

Communication from Public

Name:

Date Submitted: 06/28/2019 12:58 PM

Council File No: 19-0688

Comments for Public Posting: Automation of the port will exacerbate the already unacceptable levels of pollution in the neighboring harbor communities. Additionally the loss of jobs will damage the already fragile service economy that depends on the patronage of the dock workers and will increase homelessness and blight in Wilmington and San Pedro. Lastly, workers pay taxes but robots do not. The dock workers generate a huge amount of tax revenue through their income tax as well as their consumption. This is the latest in the orchestrated attack on organized labor and the collective bargaining power that has helped build the American middle class and the largest economy in the world. Please help save jobs and communities by saying no to automation of the harbor.

Communication from Public

Name: Lianna Sonethanouvong

Date Submitted: 06/28/2019 01:44 PM

Council File No: 19-0688

Comments for Public Posting: A daughter petitioning for a hardworking middle class man who is strongly against the work of machines replacing human labor. If it weren't for this job, we'd still be living in a studio sized apartment, raising three children in a low rated school system. Because of the job opportunities provided at the ports, we were able to relocate to a middle/upper class school system. Raised by young parents, they provided all they could and for that, I am grateful. The thought of robots replacing human labor is a huge slap in the face for all of the hardworking people who earned to survive "comfortably" for the next phase of their life. Without these jobs, their hard work will be for nothing. Please take a moment to reconsider the value of opportunities given to these workers all of these years, how they've been able to provide for their families, and work hard everyday to provide in a time of hardships throughout our country. Be the solution, not a cause.

Communication from Public

Name: Deirdre
Date Submitted: 06/28/2019 11:42 AM
Council File No: 19-0688

Comments for Public Posting: My name is Deirdre Brinlee, and I have lived in Carson for 32 years. I am currently employed as a Casual Longshoreman and will be affected by the harbor commission's decision on the appeal of the level 1 coastal development permit 18-25. Therefore I am writing to express my support for 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. Our city officials should always take the time to thoroughly weigh pros and cons using all data at their disposal before approving any permits that will eliminate jobs, and thereby protect the interests of communities and the taxpayers that 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. Companies should be able to do everything they can to remain competitive, however, not at the expense of working class families and not by causing extensive socio-economic and environmental damage to surrounding communities through the elimination of good paying jobs, and the introduction of technologies for which we have yet to fully identify the long term health effects. There is now a multitude of proven safe technologies readily available that can meet or exceed the standards set forth in the CAAP, with zero or near-zero emissions, proving that labor, productivity, and the environment do not need to be sacrificed in order to save a dollar, and still allowing the ports of Los Angeles and Long Beach to remain competitive. The loss of jobs will be felt throughout, but not limited to, surrounding communities and counties. Many small businesses which rely on their longshore clientele's patronage will suffer a loss of revenue, and not to mention the cities and state's loss of tax revenue. Our communities are already plagued with unemployment and homelessness, and allowing the Harbor Commission's decision to stand will only add to it. The nation's population is constantly growing, but how can we sustain a healthy economy if we lose all labor jobs to automation? How will the average American afford to buy a home, or the very goods that come in through our ports? A high quality of life should not

be limited to those who have the means to become engineers, attorneys, or doctors, therefore a thriving and stable society must maintain a healthy blend of skilled and unskilled workers in every profession. This is why the original level 1 Coastal development permit APM/Maersk should have been denied, and APM/Maersk should have been required to submit extensive socio-economic and environmental impact reports along with filing for a level 2 coastal development permit and fully disclosing their intentions for choosing to automate over finding a solution that benefits labor, the company, and the local communities. We, your constituents urge you to veto this appeal lest we suffer the same fate as Detroit.

Communication from Public

Name: Andre Williams jr
Date Submitted: 06/28/2019 03:01 AM
Council File No: 19-0688
Comments for Public Posting: I stand against automation. We will lose jobs and hurt the community.

