

**PRESS RELEASE**

12 February 2010

**FUEL CELL AND HYDROGEN TECHNOLOGIES TO BE STIMULATED BY  
£7 MILLION NEW GOVERNMENT INVESTMENT**

**The development of innovations to accelerate the deployment of fuel cell and hydrogen technologies is to receive a major boost after the Technology Strategy Board announced today that it is to invest £7 million on behalf of the government in 15 demonstrator projects.**

The innovative technologies, once fully developed, will contribute to meeting UK and EU climate change targets, whilst providing significant global market opportunities for British companies.

The investment programme in fuel cell and hydrogen demonstrators will fill a gap in the support of these technologies and will assist the efforts of UK companies towards commercialisation. The capital funding provided by the programme, devised by DECC and the Technology Strategy Board, will be used to accelerate the demonstration of products for both the stationary power and transport markets.

Announcing the investment during a visit to Johnson Matthey Fuel Cells in Swindon, Lord Hunt of King's Heath, Minister of State for Energy said:

"Cleaning up our energy supply and the fuel we use for transport will give the UK the opportunity to develop the low carbon industries of the future. Fuel cells and hydrogen can play a key role in cutting CO2 emissions and reducing reliance on fossil fuels.

"Through this boost for hydrogen, innovative businesses like Johnson Matthey are well placed to benefit from the move to low carbon. I congratulate them on their funding award and thank them for this contribution to tackling climate change."

Iain Gray, Chief Executive of the Technology Strategy Board, added:

"By providing capital funding towards the cost of demonstration, this important programme will enable British companies to collaborate to commercialise fuel cell and hydrogen technologies. Covering both the transport and stationary market applications, the funding will support and take forward already successful research, development and prototyping projects.

"We expect the technologies that will be developed and demonstrated to make real progress towards market adoption, providing significant global opportunities for the British companies involved."

These technologies could be used in the transport sector, such as for commercial and light vehicles, or in the stationary power markets, for example to provide power to homes and dwellings, alongside other low carbon energy solutions such as electric vehicles. Fuel cells can be more efficient than an internal combustion engine, and are a quiet source of power. They can be tailored to accept a wide range of

fuels, or adapted for multi-fuel capability. When fuelled by hydrogen, fuel cells emit no pollutant by-products. Even when operating on other fuels such as natural gas, pollutant levels can be significantly lower.

(ends)

#### Notes to Editors

1. The **Technology Strategy Board** is a business-led executive non-departmental public body, established by the government. Its role is to promote and support research into, and development and exploitation of, technology and innovation for the benefit of UK business, in order to increase economic growth and improve the quality of life. It is sponsored by the Department for Business, Innovation and Skills (BIS). For more information please visit [www.innovateuk.org](http://www.innovateuk.org).
2. The **Department of Energy and Climate Change** (DECC) is responsible for all aspects of UK energy policy, and for tackling global climate change on behalf of the UK. For more information please visit [www.decc.gov.uk](http://www.decc.gov.uk).
3. The development of complementary interventions in low carbon energy technologies by DECC, Carbon Trust and the Technology Strategy Board is part of the Government commitment to engender further collaboration between low-carbon funding bodies. This commitment is in the UK Renewable Energy Strategy (see link below), which sets out the collective role that the UK has to play in promoting low carbon energy technologies, from individuals to communities to businesses. In this strategy the government made the following commitment: *We will form a more collaborative working arrangement between low-carbon funding bodies to help accelerate technology development. We will build on a strategy developed by the Low-Carbon Innovation Group to better integrate the programmes of support. This Group consists of the Technology Strategy Board, Carbon Trust and Energy Technologies Institute and will be expanded to include the Environmental Transformation Fund, Research Councils and when relevant, Regional Development Agencies and Devolved Administrations.*  
[http://www.decc.gov.uk/en/content/cms/what\\_we\\_do/uk\\_supply/energy\\_mix/renewable/res/res.aspx](http://www.decc.gov.uk/en/content/cms/what_we_do/uk_supply/energy_mix/renewable/res/res.aspx)
4. The *Fuel Cells and Hydrogen Demonstrator Programme* is financed by the Department for Energy and Climate Change and managed by the Technology Strategy Board. The focus is on the development of technologies and their associated supply chains that will offer significant quantitative improvements in:
  - lowering costs and significantly improving reliability, durability and performance levels of low, intermediate and high temperature fuel cell systems (with various fuel sources) for the stationary, transport and portable markets;
  - addressing the challenges related to hydrogen generation, storage and utilisation;
  - acceleration of their deployment to market.
5. Examples of projects funded through the *Fuel Cells and Hydrogen Demonstrator Programme* are:  
**Name of Project:** 10 kW Fuel Cell CHP Demonstration  
**Names of consortia members:** IE CHP (UK & Eire) Ltd (lead), SSE plc, Element Energy Ltd, Logan Energy Ltd  
**Total project cost:** £2,255,987  
**Amount of funding provided to the project by the Technology Strategy Board:** £778,996  
**Description of project:** The aim of the project is to build, install, operate and demonstrate a 10kW Proton Exchange Membrane Fuel Cell Combined Heat & Power system in a high profile demonstration programme to accelerate the development and potential for commercial exploitation in large domestic (multi-dwelling) and light commercial applications.  
**Contact details:** Phil Caldwell, [phil.caldwell@intelligent-energy.com](mailto:phil.caldwell@intelligent-energy.com), 0208 528 1494  
  
**Name of Project:** Ammonia based, fuel cell distributed power units to lower cost of cell phone telecommunication (Ammonia for Power = A4P)  
**Names of consortia members:** Diverse Energy Ltd (lead), Afrox (a Division of Linde Gas), Leading Light Software Services (L2S2), Balton CP, Centre for Process Innovation Teesside. (CPI)  
**Total project cost:** £2,354,924  
**Amount of funding provided to the project by the Technology Strategy Board:** £753,953  
**Description of project:** This project will demonstrate the world's first use of ammonia as a low-carbon hydrogen carrier to power continuously running, distributed fuel cell power generation products in a major

field trial. The technology, entitled the PowerCube, has been initially designed to power mobile telecommunications towers in developing countries and regions without a reliable electrical grid. The PowerCube is a turnkey, self-contained 24/7 base-load distributed power supply with twin fuel cell systems.

**Contact details:** Dr Alastair Livesey, [alivesey@diverse-energy.com](mailto:alivesey@diverse-energy.com), 01403 792010

**Name of Project:** Fuel Cell London Taxi Demonstrator Programme

**Names of consortia members:** Intelligent Energy (lead), Lotus Engineering, LTI, TRW Conekt

**Total project cost:** £1,942,168

**Amount of funding provided to the project by the Technology Strategy Board:** £658,359

**Description of project:** This project will contribute to the vehicle certification and demonstration of Intelligent Energy's current work on the Zero Emission London Taxi. The current development, build and test programme did not intend that the fuel cell hybrid 'Black Cab' vehicles be prepared (and certified accordingly) to run on public roads in public demonstration format. This additional programme is therefore aimed at vehicle certification, formal demonstration on public roads, specifically in London, in advance of future fleet running, and running at key events.

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6. Any media enquiries should be addressed to the Technology Strategy Board's media relations consultant or manager (see below).
7. Companies and other organisations seeking further information about this and other funding competitions should visit the Competitions page of the Technology Strategy Board website – [www.innovateuk.org](http://www.innovateuk.org), email [support@innovateuk.org](mailto:support@innovateuk.org) or phone the helpline on 0300 321 4357.

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