



**For Immediate Release**

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## ***Promise of Mag-Lev Transport Highlights Maritime Research Conference***

**Long Beach, CA - Nov. 9, 2006**--It may have seemed simply a pipe dream five years ago, but today Ken James—professional skeptic—firmly believes in a U.S., Magnetic Levitation, or Mag-Lev, capability. The engineering professor at CSULB is trained to seek proof, and now he has it. Magnetic-Levitation will work in this country, James believes, if it carries freight instead of passengers and takes thousands of trucks off freeways.

“We’ve gone through some preliminary cost studies and discovered it not only pays for its operational costs, but can also pay its capital costs as well. After 25 years, with 6% amortization, its cost is less than truck or rail,” claims James.

James’ Mag-Lev freight research will be showcased at IMPACT 2006, a conference unveiling ten years’ of advanced maritime research, to be held Nov. 16 aboard the Queen Mary in Long Beach. Together, the various research projects are aimed at developing a capability of moving cargo much faster so that military supplies and equipment can be deployed quicker.

IMPACT, or Innovative Maritime Partnerships Advancing Cargo Transport, 2006 is sponsored by The Center for the Commercial Deployment of Transportation Technologies (CCDoTT), a unit of the CSU, Long Beach, Foundation.

Reflecting on the promise of Mag-Lev freight corridors, James notes, “people need to recognize this application is not passenger Mag-Lev--cargo Mag-Lev is a totally different animal,” according to James. Using electro-dynamic suspension, a Mag-Lev freight system would require a minimal infrastructure footprint and would yield virtually no air or noise pollution. Passenger Mag-Lev systems are already in use in other countries. “So it’s off-the-shelf technology,” says James, “but it would be the world’s first freight Mag-Lev system.”

CCDoTT’s research ranges widely, from faster ships to new cargo movement techniques to assure cargo leaves the port faster. Specific presentations at the Nov. 16 event will include the following:

- Practicalities of Short Sea Shipping on the Pacific Coast;
- The latest in high-speed ships:
  - Computational Fluid Dynamic techniques produce more efficient hulls;
  - Military and commercial application of trimarans in high-speed sealift;

- High power density waterjet thrusters enhance slender multi-hull feasibility;
- Essential structural loads for high speed multi-hull vessels
- Agile Port Systems in support of on-dock rail initiatives;
- Review of nuclear power as an increasingly viable alternative for high-speed sealift;
- Agile Port Systems in support of Strategic Port Power Projection Platforms.

Jonathan D. Kaskin, Director of the Strategic Mobility/Combat Logistics Division (N42) for the Office of the Chief of Naval Operations, will give the keynote address. Kaskin oversees the development of Seabase technologies—the ability to transport, assemble, equip, project, support, and sustain military forces without reliance on land bases in a Joint Operations Area (in a deployment of Army, Marine, and Navy forces). A Seabase capability is particularly helpful in the case of “austere ports,” such as in less-developed countries or where ports have been destroyed. The Navy is expected to purchase and employ high-speed sealift technologies in less than ten years.

CCDoTT’s Advisory Committee includes Vice Admiral Al Herberger, U.S. Navy Retired (Chair); Lt. General Kenneth Wykle, U.S. Army Retired and President, National Defense Transportation Association; Vice Admiral Francis R. Donovan, U.S. Navy Retired; Eugene Pentimonti, Vice President, Government Affairs, Maersk Sealand and Chair, Cargo Handling Cooperative Program; Jordan Truchan, President & CEO, American Ship Management, LLC; Stanley Siegel, President, Mari-Flite Ferries; J. Brian Sharkey, President, ISW Corp; Emanuel L. Rouvelas, Chairman, Preston, Gates, Ellis & Rouvelas Meeds LLP; and Dr. Mahyar Amouzegar, Director, CCDoTT and Associate Dean for Research and Development, California State University, Long Beach.

CCDoTT is a California State University, Long Beach-sponsored, government approved and supported Research and Development center dealing with maritime-related transportation issues on behalf of both commercial and military interests. It was established to address dual-use issues related to the Maritime Industry emphasizing emerging High-Speed Ships and their related Agile Port Systems. CCDoTT has since assumed an expanded role to also address Rapid Deployment, Decision Support Tools (Command & Control), and it was involved with programs improving Security associated with marine related cargo movements even before 9/11/2001. Additional efforts are now being directed towards the military interests and requirements associated with emerging Sea Basing support systems.

Conference registration information can be found at the CCDoTT website, [www.ccdott.org](http://www.ccdott.org). For a mailed registration form, contact Carrie Scoville at (562) 985-7395.

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