Communication from Public

Name: Sharon Diaz

Date Submitted: 06/28/2019 03:44 AM

Council File No: 19-0688

Comments for Public Posting: My name is Sharon Diaz and I have lived and worked in the Los Angeles area all of my life. Everyone will be affected by the Harbor Commission's decision on the Appeal of the Level 1 Coastal Development Permit 18-25. Therefore I am writing to express my concerns and ask that the City Council Veto 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 the Automation of Pier 400. Automation of any industry should never be taken lightly. Our city officials should always take the time to thoroughly weigh the pros and cons - using all data at their disposal before approving any permits that will eliminate jobs, and thereby protect the interests of communities and the taxpayers that 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. Companies should be able to do everything they can to remain competitive, however, not at the expense of working class families and not by causing extensive socio-economic and environmental damage to surrounding communities through the elimination of good paying jobs, and the introduction of technologies for which we have yet to fully identify the long term health effects. There is now a multitude of proven safe technologies readily available that can meet or exceed the standards set forth in the CAAP, with zero or near-zero emissions, proving that labor, productivity, and the environment do not need to be sacrificed in order to save a dollar, and still allowing the ports of Los Angeles and Long Beach to remain competitive. The loss of jobs will be felt throughout surrounding communities and the small businesses that rely on port employees will suffer a loss of revenue, and not to mention the cities and state's loss of tax revenue. Our communities are already plagued with unemployment and major homelessness, and allowing the Harbor Commission's decision to stand will only add to it. The nation's population is constantly growing, but how can we sustain a healthy economy if we lose all labor jobs to automation? How will the average American afford to buy a home, or the very goods that come in through our ports? A high quality of life should not be limited to those who have the means

to become engineers, attorneys, or doctors, therefore a thriving and stable society must maintain a healthy blend of skilled and unskilled workers in every profession. This is why the original Level 1 Coastal Development Permit APM/Maersk should have been denied, and APM/Maersk should have been required to submit extensive socio-economic and environmental impact reports along with filing for a Level 2 Coastal Development Permit and fully disclosing their intentions for choosing to automate over finding a solution that benefits labor, the company, and the local communities. We, your constituents urge you to veto this appeal lest we suffer the same fate as Detroit.

Communication from Public

Name: Guido Lucido

Date Submitted: 06/28/2019 08:54 AM

Council File No: 19-0688

Comments for Public Posting: Hello I am a ILWU Longshoreman Local 13 member and a San Pedro resident. I feel with automation landing on several terminals already there has been a steady decline in man power. Ships going elsewhere to get the job done. With more Automation coming It will hurt our job force. Loosing out on work opportunity. We're building up San Pedro with new Port LA market. New business and restaurants. With brothers and sisters Not working things will not go well for all these upcoming enterprises. I feel we need a economic report and environmental impact report. We are the stake holders we should have a saying and a voice. This is a cry out to future generations for protections of our jobs.

Communication from Public

Name: Longshorman Big E
Date Submitted: 06/28/2019 08:54 AM
Council File No: 19-0688

Comments for Public Posting: Automation will be the downfall of the middle class and working people. It's not right on any level to replace good paying jobs with automated systems. These jobs help the local economy and so much more. There are other options besides removing the human factor from the port. MAN POWERED ZERO EMISSION MACHINERY!! This should be mandatory and it's unbelievable that our officials voted to Eliminate good jobs with automation without ensuring the entire workforce would still remain employed in some capacity. It's disgusting corporate greed. Aren't we supposed to be supporting our citizens in CREATING jobs? Not eliminating jobs ? This affects thousands of people and something needs to be done to change this. The impact this will have on the thousands of families will be on the shoulders of the people that voted this in. We will never stop fighting for what is right.

Communication from Public

Name: regina castillo

Date Submitted: 06/28/2019 09:17 AM

Council File No: 19-0688

Comments for Public Posting: My name is Regina Castillo and I have lived in this community all of my life (40 years). I am currently employed as a casual part time long shore worker and have another full time job. I work hard and pay my taxes and can barely live and support my daughter. I will be affected the harbor commissions decision on the appeal of the level 1 coastal development permit 18-12 . I am writing to express my support for the city council vetoing the port of Los Angeles Harbor commissions decision on the appeal of the level 1 coastal development permit 18-25 pertaining to APM/ Mearsk and Automation of pier 400. The Automation of any industry should never me taken lightly. Our city officials should always take the time to look over the pros and the cons using all data at their disposal before approving any permits that will affect/ eliminate jobs and to protect the interest of the communities and tax payers that they serve. The permit is vague with out more study on the effect of jobs and lively hoods some many tax payers will be effected by. We are working class families to take pride in the job and have integrity in we do. I understand that Companies need to stay competitive but not at the expense of eliminating jobs. Please help!

