

Fwd: Angeles Coastal Development Permit No. 18-25 and its Appeal/Review

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 7:21 AM

please attach to CF 19-0688 as a communication from the public

----- Forwarded message -----

From: **William Gillest** <hotmusica@yahoo.com>
Date: Wed, Jun 26, 2019 at 3:56 PM
Subject: Angeles Coastal Development Permit No. 18-25 and its Appeal/Review
To: <john.white@lacity.org>

Please see the attached for the record on the June 28th hearing on Coastal Development Permit 18-25

Please feel free to contact me if there are any questions/issues regarding this document submitted for the record.

Thanks in advance for your assistance!

William Gillest
310-863-7874

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **062619-LACityCouncilappealhearing.pdf**
302K

William Gillett
2047 255th Street
Lomita, CA 90717
Hotmusica@Yahoo.com

June 26, 2019

Los Angeles City Council
Trade, Travel, and Tourism Committee
City of Los Angeles
200 N. Spring Street
Los Angeles, CA 90012

Dear Los Angeles City Council Members:

I am a 49-year resident of the City of Los Angeles and Los Angeles County, currently residing in the City of Lomita. I am writing you to express my concerns over the Port of Los Angeles Coastal Development Permit No. 18-25 and its Appeal/Review. An approval of this development permit would be truly detrimental to the City of Los Angeles, the State of California, and the United States as a whole, in that the people of this nation depend upon this port complex to remain open and competitive in the Global Trade Marketplace in order to receive their goods from afar.

The Port of Los Angeles has set many cargo movement records as of late, all at the hands of the ILWU workforce and in the face of the already failing existing automation that was approved at Berth 136 TraPac terminal. Cost overruns, low cargo volume output, and the rehiring of manpower/labor to facilitate ship turnarounds all point to automated systems that are unable to meet the demands of commerce conducted by this great city. The Port of Long Beach and its struggling automated terminal at Long Beach Container Terminal (Pier 8) also show these same signs of being unable to keep up and remain financially viable. Billions of dollars invested and a projected return on investment of over 30 years does not seem very intelligent, especially given what technologies will be available in 2050 and beyond.

On the surface it would seem that automating the port and using robotics would be the quickest way to a high-tech environment and the fastest path to "Going Green". This business model may seem the best way to go about modernization of container traffic, but based on the results of the aforementioned terminals performance, the cargo throughput capability will be cut in half compared to what movement happens today at what is the largest terminal within the port complex. Fenix Marine Services announced their intent to automate also for the perceived benefit of removing labor, going green, and operating 24/7/365, The additional load on the power grid alone is reason enough to step back and rethink the long term plan if this is the direction the Port of LA wishes to modernize and "Go Green", I am sure that one day technology and infrastructure will be able to keep up with these demands and growth throughout the Port Complex, but that day is obviously not today.

I am of the opinion that both ports in the LA/LB Port Complex were sold a bill of goods by the terminals and shipping lines in the past and that the proposed "new" technologies by AP Moller Maersk that have yet to be proven in performance and public safety which is not required in this permit application. The Port of Los Angeles and the Harbor Commission needs to deny this permit simply based on the lack of information and review provided by the Tenant, AP Moller Maersk, regarding this property. It was not filed properly.

At the end of the day, the taxpayers are the landlord and their livelihood should be benefitted and protected from ANY decision made with regard to this and any other permitting issues before the Management of the City of Los Angeles, and all of you are our representatives. All of our decision-making processes must improve both the environment and the local economy, while maintaining the integrity of the port and its cargo moving capabilities as an asset to the city. Maersk claims that they have the right to do this, when it is absolutely a privilege to be a tenant of America's largest port complex, not a right. A permitting process should be required to operate ANY AI/Smart equipment on any public property so that Government retains the ability to remediate the local economic impact and its long-term effects. I think we missed this with the implementation of automation once, and a moratorium is warranted until such time as we address these issues in this and all future cases of automation.

The City of Los Angeles has provided AP Moller Maersk with access to infrastructure and built a terminal for them that has contributed to making them the giant shipping company that they are. The city did this because of the jobs created and the positive impact to the economy. APM has and continues to generate billions of dollars in revenue from this facility, with labor being of marginal cost and container surcharges by the city also being of marginal cost. No other port complex in the world can provide them what they currently have here, and it could not have happened without the labor of the ILWU.

