



Hydrogen Means Business in California!

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
Susan Fernandez
Brian Goldstein
Steve Jones
Roy Kuga
Jaimie Levin
Lorraine Paskett
Tanya Peacock
Jim Petrecky
Nicolas Pocard
Rocky Rushing
Lauren Skiver
Andreas Truckenbrodt
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
Hydrogenics
Mitsubishi Hitachi Power Systems Americas
Pacific Gas & Electric
Plug Power
Southern California Gas Company
Toyota

GOLD MEMBERS

AC Transit
Beijing SinoHytec
Dominion Energy
EWII Fuel Cells
Hitachi Zosen Inova ETOGAS
ITM Power
Johnson Matthey Fuel Cells
Linde Group
Nel Hydrogen
South Coast AQMD
Sumitomo Corporation
Sumitomo Electric

STAFF

Jeffrey Serfass | Executive Director
Emanuel Wagner | Deputy Director

July 30, 2019

Port of Long Beach
Environmental Planning
Management
4801 Airport Plaza Drive
Long Beach, CA 90815

Port of Los Angeles
Environmental
425 S. Palos Verdes St.
San Pedro, CA 90731

RE: CHBC COMMENTS ON 2018 FEASIBILITY ASSESSMENT FOR CARGO-HANDLING EQUIPMENT (CHE)

Dear CAAP Team,

The California Hydrogen Business Council (CHBC)ⁱ appreciates the opportunity to comment on the *2018 Feasibility Assessment For Cargo-Handling Equipment*.

The CHBC would like to provide overall support of the CAAP and its goal of transitioning all equipment to zero emission. We support the feasibility document and desire further consideration of fuel cells as the technology develops.

We would like to specifically comment on page 33, this section is about *TECHNICAL READINESS*, however it includes *COMMERCIAL* comments in the last column of Table 11. Those commercial comments should be moved to the commercial section of the document. As written, the comments confuse the issue of technical readiness.

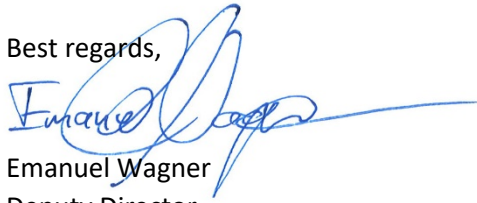
Furthermore, on pages 33, 34, and 36 the document comments that "... but significant challenges remain." Again, this section 6 is about *TECHNICAL READINESS*, so it is unclear which challenges are meant that are of technical nature.

We suggest the statement should be removed, or elaborated on.

While commercial challenges certainly remain, they rest mostly on OEM equipment providers to integrate fuel cell technologies into vehicles and equipment. Fuel cells, as a product, are a technology that is ready and is being implemented in a myriad of vehicles today.

We would be happy to answer any questions you may have about our comments. Please feel free to contact us.

Best regards,



Emanuel Wagner

Deputy Director

California Hydrogen Business Council

ⁱ The CHBC is comprised of over 100 companies and agencies involved in the business of hydrogen. Our mission is 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. CHBC members are listed here:

<https://www.californiahydrogen.org/aboutus/chbc-members/>