



RESULT OF VOTING ON NEW WORK ITEM PROPOSAL

Date 2013-10-25	ISO/TC 197	N 607
Title of TC/SC concerned Hydrogen technologies		

To be completed by the secretariat and sent to the ISO Central Secretariat and to all P- and O-members of the TC or SC concerned, with a copy to the TC secretariat in the case of a subcommittee.

Proposal	ISO/TC 197	N 590	Circulation 2013-07-10	Deadline 2013-09-11
-----------------	-------------------	--------------	-------------------------------	----------------------------

Title (new title if appropriate)	
English title	Gaseous hydrogen -- Land vehicle fuel tanks -- Thermally activated pressure relief devices
French title (Optionnal)	Titre manque

Results (the compilation of results is given as an annex)

The following criteria for acceptance have been met:

- Approval by a simple majority of the voting P-members; and
a commitment to participate actively in the development of the project by at least 4 P-members in committees with 16 or less P-members and at least 5 P-members in committees with 17 or more P-members (rf ISO/IEC Directives, Part 1 clause 2.3.5) and have nominated an expert

In the light of results, the proposal is therefore:

- Approved** (all approval criteria met) and the project will be registered:
 - as new project in the committee's work programme (stage 20.00)
 - as a Working Draft (WD – stage 20.20)
 - as a Committee Draft (CD – stage 30.00)
 - as a Draft International Standard (DIS – stage 40.00)
- Disapproved** (one or more approval criteria not met)
(note that if no option is selected, the default will be abandoned)
 - The draft will be registered as a preliminary work item (stage 00.60)
 - Abandoned.

Proposed project leader : Livio Gambone, who recently joined CSA, will be the convener of the new WG for this project (livio.gambone@csagroup.org)

List of participating experts (give details below, or as a separate annex)
Please see expert list as separate annex.

Relevant documents (give details below, or as a separate annex)

Proposed development track 1 (24 months) 2 (36 months - default) 3 (48 months)

*Note: Selection of a development track will automatically associate default target dates with critical stages. If you envisage that you can advance a project quicker than the default target dates you may indicate your preferred earlier target dates in the field "Target date for submission". **Important!** Quoting earlier target dates implies a commitment to meeting these dates **If you do not want to change the defaults to earlier dates do not put anything in the "Target date for submission" fields.***

Secretariat	Secretary
SCC	Ferrero, Jim Mr.

Registration by the Central Secretariat	
Date	Allocated project number
2013-10-25	ISO/NP 19341

Other information, comments, etc. appended

Sweden submitted the following information after thhe vote closed.

For Q.1: As the UN global technical regulation (GTR) for hydrogen fuel cell vehicles has just been "adopted" for voting at the UN (i.e. the technical work is complete), and contains performance requirements for thermal pressure relief devices. I propose delaying the launch of this NWIP until the GTR is in force and the legal requirements contained in it are known with certainty.

For Q.2: EU Regulation No 79/2009 & No 406/2010

UN HFCV GTR

For Q.7: Sweden (SIS) expert P Adams (paul.adams@volvo.com)

Annex - Nominated Experts

Member Body	Expert
Argentina (IRAM)	DIEGO GOLDIN - diegogoldin@arnetbiz.com.ar
Brazil (ABNT)	Sergio P. Oliveira
Canada (SCC)	Livio Gambone is the proposed Project Leader for this NWIP. Email: livio.gambone@powertechlabs.com
Denmark (DS)	Within the next couple of months it will be decided, if any danish expert wishes to participate in the work
France (AFNOR)	We are committed to participating actively in the development of the project, at least by commenting on working drafts. French experts still to be nominated.
India (BIS)	Dr S S Thipse (Email: thipse.edl@araiindia.com)]]>
Japan (JISC)	Japan's experts nominated are as follows; (total 4 persons) Mr. Akihiro IIYAMA email: a-
United Kingdom (BSI)	Mr Michael Gray - UK Expert
United States (ANSI)	Jennifer Hamilton, California Fuel Cell Partnership, jhamilton@cafcp.org; Norm Newhouse, Hexagon Lincoln, norman.newhouse@hexagonlincoln.com; Glenn Scheffler, GWS Solutions of Tolland,

Report of voting

Ballot Information

Ballot reference	N590 NWIP Canada
Ballot type	NP
Ballot title	Gaseous hydrogen - Land vehicle fuel tanks - Thermally activated pressure relief devices
Opening date	2013-07-10
Closing date	2013-09-09
Note	Please refer to the TAB recommendation (N592).

