

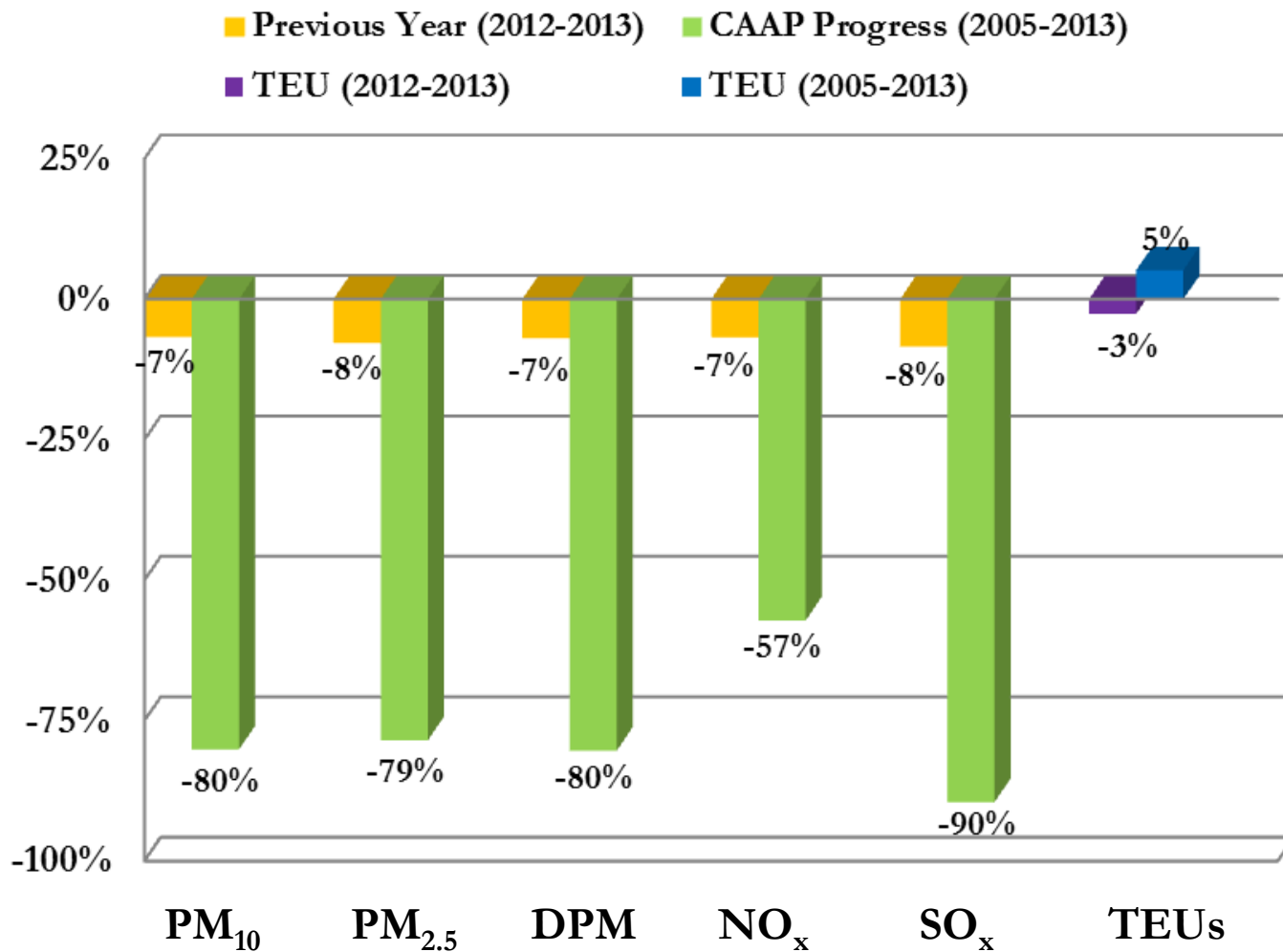
Sustainable Supply Chain Strategic Planning



Mobile Pollution Sources at Ports



Clean Air Action Plan 2013 Emissions Reductions



National Challenges

- Continued emission reductions for Non-Attainment Areas
- Green House Gas reduction and Climate Change
- Potential tripling of Health Risk in the State of California
 - New OEHHA Guidelines could have national ramifications
- Alternative Fuel, Near Zero (hybrid) and Zero emission Vehicles and Equipment

