



Hydrogen Means Business in California!

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Jeffrey Serfass | Executive Director
Emanuel Wagner | Deputy Director

January 8, 2019

The Honorable Gavin Newsom
Governor
c/o State Capitol, Suite 1173
Sacramento, CA 95814

Congratulations and Thank You

Dear Governor Newsom:

On behalf of the members of the California Hydrogen Business Council (CHBC)ⁱ, we congratulate you on your successful gubernatorial campaign in our great State. We are encouraged by your strong support and positive messaging for climate, clean air, and clean energy. California has established itself as a pioneer in addressing anthropogenic climate change, and we highly support your continued leadership in developing solutions to the climate and energy challenges facing the state and the planet, as expressed in your campaign.

The hydrogen and fuel cell industry has a history of bipartisan support. Over the last decade, corporate and government investments have allowed tremendous improvements in hydrogen and fuel cell technologies.

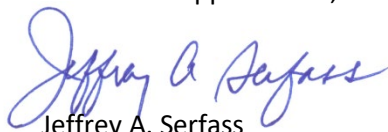
Hydrogen technology can provide long term, bulk energy storage solutions. It is a renewable gas that can help reduce and eliminate emissions from the gas sector. California can utilize its excess or curtailed renewable electricity to create a greenhouse-gas-free fuel to power zero-emission transportation solutions that can replace gasoline and diesel vehicles in light, medium and heavy duty applications. With more than 5,000 fuel cell electric vehicles on the road in California, hydrogen is demonstrating the important role it continues to play in reaching our zero emission vehicle goals in our state.

At the closing session of Governor Brown’s Global Climate Action Summit in September 2018, the Hydrogen Council, a global consortium representing the leading companies in this industry, announced its commitment to the goal of 100% decarbonized hydrogen fuel by 2030, a commitment that the CHBC itself endorsed on December 20, 2018. This commitment is significant because it will be accomplished 15 years before the electric grid reaches 100 percent carbon-free energy generation as required by SB 100. Hydrogen energy technology is an important part of our clean energy future. While these advances in zero emission technology are significant, infrastructure remains a key challenge that needs to be addressed in the near-term.

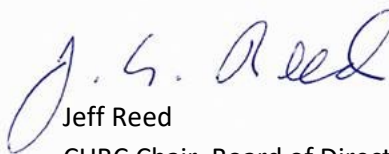
The CHBC and its corporate stakeholders have become increasingly engaged with the state agencies in support of hydrogen technology, which we hope and trust will continue to grow during your administration. The Air Resources Board, the California Energy Commission, and the Governor's Office of Business and Economic Development have been instrumental in the development of the hydrogen industry, partnering with corporate stakeholders to fund the infrastructure buildout and removing regulatory barriers to expansion of the technology. We continue to work with the Public Utilities Commission on recognizing the role of hydrogen in energy storage, injection standards, and securing access to low cost electricity rates for hydrogen production.

With your leadership, California will continue to lead the nation, creating jobs and economic benefits for the citizens of the Golden State. The hydrogen industry looks forward to working with you and the legislature to scale up our technology, reduce cost, and create a mass market that makes renewable hydrogen available for all Californians. We hope to meet with your key staff soon to brief them on the hydrogen industry's policy opportunities and challenges and stand ready to work with you to make California a place where its citizens can breathe clean air, reduce greenhouse gas emissions, and be able to afford to work and live.

With much appreciation,



Jeffrey A. Serfass
CHBC Executive Director



Jeff Reed
CHBC Chair, Board of Directors

¹ The California Hydrogen Business Council (CHBC) 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. 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; California Air Resources Board (CARB); California Fuel Cell Partnership; CALSTART; Cambridge LCF Group; Center for Transportation and the Environment (CTE); Chiyoda Corporation; Coalition for Clean Air; Community Environmental Services; CP Industries; DasH2energy; Eco Energy International, LLC; EcoNavitas; 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; Kraft Powercon; Life Cycle Associates; Linde North America Inc; Longitude 122 West, Inc.; Loop Energy; Millennium Reign Energy; Mitsubishi Hitachi Power Systems Americas; Montreux Energy; Motive 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; Pacific Northwest National Laboratory (PNNL); 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; Sumitomo Electric; 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; University of California, Irvine; US Hybrid; Valley Environmental Associates; Vaughan Pratt; Verde LLC; Vinjamuri Innovations LLC; Winkelmann Flowform Technology; WireTough Cylinders, LLC; Yanli Design; Zero Carbon Energy Solutions.