

710 Zero Emission Freight Corridor: Program Design for Market Transformation



*Clean Transportation
Technologies and
Solutions* SM

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CALSTART

CALSTART is a unique California-based national, non-profit, member-supported organization.

Founded in 1992 as a public-private partnership to help launch and grow a clean transportation industry.

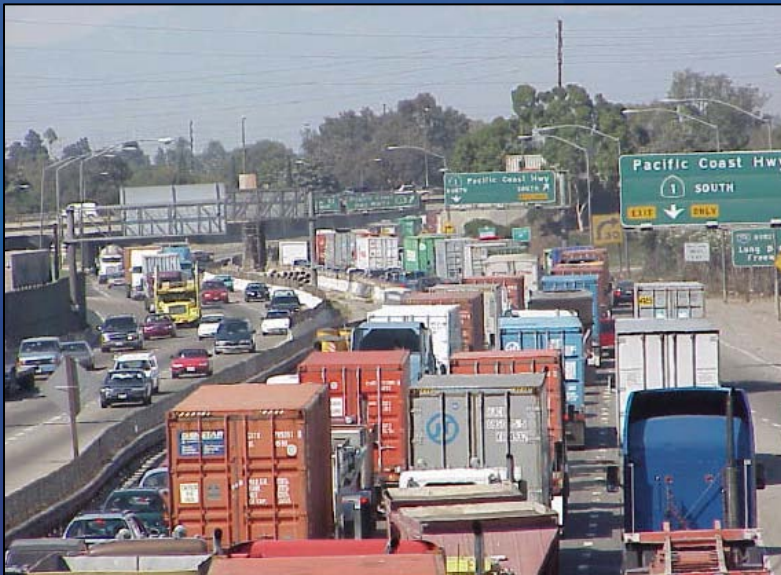
Mission: via programs and services, supporting and expanding the growth of a **clean transportation technologies industry** that will:

- **Create high-quality jobs;**
- **Clean the air;**
- **Reduce dependence on foreign oil; and**
- **Reduce global warming emissions**



710 Zero Emission Freight Corridor

Moving Freight with Zero Emissions



CALSTART with METRO and support from South Coast AQMD, has been examining the commercial viability of zero-emission freight movement vehicles

- *We have begun the process to commercialize zero-emission freight movement vehicles and supporting infrastructure*



What is Process Needed to Transform Market for Zero Emission Corridor?

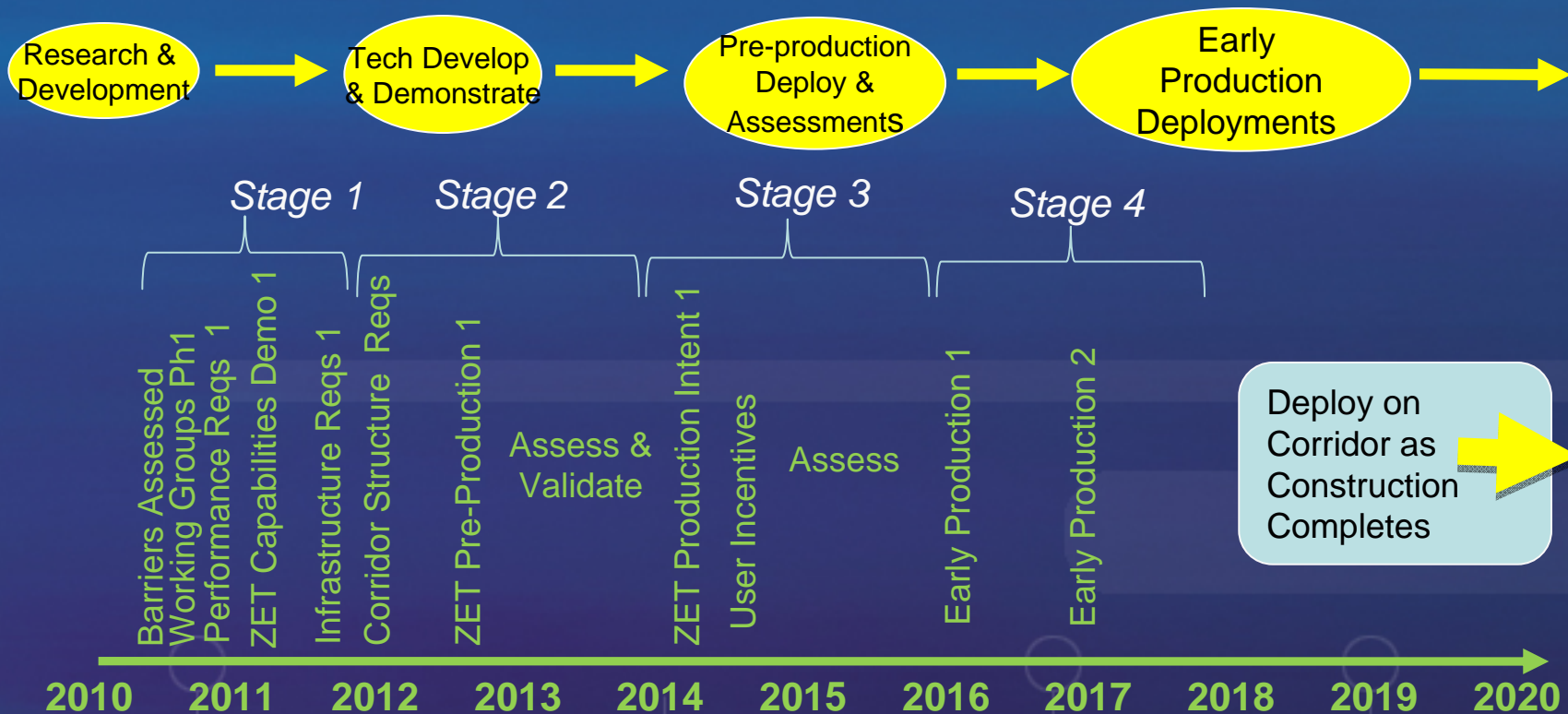
- Goal: develop, validate and commercialize market-sustainable, zero-emission goods movement vehicles
 - Including supporting infrastructure
 - Servicing the I-710 freight corridor (with additional uses statewide and nationwide)
- Multi-year, coordinated plan; aligned investments, R&D, requirements definition, incentives and policies
 - Market “pull” and market development critical
 - Both vehicles AND the market to support their use



