May 31, 2019

The Honorable Senator Nancy Skinner  
State Capitol, Room 5094  
Sacramento, CA 95814

RE: SB 44 – Medium- and heavy-duty vehicles: comprehensive strategy  
– CHBC Support

Dear Senator Skinner:

The California Hydrogen Business Council (CHBC) is proud to support SB 44, which directs the Air Resources Board (ARB) to develop a comprehensive strategy for the deployment of zero emission medium- and heavy-duty vehicles.

California is a global leader in transportation electrification with battery electric and fuel cell electric vehicle technology, especially in the light duty sector. However, heavy-duty transportation remains a major contributor to GHG emissions in California, as well as criteria pollutants like NOx, SOx and particulate matter, which negatively impact the health of local residents. In order to provide clean air for all Californians, and especially those around freight corridors, it is critical to address truck emissions, and this bill is a great start to developing a strategy to do so.

The CHBC supports this bill because hydrogen fuel cell electric technology is the most promising choice for transportation applications that can benefit from its attributes of long range, rapid fueling, low powertrain weight, and where there is lack of access to charging infrastructure. Fuel cells perform well in adverse weather conditions without range losses and in long distance freight where schedules do not allow for long wait times to recharge. Lighter payloads for onboard hydrogen compared to the heavier weight of batteries make fuel cells that much more economical than other ZEV options. It is a one-for-one, emissions-free replacement for diesel technology while delivering similar performance and total cost of ownership competitiveness with diesel power as volume increases.
Several manufacturers are developing first and second-generation fuel cell medium and heavy-duty trucks, and this bill will create a long-term strategy that will encourage manufacturers to invest further in R&D as well as commercial deployments in California.

In view of these many positive factors, the CHBC supports SB 44.

Sincerely,

Emanuel Wagner
Deputy Director
California Hydrogen Business Council

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2 Direct emissions from the tailpipe of cars, trucks, off-road transportation sources, intrastate aviation, etc., accounted for 39%* of the inventory in 2016 (it was 37% in 2015), and saw an increase in emissions in 2016. - https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf