

April 15, 2018

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The Honorable Jim Frazier  
 Assembly Member, District 11  
 State Capitol, Room 3091  
 Sacramento, CA 95814

**Re: AB 2061, Clean Truck Deployment Act – SUPPORT**

Dear Assembly Member Frazier,

The California Hydrogen Business Council (CHBC) would like to express our strong support for Assembly Bill 2061, which will remove a critical barrier for commercial fleet operators to adopt clean heavy-duty vehicles by providing a 2,000-pound weight exemption for zero-emission (ZE), including fuel cell electric vehicles, on California’s roads.

The CHBC<sup>i</sup> is a California industry trade association with a mission to advance the commercialization of hydrogen in the energy sector, including transportation, goods movement, and stationary power systems to reduce emissions and dependence on oil.

California has set aggressive goals for greenhouse gas (GHG) reduction and air quality improvement. Central to achieving these goals is accelerating the commercialization of clean transportation technologies. Heavy-duty vehicles (HDVs) are the most concentrated source of impacts from transportation, causing 20% of transportation greenhouse gas emissions with only 7% of the vehicles.<sup>ii</sup> This relatively small share of HDVs also causes a full 33% of NOx emissions from all sources in California, and emits more particulate matter than all of the state’s power plants.<sup>iii</sup> These emissions and air pollution disproportionately impact disadvantaged communities, especially those located along ports and freight corridors.

Most of California’s commercial heavy-duty vehicle operators are small businesses. For these fleet operators, the purchase of a heavy-duty vehicle is one of the largest investments they will make. The current weight restriction for NZE and ZE heavy-duty vehicles creates a disincentive for fleet operators to convert their fleets to cleaner alternatives.

In 2015, the federal government passed the FAST Act, which gives the states the ability to allow for a 2,000-pound exemption – equaling a 2.5% increase – for cleaner heavy-duty vehicles. Since then, 22 states have passed similar bills.

This exemption will help fleet operators convert to NZE and ZE vehicles, and will benefit us all by contributing to fewer vehicle miles traveled, reduced emissions, and improved air quality. Thank you for bringing this common-sense legislation forward.

Thank you for your consideration.

Sincerely,



Emanuel Wagner

Assistant Director

California Hydrogen Business Council

Cc: The Honorable Members of the Assembly Transportation Committee

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<sup>i</sup> The views expressed in these comments are those of the CHBC, and do not necessarily reflect the views of all of the individual CHBC member companies. Members of the CHBC include Advanced Emission Control Solutions, Air Liquide Advanced Technologies U.S., Airthium, Alameda-Contra Costa Transit District (AC Transit), American Honda Motor Company, Anaerobe Systems, Arriba Energy, Ballard Power Systems, Bay Area Air Quality Management District, Beijing SinoHytec, Black & Veatch, BMW of North America, California Performance Engineering, Cambridge LCF Group, Center for Transportation and the Environment (CTE), CNG Cylinders International, Community Environmental Services, CP Industries, DasH2energy, Eco Energy International, Eldorado National – California, Energy Independence Now (EIN), EPC - Engineering, Procurement & Construction, Ergostech Renewal Energy Solution, EWII Fuel Cells, First Element Fuel, FuelCell Energy, GenCell, General Motors, Geoffrey Budd G&SB Consulting Ltd, Giner ELX, Gladstein, Neandross & Associates, Greenlight Innovation, GTA, H2B2, H2Safe, H2SG Energy Pte, H2Tech Systems, Hitachi Zosen Inova ETOGAS GmbH, HODPros, Hydrogenics, Hydrogenious Technologies, Hydrogen Law, HydrogenXT, HyET - Hydrogen Efficiency Technologies, Hyundai Motor Company, ITM Power, Ivys, Johnson Matthey Fuel Cells, Kontak, KORE Infrastructure, Life Cycle Associates, Linde North America, Longitude 122 West, Loop Energy, Luxfer/GTM Technologies, McPhy Energy, Millennium Reign Energy, Montreux Energy, National Renewable Energy Laboratory (NREL), Natural Gas Fueling Solutions – NGFS, Natural Hydrogen Energy, Nel Hydrogen, New Flyer of America, Next Hydrogen, Noyes Law Corporation, Nuvera Fuel Cells, Pacific Gas and Electric Company - PG&E, PDC Machines, Planet Hydrogen, Plug Power, Port of Long Beach, PowerHouse Energy, Powertech Labs, Primidea Building Solutions, Proton OnSite, RG Associates, Rio Hondo College, Rix Industries, Sacramento Municipal Utility District (SMUD), SAFCell, Schatz Energy Research Center (SERC), Sheldon Research and Consulting, Solar Wind Storage, South Coast Air Quality Management District, Southern California Gas Company, Sumitomo Corporation of Americas, Sunline Transit Agency, T2M Global, Tatsuno North America, The Leighty Foundation, TLM Petro Labor Force, Toyota Motor Sales, True Zero, United Hydrogen Group, US Hybrid, Verde, Vinjamuri Innovations, Volute, WireTough Cylinders, Zero Carbon Energy Solutions.

<sup>ii</sup> California Air Resources Board (2015).

<sup>iii</sup> Union of Concerned Scientists (2017).