

Port of Oakland Maritime Air Quality Improvement Plan

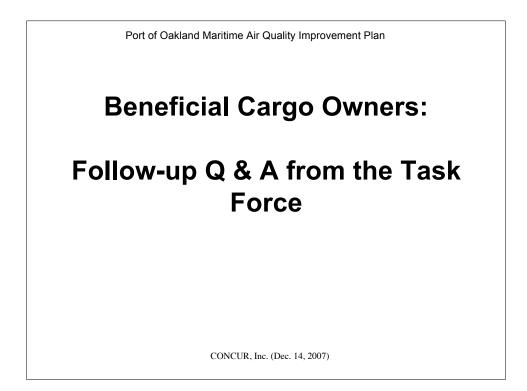
Guiding Questions for Beneficial Cargo Owner Presentation

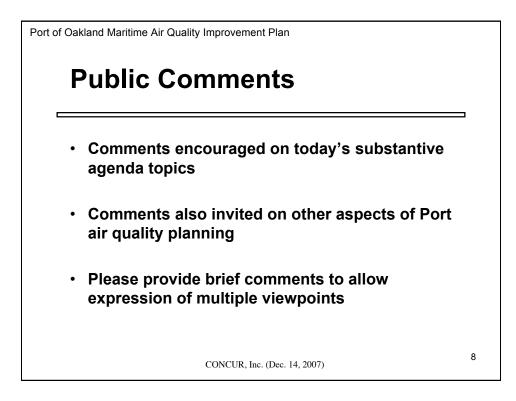
1. What does JCPenney or a BCO consider when it negotiates with different Ports? What would be the potential effects of a small - or not so small -container charge?

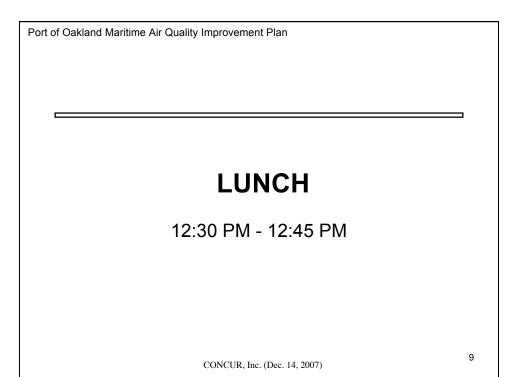
- 2. What are the BCO's thoughts/preference for how to institute the fees or other mechanisms that pay for the air quality improvement over time...if/ how should cost be 'internalized' if you will buy the supply chain?
- 3. Are there any win-win type of scenarios, or positive actions that the BCOs would support the Port and/or its business partners taking, which would not only improve air quality but might also improve service to you or cause you to use them more frequently (i.e. faster receipt of shipments or some type of corporate recognition for supporting the use of cleaner, healthier technologies)

CONCUR, Inc. (Dec. 14, 2007)

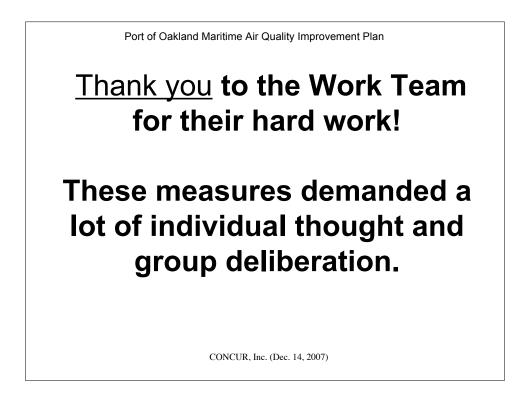
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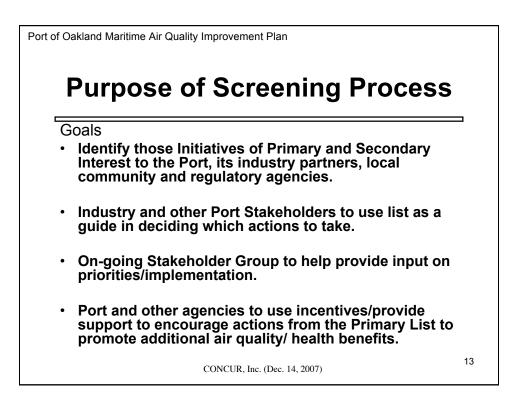