Communication from Public

Name: Ricardo M Robles

Date Submitted: 06/28/2019 10:00 AM

Council File No: 19-0688

Comments for Public Posting: Mearsk does NOT NEED to automate, Automation of meask will negatively impact everyone across the board, from loss of income to the workers and their families, patronage to all local businesses, reduced taxes to Los Angeles, and even Maersk itself from reduced container capacity regulations to much slower cargo movement productivity, there are so many other negative factors that there is practically no benefit to anyone including maersk, this permit is ill advised and is simply an attack on labor. The vote by the harbor commissioners is wrong and does not protect the rights and interests of the people and land. Do not let the South Bay become another Detroit.

Communication from Public

Name:

Date Submitted: 06/28/2019 06:30 AM

Council File No: 19-0688

Comments for Public Posting: Please stop port of LA from automating I live in the city of Wilmington and know a lot of people with businesses that are running because of the longshoreman that go there daily for lunch. It will cause severe impact to the surrounding communities and people will lose their homes. I am a homeowner and feel that my property value will decline if people lose their jobs and have to be forced to moved to different states to look for work at other ports and leave the surrounding communities like ghost towns.

Communication from Public

Name:

Date Submitted: 06/28/2019 06:42 AM

Council File No: 19-0688

Comments for Public Posting: If automation moves forward with pier 400 it will eliminate so many jobs and all the local businesses that are supporting us in these trying times , we will not be able to afford to return the the favor , robots do not spend money in the community , robots do not pay taxes , robots do not pay union dues!

Communication from Public

Name:

Date Submitted: 06/28/2019 06:52 AM

Council File No: 19-0688

Comments for Public Posting: Please attach the following letter to CF#19-0688

As a stakeholder and lifetime resident of Wilmington I ask that the City Council assert jurisdiction over the Board of Harbor Commissioners June 19th action to deny an appeal on Coastal Development Permit No 18-25 and refer it back to the Port Commission. I also ask that a formal request be made by our local officials to have Homeland Security, NSA and EPA weigh in on the security and environmental issues outlined below.

History

It is well documented that Los Angeles is suffering from widespread homelessness. One in nine jobs in the five-county Southern California region is now connected to the San Pedro Bay Port Complex, which includes the Port of Los Angeles and its neighboring Port of Long Beach. The San Pedro Bay Port Complex wields tremendous economic impact, generating employment for nearly 3 million Americans nationwide.¹ Should this permit be allowed to proceed in its current state it will devastate the economy even further adding to an already overly burdened social system potentially adding more to the growing numbers of those who can not afford to live in Los Angeles.

In January 2019, a Level I Coastal Development Permit (CDP 18-25) allowing APM to install charging stations for battery-electric powered equipment, scaffolding to create a vertical racking system for the refrigerated containers, traffic barriers and fencing for drayage hauler safety, small antennas for WiFi, and related infrastructure.

The Executive Director found that the proposed development conforms to the certified Port of Los Angeles Master Plan, as amended, and the California Coastal Act of 1976, as amended. He further found that the proposed development is consistent with the project description listed on the amended Application for Port Permit No. 181108-176. The proposed development complies with the requirements of the California Environmental Quality Act. This decision is flawed as it does not address major security concerns, nor does it address economic, health and environmental concerns with 5G technology which are also part of the Port Master Plan and CEQA

The Failure to address Security Concerns and How the Cloud, IoT, Big Data, Data Centers and automation work hand and hand.

It is the intention of APM to fully Automate Pier 400. This would entail a Mesh Wireless Network utilizing 5G technology. Multiple 5G antennas would need to be installed to ensure that 5G technology would work properly. This wireless technology has many security, safety and health issues that have not been properly addressed.