There are many questions about the technologies themselves (specifically 5G and AI), National Security (where is this terminal controlled from and can it be remotely operated/hacked?), the economic impacts from job losses and the increased electrical demands that all must be answered before ANYTHING moves forward. All parties involved need more information and need to address these concerns and those that have not as yet been expressed by all affected parties. This permit is not a simple issue of renovating a building or structure on the property as Maersk has implied, but rather changing the way America's Port does business and inferring that the taxpayers have no say in what happens here as long as APM pays rent.

All of this is absolutely Economic Warfare at its best and if we as a city do not take a stand now and resolve the issues, inclusive of labor and its economic impact. We are allowing a foreign corporation to dictate our trade policies and methods. The City Council can ensure through remediation that the economic impact of those jobs lost are, in fact, replaced or compensated for while the ILWU takes their issues to task with the upcoming contract negotiations. We cannot keep "giving away" America to foreign interests, nor can we give up control over our port complex to machines manufactured and run from abroad.

Technology is supposed to augment our lives and make it better, faster, stronger, and easier. Not replace it. This is our one and only opportunity to ensure that whatever rules, boundaries, guidelines, and limitations are set for all port tenants based upon what we have already learned from the past. Let us all move forward in an intelligent way which encompasses growth on all fronts. Thank You.

Sincerely,

William Gillest

Fwd: Council File 19-0688: LA County Board of Supervisors, 5-Signature Letter

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 7:22 AM

please attach to CF 19-0688 as communications from the public

----- Forwarded message -----

From: **CEO Economic Development** <EconomicDevelopment@ceo.lacounty.gov>
Date: Wed, Jun 26, 2019 at 4:25 PM
Subject: Council File 19-0688: LA County Board of Supervisors, 5-Signature Letter
To: john.white@lacity.org <john.white@lacity.org>

Hello John,

Please see the attached letters from the County of Los Angeles Board of Supervisors. Please confirm these have been officially filed with the City Clerk's Office in the appropriate Council File. Please let me know if you have any questions.

Thank you,

County of Los Angeles Chief Executive Office
Economic Development Division

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



2 attachments

 **Port of Los Angeles Future Automation Concerns 5-Signature Ltr_(Mayor Eric Garcetti)_06-26-19.pdf**
699K

 **Port of Los Angeles Future Automation Concerns 5-Signature Ltr_(Herb J. Wesson)_06-26-19.pdf**
707K



COUNTY OF LOS ANGELES BOARD OF SUPERVISORS

KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012

June 26, 2019

MEMBERS OF THE BOARD

HILDA L. SOLIS

MARK RIDLEY-THOMAS

SHEILA KUEHL

JANICE HAHN

KATHRYN BARGER

The Honorable Mayor Eric Garcetti
City of Los Angeles
200 North Spring Street, Room No. 303
Los Angeles, CA 90012

Dear Mayor Garcetti:

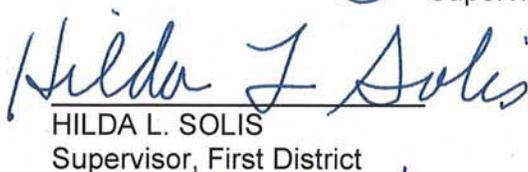
We are writing to express our support for the efforts of the International Longshore and Warehouse Union Local 13 (ILWU 13) to protect local jobs. ILWU 13 has raised serious concerns over the future of automation at the Port of Los Angeles (Port) and the potential impact on its workforce and the surrounding community.

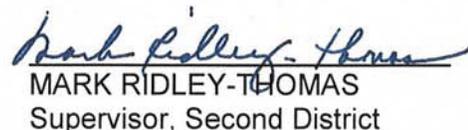
Recently, the Los Angeles Board of Harbor Commissioners approved a permit to introduce driverless electric cargo handlers inside its facilities. This action is expected to result in significant job losses. Technological advancements should not come at the cost of good paying union jobs and detrimental impacts to our economy.

