

March 22, 2011

California Energy Commission
Dockets Office, MS-4
Re: Docket No. 10-ALT-1
1516 Ninth Street
Sacramento, CA 95814-5512

DOCKET

10-ALT-01

DATE	MAR 22 2011
RECD.	MAR 22 2011

Re: Comments regarding 2011-2012 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program

Dear Commissioner Boyd,

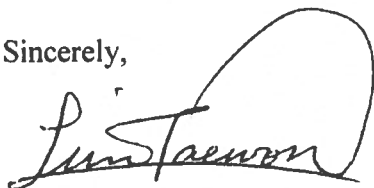
The California Energy Commission (CEC) has played a key role in the deployment of fuel cell electric vehicles (FCEV) in the state of California and it has been a great pleasure to work with staff on the recent funding announcement of PON-09-608 from the 2010-2011 investment plan. We would like to share with you our comments regarding funding for public light duty vehicle hydrogen infrastructure in the 2011-2012 investment plan.

Hyundai has been committed to the development of zero-emission fuel cell electric vehicles (FCEV) as part of our global eco-friendly vehicle strategy. We recently completed the U.S. Department of Energy's (DOE) Controlled Hydrogen Fleet, Infrastructure, Demonstration and Validation Project, a project we were involved with since 2004 based out of Sacramento and Chino, California. Currently we are operating approximately 100 vehicles as part of the Korean government fleet program with our latest 3rd generation fuel cell stack technology. On January 31st, 2011 Hyundai signed MOU's with the Nordic countries of Sweden, Denmark, Norway and Iceland to collaborate on fuel cell vehicle deployment and the hydrogen infrastructure to support deployment with a project budget of ~\$25 million. On February 25th, 2011 we signed another MOU with the Clean Energy Partnership (CEP) and its CEP member NOW GmbH, to participate in a €1.4 billion program put together by the German Federal Government covering 2007 – 2016, all as part of our global activities to prepare commercialization of fuel cell vehicles.

We have made the investment in FCEV technology to provide a ZEV product that meets California customer expectations of range and performance of today's ICE vehicles. Infrastructure readiness by 2015 is crucial to deploy vehicles into the California market. However the lack of funding for H2 infrastructure in the State of California and shortfalls in network coverage predicted in 2015 makes effective commercialization of FCEVs difficult in the State. Infrastructure must be established to support successful rollout, especially during the initial commercialization phase, and availability will be critical to the success of commercialization of FCEVs. This, as mentioned in the 2011-2012 investment plan, is one of the primary barriers to the penetration of FCEV technology into the market place in the State of California.

California, the 8th largest economy in the world, has the potential to become the global leader in FCEV commercialization allowing for significant GHG emission reduction in the State. The CEC has been a key player in developing the pre-commercial FCEV market. Additional funding for public hydrogen stations in the 2011-2012 investment plan will help ensure successful FCEV commercialization in the State of California, helping to meet its GHG emission reduction targets. We thank you again for the opportunity to share our comments and look forward to our continued partnership with the CEC for deployment of FCEVs in the State of California.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lim Tae Won', with a large, sweeping loop at the end.

Tae Won Lim, Ph.D.

Director, FCV Group Eco Technology Center
Hyundai (Corporate R&D Div. for HMC & KMC)