Security Issues

Will APM utilize IoT technology in a cloud environment? If so, who will be the cloud provider and are their Data Centers located in the US? If not in the US then where are they located and who has or will be contracted to maintain these Data Centers? What type of sensors and/or actuators will be used? What data is being stored and kept on a long-term basis? Who will have access to this data? If storing info in cloud, is data being stored in multiple locations around the globe? As a Port that is vital to the economic stability to this nation and under protection of Homeland Security what security measures are in place

¹ <https://www.portoflosangeles.org/about>

and has the NSA and Homeland Security been consulted for such a large project? Although within the Port of Los Angeles there is one terminal Trapac that has implemented some forms of automation they are not to the degree or magnitude of APM. Furthermore, Trapac is local and headquartered within the United States and subject to its laws and jurisdiction. This is not the case with Pier 400. Trapac Terminal is approximately 173 acres whereas APM Pier 400 is slightly over 500 acres. Trapac is headquartered in Wilmington, CA. APM is headquartered in Denmark. Trapac is not utilizing an untested 5G technology that will be emitting large quantities of radiation RMF/RFR. This is not to say that new technologies and partnerships should not be fostered. They should! It does mean however that it is prudent to take all precautions necessary to protect our harbors and ports. There has been absolutely no discussion on how containers and potential threats will be assessed in a fully automated environment. Nor has there been any discussions in a wireless 5G how secure it is to have blueprints of our harbor available to foreign nationals. Without proper security blueprints of our port could very well be available to any rogue hacker or foreign player with a desire to cripple our economy, weaken our defenses or steal our intellectual properties. As recent as last year, APM suffered a security breach and were shut down for approximately 2 weeks so it is already proven that there are security vulnerabilities to be exploited. These sorts of vulnerabilities have never taken place with a live workforce. Tensions with other countries are very high at this time due to current trade environment and this also needs to be considered.

There has been absolutely no discussion on how containers and potential threats will be assessed in this experimental new automated environment. Such large-scale automation eliminates current checks and balances in. It is understandable and always positive to develop relationships with partners around the globe however, giving control of the of one of largest port terminals to a foreign based company that services other foreign based companies compromises the security of the entire nation and puts the wellbeing.

On any given day just south of Pier 400 sit many crude oil tankers filled with voluminous amounts of crude oil and approximately 3 miles away is 600 metric tons of crude oil stored in the community of Wilmington. All it takes is one rogue hacker or hostile foreign actor to detonate an explosive device on one of these "super" ships and the entire Port of Los Angeles would cease to exist as would all residents in San Pedro, Wilmington and Harbor City. It is not in anyone's best interest to relinquish the people's sovereignty of their ports and navigational waters to a foreign player. The National Institute of Justice; the research, development and evaluation agency of the U.S. Department of Justice, has stated that technology is not a replacement for well-trained humans. All it takes is for one rogue hacker or hostile foreign player to detonate an explosive device

Health Issues

5G technology will emit a large quantity of Electromagnetic Radiation/Radiofrequency Radiation. The damage and health risks of EMF/RFR are well documented. Some of the more prevalent issues as a result of this radiation are DNA damage, Cellular Damage, Immune Stem Imbalance and the sticking and stacking of blood cells. Many studies have been conducted utilizing radiation from 4G LTE which document these issues. Since 5G requires multiple cell sites in close proximity to each other and given the fact that 5G is a newer technology the long-term effects on the environment and health are simply

not known. EMF/RFR radiation is amplified when in the presence of conductive metals. 5G radiation by itself is dangerous enough. It should further be considered that all these containers are made with metal there has been no research whatsoever on how or if these metal containers will amplify this radiation. In a community that is already plagued with pollution by refineries, trains, shipping and trucking adding radiation in unknown amounts is reckless

Port Master Plan

Although the Port Master plan may allow for this type of permit there is also language within the PMP that is completely being overlooked. The Port's economic development initiatives, strategies, and programs aim to be consistent with the City of Los Angeles' overall program for creating employment opportunities within the international trade and goods movement sectors of the economy, both City-wide and in the local harbor community. The Plan is designed to better promote and safely accommodate foreign and domestic waterborne commerce, navigation and fisheries in the national, state and local public interest.

Section 1.2 of the PMP states, "The Coastal Act is administered by the California Coastal Commission (Coastal Commission), whose mission is to protect, conserve, restore, and enhance the environment of the California coastline." It further states in Section 1.3 that one of the goals is to integrate economic, engineering, environmental and safety considerations into the Port development process for measuring the long-term impact of varying development options on the Port's natural and economic environment. It is the safety and economic ramifications that are completely being overlooked and just because something is allowed and can be done does not mean it **should** be done.