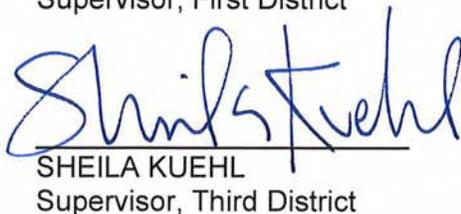
The County of Los Angeles, Board of Supervisors gives its unanimous support to the efforts of the ILWU 13 to protect local jobs and the vitality of the surrounding community. We urge you to join our efforts to protect good paying jobs and the economic vitality of the communities surrounding the Port.

Sincerely,


JANICE HAHN
Chair of the Board
Supervisor, Fourth District


HILDA L. SOLIS
Supervisor, First District


MARK RIDLEY-THOMAS
Supervisor, Second District


SHEILA KUEHL
Supervisor, Third District


KATHRYN BARGER
Supervisor, Fifth District

c: Los Angeles City Council Members



**COUNTY OF LOS ANGELES
BOARD OF SUPERVISORS**

KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012

MEMBERS OF THE BOARD

HILDA L. SOLIS

MARK RIDLEY-THOMAS

SHEILA KUEHL

JANICE HAHN

KATHRYN BARGER

June 26, 2019

The Honorable City Council President, Herb J. Wesson Jr.
Los Angeles City Council
200 North Spring Street, Room No. 430
Los Angeles, CA 90012

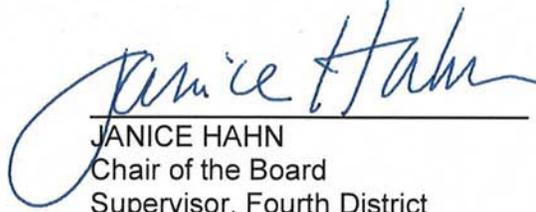
Dear City Council President Wesson:

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Recently, the Los Angeles Board of Harbor Commissioners approved a permit to introduce driverless electric cargo handlers inside its facilities. This action is expected to result in significant job losses. Technological advancements should not come at the cost of good paying union jobs and detrimental impacts to our economy.

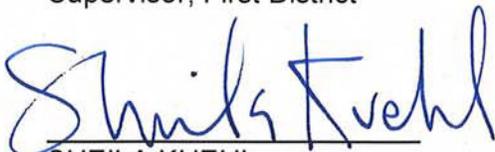
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Sincerely,


JANICE HAHN
Chair of the Board
Supervisor, Fourth District


HILDA L. SOLIS
Supervisor, First District


MARK RIDLEY-THOMAS
Supervisor, Second District


SHEILA KUEHL
Supervisor, Third District


KATHRYN BARGER
Supervisor, Fifth District

c: Los Angeles City Mayor Eric Garcetti

Fwd: APM 245 / Pier 400 Automation

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 7:22 AM

please attach to CF 19-0688 as a communication from the public

----- Forwarded message -----
From: **Remo Hunt** <remohunt@me.com>
Date: Wed, Jun 26, 2019 at 4:48 PM
Subject: APM 245 / Pier 400 Automation
To: <john.white@lacity.org>

Remo P. Hunt
ILWU Local 13
Registration #134658

June 26, 2019

John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee (213) 978-1072

Dear John White,

I'm writing to express my concern with the Harbor Commissions' vote to allow APM Terminals modernize Pier 400 with automated machinery and technologies.

By implementing automated technologies on Pier 400, the job loss suffered by Locals 13, 63, 94, and 26 will be catastrophic. Maersk claims there is loss of market share to competing ports, yet, both Ports (LA/LB) have been reporting record breaking cargo numbers each month for the past 4 years. There are also Maersk ships serviced weekly at TTI terminals in Long Beach - even when there is no ship in port at Pier 400. The claim of congestion is an issue we've all had to deal with on a daily basis, but the ILWU is not responsible for that. Bigger ships berthed in San Pedro bay have more containers that need to be handled which mean more trucks to pick them up and more labor to handle those volumes. Major construction on the Henry Ford and Desmond bridges have added to the congestion.

I feel the reasons to implement non-human capital investment at Pier 400 have been inaccurate. Those reasons have influenced the Harbor Commission to favor the permit to move forward.

I am urging city council and your committee to take a hard look into how this may change the future of our port complex and how these changes may impact the local communities that surround the Ports of Los Angeles and Long Beach.

