From: [redacted]
To: [redacted]@hydrogeneurope.eu"
Cc: [redacted] (CAB-MOEDAS); [redacted] (CAB-MOEDAS)
Subject: RE: Ares(2018)519473 - Meeting Request
Date: lundi 12 février 2018 14:50:35
Attachments: image003.png
image004.jpg
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Dear [redacted],

On behalf of [redacted] Cabinet Moedas, I thank you for your message of 25/01 enquiring about the possibility of a meeting to discuss the role of Hydrogen in Europe as well as the upcoming FP9.

Unfortunately, [redacted] is not available in the next couple of weeks. However, [redacted], would be happy to meet you to discuss those issues.

Please let us know if any of the following dates and times would be suitable:

- 27 February at 2.30 pm
- 28 February at 11am or 2.30 pm
- 1st March at 11am

Kind regards,

[redacted]

European Commission
Cabinet of Commissioner Moedas
Research, Science and Innovation

BERL 09[redacted]
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B-1049 Brussels/Belgium
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From: [redacted]
Sent: Thursday, January 25, 2018 6:02 PM
To: [redacted] (CAB-MOEDAS)
Cc: [redacted]; [redacted]
Subject: Meeting Request

Dear [redacted],

It was a pleasure meeting you at the Joint Undertaking days back in October 2017 in Strasbourg.

I am writing to you to ask whether we could meet in February to discuss the role of Hydrogen in Europe as well as the upcoming FP9.

Indeed, the future of European research and innovation funding is currently being discussed to develop the next framework program, FP9. In this context we would l ke to request a meeting with you in order to discuss the achievements of our sector based on the last two framework programs as well as how a continuation of these successes can be secured.

Please let me know what date would suit you best for such a meeting.

Best regards,
[redacted]

Background

1. The importance of Hydrogen in Europe and globally

Europe is undergoing the early stages of an enormous energy transition to decarbonise all aspects of Europeans' daily lives in a short time. This shift is underpinned by three main elements: energy efficiency, increased use of renewable sources to provide a clean grid, and the utilisation of other energy carriers to decarbonise, inter alia, energy-intensive industries. The overarching mission to enable this shift is clear: towards a zero-emission, carbon-neutral Europe.
To be successful, this new model will require a major contribution from hydrogen. Alongside electricity, hydrogen will become the main energy vector that enables a zero-emission Europe.

Indeed, hydrogen is of paramount importance for the integration of more renewable energy into the European economy: in an energy system dominated by the use of renewable power from wind and solar, using these clean electrons to power all sectors of the economy poses insurmountable challenges if not complemented by hydrogen. Therefore, hydrogen will play a necessary role in integrating large amounts of renewable power in the transport, energy-intensive and heating and cooling sectors, which are today hard to decarbonise. In other words, hydrogen enables sectoral integration[1].

The sector has very high ambitions. Indeed, the Hydrogen Council, made up of 19 core members, of which 12 are Europeans have recently released their vision to 2050 stipulating that up to $4tn annual sales and 45 million jobs globally are expected. In Europe, up to 52 billion and 800K jobs by 2030 are to be expected. It is the conviction of European companies that the hydrogen economy should be led by Europe.

2. The FCH JU has been a success

Whereas at the origin of the FP, the topics for the specific programmes and the corresponding calls for proposals were selected and defined by the Council and the Commission, the establishment of intermediary structures such as the PPPs and the P2Ps created a new approach by involving the potential applicants more closely in the definition of the priorities and calls.

In the case of hydrogen and fuel cells it worked. In deciding to support the fuel cells and hydrogen (FCH) sector through a Joint Technology Initiative (JTIs) or institutional public private partnership (iPPP), the EU made a major choice with long lasting impact.
To date, the FCH JU has served as the main instrument for the implementation of this iPPP model. Independent assessments have confirmed that the FCH JU is an adequate mechanism for support, ensuring that public funds are invested properly, while also aligned with the main objectives set out by industry in collaboration with the research community and agreed by the Commission.

