

Communication from Public

Name: Anthony Gomez
Date Submitted: 06/26/2019 07:27 PM
Council File No: 19-0688
Comments for Public Posting: The automation will turn San Pedro into Detroit. We have lost the shipyards, fishing, and the canneries.. please reconsider and save port jobs!

Communication from Public

Name: Lindsay Newman

Date Submitted: 06/25/2019 03:57 PM

Council File No: 19-0688

Comments for Public Posting: I am blessed to be the first female longshoreman of a 4 generation longshore family. My children, both girls, dream of following in my footsteps, the footsteps of their grandfather, great-grandfather and great-great-grandfather. But that is just us. We are just a small family who has lived in Los Angeles for 4 generations. San Pedro has been our home. We've worked and voted in this town, all for LA city. We are one of the thousands of families in this area that will be directly impacted by automation. We all live, eat, shop and play here. So many will not be able to afford to stay here if their jobs are taken by this. It will be a trickle down effect. Please, think of the bigger picture, not just the fiscal one.

Communication from Public

Name: Ed Trybula

Date Submitted: 06/27/2019 03:42 PM

Council File No: 19-0688

Comments for Public Posting: This not only hurts LA but itll also hurt OC and surrounding areas. It's a big economy loss and if this passes more ports will do the same and then the damage of Southern California is on y'all hands. It will affect your family as well. So consider what is at stake here.

Communication from Public

Name: Creva Siqueiros

Date Submitted: 06/27/2019 07:51 PM

Council File No: 19-0688

Comments for Public Posting: Automation would have a devastating effect on the families that work at the ports of LA/LB and it will effect the economy of the surrounding communities as well as big and small business owners that need the support and patronage of the ports. The Council needs to consider all of these things before making a descion

Communication from Public

Name:

Date Submitted: 06/27/2019 08:34 PM

Council File No: 19-0688

Comments for Public Posting: Please help save the future generations of all jobs against A.I.

Communication from Public

Name: Purcell

Date Submitted: 06/28/2019 06:56 AM

Council File No: 19-0688

Comments for Public Posting: I strongly urge the Council to consider the severe negative impact automation will have on the workers of the ILWU and the surrounding community. Please support the union and our community by stopping the advancement of automation into the port.

Communication from Public

Name: Sheheen Awe

Date Submitted: 06/28/2019 10:37 AM

Council File No: 19-0688

Comments for Public Posting: Hi my name is Sheheen Awe I have live in Los Angeles County for 38 years, I am currently employed as a casual and will be affected by the harbor commission decision on the appeal of the level 1 costal development permit 18-25. Therefore I am writing to express my support is city council vetoing the port of Los Angeles Harbor Commission's decision on the appeal of the level 1 coastal development permit 18-25 pertaining to APM/Maersk and automation of pier 400. The automation of any industry should never be taken lightly. Out city officials should always take the time to thoroughly weigh pros and cons using all data at there disposal before approving any permits that will eliminate jobs and thereby protect the interests of community and taxpayers they serve . It is my belief that the port of Los Angeles Harbor Commission failed to do so and made a poorly informed decision based on a purposely vague description of the project , which APM/ Maersk knows will have adverse affects on the surrounding communities.

Communication from Public

Name:

Date Submitted: 06/26/2019 09:50 PM

Council File No: 19-0688

Comments for Public Posting: Automation can create problems for small business owners like myself. Please reconsider.

Communication from Public

Name: Eric Roberson
Date Submitted: 06/26/2019 09:56 PM
Council File No: 19-0688
Comments for Public Posting:

Communication from Public

Name: Olivia Vazquez

Date Submitted: 06/24/2019 07:29 PM

Council File No: 19-0688

Comments for Public Posting: I am a woman single 53 years old mother of four I am the rock of my family it has cost me lots of efforts to archive everything I have I am very worried about this automation please don't allow this to take effect in our loading docks this will cause a lot of hardship for the community of San Pedro the government of the United States of America should not allow a foreign greedy corporation to eliminate humans labor jobs with out this good jobs the younger generation will have no future here in this community please make a good decision an stop automation thank so much lots of blessings and love sincerely Olivia Vazquez

Communication from Public

Name: Anthony Baccari

Date Submitted: 06/26/2019 12:52 PM

Council File No: 19-0688

Comments for Public Posting: I am completely against APM automation based on the pure cost of jobs to the surrounding area not just ILWU but also the many that are employed outside the union such as clerical supervision and the branches of each. All in the name of power as automation has not shown an increase in productivity

Communication from Public

Name: Eddie Arciaga

Date Submitted: 06/26/2019 01:38 PM

Council File No: 19-0688

Comments for Public Posting: I am against automation and I stand with ILWU. This is bad for not only Longshoremen but to the economy. That area and neighboring cities will be affected if not now in the near future. It will trickle down.. If this event will pass everyone will follow. Please hear our voices and our pleas and don't let this foreign company take away their(my) job. It will hurt the future of our community and families.

