

## **Japan testar i fullskala modell Vätgas drivet tåg**

East Japan Railway will begin test running its recently designed fuel cell-powered train later this year, reports The New Scientist.

According to the magazine, the route across the Yatsugatake mountain range in central Japan is the route earmarked for the test run.

A successful outcome will make the railcar the first hydrogen-fuelled train to travel on a regular passenger train track.

According to the report, The East Japan Railway is not the only one working on a fuel cell train, the Railway Technical Research Institute (RTRI), is currently developing a hydrogen-powered train.

The US company, Vehicle Projects is also developing a fuel cell-powered train, designed to be used both by the US army and by some private rail firms, says the report

It has been announced on behalf of the Amsterdam city authorities that a decision has been taken in order to extend the trial of the city's hydrogen buses for another year until January 2008. The authority has confided that there is also a high estimation that by the end of 2007 the first hydrogen-fuelled boat will commence its maiden voyage.

The operators of the trial comprising of three hydrogen fuel cell buses that activate in reference of regular services in the city, when contacted confirmed about the high impression which was cast on them by the efficiency and low environmental impact of the buses.

Speaking to the Press the Amsterdam Alderwoman Carolien Gehrels (GVB) said, "Fuel-cell buses are the future". He continued, "That's why our innovative municipal transport company has invested in them. We were one of the first in Europe. These buses are innovative and sustainable and that fits in with our aim of making Amsterdam a sustainable city."

In the city of Amsterdam, there has been the plying of a number of buses of hydrogen for some time now. The greatest advantage of these vehicles is that they are environmental friendliness. These vehicles with zero level of emissions can better the surrounding vicinity with absolutely no emissions of harmful substances such as CO<sub>2</sub>. The hydrogen here is produced through the procedure of electrolysis using electricity from the windmill park in The North Sea, a Shell/Nuon Joint Venture.

The municipal transport company (GVB) is engaged in the operation of three fuel-cell buses for three years at a stretch. It is reported from sources that there have never been any incident of harmful emissions as part of its regular service and this form of electric transport has been considered by the local authority as the future. To them, through the usage of light materials for building the buses and facilitating the storage of braking energy a new notion of bus has been created of an innovative technology with no harmful exhaust gases, petite racket and fuel consumption of almost negligible capacity.

Meanwhile, looking ahead towards a vivid future a syndicate of Dutch companies has also decided to move forward in this direction to develop and build a hydrogen-fuelled boat. In addition, the consortium of five Dutch companies like Alewijnse, Integral, Linde Gas, Marine Service Noord and Rederij Lovers

will also situate a filling station in the Amsterdam-Noord city borough on the IJ river.

It has also been confirmed by the Amsterdam city authorities that the present trial will continue on its current small scale and witnessing the success rate gradual decisions will be undertaken.

The trial is due to continue on its current small scale, authorities confirmed, although plans to introduce a fuel cell-powered boat on Amsterdam's canals were also discussed, with a consortium of businesses having already agreed to develop the vessel