Respectfully,

Remo P. Hunt
remohunt@me.com
714-987-9148

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **LetterToJohnWhite.pdf**
33K

Fwd: Fw: CITY COUNCIL

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 7:23 AM

please attach to CF 19-0688 as a communication from the public

----- Forwarded message -----
From: **Kim Solis** <kimski212@yahoo.com>
Date: Wed, Jun 26, 2019 at 5:54 PM
Subject: Fw: CITY COUNCIL
To: John.White@LACity.org <John.White@lacity.org>

Thank you for your community support!!

Sent from Yahoo Mail on Android

----- Forwarded Message -----
From: "Larson's Shipyard, LLC" <larsonshipyard@aol.com>
To: "kimski212@yahoo.com" <kimski212@yahoo.com>
Sent: Wed, Jun 26, 2019 at 4:24 PM
Subject: CITY COUNCIL
Please let us know if you need anything else
Denise Schaffer Office Manager
949-548-3641

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **Scan 74.pdf**
95K

Larson's Shipyard LLC
2705 Pacific Coast Highway Newport Beach CA 92663
Phone 949-548-3641
Fax 949-548-3645

June 26, 2019

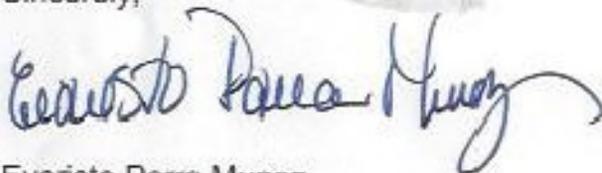
To Whom It May Concern:

We believe full automation of any terminal is detrimental to many hardworking families, local real estate, our communities and our economy. It will cause a ripple effect throughout our communities.

As a business owner in the LA harbor area, we are very concerned about how the proposed terminal automation will impact our business, our community and our business clients.

The loss of any middle-income jobs will negatively impacts our service business and all other businesses relying on a working, productive community population.

Sincerely,

A handwritten signature in blue ink that reads "Evaristo Parra Munoz". The signature is written in a cursive style with a large, sweeping flourish at the end.

Evaristo Parra Munoz

Fwd: ILWU

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 7:24 AM

please attach to CF 19-0688 as a communication from the public

----- Forwarded message -----

From: **Stella Almaguer** <stellaalmaguer@yahoo.com>
Date: Wed, Jun 26, 2019 at 9:26 PM
Subject: ILWU
To: <john.white@lacity.org>, Boo <eddiealmaguer@yahoo.com>

Good Evening John

I am attaching a copy of my letter for your review related to the upcoming motion on Friday June 28, 2019. I really hope you can read and understand our point of view on the impact related to this motion and the effects.

Thank you

Best regards

Stella Almaguer

--

John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **ILWU.pdf**
61K

June 26, 2019

To John White

Clerks of Trade, Travel & Tourism

John.white@lacity.org

I am reaching out for your support to help over turn the previous vote that was conducted. I am reaching out to express the concerns and how this will impact California in regards to Long Beach, San Pedro, Willington, Lomita, Torrance, and Gardena areas specifically. Everyone has seen the impact that Detroit, Michigan, USA faced when Ford motor companies shut down. This impact today after nineteen years has not improved. Detroit was the main vehicle manufacturer for the United States and after the jobs left the city, Detroit has been left a ruin with high crime, low education and poor infrastructure. Don't let this happen to our local communities.

ILWU workers support the local communities by purchasing homes, restaurants, grocery stores, retails, entertainment, and purchasing of vehicles. This impact will be felt among all cities I have listed. California is already suffering from homeless issues.

Please understand that this doesn't just impact all the workers. This will impact the families of the workers as well and all local business owners. We need to support our community and the people that help everyday by working hard on the docks to support their families.

I am pleading that you can please help to overturn previous vote, (Assert Jurisdiction over the Board of Harbor Commissioners June 20, 2019), deny appeal on Coastal Development Permit No. 18-25, pursuant to City Charter section 245. Life has been difficult for the last twelve years and working on call to finally become a longshoreman. Now after all the time dedicated to PMA and missing family trips due to the need to work and try to become a longshoreman. PMA is now putting machines above people. Not to mention the additional radiation level that will impact the local community and its members.

