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Hydrogen fuel cells achieve more

The hydrogen refueling network deployment should be accelerated. The initial rollout of the hydrogen stations attempted to match the pace of passenger FCEV sales. But the situation has changed. At this point FCEV sales are being negatively impacted by the limited HRS network. Toyota, the largest FCEV maker at this point, has stated publicly that they will restrict sales until the network is able to adequately service existing and future sales. With the HRS plan approved, why would California not accelerate its existing HRS plan for its initial 200 stations? California has the largest deployed number of FCEVs, but the smallest number of HRSs. Why would California choose to give up its position as a global leader in the deployment of FCEVs?