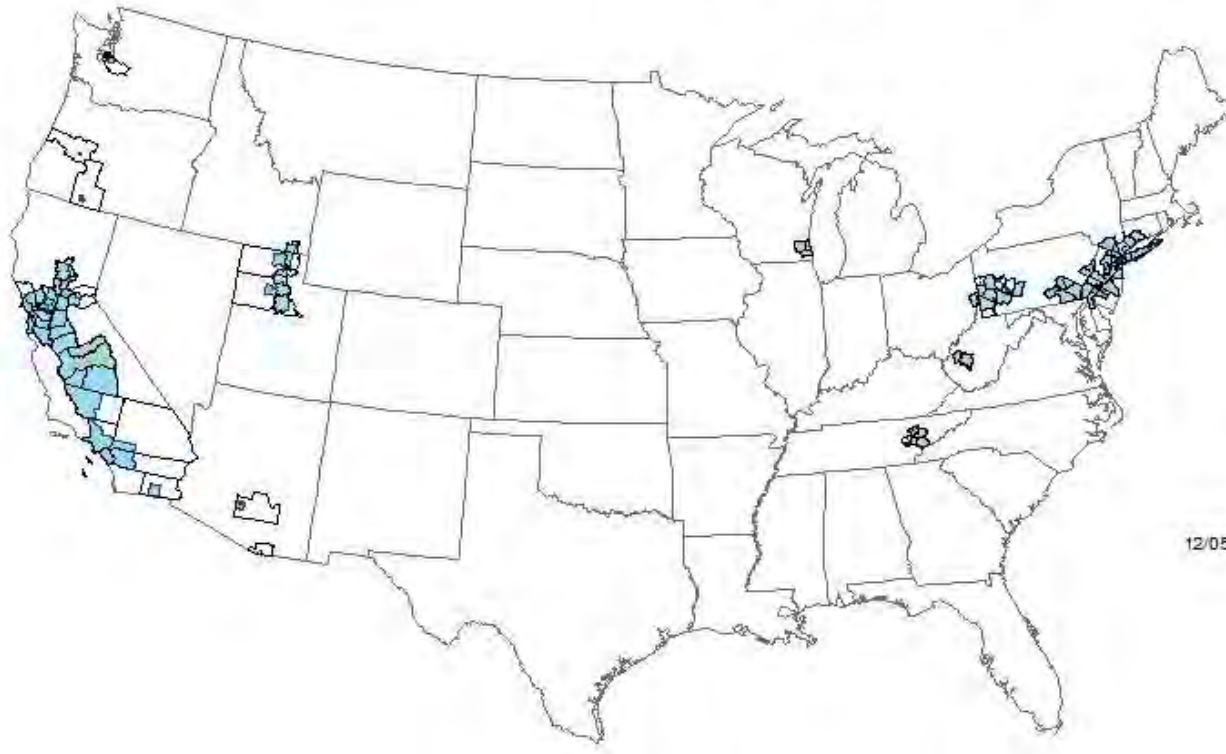
National Ambient Air Quality Standards Nonattainment

8-Hour Ozone Nonattainment Areas (2008 Standard)



National Ambient Air Quality Standards Nonattainment

PM-2.5 Nonattainment Areas (2006 Standard)



