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Comment Received From: Emanuel Wagner
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Agenda Request for Joint Agency Workshop on SB 1383 - Renewable Gas

Please see attached document.

Additional submitted attachment is included below.

CALIFORNIA HYDROGEN BUSINESS COUNCIL

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California Energy Commission
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May 26, 2017

RE: Agenda Request for the Joint Agency Workshop on SB 1383 Scheduled for June 27, 2017

The California Hydrogen Business Council [i] is comprised of over 100 companies, agencies and individuals involved in the business of hydrogen. Our mission is to advance the commercialization of hydrogen in the energy sector, including transportation, goods movement, and stationary power systems to reduce emissions and dependence on oil. The vision of the CHBC is to reinforce California's position as the most advanced clean energy state in the nation, expanding the sustainable use of its precious natural and renewable resources and providing clean air to its citizens, by adopting hydrogen and fuel cell technologies in transportation, power and goods movement markets.

The CHBC writes to request that a discussion of renewable hydrogen be included at the upcoming Joint Agency Workshop on SB 1383. CHBC members appreciated the opportunity to weigh in on the value of renewable hydrogen in the context of wind and solar integration at the May 12 workshop on this topic, and believe it is also important to discuss renewable hydrogen in the context of new state law on short-lived climate pollutants, SB 1383 (Lara), which is the scope of the June 27 workshop.

In SB 1383 , the legislature explicitly directed the Energy Commission to look at renewable gas, and specifically rejected language last year that limited the scope of the renewable gas review to biomethane and biogas only. In fact, both houses of the

legislature and the Governor's office understood and supported inclusion of the term "renewable gas" into SB 1383 in the last round of amendments to include agency consideration of electrolyzer produced hydrogen.

CHBC recommends that questions at the workshop regarding renewable hydrogen include:

- What is the definition of renewable gas?
- How can the state develop incentives and programs to expand the use of renewable gas and reduce use of conventional natural gas across all energy sectors?
- What metric should the state use to promote renewable gas?
    - GHG reductions or progress toward statewide climate goals?
    - Cost?
    - Other environmental co-benefits?
    - Benefits to disproportionately impacted communities?
    - Opportunities for higher utilization of wind and solar generation?
    - In-state project developments and job creation?
- What is the status of renewable hydrogen development?
- What is the downward cost trajectory as it scales?
- What is the status of its commercial readiness and end use applications today?
- How is renewable hydrogen being used in other regions today, and what are future integration plan (e.g., EU, Canada)?

Sincerely,

Emanuel Wagner | Assistant Director
California Hydrogen Business Council

[i] The CHBC is a California industry trade association with a mission to advance the commercialization of hydrogen in transportation and stationary sources to reduce greenhouse gas, criteria pollutant emissions and dependence on oil. 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 AC Transit, Air Liquide Advanced Technologies U.S. LLC., American Honda Motor Co., Inc., Ballard Power Systems, Bay Area Air Quality Management District, Beijing SinoHytec, Bethlehem Hydrogen Inc, BMW of North America LLC, California Air Resources Board, California Fuel Cell Partnership, California Performance Engineering Inc., CALSTART, Cambridge LCF Group, Center for Transportation and the Environment, China Hydrogen Fuel Cell Corporation, Coalition for Clean Air, Community Environmental Services, E4 Strategic Solutions, ElDorado National – California, Energy Independence Now, Engineering, Procurement and Construction, LLC, Ergostech Renewal Energy Solution, First Element Fuel Inc, FuelCell Energy, Inc., General Motors Corporation, Giner, Inc., Gladstein, Neandross & Associates, Greenlight Innovation, GTA, Inc., GTM Technologies Inc., H2B2, H2Safe, LLC, H2SG Energy Pte Ltd, H2Tech Systems, Horizon Fuel Cells Americas, Inc., Hydrogen in Motion, Hydrogenics Corporation, Hydrogenious Technologies, HydrogenXT, Hyundai Motor Company & Kia Motors Corp, i-2-m, Idaho National Laboratory, Intelligent Energy, IRD Fuel Cells LLC, ITM Power Inc, Ivys Inc., Johnson Matthey Fuel Cells, Linde North America Inc, Loop Energy Inc, McPhy Energy, MPL Consulting, Inc., National Renewable Energy Laboratory, Nel Hydrogen, New Flyer of America Inc, Next Hydrogen Corporation, Noyes Law Corporation, Nuvera Fuel Cells LLC, Pacific Gas and Electric Company, Paramount Energy West LLC, PDC Machines, Inc., Plug Power, Inc., Port of Long Beach, PowerHouse Energy Americas, Powertech Labs, Inc., Proton OnSite, Ramco Consulting Company Inc, Rio Hondo College, RIX Industries, Sacramento Municipal Utility District, SAFCell Inc, Schatz Energy Research Center, Solar Hydrogen System, South Coast Air Quality Management District, Southern California Gas Company, Sumitomo Corporation of Americas, SunLine Transit Agency, Tatsuno North America Inc, Terrella Energy Systems Ltd, Toyota Motor North America Inc., Advanced Power and Energy Program - UC Irvine, United Hydrogen Group Inc, US Hybrid Corporation, WireTough Cylinders, LLC, Zero Carbon Energy Solutions, Ztek Corporation