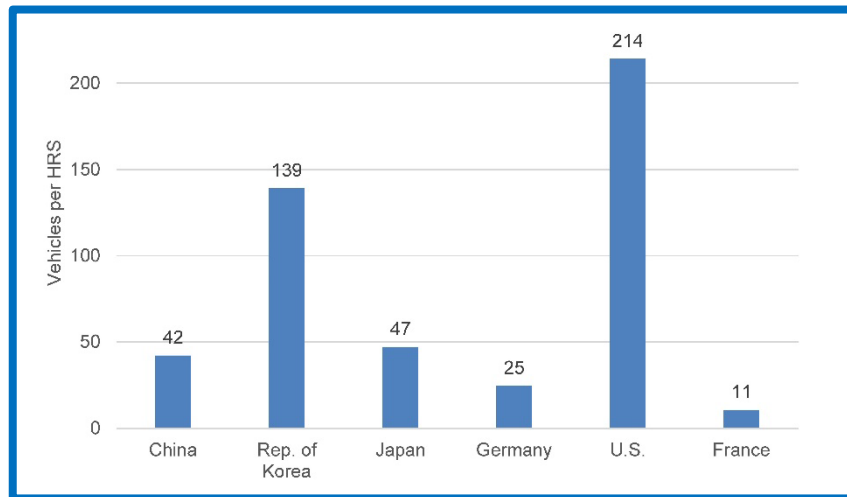
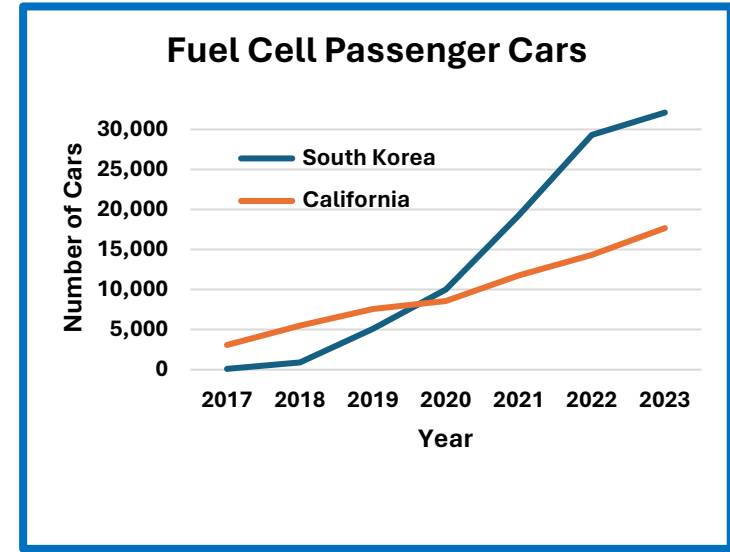
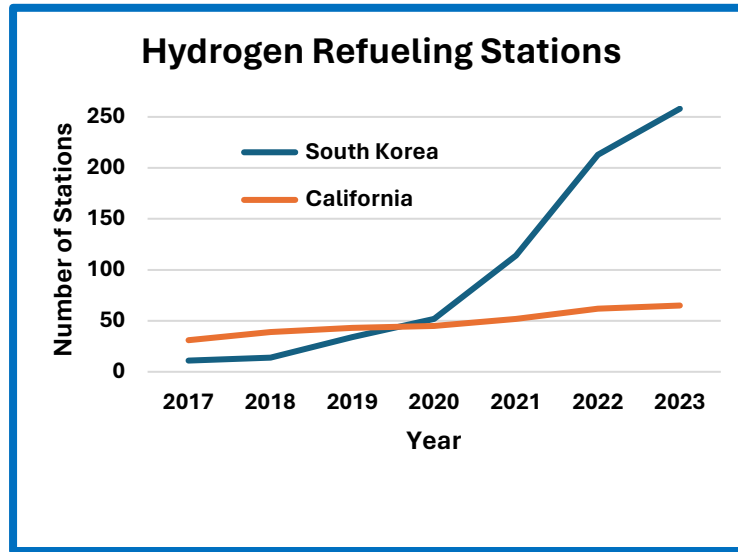


**Build It,  
and**



**Vehicles (FCEVs) per Hydrogen Refueling Station**

**They Will Come.**

Hydrogen refueling station (HRS) deployment must precede the adoption of hydrogen fuel cell electric vehicles (FCEVs) by the public. South Korea provides an excellent real-world example of how this can work:

The blue line on the upper left graph shows the very rapid growth of HRS in S. Korea; approx. 250 stations in 6 years. The deployment of HRS infrastructure in California has been more staid (orange line). The result is that there has been a 253% average year-over-year growth of FCEVs in Korea vs. a 35% average year-over-year growth in California (right graph).

As reflected on the bar graph, the U.S. (mainly California) has a 214 Vehicle to HRS ratio; the least desirable in the world (i.e., too many FCEV drivers chasing too few stations). The resulting driver frustration and disillusionment with FCEVs is what the California Hydrogen Car Owners Association hears about on almost a daily basis.

