

on Germany as a key target market for its fuel cell domestic generators. The German patent takes the company's total number of granted patents to 44, covering 28 different fuel cell-related inventions.

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Helion develops 20 kWe backup power system

French PEM fuel cell company Helion has unveiled a prototype 20 kWe backup power generator. The SYSPAC® product is claimed to be the world's first fuel cell-based system to offer this level of emergency backup power. A complete generator will be demonstrated in actual operations during 2006.

Based on a hydrogen PEM fuel cell stack, the integrated SYSPAC system consists of a process unit weighing 700 kg and a 600 kg electric unit. Nominal electric power output is 20 kWe, in constant DC mode or AC mode (connected to a standard industrial UPS). Helion says it plans to extend the SYSPAC family in the near future to provide up to 50 kWe of backup power.

Helion, a subsidiary of Technicatome, introduced France's first domestically designed and produced 20 kWe PEM fuel cell a year ago [*FCB*, February 2005], and a 5 kWe hydrogen-based emergency local power source (Helps) generator the previous year.

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EnerFuel unveils product engineering service

Florida-based EnerFuel Inc has developed a single-cell testing device, along with other hardware and associated methodologies, that form the basis of a new fuel cell product engineering service. Introduced at the recent Fuel Cell Seminar in Palm Springs, California, the new service includes testing and analysis of fuel cell components.

'One of the most pressing needs in the burgeoning fuel cell industry is a proven testing and rating service that can accurately identify the

physical and operational differences of fuel cell components,' explains Kevin Fitzgerald, CEO of parent company Ener1. 'The single-cell test fixture was already evaluated by a leading developer of fuel cell test stations, whose engineers were enthusiastic about its capabilities.'

The new suite of engineering services based on the new hardware and testing methodologies will allow EnerFuel to offer fuel cell system design analysis, individual component modeling (physical and analytical), fuel cell system modeling (physical and analytical), advanced fuel cell failure-mode analysis, fuel cell characterization, physical prototyping, and fuel cell system controls development.

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SFC's remote control for surveillance applications

The SFC A50 fuel cell from German-based SFC Smart Fuel Cell is now available with an innovative remote control system (RCS) that enables monitoring and control of the device's energy supply process. This will provide greater flexibility and ease of operation for mobile and remote surveillance and monitoring systems utilizing the SFC A50 as their power source, says SFC.

Developed and distributed by Dutch firm Tedas Telecom Solutions, which specializes in smart telecoms and video monitoring systems, the new fuel cell RCS is controlled from a central station via the GSM network. At the control station, SFC software monitors fuel cell operation via an RS-232 interface. The RCS will immediately issue an SMS alert if a value exceeds a set limit. The operator in turn can return SMS commands to the RCS to initiate on-site actions, remedy critical situations, change timer settings, define alarm scenarios, record log files and more.

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Stakeholders support EC Joint Technology Initiative

More than 100 stakeholders have sent letters to European Commissioners Janez Potoènik (Science & Research), Andris Piebalgs (Energy) and Jacques Barrot (Transport) to express

interest in becoming full or associate members of the Joint Technology Initiative (JTI) on Hydrogen and Fuel Cells. The JTI is included in the EC's proposals for specific programs under the 7th Research Framework Programme (FP7), expected to be fully operational on 1 January 2007 and run to 2013.

The proposed JTI will be a private/public joint undertaking bringing together the European Commission, industrial companies, SMEs, research centers, universities, trade organizations and public authorities from the EU member states and associated countries. JTI members would commit to carry out together a significant proportion of their research, demonstration and deployment efforts in hydrogen and fuel cells, to accelerate market breakthrough.

The European Hydrogen & Fuel Cell Technology Platform (HFP) was set up in 2003, and is now a partnership of more than 300 stakeholders representing a project portfolio of approximately €600m financed with public and private funds.

The HFP has adopted a Strategic Research Agenda and a Deployment Strategy [*FCB*, May 2005], which are summarized in the Platform's Strategic Overview, now available in English, German, Italian and Spanish.

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The Strategic Overview is available at: <https://www.hfpeurope.org/hfp/keydocs>

CSIRO working on PEM hydrogen generator

A team at CSIRO Manufacturing and Infrastructure Technology in Australia has developed a small device that can extract enough hydrogen per day from water to power a fuel cell car for up to 150 km. The CSIRO research agency sees this work as an important part of its Energy Transformed Flagship research program to position Australia for a future hydrogen economy.

'While Australia has abundant renewable energy sources, such as solar and wind power, they cannot directly provide the portable fuel required by the transport sector,' explains CSIRO's Dr Sukhvinder Badwal. 'Hydrogen can fulfil that demand but, because it is not a naturally occurring fuel, has to be generated using conventional fuels or renewable sources.'

Project leader Badwal says that although several commercial systems exist, they are not very