This vote impact's all ILWU workers and families, all businesses and employee's in cities listed, all of California will be impacted and hurt by this motion. Thank you for your support.

Sincerely,

Stella Almaguer

Stella Almaguer

Wife to ILWU Longshoreman.

Fwd: I am pleading that you can please help to overturn previous vote, (Assert Jurisdiction over the Board of Harbor Commissioners June 20, 2019), deny appeal on Coastal Development Permit No. 18-25, pursuant to City Charter section 245.

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 7:24 AM

please attach to CF 19-0688 as a communication from the public

----- Forwarded message -----

From: **Justin Almaguer** <je.almaguer@yahoo.com>

Date: Wed, Jun 26, 2019 at 10:20 PM

Subject: I am pleading that you can please help to overturn previous vote, (Assert Jurisdiction over the Board of Harbor Commissioners June 20, 2019), deny appeal on Coastal Development Permit No. 18-25, pursuant to City Charter section 245.

To: john.white@lacity.org <john.white@lacity.org>

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **Stella's Letter.odt**
26K

June 26, 2019

To John White

Clerks of Trade, Travel & Tourism

John.white@lacity.org

I am reaching out for your support to help overturn the previous vote that was passed and to express concerns on how this will impact California in regards to Long Beach, San Pedro, Willington, Lomita, Torrance, and the Gardena areas specifically. I'd like to mention the economical and social impact of stripping a previous American City of it's main source of employment and community pride, specifically Detroit, Michigan. Detroit was the main vehicle manufacturer for the United States and after the jobs left the city, Detroit has been left a ruin with high crime, low education, poor infrastructure and a feeling that they were let down by the country that they helped build, all to increase profits at the expense of American livelihoods.. Don't let this happen to our local communities.

ILWU workers fuel the economy of the communities they are apart of, and as a member of a union is more keenly aware than most the importance of community. This impact will be felt among all cities I have listed. In this fast moving age of high technology and automation, good, quality union labor is for some the last bastion of hope for employment for individuals that did not get the opportunities that others might have had or been privileged to. Please understand that this doesn't just impact all the workers. This will impact the families of the workers as well and all local business owners. We need to support our community and the people that help everyday by working hard on the docks to support their families.

My Husband worked for over 20 years as a small business owner in the clothing industry, in 2004 he lost his business and had to declare bankruptcy, we sold the house for something smaller and he was unemployed for about 4 years. He graduated highschool in Fresno, California, 1 of 8 brothers and sisters and to parents who didn't speak english. My daughter, on a whim entered his name into the lottery in order to be employed at the ports of long beach as a casual. Employment as a Longshoreman has put a roof over this family's head, food on our table but more importantly has given my husband his sense of pride again, but now, 15 years later, his livelihood is being threatened, but not by cheaper employment in China but by his own country choosing profits over people.

I am pleading that you can please help to overturn previous vote, (Assert Jurisdiction over the Board of Harbor Commissioners June 20, 2019), deny appeal on Coastal Development Permit No. 18-25, pursuant to City Charter section 245. Life has been difficult for the last twelve years and working on call to finally become a longshoreman, after all the time dedicated to PMA and missing family trips due to having to be at the back and call of the phone, skipping family outings, skipping his son's return from Afghanistan, all in order to procure hours to be a longshoreman, PMA is choosing profits over people.

I implore you to remember that there are people behind this vote who depend on the ports to live, the longshoremen aren't businessmen, they aren't white collar workers, they are hardworking salt of the earth Americans that are getting sacrificed by their country in order to increase profits for offshore companies. This vote impact's all ILWU workers and families, all businesses and employee's in cities listed, all of California will be impacted and hurt by this motion. Thank you for your support.

Sincerely,

Stella Almaguer

Stella Almaguer

Wife to ILWU Longshoreman.

Fwd: Repeal the automation vote for the port.

