Paragraph/figure/table	Recommendation	Comment/Justification
Part A 4.1 Vehicle fuel system integrity P.13	Here is the list of ISO standards. They should be under the heading: International standards instead of Industry standards ISO 17268 Compressed hydrogen surface vehicle refuelling connection devices ISO 23273-1 Fuel cell road vehicles — Safety specifications — Part 1: Vehicle functional safety ISO 23273-2 Fuel cell road vehicles — Safety specifications — Part 2: Protection against hydrogen hazards for vehicles fuelled with compressed hydrogen	As presented by ISO in Budapest.
Part A 4.3 Electrical safety P.14	Here is the list of ISO standards. They should be under the heading: International standards instead of Industry standards ISO 23273-3 Fuel cell road vehicles — Safety specifications — Part 3: Protection of persons against electric shock	As presented by ISO in Budapest.
Part A 5.2.1 In-Use P. 20-21	The TUV requirements should be moved to Part B.	All these requirements are general requirements that should be kept as mandatory. Part A is only intended to provide some background information, not specify requirements.
Part B 5.2 Vehicle fuel system P.41	Overpressure protection for the low pressure system should be covered.	From ISO consultation, we understand that the low pressure system represented a safety matter.
Part B .2 Vehicle fuel system P.41	Airtightness test and shut-off valves: There is a need for further discussion on these matters.	These are still outstanding issues that need further discussion.
Part B 5.2.2 Gas fuelling port P.41	Gas fuelling port: The gas fuelling port shall comply with ISO 17268 for 35 MPa.	The fuelling receptacle is an important component of the system from a compatibility and safety point of view.

5.2.1.2 Single failure of hydrogen fuel system P. 42	The SGS should reconsider the maximum volume fraction of hydrogen in air. 4 % is the lower flammability limit. It should be lowered to 1 %.	Most of the standards where hydrogen is being used limit the volume fraction to 0,25 % LFL (1 % of hydrogen in air) before triggering a remedy action. Similarly, any leakage in the enclosed or semi-enclosed space of the vehicle that results in a volume fraction of hydrogen in air above 1 % should trigger a remedy action. As the enclosed and semi-enclosed spaces within a vehicle are small, further precautions should be taken to avoid a rise in the concentration above LFL. The 1 % limit will provide the system with time to react before the situation becomes catastrophic.
Part B 5.2.1.2.3 Driver warning p. 43	The tell-tale should be prescribed. For safety reasons, the same warning should be provided when the conditions of 5.2.1.2.3 are met.	Considering the importance of this warning, it is important that drivers are familiar with the sign.