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**Public comments HD FCET industry stakeholder members CaFCP  
for CEC IEPR session 2 panel 1 July 2 2020**

*Additional submitted attachment is included below.*

## **Public comments July 2, 2020 – IEPR Commissioner Workshop on Hydrogen and Fuel Cell Electric Vehicle Market Status webinar, Session 2, Panel 1: Heavy-Duty Fuel Cell EVs.**

I am Nico Bouwkamp, with the California Fuel Cell Partnership and the staff lead for our HD fuel cell electric vehicle activities.

Good afternoon Commissioner Monahan, Commissioner Douglas, moderators and panelists – Thank you for organizing this specific market status update workshop and opportunity to provide public comments.

We know you as CEC Commissioners, together with staff working on the IEPR 2020 update, plan to provide a complete overview of ZEV market status, including both fuel cell and battery electric technology. For the purpose of this update, I want to emphasize and add the following points to the excellent overview provided by the panelists of both panels this afternoon:

- In addition to continued support of LD H2 infrastructure investments, there is a need for balanced investments in HD ZEV fueling infrastructure – HD H2 fueling **and** fast charging
- Emphasis on **both** HD & LD is needed in the IEPR vision
- With regards to comments made about redundancy, this applies to fueling infrastructure locations, but definitely also for production and distribution, so inclusion of both renewable gas-based **and** renewable electricity-based
- Although James Kast, Toyota mentioned the use of FCs in many applications, as well as Jackie Birdsall (Toyota, panel 2), heavy-heavy duty off-road was not mentioned, such as what AngloAmerican is doing with applying fuel cells in mining trucks
- For IEPR policy recommendations:
  - o There is a need for an overarching H2 strategy for California, along the lines of what the Hydrogen Council has published for the US overall.
- Could IEPR also include recommendations with regards to:
  - o HD H2 fast fueling technology development and testing, such as done through CEC's BESTFIT and ViGIL funding programs for vehicle charging?
  - o Establishing HD HRI and FRI LCFS credits to encourage large capacity and high-performance HD ZEV fueling infrastructure investments by private industry, which will also encourage increased investment in renewable resources for the fuel?
- Finally, there are other CaFCP industry members active in the HD FCEV market that were not on the panels today: Cummins, Hydrogenics, Iwatani, as well as Ballard, Linde/Praxair, New Flyer, BAE, Nel, and AC Transit.

Thank you for your attention.