



USFCC leads Milestone Achievement in Transport of Fuel Cells

WASHINGTON DC – November 16, 2007 – The International Civil Aviation Organization (ICAO) Dangerous Goods Panel (DGP), in a series of meetings that concluded this afternoon (Friday, November 16), has decided that fuel cells and fuel cartridges for fuel cells of all types can be transported as cargo and as carry-on baggage on board both passenger and cargo aircraft. The decision is effective as of January 2009 with the adoption of the ICAO Technical Instructions by the various countries around the world.

This builds upon approvals of methanol, formic acid and butane fuel cells that were decided by ICAO in 2005 and took effect in January of 2007.

"Different requirements apply to each type of fuel and each type of airborne shipping, but industry stakeholders have reviewed the final proposed requirements and have found that they support expeditious and safe transportation of fuel cells to provide for commercial distribution and use of fuel cell systems of all types and all fuels," said Robert Wichert, US Fuel Cell Council (USFCC) Technical Director.

This significant milestone was reached with the support and involvement of a wide range of fuel cell companies, fuel providers and suppliers along with the USFCC who speaks as the voice of the fuel cell industry at the deliberative sessions. The US Fuel Cell Council is proud to function in this capacity since the wide range of stakeholders who are members of the Council provide the backing and knowledge necessary for the fuel cell industry to achieve their goals.

"These recommendations of the ICAO Dangerous Goods Panel will need to be considered and ratified by the ICAO Air Navigation Commission prior to publication, but initial expectations from informal review of the DGP recommendations by the Air Navigation Commission indicate that ratification of the fuel cell provisions is expected," said Wichert.

The decisions reached by ICAO will be published in their "Technical Instructions for the Safe Transport of Dangerous Goods by Air" taking effect on January 1, 2009, and are then considered for adoption by the ICAO member countries all around the world. In some countries this adoption is automatic, while in others, like the United States, it requires further review and separate legal action.

The US Fuel Cell Council will remain involved for the duration of these considerations and adoptions by countries all around the world as the voice of the fuel cell industry.

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