Proposed Process to Zero-Emission Vehicle Commercialization

- Zero-Emission Trucks are a reality – but not yet in this use
- We have now begun a 4 stage process of moving designs out of R&D and into Tech Development, Demonstration, and early Deployment

Commercialization “Continuum” – the Steps to Commercialization

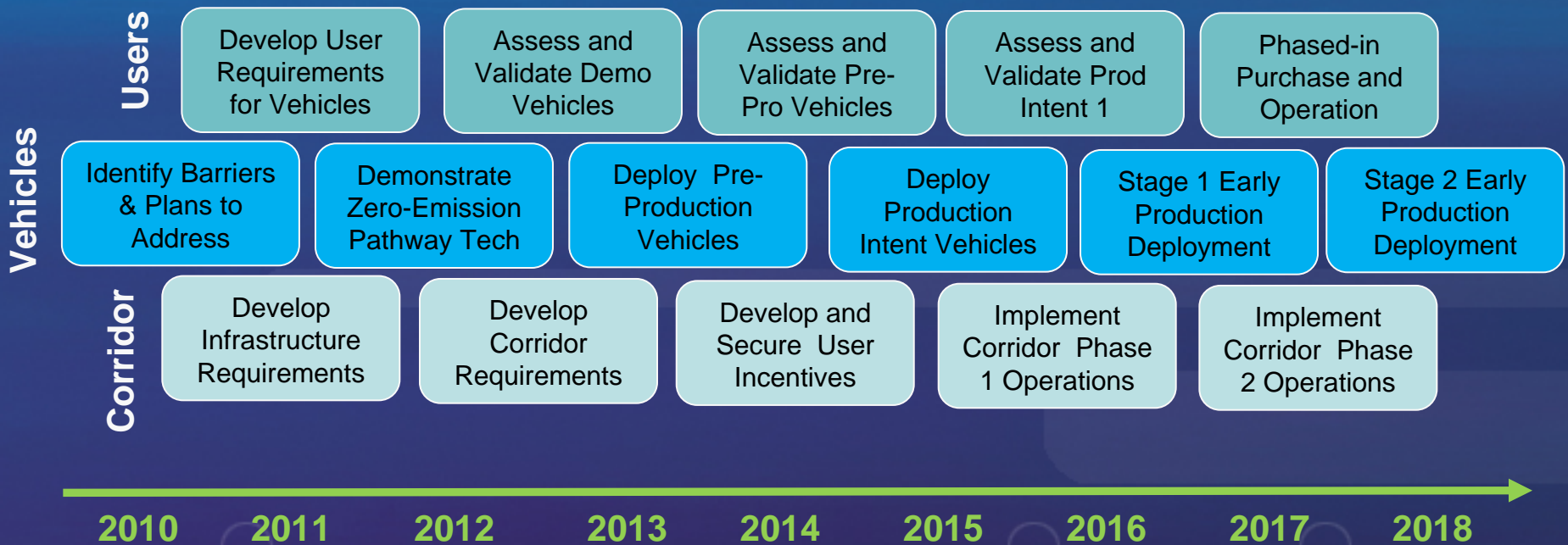




710 Clean Corridor Program – 3 Parallel Action Paths

Success requires three parallel working paths – Users; Vehicles; Corridor

710 Clean Corridor Program





CALSTART Project Team Structure

- Three Working Groups (one for each path)
 - Vehicle Users Working Group
 - Vehicle Commercialization Working Group
 - Corridor Commercialization Working Group
- Three Advisory Councils
 - Technical Advisory Council
 - Stakeholder Advisory Council
 - Infrastructure Advisory Council
- Additional resources (CalHEAT, monitors)



Action Plan for the next 4 months

- Data Collection on technologies and options and a Barrier Assessment
 - Survey of OEMs and Suppliers
 - What challenges must be overcome
 - Research and write report on analyses
- Preparation for early “pathway” demonstrations
 - Vehicles in use today that can show the way
- Recruiting for the Working Groups and Advisory Councils
- Plus several other concurrent activities

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We Urge You All to Attend!



HTUF National Conference 2010
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