

Embargoed until: Thursday March 13, 2008, 18:00



**IEA Implementing Agreement Hybrid & Electric Vehicles
CLEAN VEHICLE-AWARD: CEREMONY AT THE AUTOSALON GENEVA
Thursday March 13, 2008, 18:00 – 18:30**

Since 1993, the Implementing Agreement on Hybrid and Electric Vehicles of the International Energy Agency (IEA) has fostered information exchange and coordinated research in the field of clean vehicle technologies across national boundaries. During this period, clean vehicle technologies and their components have achieved remarkable progress, reaching market breakthrough to full commercialisation of three generations of vehicles.

This progress is driven by committed persons, teams, and manufacturers. The IEA Implementing Agreement for Hybrid & Electric Vehicles has instituted an annual award to honour outstanding commitments to the advancement of clean vehicles. Since 2005, the Implementing Agreement has presented awards in each of (1) manufacturer, (2) association, and (3) individual categories. This year, by now, none of the hybrid and electric vehicle models passed one of the target lines in sales set by the award regulations. Therefore in 2008 there are the following two awardees:

1. **Electricité de France** for its outstanding promotion of electric vehicles
2. **Karl Kordesch** (Austria) for decades of commitment to enable progress in electric vehicles by research and development of advanced batteries and fuel cells

photos of the winners and the ceremony are available at the award ceremony or at www.ieahev.org (from March, 14, 2008, 12:00)

The IA-HEV, also known as the Implementing Agreement for Co-operation on Hybrid and Electric Vehicle Technologies and Programmes, functions within a framework created by the International Energy Agency (IEA). Views, findings and publications of IA-HEV do not necessarily represent the views or policies of the IEA Secretariat or of all its individual member countries."



THE IEA IMPLEMENTING AGREEMENT FOR HYBRID&ELECTRIC VEHICLES

The Implementing Agreement on Hybrid and Electric Vehicles was undertaken in 1993 with the goal of producing and disseminating balanced, objective information about advanced technologies relating to electric, hybrid and fuel cell vehicles. It is a working group of Governments and research organizations now including eleven countries (Austria, Belgium, Canada, Denmark, France, Italy, the Netherlands, Sweden, Switzerland, Turkey, and the United States). Within the broader agreement, task forces – so-called Annexes – are formed to investigate actual topics in-depth, of which examples include plug-in hybrid vehicles, advanced electrochemical storage systems, fuel cells in vehicle applications, and market deployment strategies of clean vehicles. A major part of the exchange of information and experience is informal, received directly from sources and as such not available elsewhere. The opportunity to share experiences – both positive and negative – in direct communication and to receive immediate comments, suggestions and new ideas from an international group of experts is a major benefit of this structure.

Participating organizations and target groups can expect the following benefits from this third phase of the Agreement:

- objective information on international technical development of hybrid, electric, and fuel cell vehicles (knowledge transfer);
- objective information on Government programmes and experiences with the market introduction of advanced vehicles (transition towards sustainable mobility);
- sharing of the costs of collecting and analyzing information advantages resulting from having a network of contacts in the major „hybrid and electric vehicle countries“, including the possibility of working on joint projects, and of obtaining information on a personal basis not available in published reports;
- direct and early access to the research on vehicular technologies undertaken by the leading research institutes in the world.

CLEAN VEHICLES AWARD

To put a technology on the market and to make it a market breakthrough is a very ambitious goal. The quickly changing society expects market breakthroughs within a very short time. With complex technologies – like cars – this often does not work; the attention of public and mass media turns to disappointment, and they will look for the next „promising technology“. But continuous progress takes place. It is driven by committed persons, teams and manufacturers. This is the reason why the IEA Implementing Agreement for Hybrid and Electric Vehicles launched an award to those who dedicate their work to the dream of a clean efficient vehicle technology.

The award is presented in three categories:

- The „Clean Vehicle Award“ is given to manufacturers with outstanding sales figures (surpassing thresholds of 25'000, 50'000, 100'000, or more than 250'000 clean vehicles

sold). In 2008 a special award will be presented for more than 1'000'000 clean vehicles sold.

