

H₂ USA

Letter of Understanding

I. Parties

Automakers, suppliers, materials manufacturers, energy companies, other energy stakeholders, Federal and State Government, associations, academic institutions, think tanks, non-government organizations, and financial institutions will all be invited to join H₂ USA.

This initiative is open to other members in addition to the parties above listed, provided any new party agrees to the contents of and signs this Letter of Understanding. Any current party may exit its participation in this initiative by written notice to the other parties.

II. Preamble

The United States is facing serious and growing challenges involving petroleum supply and cost, as well as national and economic security and energy-related greenhouse gas emissions. A significant part of the solution to these challenges will be continued development of domestic energy and fuels, including natural gas and renewables. The transportation sector provides an opportunity to greatly reduce petroleum consumption since it accounts for more than two thirds of America's oil use. For decades, auto manufacturers have been investing in a wide range of advanced technologies to reduce fuel consumption and lower greenhouse gas emissions. Hydrogen-powered fuel cell electric vehicles (FCEVs) have been identified as one technology and fuel combination that offers tremendous promise in a portfolio of technologies required for a sustainable, clean energy future. FCEVs can play a key role in an "all-of-the-above" strategy to provide vehicles that customers will want to buy; enable energy, environmental and economic security for the United States; and create jobs in an American-led clean energy industry.

III. Mission Statement

The mission of H₂ USA is to promote the commercial introduction and widespread adoption of FCEVs across America through creation of a public-private partnership to overcome the hurdle of establishing hydrogen infrastructure.

IV. Goals

Successful progress of H₂ USA will contribute to:

- Establishing necessary hydrogen infrastructure and leveraging multiple energy sources, including natural gas and renewables
- Deploying FCEVs across America
- Improving America's energy and economic security
- Significantly reducing greenhouse gas emissions
- Developing domestic sources of clean energy and creating jobs in the United States

- Validating new technologies and creating a strong domestic supply base in the clean energy sector

V. Initial Framework and Proposed Activities

This Letter of Understanding (Letter) provides the following initial framework and proposed activities for participation by the signatories to this Letter:

- Situational assessment and analysis
- Forming a strategy to coordinate vehicle and infrastructure rollout by -
 - Identifying potential investments and funding opportunities
 - Developing an action plan to identify and address key barriers
 - Conducting a rigorous evaluation of potential infrastructure deployment, including promising locations and timeframes
- Identifying synergies and opportunities to leverage other alternative fueling infrastructure - such as natural gas - to enable cost reductions and economies of scale
- Identifying actions to incentivize early adopters for deploying infrastructure and FCEVs
- Evaluating the business cases required for national commercialization of vehicle and hydrogen infrastructure technologies
- Supporting participation in programs for the deployment of advanced technology vehicles, such as the National Community Deployment Challenge

VI. Operational Model

See attached organizational chart (Addendum A).

VII. Miscellaneous Provisions

The parties are not yet in a position to assume any legal obligations with respect to the initiative or an anticipated future memorandum of understanding until all aspects of such a memorandum have been fully negotiated, approved and signed by all parties, but strongly support the development of a hydrogen infrastructure in the United States. This Letter in no way restricts any of the parties from participating in any activity with other public or private agencies, organizations, or individuals.

Parties will not reference in marketing or promotional materials a specific signatory to this Letter without the express consent of that signatory.

This Letter is neither a fiscal nor a funds obligation document. Nothing in this Letter authorizes or is intended to obligate the parties to expend, exchange, or reimburse funds, services, or supplies, or transfer or receive anything of value.

This Letter is strictly for internal management purposes for each of the parties. It is not legally enforceable and shall not be construed to create any legal obligation on the part of any party. This Letter shall not be construed to provide a private right or cause of action for or by any person or entity.

All future agreements based on this Letter are subject to, and will be carried out in compliance with, all applicable laws, regulations and other legal requirements.

In support of the above understanding, the undersigned Parties have signed this Letter of Understanding on the date(s) indicated.

VIII. Signature Page

Department of Energy



Steven Chu
Secretary of Energy



Fuel Cell and Hydrogen Energy Association

(Signatory TBD)

Alliance of Automobile Manufacturers

(Signatory TBD)

Association of Global Automakers

(Signatory TBD)

American Honda Motor Company

(Signatory TBD)

BMW of North America

(Signatory TBD)

Chrysler Group LLC

(Signatory TBD)

Ford Motor Company

(Signatory TBD)

General Motors Company

(Signatory TBD)

Hyundai Kia Automotive Group

(Signatory TBD)

Mercedes-Benz USA, LLC

(Signatory TBD)

Nissan North America, Inc.

(Signatory TBD)

Toyota Motor North America

(Signatory TBD)

Volkswagen

(Signatory TBD)

Air Liquide

(Signatory TBD)

Air Products and Chemicals

(Signatory TBD)

Linde Group

(Signatory TBD)

Proton OnSite

(Signatory TBD)

Ballard Power Systems

(Signatory TBD)

FuelCell Energy

(Signatory TBD)

Hydrogenics

(Signatory TBD)

Intelligent Energy

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Nuvera Fuel Cells

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UTC Power

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