Member responses - Votes by members

Country (Member body)	Status*	1a. Agree to add to work programme							Market relevance	1b.Stakeholders consultation		2. Relevant documents		3. Comments		4. Participation	
		Yes				No		Abs		Yes	No	Yes	No	Yes	No		
		20.00	20.20	30.00	40.00	PWI: Yes	PWI: No										
Argentina (IRAM)	P	X							X	X		X		X	X		
Brazil (ABNT)	P	X							X	X		X		X	X		
Canada (SCC)	S	X							X	X		X		X	X		
Denmark (DS)	P	X							X	X		X		X	X		
France (AFNOR)	P	X							X	X		X		X	X		
Germany (DIN)	P	X							X	X		X	X			X	
India (BIS)	P		X						X	X		X		X	X		
Italy (UNI)	P							X	X							X	
Japan (JISC)	P	X							X	X	X			X	X		
Korea, Republic of (KATS)	P	X					X		X	X		X		X		X	
Netherlands (NEN)	P							X			X	X		X		X	
Norway (SN)	P							X		X		X		X		X	
Russian Federation (GOST R)	P				X	X			X		X	X		X		X	
Spain (AENOR)	P							X		X		X		X		X	
Sweden (SIS)	P						X		X	X		X		X		X	
United Kingdom (BSI)	P	X							X	X		X		X	X		
United States (ANSI)	P	X							X	X	X			X	X		
Sub-Total Question 1a		10	1	0	1	2	1	4									
Totals		12				3		4	14	14	2	2	14	1	15	9	8

Member responses - Votes not cast (2)

China (SAC)

Egypt (EOS)

Comments from voters		
Member	Comment	Date
Argentina (IRAM) Santella, Mabel Mrs	<p>Comment to Q.1: The pressure relief devices are one of the most important safety devices for hydrogen powered vehicles. Without a specific hydrogen PRD, end users might install devices designed for CNG vehicles, creating a serious safety hazard.</p> <p>Comment to Q.7: DIEGO GOLDIN - diegogoldin@arnetbiz.com.ar</p>	2013-09-06
Brazil (ABNT) Rangel, Rose Mrs	<p>Comment to Q.1: Is a relevant matter to our sector</p> <p>Comment to Q.7: Sergio P. Oliveira spoliveira@inmetro.gov.br</p>	2013-09-06
Canada (SCC) Grant, Ginette Ms.	<p>Comment to Q.1: This NWIP was submitted by Canada.</p> <p>Comment to Q.7: Livio Gambone is the proposed Project Leader for this NWIP. Email: livio.gambone@powertechlabs.com</p>	2013-09-10
Denmark (DS) Damgaard, Peter Mr	<p>Comment to Q.1: The Danish NC supports the NWIP and agrees, that the development of this ISO standard is important because a lack of internationally harmonized standards will further delay the successful commercialization of compressed hydrogen as a vehicle fuel.</p> <p>Comment to Q.7: Within the next couple of months it will be decided, if any danish expert wishes to participate in the work</p>	2013-09-06
France (AFNOR) Solbes, Frédéric M.	<p>Comment to Q.1: Project is of interest and does meet market requirements.</p> <p>Comment to Q.7: We are committed to participating actively in the development of the project, at least by commenting on working drafts. French experts still to be nominated.</p>	2013-09-09
Germany (DIN) Klaas, Uwe Dipl.-Chemiker	<p>Comment to Q.1: Germany supports the issue of pressure relief devices for hydrogen tanks, poinitn at the same time to standardization work undertaken e.g. for natural gas vehicle tank relief devices.</p> <p>Comment to Q.6: Check on UN ECE R 110</p>	2013-09-09
India (BIS) jha, R.K Dr	<p>Comment to Q.1: The NWIP is approved.</p> <p>Comment to Q.7: Dr S S Thipse (Email: thipse.edl@araiindia.com)</p>	2013-09-05
Italy (UNI) Angelini, Raffaella Ms	<p>Comment to Q.1: Abstention, due to lack of national expertise</p>	2013-09-09