- The „Best Practice Award“ is given to the organizers of an outstanding promotion project
- The „Personal Award“ is given to a person that has dedicated her/his work to the development or promotion of clean vehicles in an outstanding way.



THE 2008 AWARD: THE WINNERS ARE....

1. THE CLEAN VEHICLES AWARD:

The “Clean Vehicle Award” of the Implementing Agreement “Hybrid & Electric Vehicles” is awarded for an achievement that mainly contributes to the Agreement’s goal to obtain high energy efficiency and thus lower energy consumption in the transport sector. Only great numbers of clean cars on the road guarantee positive progress toward this result. In particular, hybrid technologies have made an astonishing career, and the 1st Clean Vehicle Award 2005 was consequently presented to Toyota for the “Prius”. In the following year, Honda, Lexus and Ford were recognized for achieving sales of more than 100'000, 50'000 and 25'000 hybrid vehicles, respectively, and in 2007, FORD passed another target line and has been awarded for more than 50'000 sold Escape hybrid. This year no hybrid/electric vehicle model passed one of the lines set in the award regulations.



2. THE BEST PRACTICE AWARD: ELECTRICITÉ DE FRANCE

Since 1992, when the Accord-Cadre sur le Développement du Véhicule Électrique has been signed by the French Ministries of Industry and Environment, Électricité de France, PSA, Renault and the Groupe Interministériel Véhicules Électriques, EdF is part of the efforts to develop an electric vehicle industry and market in France. Naturally, firstly EdF felt responsible for the recharging infrastructure but also became partner in rental and electric vehicle sharing projects (“Praxitèle”, La Rochelle). In France, more than 6'000 electric vehicles are in use, mostly in communal or utility fleets. In addition, more than 9'000 hybrid vehicles have been licensed. And although the French automotive industry is reluctant to continue the production of electric and hybrid vehicles, Électricité de France continues to push the development, especially of vehicles useful for city administrations (small buses or utility vehicles for street cleaning or waste collection).

Electricité de France co-founded the BatScap company to develop and demonstrate lithium metal polymer batteries and runs the first fleet tests. It is committed to the development of electric light trucks (3 to 30 tons) with the target to enable the shift to environmentally friendly city logistics. And in 2006, Electricité de France and Toyota started a testing programme of 15 Toyota Prius converted to plug-in-hybrid vehicles by Toyota itself. The vehicles are integrated into the EdF-Fleet to gain experience in everyday use. In addition, EdF has developed advanced charging systems that also facilitate the operation of public charging stations where EV users are charged for the electricity they draw.

This is only a summary of EdF's commitment to electric transportation that also includes support of electric rail and trolley vehicles and industrial vehicles.

3. PERSONAL AWARD: KARL KORDESCH



Karl Kordešch may not be so well known in the electric vehicle community, but he is very well known indeed in the community of the energy storage specialists. After his studies in Vienna he worked for almost twenty years on the development of batteries, most of the time with Union Carbide Corporation. He invented the Alkaline Primary Battery Cell which now holds the greatest share in the primary battery cell market. But he also has been one of the first to develop fuel cells. Already in 1966, his group built a 150 kW Alkaline Fuel Cell for GM's "Electrovan", Kordešch himself drove a fuel-cell-powered motorbike, and in 1970 built an Alkaline Fuel Cell hybrid vehicle on the basis of an Austin A40 – with the hydrogen tanks on the roof of the car. Since then, he believed that the future car will have an electric motor with a smart storage device – this may be battery or fuel cell. After he became the head of the Institute of Inorganic Technology and Analytic Chemistry of the University of Technology Graz in 1977, his knowledge and experience did not only encourage hundreds of students but also served battery manufacturers and applicants like the European Space Agency ESA. He accompanied the further development of the Alkaline Fuel Cell to today's MARS Fuel Cell, a direct methanol fuel cell that eliminates the reformer.



Kordešch on his FC motorbike 1967



the converted Austin A40 with tanks on the roof, 1970