Selecting Locations for Hydrogen Infrastructure

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Nissan Technical Center North America
Lance Atkins

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What Defines the optimal hydrogen station location?

- Meets Nissan unique demographics for:
    - Brand
    - Vehicle type
    - Price range
- Station network supports Nissan customer behavior
    - Where and when they want to drive
    - Customer friendly station performance and fuel delivery when customer desires are critical concepts

What is the best approach for selecting site locations for stations?

- Build on market based approach of using partnering between station providers and OEMs (pioneered by DOE in 2003 for the Tech Val program) and used in past California H2 station solicitations
- Limit need for individual OEM input as it can lead to confusion about what network of stations is required as each OEM has different plans and priorities

Best approaches (continued 1)

- Use the work and tools developed previously via individual OEM input to 3rd parties CaFCP & UC Irvine
  - Individual OEM interests aggregated into a single image
  - Allows uniform OEM voice
  - Allows common areas of interest to be visible, discussed as a group and studied academically
  - Led to UC Irvine STREET analysis
  - Led to CaFCP Roadmap plans

Best approaches (continued 2)

- Foster, facilitate and participate in the communication and discussion needed to solve site selection issues for example:
    - Communicate network needs as they apply to specific site locations
    - Discussions on balance of fuel capacity and performance compared to location, cost & customer value
    - Solve network development prioritization that best meets customer needs and accounts for actual site availability timing

How should OEM market data be input to the CEC station selection process?

- Use CaFCP Roadmap and STREET to direct the station site search
- Consider using STREET tool to help evaluate final site viability, but don't try to have government select sites like an OEM
- Include OEM group input in selecting final viable sites because what station providers can actually provide contracts and space to build will be non-optimal and require industry compromise from the academic model ideal