It is also not in the national, state or local interest to allow this permit to proceed. In allowing this permit to proceed the port is left unprotected and without knowing long term effects of 5G technology it cannot be said that it enhances the environment nor has health and security issues been addressed. It gives preference to the economic development of a foreign actor over those who have national state and local rights to commerce and navigation and over those it is supposed to protect

Conflicts

The Port Commission in its decision relied primarily on the PMP. It completely overlooked the Homeland Security Act and ignored its own mission statement as outlined in the 2018-2020 Strategic Plan wherein it states, "**We are America's Port® - the nation's #1 container port and the global model for security, sustainability, and social responsibility.**" This plan ignored its responsibility to security and social responsibility. APM is also failing in its social responsibility to the stakeholders of Los Angeles. In their application they state they will be using electric powered devices and equipment. This week they were quoted in the Los Angeles times as saying they will use diesel powered equipment. Furthermore, no permit should have been issued until the CAAP 2019 implementation second quarter progress report had been generated to fully assess the direct impact on job loss.

Conclusion

A request is being made to have Homeland Security and the National Security Agency and EPA weigh in on this issue to ensure that the safety and economic wellbeing of our stakeholders is being considered. If the movement of cargo is what is important than a live workforce is statistically better. If eco friendly equipment is a priority than the current workforce could very easily utilize electric powered equipment.

This permit should be tabled until APM and ILWU can come to a written understanding as they should be working together to implement an agreement that is mutually beneficial to all.

Communication from Public

Name: Deloria hooks

Date Submitted: 06/28/2019 07:37 AM

Council File No: 19-0688

Comments for Public Posting: Here's what I wrote: My name is, Deloria Hooks, and I have lived in Long Beach for 20 years . I am currently employed as a longshoreman and will be affected by the harbor commission's decision on the appeal of the level 1 coastal development permit 18-25. Therefore I am writing to express my support for 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. Our city officials should always take the time to thoroughly weigh pros and cons using all data at their disposal before approving any permits that will eliminate jobs, and thereby protect the interests of communities and the taxpayers that 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. Companies should be able to do everything they can to remain competitive, however, not at the expense of working class families and not by causing extensive socio-economic and environmental damage to surrounding communities through the elimination of good paying jobs, and the introduction of technologies for which we have yet to fully identify the long term health effects. There is now a multitude of proven safe technologies readily available that can meet or exceed the standards set forth in the CAAP, with zero or near-zero emissions, proving that labor, productivity, and the environment do not need to be sacrificed in order to save a dollar, and still allowing the ports of Los Angeles and Long Beach to remain competitive. The loss of jobs will be felt throughout, but not limited to, surrounding communities and counties. Many small businesses which rely on their longshore clientele's patronage will suffer a loss of revenue, and not to mention the cities and state's loss of tax revenue. Our communities are already plagued with unemployment and homelessness, and allowing the Harbor Commission's decision to stand will only add to it. The nation's population is constantly growing, but how can we sustain a healthy economy if we lose all labor jobs to automation? How will the average American afford to buy a home, or the very goods that come in through our ports? A high quality of life should not

be limited to those who have the means to become engineers, attorneys, or doctors, therefore a thriving and stable society must maintain a healthy blend of skilled and unskilled workers in every profession. This is why the original level 1 Coastal development permit APM/Maersk should have been denied, and APM/Maersk should have been required to submit extensive socio-economic and environmental impact reports along with filing for a level 2 coastal development permit and fully disclosing their intentions for choosing to automate over finding a solution that benefits labor, the company, and the local communities. We, your constituents urge you to veto this appeal lest we suffer the same fate as Detroit. I'm a single parent and this job is beneficial too my child's well being ,future education fund ,and ,health benefits.