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 7:24 AM

please attach to CF 19-0688 as a communication from the public

----- Forwarded message -----
From: **Justin Almaguer** <je.almaguer@yahoo.com>
Date: Wed, Jun 26, 2019 at 10:39 PM
Subject: Repeal the automation vote for the port.
To: john.white@lacity.org <john.white@lacity.org>

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **Justin's Letter.odt**
25K

To John White,

Hello Mr. White, I don't know you are but my name is Justin Almaguer, I'm a 27 year old Army Veteran. My father is Eduardo Almaguer, he is a 58 year old man who I have seen go through the best of times and the worst of times. He owned his own business for over 20 years while he worked with his brother, my Godfather, cutting distributing fabric. As long as I had known him he had been working that job and loving it, until in 2004, too much of the production was shipped overseas to china because there could be higher profits to be made at the cost of two things, quality of work and American jobs. I was 12 when this happened, and we lost everything. Unbeknownst to me at the time we had filed for bankruptcy, sold the house, got foreclosed on another house, sold all of our cars and had to borrow money from the rest of the family in order to make ends meet. My father never told me these things until I was older and out of the house.

At the time we could understand it, there was nothing you could do against the Chinese because they paid their workers a dollar a day for low-quality work, at the height of the families misery my sister enrolled my father into lottery for the ports on a whim. He got it. The 3-day-a-week casual longshoremen work saved the family by providing desperately needed income when we needed it. Not only did it provide an income it provided my father a source of pride, once again he could provide for his family.

And so he worked, glued to his phone to listen for the dispatch and the constant rolling of letters and numbers. Day in, Day out, missing birthdays, and holidays and get-togethers because my father loves to work. For 12 years he did this, no union breaks, no union pension, no medical care, no nothing, just as a casual longshoremen. Then in 2017, after 12 years of casual work, he finally became an I.D. He was ecstatic, he felt as though it was something he had earned and was extremely proud of it, the pay, the work, the benefits. I've never seen my father so enamored to be a part of something bigger than him. He loves to talk about the work, and the ships and how big it all is and seeing America bring in containers and the scale of it all.

But once again, his job is on the line. After over 13 years working for the port, only 2 of those as an I.D his job is once again being threatened. Not by China and overseas work but by his own flesh and blood, by his fellow Americans who are choosing profit over people, who are deciding that if the cost of making more money is sacrificing blue-collar workers who are too stupid and old to keep up with the times, well that's just fine with them. I don't know who is responsible for this but apparently you're the man to go to Mr. White. I am pleading with you to remember that there are people down there that depend on this work, who have spilt literal blood, sweat and tears working for the port, who have sacrificed years of their lives to get into the port. These people are not worth whatever amount of money is able to garnered, and any money garnered would be blood-money and ill-gotten gains.

I am pleading that you can please help to overturn previous vote, (Assert Jurisdiction over the Board of Harbor Commissioners June 20, 2019), deny appeal on Coastal Development Permit No. 18-25, pursuant to City Charter section 245.

Thank you for your time,

Sincerely,

Spc. Justin Almaguer U.S Army 82nd Airborne Division Infantry OEF14 (ret.)

(562)-320-2597, feel free to call if you need to talk to someone with whom this vote would directly effect so you can hear it all from the horses mouth.

Fwd: Letter to LA city council regarding APM 245

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 7:25 AM

please attach to CF 19-0688 as a communication from the public

----- Forwarded message -----
From: **Elena Morales** <elenamora13@yahoo.com>
Date: Thu, Jun 27, 2019 at 12:14 AM
Subject: Letter to LA city council regarding APM 245
To: john.white@lacity.org <john.white@lacity.org>

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **APM 245 .pdf**
645K

Council Members: Gilbert Cedillo, Paul Krekorian, Bob Blumenfield, David E. Ryu, Paul Koretz, Nury Martinez, Monica Rodriguez, Marqueece Harris-Dawson, Curren D. Price, Jr., Herb J. Wesson, Jr., Mike Bonin, Greig Smith, Mitch O'Farrell, Jose Huizar, Joe Buscaino

June 26, 2019

Dear Los Angeles City Council Members,

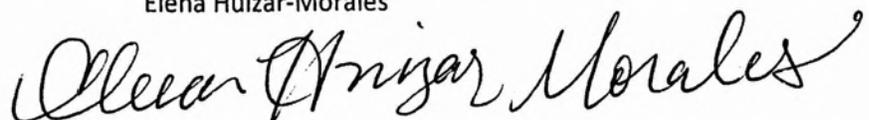
I am writing to you on behalf of humanity. My name is Elena Huizar-Morales. I am 35 years old, and a full time working mother of four. I have lived in the port city of Wilmington all of my life. Currently Wilmington and every other city in Los Angeles seem to be facing a number of issues which coincide with one another. Homelessness in our city has gone up significantly within the last few years. At the same time jobs have been disappearing due to large corporations looking to increase profits at the cost of the working people. With advancements in technology, automated machines have become easily available to these huge companies and are used to replace employees. This is cause for great concern because people will no longer be needed. Walmart has recently replaced its inventory clerks with a robot. McDonalds has Kiosks to order food; the largest ports in our country now want to displace its workers. This is only the beginning of a huge issue.

