

*STASIS, VISION, OR  
HALLUCINATION?  
THE FUTURE OF THE PORT  
AND ITS TRANSPORTATION  
SYSTEM*

*CCDoTT*

*Delivering the Goods*

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*Center for the Commercial Deployment of Transportation Technologies*

# *Integration of environmental, economic, and technological interests*

- *Need at least regional, and perhaps national and international policies on environmental and transportation standards that allows POLB to compete on a level playing field*
- *A constraint on this vision is that it probably will require regulatory and legislative action*
- *When that occurs, the advantages of the port will be manifest and we will achieve an appropriate level of trade*
- *The environmental pendulum may have swung too far. Solutions need to balance economic and environmental issues for the benefit of both*
- *Where possible mitigating technologies ought to be paid for by private means, for example as a result of cap and trade income.*

# Leadership

- *Supply chain management is a fragmented system at present—really no system at all.*
- *We need a single motivating vision, such as the national highway system or even the Alameda Corridor to organize our activities, and strong consistent leadership over years to initiate or implement it.*

# *Need for a convening and evaluation authority for beneficial technologies*

- *Who decides which technologies to “push” via grant of competitive selection?*
- *Need to move money to people doing the right thing*
- *Need single disinterested/objective evaluative entity, and peer review*

# *Cost/benefit and return on investment analysis*

- *There needs to be a long view of infrastructure development.*
- *Businesses are concerned about cost reduction.*
- *At some point costs no longer can be reduced, and new methods for generating income and finding the additions to the value chain need to be considered.*
- *We need a national transportation policy as well as large scale environmental ones.*

# *Change and change management*

- *While oceangoing rates have decreased, rail rates have increased.*
- *There will not be change, or the adoption of new technologies until the powers that be feel some “pain.”*
- *An inland port will occur when we reach capacity and probably not before.*
- *Such an agile port concept is not without its drawbacks, in the sense that it shifts environmental issues rather than resolving them.*

# *Technology solutions*

- *Almost all technology solutions to the larger issues of transportation from the port require electrical generation and transmission at zero or near zero transmission. The problem is larger than just providing the vehicles and motive systems.*
- *Technologies by themselves have to use until converted into commercialized entities, or at least businesses. That requires the infusion of capital and longer lead times, and a more strategic vision*

## *Need for more talk*

- *Forums like this are helpful and should be continued and expanded*
- *Collaboration begins with legitimate conveners and the interested parties at the table. That has been the advantage of this conference*

# *Need for greater public/private collaboration*

- *Business has as much a stake in vision for the port as government, for image and profit reasons*
- *Solutions, whether technological, business, or environmental need to consider the human costs and benefits*
- *There needs to be more coordination between public and private interest on solutions*