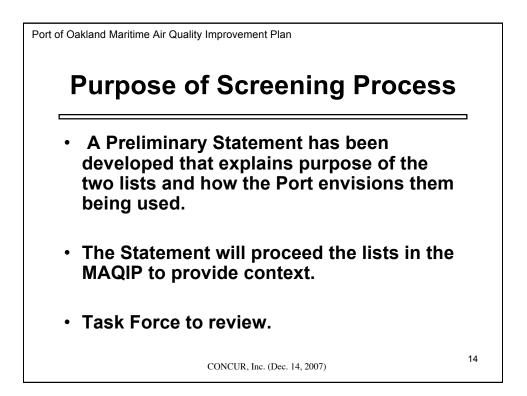
Port of Oakland Maritime Air Quality Improvement Plan **Status Report of the Work Team** CONCUR, Inc. (Dec. 14, 2007)

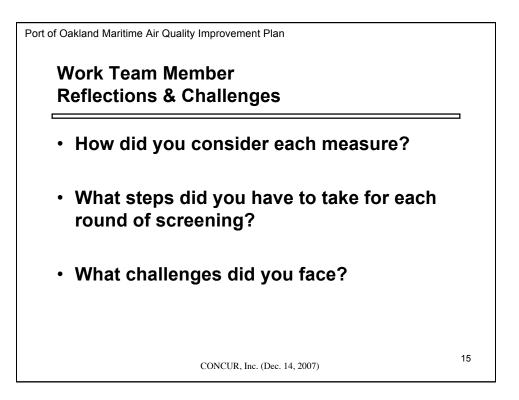


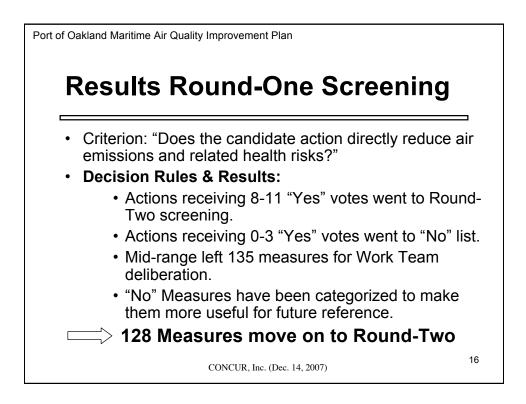
 Port of Oakland Maritime Air Quality Improvement Plan
 Composition/Charge of Work Team
 11 member work team
 Represented: Industry, Beneficial Cargo Owners, West Oakland Community, Agencies & Port.
 Charged with initially screening 355 measures
 Input drawn from three sources:

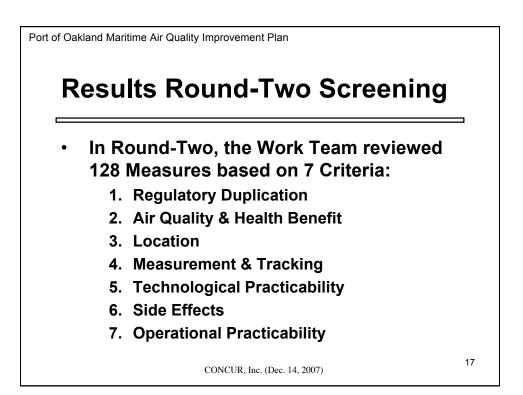
 Source Document Work Team's Product from 8/7.
 Breakout group suggestions from 9/27 Task Force Meeting
 CA Goods Movement Action Plan