12/05/2013

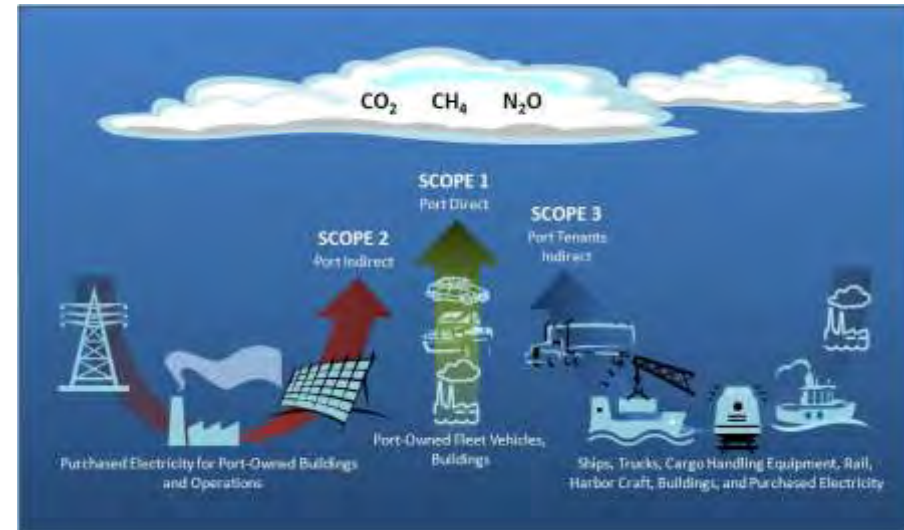
Greenhouse Gas Reduction

AB32

- 1990 Levels by 2020
- 80% Below 1990 Levels by 2050

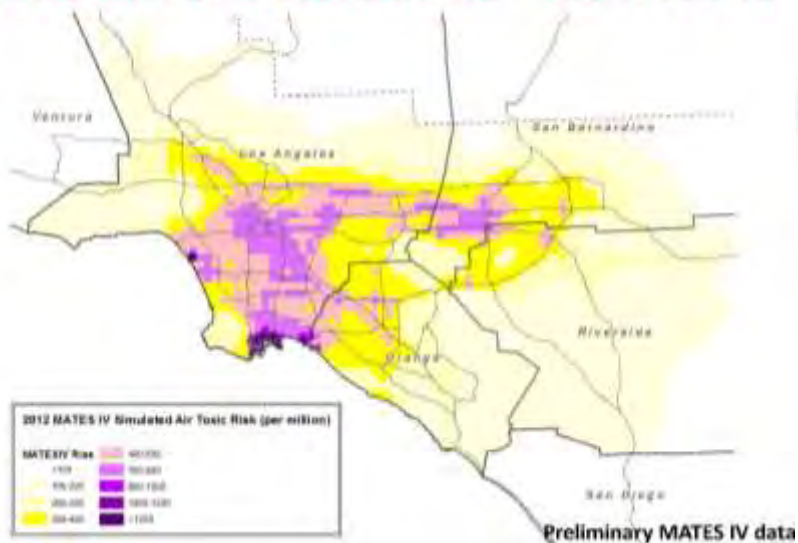
City of Los Angeles

- 35% Below 1990 Levels by 2030

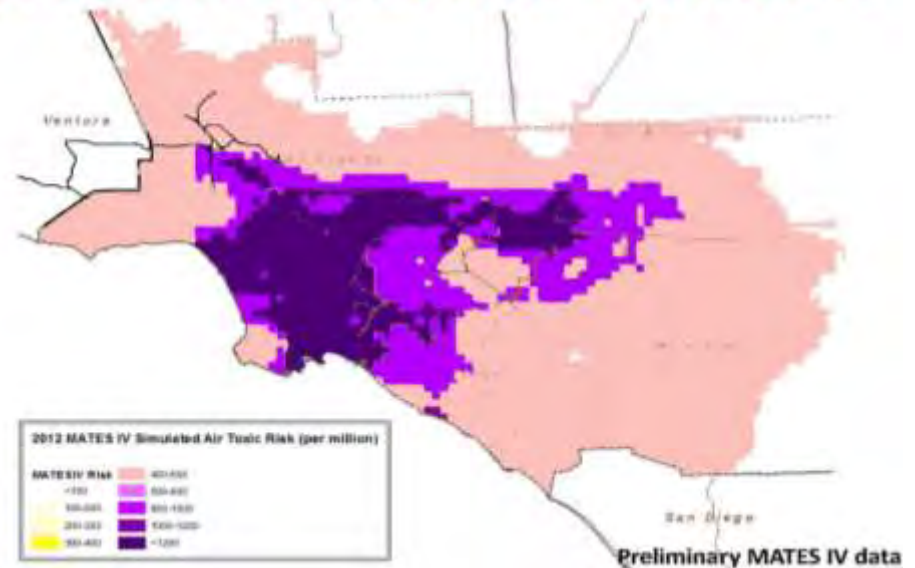


Health Risk – Current and Proposed OEHAA Guidelines

Modeled Air Toxics Risk – MATES IV



Modeled Air Toxics Risk – MATES IV



Near Zero and Zero Emission Testing

Port Investments in Zero Emission Trucks

- On-Road Trucks (Battery Electric, Hydrogen Fuel Cell, Hybrid Diesel Electric)
- Terminal Tractors
- Technology Advancement Program Demonstrations

Planned Zero Emission Truck Development and Demonstration

Balqon	4
Vision	6
TransPower	8
US Hybrid	3
Ballard/BAE	2
International Rectifier	1

Total: 24



State and Federal Goods Movement Planning is Essential

- Broad range strategic planning is more efficient
- Focused on mobile sources that cannot be regulated locally
 - Ships
 - Trains
 - Trucks
- Collaboration among stakeholders is critical
 - Government
 - Business
 - Community

Planning Efforts Must Be Sustainable

- North American ECA is excellent start
- Planning Efforts must be:
 - Comprehensive
 - Coordinated with Existing Efforts
 - Action Oriented (goals and timelines)
 - Fair and not anti-competitive
- Federal and State Grants must be coordinated based on goods movement priorities



Thank You!

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