The FCH JU created a real ecosystem bringing together companies, SMEs and research centres from different sectors and structured them into a new sector. It brought products to the market (bus, trains, cars, electrolysers, forklifts, micro CHP fuel cells, etc.). It is now a sector that is exporting its innovate, clean technologies all over world. For example, NELHydrogen. A Danish/Norwegian company currently exporting its technology to the USA and Japan, to name a few and ash the capacity to build 300 hydrogen refuelling station within its new factory in Herning, Denmark.

3. The industry's views

However, while hydrogen and fuel cell technologies are very close to commercialisation, there remains a cost gap with conventional technologies and additional improvements in technology readiness must be pursued further. In addition, the European supply chain needs support in order to keep sustainable, high-value added jobs in Europe.

Market Entry: Europe often faces the challenge of converting its technology leadership into a market leadership. Too often Europe is overtaken by Asia and North America which are more focused in supporting market entry. This is partly due to the reluctance of using Europe R&I instruments for supporting a real market activation. Hydrogen is a perfect example of this challenge.

A Joint undertaking or institutional PPP is the optimal way to support, steer and structure the sector. It is the view of industry that the JTI is responsible for having achieved faster innovation that otherwise would have been the case. It sees the continuation of this model as a key component of future efforts, both in light of the successes obtained so far and the challenges that lie ahead. This is why we strongly believe that the FCH JU should continue to implement this task to achieve a faster commercialisation of European innovation:

- FP9 is the adequate funding source to set up an ambitious R&D programme to improve the performance and reduce the costs of the first wave of products and prepare a second wave of products (e.g. large-scale energy storage, trucks, ships, harbour applications)
- CEF Transport and Energy are the natural complement support for the massive deployment of H2 technologies for transport, energy and industry.
- Close coordination between these funding sources and other ones (e.g.: Innovation Fund) is key and should be planned from the launch of the new MFF.

About Hydrogen Europe

Hydrogen Europe is the European association representing 116 industrial companies (large groups as well as SMEs), 67 research organisations, and 9 national associations working to make hydrogen energy an everyday reality. It is dedicated to accelerate the market introduction of these clean technologies and the adoption of an abundant and reliable energy which efficiently fuels Europe's low carbon economy. More information can be found on www.hydrogeneurope.eu

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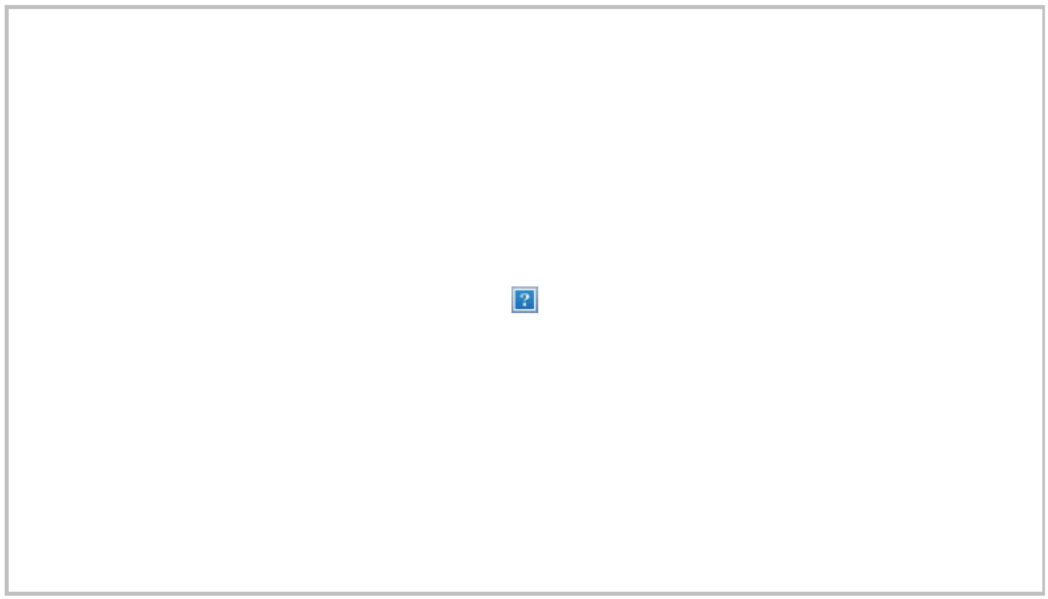

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HydrogenEurope_Logo_1

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[1] See attached "Sectoral Integration Rationale"