Communication from Public

Name: Jack Humphreville
Date Submitted: 07/09/2019 03:56 PM
Council File No: 19-0688
Comments for Public Posting:

City Council Vetoes \$1.5 Million of Minor Infrastructure Improvements for Multi-Billion Port Terminal

JACK HUMPHREVILLE

03 JULY 2019



LA WATCHDOG--On Friday, June 28, the Los Angeles City Council, as expected, voted to assert jurisdiction over a recent decision by the Board of Harbor Commissioners that essentially permitted Maersk, the operator of a 484 acre terminal at the Port of Los Angeles, to make minor infrastructure improvements associated with its capital intensive plan to introduce 130 driverless electric cargo handlers that will increase the efficiency of its operations and, at the same time, significantly reduce the greenhouse emissions.

The City Council also vetoed the action of the Board of Harbor Commissions and remanded the matter back to the Board.

The City Council also directed the *“Chief Legislative Analyst, with the assistance of the Mayor, to report on the establishment of a Blue Ribbon Commission that would*

study the issue of automation and future workforce development at the Port of Los Angeles and be tasked with providing recommendations to the Mayor, City Council and Board of Harbor Commissioners on the following:

- *Investment in credible economic development strategies that would meet or exceed the number of jobs that are at risk from automation*
- *Ensuring the Port remains competitive and meets its target of zero emissions by 2035*
- *Protecting and expanding middle-class job opportunities for current and future generations”*

Underlying this action by the City Council is the objection by the politically powerful International Longshore and Warehouse Union to automation and the possible loss of 500 jobs with an annual total payroll of \$50 million.

Unfortunately, there was not a discussion about the merits of the driverless electric cargo handler project, especially given the cut throat nature of the industry that has been plagued by overcapacity, low freight rates, and the need for greater efficiencies because our container charges are double those of competing ports.

Despite the Council’s veto, Maersk has indicated that it will proceed with the driverless electric cargo handler project without the minor infrastructure improvements (electric charging stations, the wi-fi antenna poles, and related equipment) because it is permissible under its lease with the Port and its labor agreement with the ILWU.

It is important that the Blue-Ribbon Commission be an independent, well financed body where the members have a working knowledge of the Port and the shipping and logistics industry, especially given the highly competitive nature of this capital-intensive business.

As a first step, the Commission must get an understanding of why the Port staff and its politically appointed Board approved this \$1.5 million infrastructure project and how it relates to the capital-intensive plan to utilize driverless electric cargo handlers in the multi-billion-dollar Maersk terminal.

The Commission must also understand why efficiencies are important, especially as it relates to unloading and unloading of megaships that cost hundreds of million dollars, recognizing that they are not producing revenue while they are in port.

We all need to realize that this is a highly competitive business now that West Coast ports in Canada are pursuing the ports' customers as our ports on the Gulf and East coasts now that the Panama Canal can accommodate megaships.

Importantly, the Commission needs to review the prospects of the two San Pedro ports and their impact on the Southern California economy, especially if we lose market share because we are a high cost, inefficient port.

While the ILWU is protesting the impact of technology and automation by holding a \$1.5 million project hostage, the union has survived massive disruptions in the past. For example, the introduction of containers resulted in massive changes, but it also allowed the expansion of international trade whereby LA and Long Beach became the leading ports in the country. There have been other disruptions that have increased productivity in the ports, whether it be from lasers, GPS, or digitization of the supply chain. At the same time, employment at the Port is at record levels.

The key to the prosperity of the ILWU members, the shipping industry, the terminal operators, and the Southern California economy is to work together to maintain or grow market share. Otherwise, competitors will pick our pockets.

<https://www.citywatchla.com/index.php/la-watchdog/17995-city-council-vetoes-1-5-million-of-minor-infrastructure-improvements-for-multi-billion-port-terminal>