Long Beach (POLB), PowerHouse Energy, Powertech Labs, Primidea Building Solutions, Proton OnSite, Ramco Consulting Company, Rio Hondo College, RIX Industries, Sacramento Municipal Utility District (SMUD), SAFCell, Schatz Energy Research Center (SERC), Sheldon Research & Consulting, Solar Hydrogen System, South Coast Air Quality Management District (SCAQMD), Southern California Gas Company, Sumitomo Corporation of Americas, SunLine Transit Agency, Tatsuno North America, Terrella Energy Systems, The Leighty Foundation, TLM Petro Labor Force, Toyota Motor North America, United Hydrogen Group, US Hybrid Corporation, Volute, WireTough Cylinders, Zero Carbon Energy Solutions.