Communication from Public

Name: Raul Franco

Date Submitted: 06/28/2019 07:43 AM

Council File No: 19-0688

Comments for Public Posting: I am a resident of the Harbor Area region of Los Angeles. I am deeply disturbed by the biggest shipping company in the world automating tax payer lands and putting hundreds out of work. It will start with hundreds of jobs being lost and will grow to the thousands once other companies do the same. Maersk is a foreign company that leases the land at pier 400, and last year they were hacked and it cost them millions. It was man power and labor that kept them moving. Allowing the biggest shipping company in Los Angeles to automate is a big mistake to our economy. If they were hacked once, why can't it happen again? California depends too much on our ports to let it be ran by machines. There are currently 10,000 workers who depend on the port to make a living, if they suddenly become jobless, the Harbor Area region will turn into a Detroit. Machines don't vote or pay taxes, machines don't shop at stores or eat at restaurants. The port of Los Angeles is a very valuable resource to our economy to gamble with in regards to new technology. I.e '5G networks' Ap Moller & Maersk have not provided enough details on how they will use a new technology while keeping the port lucrative. As it is, the barriers and structures they want to build will eliminate space. Less space means less containers which ultimately means less revenue for our city. Also, the Port of Los Angeles continues to break records in moving cargo. By allowing this terminal to automate is a step backwards to our thriving economy. Thank you,

Communication from Public

Name: Vincent

Date Submitted: 06/27/2019 10:19 PM

Council File No: 19-0688

Comments for Public Posting: So here's something I wrote that can be submitted to My name is, Vincent Contreras, and I have lived in San Pedro for 20 years and Wilmington for 16 years. I am currently employed as a Longshoreman and will be affected by the harbor commission's decision on the appeal of the level 1 coastal development permit 18-25. Therefore I am writing to express my support for 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. Our city officials should always take the time to thoroughly weigh pros and cons using all data at their disposal before approving any permits that will eliminate jobs, and thereby protect the interests of communities and the taxpayers that 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. Companies should be able to do everything they can to remain competitive, however, not at the expense of working class families and not by causing extensive socio-economic and environmental damage to surrounding communities through the elimination of good paying jobs, and the introduction of technologies for which we have yet to fully identify the long term health effects. There is now a multitude of proven safe technologies readily available that can meet or exceed the standards set forth in the CAAP, with zero or near-zero emissions, proving that labor, productivity, and the environment do not need to be sacrificed in order to save a dollar, and still allowing the ports of Los Angeles and Long Beach to remain competitive. The loss of jobs will be felt throughout, but not limited to, surrounding communities and counties. Many small businesses which rely on their longshore clientele's patronage will suffer a loss of revenue, and not to mention the cities and state's loss of tax revenue. Our communities are already plagued with unemployment and homelessness, and allowing the Harbor Commission's decision to stand will only add to it. The nation's population is constantly growing, but how can we sustain a healthy economy if we lose all labor jobs to automation? How will the average American afford to buy a home, or the very goods

that come in through our ports? A high quality of life should not be limited to those who have the means to become engineers, attorneys, or doctors, therefore a thriving and stable society must maintain a healthy blend of skilled and unskilled workers in every profession. This is why the original level 1 Coastal development permit APM/Maersk should have been denied, and APM/Maersk should have been required to submit extensive socio-economic and environmental impact reports along with filling for a level 2 coastal development permit and fully disclosing their intentions for choosing to automate over finding a solution that befits labor, the company, and the local communities. We, your constituents urge you to veto this appeal lest we suffer the same fate as Detroit.

Communication from Public

Name: Sean Montoya

Date Submitted: 06/28/2019 12:08 AM

Council File No: 19-0688

Comments for Public Posting: I am a resident of the Harbor Area region of Los Angeles. I am deeply disturbed by the biggest shipping company in the world automating tax payer lands and putting hundreds out of work. It will start with hundreds of jobs being lost and will grow to the thousands once other companies do the same. Maersk is a foreign company that leases the land at pier 400, and last year they were hacked and it cost them millions. It was man power and labor that kept them moving. Allowing the biggest shipping company in Los Angeles to automate is a big mistake to our economy. If they were hacked once, why can't it happen again? California depends too much on our ports to let it be ran by machines. There are currently 10,000 workers who depend on the port to make a living, if they suddenly become jobless, the Harbor Area region will turn into a Detroit. Machines don't vote or pay taxes, machines don't shop at stores or eat at restaurants. The port of Los Angeles is a very valuable resource to our economy to gamble with in regards to new technology. I.e '5G networks' Ap Moller & Maersk have not provided enough details on how they will use a new technology while keeping the port lucrative. As it is, the barriers and structures they want to build will eliminate space. Less space means less containers which ultimately means less revenue for our city. Also, the Port of Los Angeles continues to break records in moving cargo. By allowing this terminal to automate is a step backwards to our thriving economy. Thank you,
Sean Montoya

