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**Statement to Hydrogen and Fuel Cell Technology Advisory Committee  
Jeffrey A Serfass  
President, National Hydrogen Association**

**Hydrogen and fuel cells embrace a broad suite of technologies. Over the past two decades, the U.S. has developed into a leader, leadership which is now in jeopardy. In fact we can see much evidence of a stronger will to act in support of hydrogen in countries such as Germany who hosted the World Hydrogen Energy Conference last month. The commitment there was evident, as it is in Japan, Korea and increasingly in China.**

**This Committee is to be commended for its leadership by volunteers who share the desire to see hydrogen and fuel cells create the suite of energy and environmental benefits it can so uniquely provide, while also creating new jobs, jobs created by young entrepreneurial companies and older companies adapting to new opportunities in a world of increasing constraints.**

**The National Hydrogen Association is working hard with its allies, the USFCC, EDTA, CaFCP, to provide the balance in energy policy, to complement the huge support being provided to batteries and their related drive systems. It should hearten HTAC to know the significant efforts underway to:**

**Appropriations**

- **Increase the 2011 budget from Congress 23% greater than proposed by DOE, more than restoring the cuts since FY 2009.**
- **Extend and expand the Technology Validation program**
- **Increase the investment in Market Transformation activities, crucial to growing private sector jobs**

**Taxes**

- **Extend and expand the TC for hydrogen vehicles**
- **Expand the TC for fuel cell property investment and infrastructure investment**
- **Remove TC constraints on sales to tax exempt entities**

**Energy, Climate and Jobs Legislation**

- **Seeking inclusion of a wide variety of pro-hydrogen and fuel cell measures in a new energy bill**
- **Seeking equal treatment for hydrogen fueling infrastructure as plug-ins would receive in new legislation**
- **Investments in hydrogen infrastructure in a stimulus bill**

**DOE has a voice heard round the world. In my work with 17 national hydrogen associations around the world, I have heard again and again how the position of the Secretary of Energy against hydrogen has caused leadership in other countries to weaken.**

**I wish this were not the case, we should work for more balanced support of hydrogen and fuel cell commercialization, and we should be emboldened by the commitments of industry in spite of this lack of U.S. government leadership. Industry knows what needs to be done next, is investing and planning for expansion of existing products and introduction of light duty vehicles in 2015.**

**As Governor Schwarzenegger said recently on hydrogen, at our NHA annual Conference a month ago, “the federal government needs to wake up”.**

**NHA has reported that hydrogen in a fuel cell electric vehicle can cut greenhouse gas pollution to 80 percent below 1990 levels by the year 2080, achieve petroleum independence by 2060, eliminate urban air pollution a couple of decades later and save \$25 trillion in oil imports between 2050 and 2100.**

**This year, the federal government provided more than \$1 billion in funding for batteries and vehicle charging, yet proposes reduced budgets for hydrogen vehicles. Congress restored much of the hydrogen budget this year but it is still less than 1/5<sup>th</sup> of the money going to batteries and there is not enough funding for vehicles and stations. The outlook for 2011 so far looks similar. I have nothing but admiration for the people in the trenches in the hydrogen, fuel cell and infrastructure program at DOE. They are doing a superb job. I am talking about the lack of leadership on this issue by senior management at DOE.**

**In closing, we urge that DOE be a leader for hydrogen and fuel cells, give it its balanced share of the federal attention and work with industry to help the U.S. develop the jobs and companies within our borders.**

**I would like to add that I think there are two major areas that require expanded vision and support:**

- 1. Buses, recognizing that this is largely a DOT issue, the DOE should support in all ways possible the development of a multi-hundred bus commercialization program. The attention to light duty vehicles is for good reason, but we need to recognize that the size of the bus platform and the operational needs make early expansion of hydrogen bus commercialization an important complementary role for the suite of hydrogen and fuel cell technologies and for development of the infrastructure.**
- 2. Energy Storage – Hydrogen and fuel cells provide an expanded array of options for smart grid operations and energy storage which should be researched and developed, such that grid operators and integrators of renewable energy have new tools. This is yet another opportunity for the suite of hydrogen and fuel cell technology commercialization**