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Light Duty Hydrogen Station Funding

The lack of funding for the light duty hydrogen station infrastructure is a big concern. From 2013's PON-13-607 and 2015's GFO-15-605 grants which started the buildout of a true infrastructure, one could see the possibilities with the first generation equipment. With 2019's GFO-19-602 we really saw a vast improvement with multi-dispenser and higher capacity stations. Although the pandemic hampered installations and the equipment from the OEMs were not operating as expected, after a couple of years of fixes, we saw the vast improvements over the Gen1 stations.

However, due to the drastic cuts in the LCFS credits and the increase costs over the past couple of years, expansion has virtually come to a halt. Only two stations opened in 2023 and only one of four opened this year is operational (due to Iwatani's issues with the station equipment).

Is the CEC willing to let the past eleven-plus years go to waste? Are you willing to let the only option to BEVs falter? Please increase the available funds per station, especially with GFO-19-602. With Shell return of \$41 million, make use of it so that expansion can resume. The trust of FCEV drivers must be restored and that can only happen with building new stations and the price of hydrogen being lowered with more favorable LCFS credits.

Regards,
B.Hata