Communication from Public

Name: David Galuppo

Date Submitted: 06/28/2019 12:08 AM

Council File No: 19-0688

Comments for Public Posting: I have been a resident of San Pedro for 42 years. My family migrated to San Pedro in the early sixties from Italy like many others because of the great fishing industry San Pedro once had. During that time there was so many options of employment for people in this busy port town between the many shipyards, canneries, hundreds of fishing boats, and longshoring. Throughout the years of my childhood I've seen all of those great jobs that made San Pedro the town that it is now dwindle away to nothing except for longshoring. When the shipyards and canneries closed and went over seas because of cheaper labor a lot of people turned to longshoring for their next career. I grew up working with my dad on a fishing boat and loved being on the ocean and would have made fishing my career, but as I got older I realized that fishing was a dying industry and I could never make a living to support a family being a fisherman. Lucky for me I was able to get my casual card and after years of being on call as a temporary I became a full time longshoreman and have been working for the last 22 years. I've seen the port change drastically in those 22 years some good and some bad. It has been great with all the new container terminals being built and it has created a lot of work, but little by little ours jobs have been taken away by computers and automation. If we keep allowing foreign companies automate our terminals and get rid of these great paying jobs history will repeat itself and another industry will be lost due to foreign interests. Unlike the people before me who had another option of employment in this town when they lost their job this generation won't be so lucky. We will have to move out of San Pedro to find work. I ask the City Council to please understand that there is thousands of people that will be affected by this decision families will be torn apart, businesses will be lost in the communities, and ripple affect will be felt throughout nation. Thank you.

Communication from Public

Name: Pedro Magana

Date Submitted: 06/28/2019 12:13 AM

Council File No: 19-0688

Comments for Public Posting: Automation is a race to the bottom!!! Once corporations get what they want then who will buy their goods? When people have no jobs, who will pay their rent? Who will pay taxes? Who will pay for family health care? Automation isn't only cutting cost it is also CUTTING the family structure at home, family financial security and placing them in danger of homelessness! Automation will cost 10 times more in the long run, the day the damage is done will be the day the government will see what a social disaster automation really is. Automation is replacing the human factor, replacing us the machines will do the work because they will be permanently installed at job sites, but us the people will be permanently left in the streets! There's no way around it robots should not replace humans, the government needs to set limits on automation and guidelines that consider the negative effects on the surrounding communities. Communities are what drive the economy, we the people are the community...

Communication from Public

Name: Daniel Ho-Ching

Date Submitted: 06/28/2019 12:33 AM

Council File No: 19-0688

Comments for Public Posting: It's beyond my understanding as to why we are having to go through such lengths to fight and petition for something that seems so common sensical. Keep the jobs in the hands of humans. Automation will bring so much destruction and disruption in the surrounding communities and send a ripple affect throughout Southern California. Robots don't run communities, humans do! With automation comes desolation. How then can we run communities, keeping them alive if we as individuals that make up these communities don't have jobs? Do the right thing. Keep the ports "human-full" and "robot-less".

Communication from Public

Name: Annie

Date Submitted: 06/27/2019 08:56 PM

Council File No: 19-0688

Comments for Public Posting: I urge and plead with you today to help preserve the working class of America and stop corporate greed. Robots do not pay taxes, buy cars or vote. Keep 5G out of our community. Thank you

Communication from Public

Name:

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Comments for Public Posting: A daughter petitioning for a hardworking middle class man who is strongly against the work of machines replacing human labor. If it weren't for this job, we'd still be living in a studio sized apartment, raising three children in a low rated school system. Because of the job opportunities provided at the ports, we were able to relocate to a middle/upper class school system. Raised by young parents, they provided all they could and for that, I am grateful. The thought of robots replacing human labor is a huge slap in the face for all of the hardworking people who earned to survive "comfortably" for the next phase of their life. Without these jobs, the hard work will be for nothing. Please take a moment to reconsider the value of opportunities given to the workers all of these years, how they've been able to provide for their families, and fight to provide in a declining environment.