

April 30, 2025

The Honorable Sam Graves
Chairman
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable David Rouzer
Chairman
Subcommittee on Highways and Transit
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

The Honorable Eleanor Holmes Norton
Ranking Member
Subcommittee on Highways and Transit
Committee on Transportation and
Infrastructure
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Graves, Ranking Member Larsen, Subcommittee Chairman Rouzer, and Subcommittee Ranking Member Holmes Norton:

The undersigned organizations are actively expanding their hydrogen transportation capabilities in response to market and federal policy signals. In the coming decades, hydrogen fuel cell technology has the potential to help diversify domestic energy sources and position the U.S. as a competitive global leader in alternative fuel technologies.

The success of the nascent hydrogen industry, however, necessitates operating on a level playing field with other alternative fuel vehicles. To that end, Congress should ensure that all alternative fuel technologies, including hydrogen, are treated equally with respect to federal vehicle weight limitations.

Section 422 of the Consolidated Appropriations Act 2019¹ created an exemption that allows natural gas vehicles (“NGVs”) and electric battery vehicles (“EVs”) to exceed the federal maximum gross vehicle weight limit for comparable conventional fuel vehicles by up to 2,000 pounds. This waiver was designed to account for the additional weight of vehicle components that are utilized in alternative fuel trucks. Hydrogen-powered vehicles, which also require additional weight to accommodate fuel cell systems and storage tanks, should be granted the same flexibility.

Hydrogen-powered transportation has the potential to lower emissions while leveraging existing refueling infrastructure and a supply chain familiar to the industry: centralized production and transportation to retail fuel sales through a network of well-functioning and convenient refueling locations.

¹ See P.L. 116-6. Similarly, the report language reads “Section 422 modifies title 23 to amend federal truck weight exemptions for commercial motor vehicles powered either by natural gas or electric battery.”

We urge Congress to expand the current weight waiver to provide parity for hydrogen trucks. Thank you for your consideration of this important issue.

Sincerely,

California Hydrogen Coalition
California Hydrogen Business Council
Cavendish Hydrogen Inc.
Center for Transportation and the Environment
Chevron
Clean Hydrogen Future Coalition (CHFC)
Cummins Inc.
Fielder Group
Fuel Cell and Hydrogen Energy Association (FCHEA)
HyCO Tech Solutions, LLC
Hyroad Energy
Hyundai Motor America
Iwatani Corporation of America
National Association of Convenience Stores (NACS)
NATSO, Representing America's Travel Plazas and Truckstops
Shell
SIGMA: America's Leading Fuel Marketers
SunHydrogen, Inc.
Texas Hydrogen Alliance
Texas Trucking Association
Toyota Motor North America

Cc: Members of the House Transportation and Infrastructure Committee Subcommittee on Highways