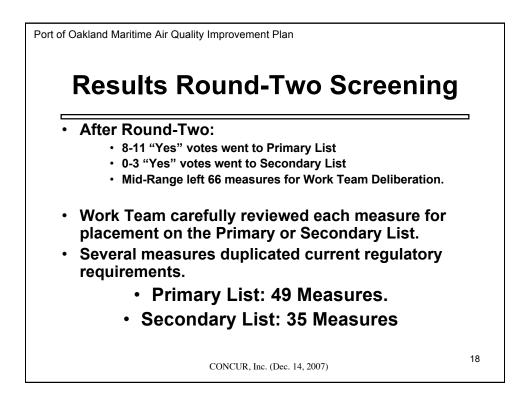


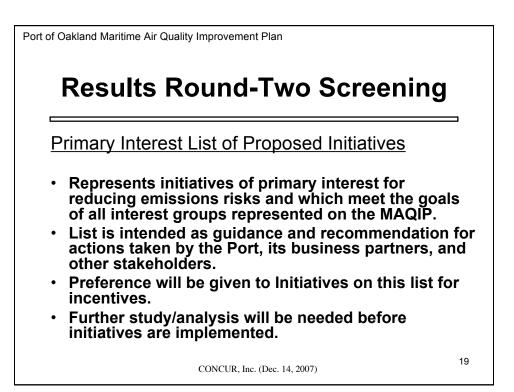


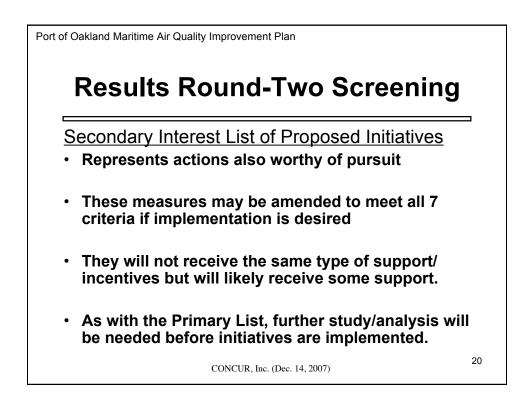


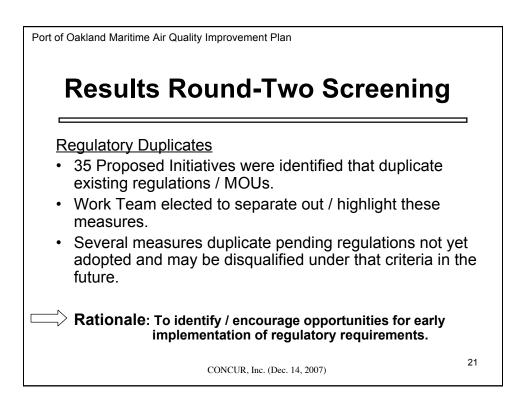


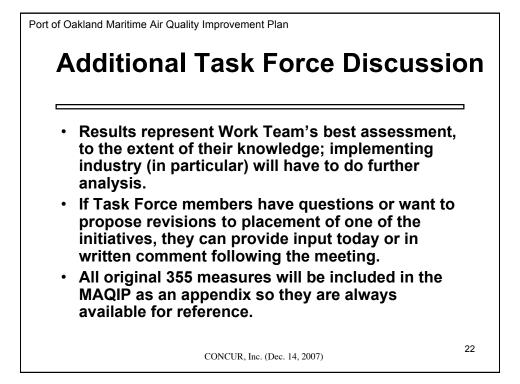


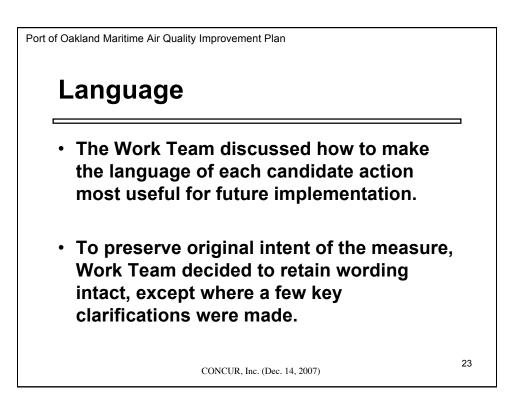


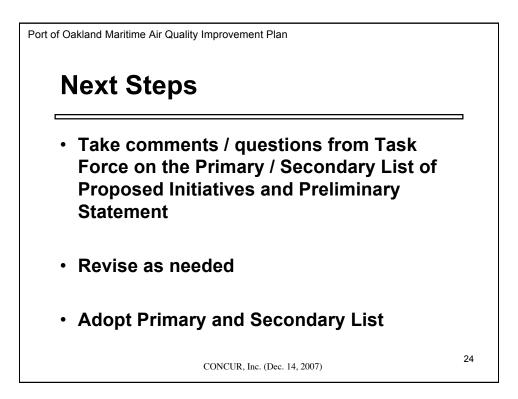


