



May 5, 2021

The Honorable Bobby L. Rush
Chairman
House Committee on Energy & Commerce
Subcommittee on Energy
2125 Rayburn House Office Building
Washington, DC 20515

The Honorable Fred Upton
Ranking Member
House Committee on Energy & Commerce
Subcommittee on Energy
2125 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Rush and Ranking Member Upton:

On behalf of Hyundai, we welcome the opportunity to submit a letter for the record on the Subcommittee on Energy's hearing on the "The CLEAN Future Act: Driving Decarbonization of the Transportation Sector". The transportation industry is undergoing a massive shift towards electric vehicles and Hyundai like other automakers in the industry is actively developing electric vehicle technology including battery and fuel cell technology to meet the needs of our diverse set of consumers.

While investments in battery electric charging infrastructure have clear value in helping achieving the greenhouse gas (GHG) reduction targets, they will not get us there alone. Hydrogen fuel cell electric vehicles (FCEV) are undoubtedly another significant and necessary option to reduce GHG emissions. All technologies that reduce GHG emissions have a role to play which is why Hyundai has invested billions of dollars in both battery and fuel cell electric technologies. While there has been much focus on battery electric vehicles, Hyundai believes that vehicle electrification policies must be technology neutral and equally promote both battery and fuel cell technologies and corresponding infrastructure to achieve the greatest GHG emission reductions possible.

With the proper hydrogen refueling network, the transition to a fuel cell electric vehicle from a gasoline powered vehicle is rather seamless. The advantages of fuel cell electric vehicles include: long range – The Hyundai Nexso FCEV gets in excess of 360 miles of range on a full tank of hydrogen; cold weather does not impact vehicle performance; and fast refueling time of 3-5 minutes. Additionally, fuel cell technology is also scalable and well suited for medium and heavy-duty applications; foregoing concerns about battery weight, charge times, cold weather performance and long routes are just a few reasons why fuel cell technology is needed in these medium and heavy-duty settings. Without investments in hydrogen refueling infrastructure, those applications where consumer needs cannot be adequately met by battery electric technology will likely remain powered by diesel and other non-zero emission powertrains.

As the subcommittee evaluates the types of publicly accessible electric vehicle supply equipment (EVSE) for rebate programs under the DoE, we ask the committee support parity for hydrogen refueling infrastructure with that of charging infrastructure. Establishing parity should take into account the number of vehicles that can be serviced by different types of EVSE among other considerations. By doing so, Congress will show they are serious about reducing GHG emissions by promoting all technologies that lessen the burden on our environment while meeting customer expectations.

Thank you for your commitment to growing the electric vehicle market and the corresponding infrastructure. We look forward to serving as a resource to you as we transition to electrified vehicles.

Sincerely,

Rob Hood
Vice President, Government Affairs
Hyundai Motor Company