

September 7, 2018

BOARD OF DIRECTORS

Jeffrey Reed | Chair
Craig Scott | Vice Chair
Steve Szymanski | Secretary
Anca Faur | Treasurer
Mark Abramowitz | Past Chair
Gus Block
Jack Brouwer
Gerry Conway
Robert Desautels
Dave Edwards
Steve Ellis
Paul Fukumoto
Brian Goldstein
Abas Goodarzi
Steve Jones
Roy Kuga
Matt Miyasato
Nitin Natesan
Lorraine Paskett
Tanya Peacock
Nicolas Pocard
Rocky Rushing
Lauren Skiver
Daryl Wilson
 Directors at Large
Gerhard Achtelik
 Ex-Officio Government Liaison

PLATINUM MEMBERS

Air Liquide
 American Honda
 Ballard Power Systems
 Bay Area AQMD
 Cambridge LCF Group
 FuelCell Energy
 Hydrogenics
 Plug Power
 Pacific Gas & Electric
 Toyota
 South Coast AQMD
 Southern California Gas Company
 US Hybrid

GOLD MEMBERS

AC Transit
 EWII Fuel Cells
 Beijing SinoHytec
 Hitachi Zosen Inova ETOGAS
 ITM Power
 Johnson Matthey Fuel Cells
 Linde Group
 Proton OnSite
 Sumitomo Corporation

STAFF

Jeffrey Serfass | Executive Director
Emanuel Wagner | Deputy Director

The Honorable Governor Brown
 California Governor
 c/o State Capitol, Suite 1173
 Sacramento, CA 95814

Re: AB 2061, Clean Truck Deployment Act – SUPPORT

Dear Governor Brown,

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 near-zero and zero-emission (ZE), including fuel cell electric vehicles, on California’s roads. This bill received support from industry, environmental groups, and academia.

The CHBCⁱ 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.ⁱⁱ 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.ⁱⁱⁱ These emissions and air pollution disproportionately affect disadvantaged communities, especially those located along ports and freight corridors.

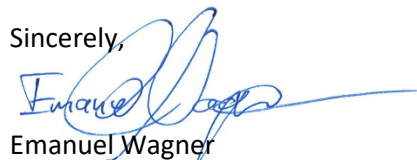
Most of California’s commercial heavy-duty vehicle operators are small businesses. For these fleet operators, the purchase of a heavy-duty vehicle is one of the largest investments they will make. The current weight restriction for heavy-duty vehicles creates a disincentive for fleet operators to convert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

Sincerely,



Emanuel Wagner

Assistant Director

California Hydrogen Business Council

ⁱ 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 Air Liquide Advanced Technologies U.S. LLC.; Alameda-Contra Costa Transit District (AC Transit); American Honda Motor Company; Anaerobe Systems; Arriba Energy; Ballard Power Systems, Inc.; Bay Area Air Quality Management District (BAAQMD); Beijing SinoHytec; Black & Veatch; BMW of North America LLC; Cambridge LCF Group; Center for Transportation and the Environment (CTE); CNG Cylinders International; Community Environmental Services; CP Industries; DasH2energy; Eco Energy International, LLC; ElDorado National – California; Energy Independence Now (EIN); EPC - Engineering, Procurement & Construction; Ergostech Renewal Energy Solution; EWII Fuel Cells LLC; FIBA Technologies, Inc.; First Element Fuel Inc; FuelCell Energy, Inc.; GenCell; General Motors, Infrastructure Planning; Geoffrey Budd G&SB Consulting Ltd; Giner ELX; Gladstein, Neandross & Associates; Greenlight Innovation; GTA; GTM Technologies, LLC; H2B2 USA; H2Safe, LLC; H2SG Energy Pte Ltd; Hexagon Lincoln; Hitachi Zosen Inova ETOGAS GmbH; HODPros; Hydrogen Law; Hydrogenics; Hydrogenious Technologies; HydrogenXT; HyET - Hydrogen Efficiency Technologies; Hyundai Motor Company; ITM Power Inc; Ivys Inc.; Johnson Matthey Fuel Cells; KORE Infrastructure, LLC; Life Cycle Associates; Linde North America Inc; Longitude 122 West, Inc.; Loop Energy; Magnum Energy; Millennium Reign Energy; Montreux Energy; Natural Gas Fueling Solutions (NGFS); Natural Hydrogen Energy Ltd.; Nel Hydrogen; Neo-H2; Neuman & Esser USA, Inc; New Flyer of America Inc; Next Hydrogen; Noyes Law Corporation; Nuvera Fuel Cells; Pacific Gas and Electric Company - PG&E; PDC Machines; Planet Hydrogen Inc; Plug Power; Politecnico di Torino; Port of Long Beach; Powertech Labs, Inc.; Primidea Building Solutions; Proton OnSite; RG Associates; Rio Hondo College; Rix Industries; Sacramento Municipal Utility District (SMUD); SAFCell Inc; Schatz Energy Research Center (SERC); Sheldon Research and Consulting; Solar Wind Storage LLC; South Coast Air Quality Management District; Southern California Gas Company; Strategic Analysis Inc; Sumitomo Corporation of Americas; Sunline Transit Agency; T2M Global; Tatsuno North America Inc.; Terrella Energy Systems Ltd; The Leighty Foundation; TLM Petro Labor Force; Toyota Motor Sales; Trillium - A Love's Company; US Hybrid; Verde LLC; Vinjamuri Innovations LLC; WireTough Cylinders, LLC; Zero Carbon Energy Solutions.

ⁱⁱ California Air Resources Board (2015).

ⁱⁱⁱ Union of Concerned Scientists (2017).