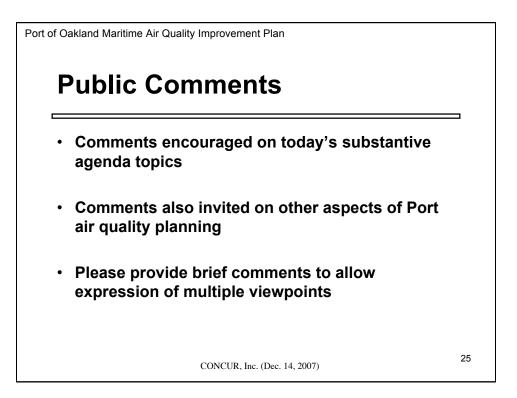


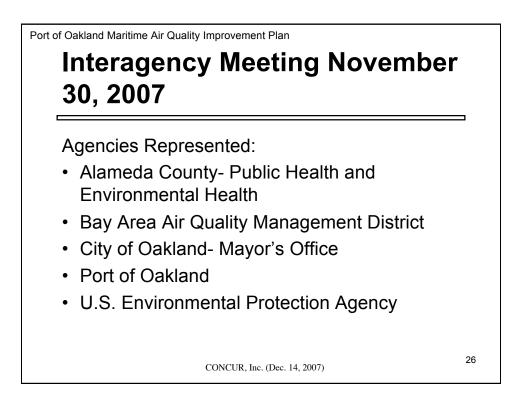


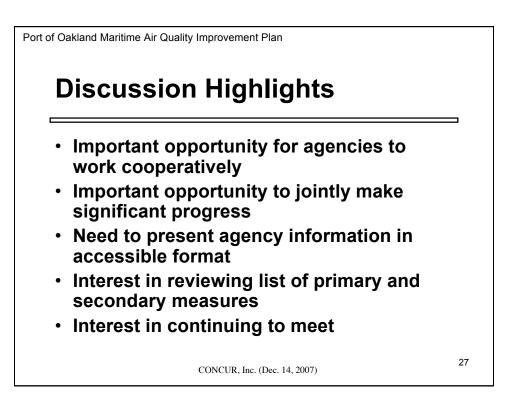


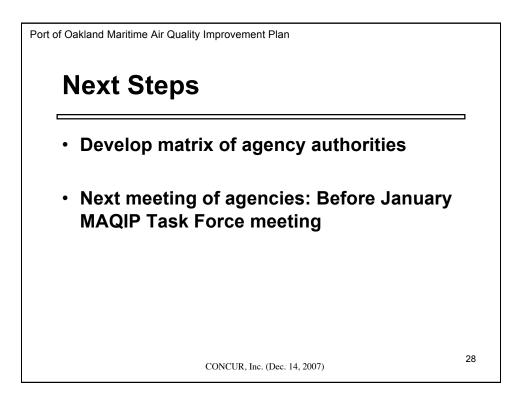


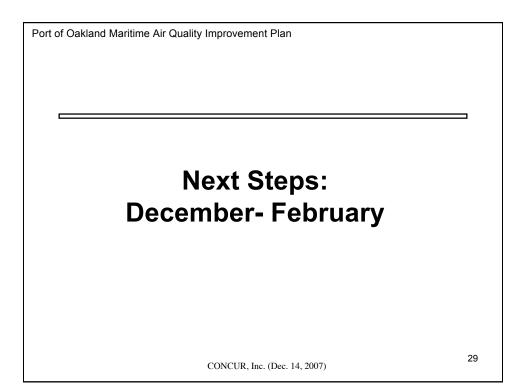












Port of Oakland MAQIP Task Force Meeting December 14, 2007