



The Hydrogen Economy

Becoming Self-Sufficient in Energy

What Resources Do We Already Have? What Resources Must We Build?

8 am - 5 pm • Thursday, April 15, 2004 • Roosevelt Hall
Farmingdale State University of New York

Free Public Lectures:

11 am-Peter Hoffmann and 4:15 pm-Kevin Moriarty

Registration is not required for the 11 am and 4:15 pm lectures

For the conference program, additional registration forms, speakers, campus map and directions, and to learn more about The Hydrogen Economy, visit the GlobalTech 2004 web site at
www.farmingdale.edu/globaltech

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2350 Broadhollow Road, Farmingdale, NY 11735-1021



**Institute for Research and
 Technology Transfer (IRTT)**

The Solar Energy Center

Conference Manager: Dr. Paul Kramer, Physics Department, Farmingdale State University of New York, Farmingdale, NY 11735-1021, 631-271-8311, paul.kramer@farmingdale.edu

Exhibitor tables are available to registrants for one additional registration charge.

----- Registration Form -----

The Hydrogen Economy, Farmingdale State, April 15, 2004
 Registration: By April 2: \$75 • April 3-12: \$85 • At door: \$90

Name _____

Title _____

Company/Organization _____

Address _____

Address _____

City _____ State _____ Zip _____

Phone _____

E-mail _____

Make checks payable to
 "ASC - GlobalTech" and send with this form to:

Dr. Paul Kramer
 Physics Department
 Farmingdale State University of New York
 2350 Broadhollow Rd.
 Farmingdale, NY 11735-1021

Receipt of your registration will be acknowledged by e-mail.

Refund Policy: Until April 9, 100%;
 April 10 and later, no refunds.

I am a student, or member of the faculty or staff at Farmingdale State. I request a President's scholarship of \$55. The remainder of the registration fee is enclosed.

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Directions to Farmingdale State
2350 Broadhollow Road (Route 110)
Farmingdale, NY

Find a map of the campus at
www.farmingdale.edu/globaltech

Route 110 Exits: **Northern State Parkway** Exit 40, then south 3 mi; **Long Island Expressway** Exit 49, then south 2 mi; **Southern State Parkway** Exit 32 then north 3 mi. From Route 110, turn west onto Melville Road. Continue to the entrance to the College on your right. Park in the first lot to your right. Roosevelt Hall is adjacent.

Partial List of Presenters

Richard M Kessel	Long Island Power Authority
Bruce Bailey	AWS Scientific, Inc.
Gay E. Canough	ETM Solar Works
Harry Davittar	Entek Power Services
Greg Frankhauser	UIC Power
Andris Garsils	KeySpan Energy for LIPA
Peter J. Grzybowski, PE	KeySpan Energy
Peter Hoffmann	The Hydrogen & Fuel Cell Letter
Sharon Laudis	Long Island Power Authority
Devin Lavor	Oceanside High School
Dennis Lynch	Town of Brookhaven
Devinder Mahajan	Brookhaven National Laboratory
Peter D. Mandelstam	Arcadia Windpower Ltd.
Kevin Moriarty	Stony Brook University and Dowling College
Chris Pearsall	Oceanside High School
Bernie Rachowitz	Fuel Cell Components & Integrators, Inc
Frank Roethe	Stony Brook University
Paul Savage	Nextek Power Systems, Inc.
Roger Slotkin	Odyne Corporation
John Waffenschmidt	American Ref-Fuel
Daniel Zaweski	Long Island Power Authority

The Hydrogen Economy

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What is The Hydrogen Economy? The Hydrogen Economy represents the conversion from fossil fuels as a means of energy transport and storage to the use of hydrogen gas. Hydrogen gas is currently available by extraction from natural gas. However, in the future it will be available by extraction from water using renewable energy resources such as solar, geothermal, wind, hydropower, fuel crops, etc.

The potential for the Hydrogen Economy to become actual in the near future is very real. The world will need to relinquish its dependence on fossil fuels long before they

become totally depleted, for the remaining stocks will become highly valuable as a material resource to make chemicals, drugs, plastics and myriad other products.

Meanwhile, there is extensive research and development going on right now. Fuel cells and other products are making a profit in many markets. Those markets are expanding yearly. The major automobile companies all have working fuel cell cars for demonstration, and fleet vehicles will be offered soon. Many transport and distribution methods are similar to those used for natural gas and are already in use for hydrogen.

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