I feel that government at all levels should regulate how much work is stripped away from the citizens of our county, and country. The companies and corporations that are taking part in this have huge profits and can afford keeping people employed. This is a global crisis, people are losing their jobs more often now than ever. While the corporations are getting bigger and bigger profits. Greed is at the root of this problem and we have to stop this before it is out of control. We are a developed country and we didn't become one by having our population unemployed or under employed. The workforce that handles the cargo coming in and out of the Port of Los Angeles consists of thousands of people. Some with an education and others without. There is no issue with inequality within this workforce that APM is trying to displace. If APM automates its terminal at pier 400 this will hugely affect the workforce at our ports and surrounding communities. As Los Angeles residents it is our duty to withhold the integrity of our people and communities that we are so proud of. Los Angeles is one of the biggest work communities in all of this country, why would we let this happen?

On June 20th 2019 the Los Angeles Port Commissioners voted 3-2 which denied an appeal for Coastal Development Permit NO. 18-25. I ask that you veto The Harbor Commissioners decision on this matter until further analysis is made on the impact this permit will have on our city. Please do not deprive people of their economic, and social right to an adequate standard of living. I thank you for taking the time to read my letter.

Sincerely,

Elena Huizar-Morales

A handwritten signature in black ink that reads "Elena Huizar Morales". The signature is written in a cursive, flowing style.

Fwd: Stop Automation at the Port

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 1:58 PM

please attach to CF 19-0688 as a communication from the public

----- Forwarded message -----

From: **Joe Mendoza** <joemendoza@aol.com>
Date: Thu, Jun 27, 2019 at 10:59 AM
Subject: Stop Automation at the Port
To: <john.white@lacity.org>

To Whom it May Concern,

Continued automation at the Port of Los Angeles will have a destructive effect on our culture and economy. These jobs pump a lot of income tax dollars into our economy and the people that earn the money spend it primarily in our community. Machines do not do a lot of shopping. With machines the money will go to the top and the rich will just get richer.

I am a teacher at Banning High School and I serve much of the community that will be effected by automation. It will (and has) have a negative effect on the community. We have a homeless population that is surging around us and this seems like another decision to add to that number. The current state of Los Angeles is weak, the leadership at the top (Mayor Garretti and the rest) have shown an inability to make decisions to benefit the most people (they make decisions to benefit their own needs it seems or there wouldn't be so many on the street).

Stop the incompetence and stop automation at the Port of Los Angeles!

thank you
Joe Mendoza

--

John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



Fwd: 19-0688 Coastal Development Permit No. 18-25 / Board of Harbor Commissioners / Denial of Appeal / Charter Section 245

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 2:01 PM

please attach to CF 19-0688 as a communication from the Los Angeles County Board of Supervisors.

----- Forwarded message -----

From: **Dennis Gleason** <dennis.gleason@lacity.org>
Date: Thu, Jun 27, 2019 at 1:47 PM
Subject: 19-0688 Coastal Development Permit No. 18-25 / Board of Harbor Commissioners / Denial of Appeal / Charter Section 245
To: John White <john.white@lacity.org>

John,

Can you add the attached letter to CF 19-0688 as Communication from LA County Board of Supervisors?

