

Port of Los Angeles Public Rail Workshop:

Ports of Los Angeles/Long Beach Intermodal Rail Demand & Capacity

October 22, 2009

Question and Answer Period: Summary of Topics Discussed: The below is a list of all questions raised during the Q&A session of the Rail Workshop. The questions have been organized under sub-topics.

On-Dock vs. Off Dock Rail

- How does the Port control market demand?
- How does the Port encourage on-dock rail?
- What factors drive cargo from off-dock rail to on-dock rail?
- Why can't the Port require that more cargo move by on-dock rail?
 - Can the Port require through leases?
- When a container terminal lease expires, should the Port advertise for new companies to maximize on-dock?
- Are there advantages to diverting intermodal cargo, say to the Pacific Northwest?
- Will all container terminals meet 40% on-dock rail capacity?
- Are all the planned on-dock expansions at both Ports definite?
- Is the port considering moving off-dock into the Port?
- Is there land to move the near-dock yards within Port boundaries?
- It is unwise to site SCIG and ICTF in West long Beach, where are other locations in the Port?
- Can the Berth 206-209 terminal be used for a new on-dock facility in the Port?
- Where are the rail system "choke-points" on Terminal Island?
- How does the Port plan to address the rail system "choke-points"?
 - How will the Port be able to accommodate on-dock levels in the future without fixing the "choke-points"?
 - Why not increase on-dock by fixing the "choke points"?
- As container volumes rise, won't Hobart become too congested and won't trucks be forced to go to SCIG?
 - Therefore, are there really any emissions savings from trucks going to SCIG instead of Hobart?

Cargo Forecasts and Modeling Rail

- Will it be 2030 before the off-dock capacity meets the capacity of just last year?
- Is there a written report on our new cargo forecast?

Rail Operations

- What is assumed to change in the future regarding employee shifts at the rail yards?
- How is the Port addressing noise impacts from the rail yards?

Greening rail operations

- Are all locomotive in the Port diesel?
- How does the Port encourage clean air initiatives?
 - What are some “carrots” to encouraging new initiatives?

Future Technology

- What is the capacity of the electrical system at the Port?
 - Is there enough to support electric trucks and rail?
- Will proposals for the Zero Emission Container Mover System be made public?