



The European Hydrogen and Fuel Cell Technology Platform

POSITION PAPER

CARS21 High Level Group Final Report “Competitive Automotive Regulatory System for the 21st Century”

On behalf of the Hydrogen and Fuel Cell Technology Platform (HFP), The Executive Group¹ of the HFP welcomes the adoption of the final report “A competitive automotive regulatory system for the 21st century” by the High Level Group on Cars 21, which has adequately addressed a number of key issues relating to hydrogen and fuel cell technologies.

The *hydrogen and fuel cell technologies can contribute significantly to European Union policy goals*, which aim to enhance the industry’s global competitiveness while sustaining further public benefits and sustainability over time:

1° Security of energy supply: hydrogen and fuel cells are now widely recognized as a truly flexible energy carrier which can enhance security of energy supply – with significant consequences on the transport sector, in particular. As an energy carrier, hydrogen can be produced from a great variety of primary energies and used with highly efficient fuel cells can thus contribute to enhancing energy security.

2° Increased competitiveness: though the development of innovative technologies with large economic potential, European companies will attract research and deployment investments from the EU’s major competitors. ***Hydrogen and fuel cells are to be considered core technologies for the 21st century***, important for economic prosperity.

3° Reduced greenhouse gas (GHG) emissions: the long-term vision of the Hydrogen and Fuel Cells Technology Platform is for the significant penetration of carbon-free/neutral hydrogen production pathways by 2030-2050, thus maximizing the reduction in GHG emissions and other pollutants.

Transport applications in the automotive sector are critical to this, with fuel cells for vehicles a major driver for overall development of reduced CO₂ emission.

In particular, ***the HFP Executive Group welcomes some key paragraphs of the CARS21 Final Report***

- 1. Recommendation n°1 of the area of better Regulation in the Automotive sector***
- 2. Recommendations n°8 of the area of the Environment***
- 3. Recommendations n°15 of the area of Research and Development***

¹ The Executive Group of the Hydrogen and Fuel Cell Technology Platform is appointed by the Advisory Council (members can be found at [https://www.hfpeurope.org/uploads/448/1828/HFP - AC-013_V8-2005_AC_Members_List.pdf](https://www.hfpeurope.org/uploads/448/1828/HFP_-_AC-013_V8-2005_AC_Members_List.pdf)) from its members and is composed by highly committed stakeholders, representing the various sectors and including the chairperson and vice-chairpersons of the Advisory Council.



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1. **Recommendation n°1 (pg. 16)** states that the principles that should apply to the regulatory process in the automotive sector include a more holistic approach, maximizing convergence between the policy aims of different regulation in the competitiveness, environmental and safety field, combining objectives of growth and competitiveness with developing employment and safeguarding high social and environmental standards

The HFP Executive Group believes that to achieve our aspirations on the agenda across Europe of economic development and prosperity along with concern for local and global environment, we need to stimulate knowledge-intensive businesses that provide a firm foundation for global competitiveness and sustainable employment. Hydrogen and fuel cell technologies are a tremendous opportunity for Europe to accelerate this process.

HFP view:

An urgent and concerted action within research, energy, transport, enterprise, and environment policies of the European Union is required to achieve this goal.

- A **vision and consensus of Governments** on the need for sustainable development and the key role of industry and commerce in achieving this

2. **Recommendation n°8 (pg. 26)** notably states that hydrogen should receive major research and development effort as a promising opportunity for the longer-term. Alternative fuels should always be assessed on a comprehensive well-to-wheel basis, looking at cost-effectiveness and at all environmental consequences”.

The HFP Executive Group fully supports the promotion of clean and energy efficiency vehicles and underlines the cost-effectiveness and environmental performance that could be achieved with hydrogen and fuel cell technologies.

In this context, the HFP Executive Group would also like to underline that in some sectors such as specialist vehicles (e.g. forklifts) and portable applications, **early markets** are currently being established, which stationary applications achieving full commercialization almost by the end of the Seventh Framework Programme period (2007-2013).

HFP view:

Hydrogen and fuel cells technologies can already be applied to early markets today and are already more than a promising opportunity for the longer-term. **A major research and development effort is needed now in order to achieve a timely and consumers accepted market breakthrough of these technologies in the medium term.**

The Strategic Overview adopted by the HFP’s Advisory Council in 2005², calls for a highly focused 10 year research, development and deployment effort to bridge the gap to wide scale market introduction, with **sufficient means to at least match R&D investments carried out in these sectors by major competitors of the EU, notably via a European Public-Private partnership.**

² https://www.hfpeurope.org/uploads/677/686/HFP-SRA004_V9-2004_SRA-report-final_22JUL2005.pdf



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3. In this respect, the HFP Executive Group warmly welcomes **Recommendation n°15 (pg. 37)** of the Cars 21 High Level Group Final Report regarding its support of a Public-Private Partnership on hydrogen and fuel cells and the setting up of consolidated research initiatives in the hydrogen and fuel cells priority area for clean, renewable fuels and vehicles.

HFP view:

The Executive Group of the HFP believes that **a very substantial, combined Public-Private Partnership effort is crucial for the implementation of the Deployment Strategy³ for hydrogen and fuel cells. Its members believe that the Joint Technology Initiative (JTI) is the ideal structure to achieve such a partnership and bring together public private interests.**

To date, more than 120 companies and organizations from the whole hydrogen and fuel cells supply chain – including major European car manufacturers - have indicated their willingness to become Members of this JTI which they see as a key tool to accelerate the market introduction of hydrogen and fuel cell technologies, notably in the automotive sector⁴.

In line with the Cars 21 High Level Group's recommendation, the HFP Executive Group stresses that a dedicated **Working Group within the HFP is currently working on the aspects of a possible JTI from the Industry viewpoint.** In parallel, another Body of the Platform called the **Implementation Panel is elaborating the Implementation Strategy for the next period 2007-2013**, which would serve as an integrated action plan for the joint undertaking, covering all sectors: transportation, stationary CHP and portables.

In conclusion, the HFP Executive Group emphasizes that the recommendations on hydrogen and fuel cell technologies in the automotive sector contained in the Final Report of the Cars 21 High Level Group – if carried out adequately – have the potential to foster the development of these technologies in general and thus will be beneficial for a wide range of industries. The Group calls upon the European Institutions to take up these recommendations and to make appropriate proposals for their implementation.

Among the steps to be taken in 2006, **the HFP Executive Group calls for the creation of the Joint Technology Initiative on Hydrogen and Fuel Cells.**

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³ https://www.hfpeurope.org/uploads/677/687/HFP_DS_Report_AUG2005.pdf

⁴ https://www.hfpeurope.org/uploads/742/Report_JTI_letters_-_Version_14_Feb_06.pdf