

## Revised Questions and Answers

March 12, 2012

### Hydrogen Fuel Infrastructure PON-11-609

The purpose of this revised Questions and Answers is to correct the original response to Question 14 and to add a Question and Answer that was inadvertently omitted from the original Questions and Answers released March 8, 2012.

14. What are the minimum hydrogen purity standards for FCEVs?

~~A): There are currently no California standards in place for hydrogen fuel quality. Under an Energy Commission contract, the California Department of Food & Agriculture, Division of Measurement Standards (CDFA/DMS) is currently working on developing these. We strongly encourage applicants to communicate with CDFA/DMS in case fuel quality questions should arise.~~

A): California adopted interim standards for hydrogen fuel until SAE could finalize J2719, "Hydrogen Fuel Quality for Fuel Cell Vehicles". SAE J2719 has now been published and the California Department of Food and Agriculture, Division of Measurement Standards (CDFA/DMS) proposes to adopt this SAE fuel specification by regulation. Under an Energy Commission contract, CDFA/DMS is currently working on developing fuel sampling and analytical test procedures for hydrogen. We strongly encourage applicants to communicate with CDFA/DMS in case fuel quality questions should arise.

#### Eligible Projects

43. It is not clear in the regulations whether the hydrogen can be used for both off-road and on-road vehicles, can you please clarify?

A) It is the primary intention of the Energy Commission to fund on-road applications (see Investment Plans 2010/11 and 2011/12) to expand the network of public retail and public-private fleet-based hydrogen fueling stations to serve the current population of fuel cell vehicles (FCVs) and to accommodate the planned large-scale roll-out of FCVs commencing in 2015. However, the solicitation does not exclude multi-use station projects which combine off-road equipment or vehicle fueling with on-road transportation fueling infrastructure. For example, a project could combine forklift fueling equipment inside the fence/wall of a warehouse with FCV on-road vehicle fueling outside the fence/wall of the same warehouse. Multi-use station projects must adhere to all eligibility criteria, minimum requirements and all other requirements of the solicitation. The Energy Commission acknowledges that, in some cases, fueling infrastructure may serve non-road applications and at the same time adequately serve on-road vehicle applications and therefore leverage funding.