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Why California must continue bulding the hydrogen fuel cell future

As California goes, so goes the rest of the nation.

As the nation goes, so goes the world.

Over the past ten plus years California has taken the leadership roll and created a viable market for hydrogen fuel cell vehicles throughout the state. It has been an exemplar for the rest of the world, proving that a transition to an economy based on hydrogen fuel cells is viable for all counties.

In fact, California has done an exception job at balancing demand for these vehicles from just three manufactures and the number of stations able to provide hydrogen. When Nissan looked at how many stations would be needed to provide hydrogen to 5,000 vehicles, they found they would need 65 stations. Currently California is fueling 8,400 vehicles with 43 stations.

But this is not a rosy picture. Toyota, the leader in fuel cell vehicle deployment in California, had to stop selling/leasing the vehicle for several weeks because the supplies of hydrogen at the stations just weren't there. In fact, so much hydrogen is being dispensed that sometimes two replenishments a day at some stations are not enough to keep up with demand.

This is a testament the desire that's out there to drive these vehicles.

So how about long term emissions? How we power our economy and allow the environment to win by reducing issues like air pollution as fast as humanly possible? This all depends on how policy makers react to this crisis.

If this is truly going to be an all of the above approach. If we are going to allow consumers choose in the type of emissions free vehicle they want to drive, then hydrogen fuel cell vehicles must be part of that mix.

First and foremost, there is no way to change a quarter of a billion vehicles in the US, 1.2 billion vehicles worldwide. That's just not possible.

Secondly, are we going to force people to spend hours changing their car, or are we going to give them the option of "refueling up" in five minutes or less and be on their way. Certainly this will help with longer trips, and it will help with the life of the vehicle.

In addition, every component on a fuel cell vehicle is recyclable. Even the platinum. That is not true with the lithium in plugin vehicles. Many companies have promised, yet

there is no viable commercial recycling plant today. Hydrogen fuel cell vehicles are lighter and take up less volume than pure battery electrics.

Hydrogen fuel cells will be apart of the future mix of electric vehicles. Other countries are proving that.

While California has been the catalyst with the foresight to launch or accelerate the hydrogen fuel cell market, German, Japan, South Korea, Canada, Australia, and the rest of Europe are quickly catching up.

California has even awoken a sleeping giant in China.

Some of these countries have had three times the number of stations than in California, however, California has almost four times the amount of vehicles. They are doing far more with fewer stations.

Two stations, in fact, dispense 100% green hydrogen. Those green sources of energy can be offered anywhere on the planet if there is wind, sun and water. This energy independence can be reproduced in any nation, on any ocean, in any desert, in practically any environment.

How will you stimulate the economy and accelerate the transition to a low carbon future?

You must pump money into the infrastructure so that the automotive OEMs can bring the vehicles to California.

If you build them, vehicle manufactures will come. Why? They want to sell cars and every auto company has a hydrogen fuel cell vehicle program. Some for decades. All sharing this technology with each other. General Motors with Honda. Toyota with BMW. Even Mazda and Mitsubishi have H2 cars.

Pollution controls and environmental regulations can win then it's great that hydrogen fuel cells cars already meet the Obama era CAFE standards.

Oil is cheap, therefore people historically prone to use a lot of it, but not if they have a choice. Not if you empower automakers to sell and the public to buy vehicles that immediately embody all the incredible beneficial qualities we are seeking to cure the problems that plague us with climate change and environmental pollution.

The US taken the leadership role for the rest of the world since WWI and even before that with a nationwide school system in the 1930s and taxation from the 30s to the 80s.

Consumer need choice. Not everyone lives in a house or apartment that are conducive to plugging in. Not everyone has access to level II or level III fast chargers nor will they

in the future.

In the past five years I've been driving my Chevy Volt from Westlake Village to Santa Fe Springs, not a single new convention level II charger has been installed, however, plenty of them along the way have proven inadequate in amperage, in availability, in cost and most importantly, in usability, where they haven't been broken. This is happening even in covered garages where one must pay to park.

But there is a hydrogen fuel cell station less than a mile from my home.

Let's prove to the world that California is indeed the leader that it setup to be so long ago with hydrogen and fuel cells. Let's give millions of California's access..