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Mission REPORT (No. DF-17-1435160, DF-17-1436266, DF-17-1436735)

Directorate: C, Energy, Transport, and Climate	Unit: C04. Sustainable Transport Unit	
Mission Date: 11 October 2017	Report Author(s): [REDACTED]	art.4(1)(b)
Mission Location(s): Brussels	Other participant(s): [REDACTED]	art.4(1)(b)
Persons / Organizations met: Different Commission Services, FCH-JU		
Mission Object: Meeting with the FCH-JU and [REDACTED]		outside the scope of the request

Background

On October 11, 2017, the mission performers attended two meetings in Brussels: i) a meeting with representative persons of the Fuel-Cell Hydrogen Joint Undertaking and of relevant vehicle manufacturers to discuss about the inclusion in the Green Driving tool developed by the JRC of fuel-cell vehicle technologies, and ii) [REDACTED]

[REDACTED] More information are provided in the next sections.

outside the scope of the request

Meeting with the FCH-JU

The meeting took place in Brussels in the FCH-JU premises (2.00-4.00pm). The Fuel Cells and Hydrogen Joint Undertaking (FCH JU) is a unique public private partnership supporting research, technological development and demonstration (RTD) activities in fuel cell and hydrogen energy technologies in Europe. Its aim is to accelerate the market introduction of these technologies, realising their potential as an instrument in achieving a carbon-lean energy system. The objective of the FCH JU is to bring the benefits of the technology to Europeans through a concentrated effort from all sectors. The three members of the FCH JU are the European Commission, fuel cell and hydrogen industries represented by Hydrogen Europe and the research community represented by Hydrogen Europe Research.

FCH-JU initiated the communication with the JRC requesting feedback on the exclusion of the technology from the JRC's GreenDriving tool about one year ago. The communication led to the arrangement of the meeting. During the meeting, JRC gave a detailed presentation covering a series of aspects, from JRC/STU's portfolio to the details of the WLTP-NEDC correlation exercise, the development of CO2MPAS tool, the results of which helped build the GDT, and eventually GDT itself. We explained that FC vehicles were not included in the original version of the GDT due to lack of technical

Acronyms:

FCH-JU Fuel Cell Hydrogen Joint Undertaking

MS Member State of the European Union

OEM Car Manufacturer

TA/TAA Type-Approval/Type Approval Authority

TS Technical Service

WLTP Worldwide harmonised Light duty vehicles Test Procedure, a UN-ECE, GRPE working group

data and experience regarding these types of vehicles. A discussion followed on possible paths for the inclusion of FC vehicles the outcome of which are summarized as follows. JRC needs technical information to set up the baseline models on which further expansion of CO2MPAS/GDT will be based. JRC has already requested DG Clima to provide funding on the topic and a consultant has been selected for collecting the relevant information, running all necessary simulations and a technology scan. After the conclusion of these actions, the JRC will undertake the responsibility to expand CO2MPAS and eventually GDT accordingly. The vehicle OEMs participating in FCH will investigate the possibility to share with the Commission and its contractor a representative “average” FC vehicle simulation model that developed in the framework of the Well-to-Wheels exercise. In addition, they agreed to consider providing vehicles for testing at the JRC for model validation purposes. FCH-JU suggested that they could share with the JRC data that are already available to them regarding the operation of FC vehicles.

outside the
scope of the
request

[REDACTED]

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