Comments from voters		
Member	Comment	Date
Japan (JISC) Miyashita, Osamu Mr	<p>Comment to Q.1: We (Japan) approve this NWIP.</p> <p>Comment to Q.5: In Japan, we have domestic regulation under; JARI-S002</p> <p>Comment to Q.7: Japan's experts nominated are as follows; (total 4 persons) Mr. Akihiro IIYAMA email: a-iiyama@mail.nissan.co.jp Mr. Yoshio FUJIMOTO email: yoshio_fujimoto@mail.toyota.co.jp Mr. Takaaki MORI email: takaaki-mori@samtech.co.jp Mr. Hidenori TOMIOKA email: htomioka@jari.or.jp</p>	2013-09-02
Korea, Republic of (KATS) Lee, Yeon Berm	<p>Comment to Q.1: KATS approves on this NWIP because of its market relevance.</p>	2013-07-11
Russian Federation (GOST R) Ramenskiy, Alexandr Mr.	<p>Comment to Q.1: No coments</p>	2013-07-31
Sweden (SIS) Nsamba, Brian Mr	<p>Comment to Q.1: No interest from swedish experts.</p>	2013-09-03
United Kingdom (BSI) Duncombe, Charlie Mr.	<p>Comment to Q.1: The purpose of the proposed ISO standard is to promote the implementation of hydrogen powered land vehicles through the creation of performance based testing requirements for pressure relief devices for compressed hydrogen fuel tanks. The successful commercialization of hydrogen land vehicle technologies requires codes and standards pertaining to fueling stations, vehicle fuel system components and the global homologation of standards requirements for technologies with the same end use. This will allow manufacturers to achieve economies of scale in production through the ability to manufacture one product for global use. The scope of the ISO standard will be limited to pressure relief devices installed on fuel tanks containing fuel cell grade hydrogen per ISO 14687-2 for fuel cell land vehicles, and Grade A or better hydrogen per ISO 14687-1 for internal combustion engine land vehicles. The ISO standard will also contain requirements for pressure relief devices acceptable for use on-board light duty vehicles, heavy duty vehicles and industrial powered trucks such as forklifts and other material handling vehicles. The proposed standard will be harmonized with the draft UN Global Technical Regulation (GTR) for Hydrogen Fuel Cell Vehicles being developed by UN WP.29 and will use CSA HPRD 1 as the seed document. The development of this ISO standard is critical because a lack of internationally harmonized standards will further delay the successful commercialization of compressed hydrogen as a vehicle fuel.</p> <p>Comment to Q.7: Mr Michael Gray - UK Expert Mr C Duncombe - Observer Bot Mr Gray and Mr Duncombe are already registered in the ISO Global Directory</p>	2013-09-03

Comments from voters		
Member	Comment	Date
United States (ANSI) Team, ANSI ISO	<p>Comment to Q.1: An international standard for thermally activated pressure relief devices is required for safety of the industry.</p> <p>Comment to Q.5: CSA HPRD1</p> <p>Comment to Q.7: Jennifer Hamilton, California Fuel Cell Partnership, jhamilton@cafcp.org; Norm Newhouse, Hexagon Lincoln, norman.newhouse@hexagonlincoln.com; Glenn Scheffler, GWS Solutions of Tolland, gwssol@aol.com</p>	2013-09-06

Comments from commenters		
Member	Comment	Date
Jamaica (BSJ) Williams, Ester Ms.	Jamaica abstains.	2013-09-06