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Report of the Chairman for the 20th plenary meeting of ISO/TC 197 in Beijing, China

Dear members

In preparation of this 20th plenary meeting of ISO/TC 197, I wanted to share with you some of my thoughts on the importance of the work of this technical committee. As the building of the hydrogen infrastructure is picking-up speed to support the deployment of hydrogen and fuel cell vehicles, we should collectively be proud of our small but important contribution to this effort.

As part of this Chair's report, I am pleased to brief you on the activities that I have been involved in on behalf of the TC in the development of consensus-based international standards. As most of you know, I am a strong believer in global consensus and I am convinced that it can play a major role in advancing the commercialization of hydrogen technologies. This is what motivates my actions as the Chair of ISO/TC 197. My focus is to provide the essential drive towards the goal of having one product, one standard that applies worldwide. There is no better forum than ISO to achieve this goal and the industry will be well served when a comprehensive set of international standards will be available to guide the design and approval of these new technologies.

I would like to mention a few examples of our recent activities that led to moving some of our work items closer to publication, thanks to the dedicated work of our conveners and experts worldwide.

Connectors/WG5: A strong effort has been made to come up with consensus on the 70 MPa connector profile. At the start of this latest round, we organized a workshop which was held on 22-23 November 2010 in Mainz Kastel, Germany. This workshop was open to all stakeholders to gather information from connector manufacturers, automotive OEMs, gas suppliers/fuelling station operators about their experience with the 70 MPa fuelling connectors. It was very useful to show the pros and cons of the seal-on-nozzle and seal-on-receptacle designs and highlight the problems that both existing designs had experienced in the field. The information gathered during this event was instrumental in guiding the next steps of ISO/TC 197 WG 5 along with the convener. We are confident that the current **ISO/DIS 17268** that is out for vote will receive support from all groups of stakeholders worldwide.

On-board tanks/WG6: A lot of effort has also been made to build global consensus on the provisions that apply to onboard gaseous fuel tanks included in the current **ISO/DIS 15869** that is out for vote. In this case, it was important to come up with a position that rallied the fuel tank manufacturers and the automotive OEMs at a meeting of the chair's advisory group, which was followed by a WG meeting and further consultations among experts. We believe that the current DIS is a mature document which provides the flexibility desired by the OEMs for a more performance based approach without compromising the safety of the fuel tanks since it retains important safety considerations such as the stress ratio that are deemed of utmost importance by the tank manufacturers.

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Hydrogen fuelling stations/WG11: I am also pleased to see that **ISO/DIS 20100** that defines the requirements of gaseous hydrogen fuelling stations has recently been approved. With the planned deployment of hydrogen fuelling stations in different parts of the world, it is important that ISO/TC 197 reaches consensus on the safety provisions that should apply to these installations to help streamline the approval process. A lot of work has gone into this document to reach consensus on items of importance such as the separation distances, which are being worked on by TG 1 of ISO/TC 197 WG 11. In this case, we allowed extra time for TG 1 to try to reach consensus on separation distances that would allow the building of hydrogen fuelling stations in cities without compromising the safety of the operations. Further improvements maybe required as we address the comments received, but it is already a step in the right direction.

Hydrogen fuel – Product specification/WG12; It is worth mentioning that **ISO/DIS 14687-2 for: PEM fuel cell applications for road vehicles** is also moving ahead after a successful DIS vote. Fuel quality is a topic that is of interest to all groups of stakeholders, namely the fuel providers, the fuelling stations retailers, OEMs and fuel cell manufacturers. It is important that an agreement is reached on the level of contaminants that should be allowed in the fuel as it will affect several aspects of the hydrogen industry.

Building consensus at the international level is a complex task which is only possible when experts that participate in this process come to the table with an open mind. I am glad to see that ISO has recently released the ISO Code of Conduct for Technical Committee (see ISO/TC 197 N 494), which lays out a more clear direction. It is only with a spirit of cooperation that we can achieve our goal, but it is worth it. This is one of the main themes of the presentation I made during the *Hydrogen + Fuel Cells 2011 International Conference and Exhibition* that took place on 15-18 May 2011 in Vancouver, Canada. I also plan to speak on the importance of international cooperation at the *4th World Hydrogen Technologies Convention (WHTC2011)* on 14-16 September 2011 in Glasgow, Scotland.

Finally, I wish to thank all our members, WG conveners and experts who played a significant role in moving these and other documents forward in the past year and I look forward to seeing you in Beijing.

Yours sincerely,



Randy Dey
Chairman of ISO/TC 197