-DG

--
Dennis Gleason | Policy Director | [Councilman Joe Buscaino](#) | 15th District | [City of Los Angeles](#) | [213.473.7015](tel:213.473.7015)



--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **LA County BOS APM Letter.pdf**
57K



COUNTY OF LOS ANGELES BOARD OF SUPERVISORS

KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012

MEMBERS OF THE BOARD

HILDA L. SOLIS

MARK RIDLEY-THOMAS

SHEILA KUEHL

JANICE HAHN

KATHRYN BARGER

June 26, 2019

The Honorable Mayor Eric Garcetti
City of Los Angeles
200 North Spring Street, Room No. 303
Los Angeles, CA 90012

Dear Mayor Garcetti:

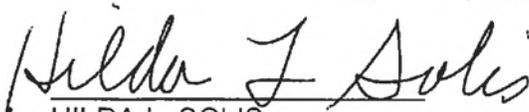
We are writing to express our support for the efforts of the International Longshore and Warehouse Union Local 13 (ILWU 13) to protect local jobs. ILWU 13 has raised serious concerns over the future of automation at the Port of Los Angeles (Port) and the potential impact on its workforce and the surrounding community.

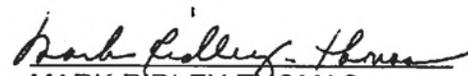
Recently, the Los Angeles Board of Harbor Commissioners approved a permit to introduce driverless electric cargo handlers inside its facilities. This action is expected to result in significant job losses. Technological advancements should not come at the cost of good paying union jobs and detrimental impacts to our economy.

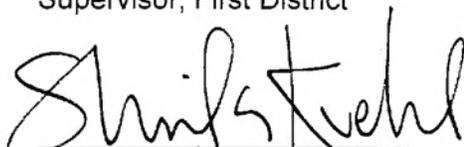
The County of Los Angeles, Board of Supervisors gives its unanimous support to the efforts of the ILWU 13 to protect local jobs and the vitality of the surrounding community. We urge you to join our efforts to protect good paying jobs and the economic vitality of the communities surrounding the Port.

Sincerely,


JANICE HAHN
Chair of the Board
Supervisor, Fourth District


HILDA L. SOLIS
Supervisor, First District


MARK RIDLEY-THOMAS
Supervisor, Second District


SHEILA KUEHL
Supervisor, Third District


KATHRYN BARGER
Supervisor, Fifth District

c: Los Angeles City Council Members

Fwd: LETTER FOR RECORD- APM 245

1 message

John White <john.white@lacity.org>
To: City Clerk Council and Public Services <clerk.cps@lacity.org>

Thu, Jun 27, 2019 at 2:32 PM

please attach to CF 19-0688 as a communication from the public

----- Forwarded message -----
From: **Rafael Chavez Jr** <labunky@icloud.com>
Date: Thu, Jun 27, 2019 at 2:28 PM
Subject: LETTER FOR RECORD- APM 245
To: <John.White@lacity.org>

John White,

Please submit my letter for the record during the APM Maersk Permit Hearing. I have attached a PDF of the letter.

Thank you,

Rafael Chavez Jr.

--
John A. White
Legislative Assistant
Transportation Committee
Trade, Travel, and Tourism Committee
(213) 978-1072



 **City Council Meeting APM Maersk.pdf**
65K

Dear Los Angeles City Council,

My name is Rafael Chavez Jr. I am a resident of the Port of Los Angeles (PORT), San Pedro, a native Los Angelino. As a young man I had an opportunity to work at Todd's' Shipyard and Star-Kist. Those industries are gone now. However, longshoring is inherent to the PORT based in its geographical location along the supply chain and built infrastructure.

I vote that you transition to a policy that is more responsive rather than reactive with regards to the emergence of automation within our PORT and beyond. Automation, in conjunction with artificial intelligence, will harm our protected natural habitats and challenge the existence of good wages, the blue-collar workforce and the middle class. These good wages provide a good tax base, enable homeownership, ensure family medical coverage, allow local businesses to thrive and secure PORT parents with the financial means to fund a college education for their children. These wage factors all foster a better community for our PORT.

We can start by implementing guidelines, then by drafting local legislation and forming eventual law, that require a comprehensive study that examines the social/ economic, environmental and higher education impacts of proposed automation and artificial intelligence for any permit at the PORT or city level. I am confident based on the information I have read, that human less automation will have a vast and devastating negative affect on our local PORT environment and economy.

In conclusion, again I ask that you be responsive rather than reactive with regards to human less automation. These human less corporate endeavors will come from all sectors of the workforce. This is just the tip of the iceberg. When it comes to this endeavor by APM Maersk on State owned land The People of the State of California say "NO!"

Regards,

Rafael Chavez Jr.

June 27, 2019