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From: Ernie Shaw <[REDACTED]>
Sent: Thursday, May 14, 2026 11:46 PM
To: Ports Comments
Subject: [EXTERNAL] Re: Comments on Proposed Measures to Complement the Cooperative Agreement- Ernest Shaw, UWUA Local 483

Hello and Good Evening,

My name is Ernest Shaw, President of UWUA Local 483. I am also speaking from a field and workforce perspective as someone who works in Transmission and Storage at Southern California Gas Company, around the kind of real world energy infrastructure these conversations ultimately depend on. Local 483 has supported broader hydrogen development in California, including ARCHES related efforts, because we believe the right projects can help reduce emissions and create durable work, but only if infrastructure, safety, workforce readiness, and real operating conditions are treated honestly from the start.

I appreciate the effort to move this discussion into more concrete measures. Focusing on actual truck utilization and on regional off-port charging and fueling infrastructure is the right kind of conversation. But my point is simple: do not let policy outrun infrastructure, logistics, workforce readiness, safety, maintenance, emergency response, or real operating conditions in the field.

In heavy duty port operations, success depends on building the full operating system at the same time as the equipment transition. That means not just targets and incentives, but operational reliability, cycle time, congestion, trained personnel, safe maintenance practices, and confidence that fuel or charging will actually be there when the equipment is.

The Port of Long Beach's own Clean Marine Fuels white paper backs up that practical approach. It identifies multiple relevant clean marine fuel pathways, including green hydrogen, green methanol, green ammonia, renewable liquefied natural gas, and biofuels. It also lays out the real barriers plainly: availability, cost, infrastructure, permitting, safety, technology readiness, and the need for labor and community support, and it recommends fueling infrastructure development, technology demonstrations, streamlined permitting, grants, and agency support. (Port of Long Beach, *Clean Marine Fuels White Paper* (Dec. 2024), pp. 2, 8–13, 17–18.)

That is why the off-port measure matters. It should remain broad enough to support practical heavy duty infrastructure needs and should not quietly narrow “charging and fueling” into a one-size-fits-all buildout before the region has solved the real world issues of reliability, utilization, safety, maintenance, and fuel or power availability. If the region is serious about long-term zero-emission freight and port operations, it should keep practical fueling pathways open long enough to let real operating conditions, infrastructure readiness, and market demand sort out what can truly scale.

This is not an argument for delay. It is an argument for discipline. Build the real system first, keep the practical lanes open, and do not box the region into a narrow infrastructure path too early.

Thank you for the opportunity to comment.

Ernest Shaw
President, UWUA Local 483 Transmissions and Storage

