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C.F. 19-0688

Wilmington Neighborhood Council

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Valerie Contreras
Co-Chair
Kim Luke
Treasurer
Christian Guzman
Secretary
Ernesto Aguilar
Parliamentarian

February 27, 2019

Jaime L. Lee, Los Angeles Harbor Commission President
Los Angeles Harbor Department
425 South Palos Verdes Street, San Pedro CA 90731

RECEIVED
JUN 28 2019

BY: M.V.

Ref: CDP No. 18-25 APM Terminals-Landside Infrastructure to Operate Battery Electric
Powered Equipment

Dear President Lee:

The Wilmington Neighborhood Council adopted a resolution on February 27, 2019 urging the City of Los Angeles and Harbor Department to implement policies regarding equipment automation to protect and educate workers, and to ensure that all people in the harbor have the opportunity to earn a living wage.

The resolution is attached below. We look forward to a response and collaboration.

Sincerely,

Interim Chair, *Valerie Contreras*

On Behalf of the Wilmington Neighborhood Council

CC: Los Angeles Harbor Department Executive Director Gene Seroka
425 South Palos Verdes Street, San Pedro CA 90731
Los Angeles City Councilman Joe Buscaino
200 N. Spring St. Room 410 Los Angeles, CA 90012

Wilmington Neighborhood Council

RESOLUTION ON THE PORT AUTOMATION 2/27/12019

WHERE AS, the November 2017 Clean Air Action Plan (CAAP) Economic and Workforce for the Clean Air Action Plan Update indicates the Long Beach Port and the Los Angeles Port supports 1 million jobs in California and 2.8 million jobs nationwide which include longshore labor, freight forwarding and logistics, and other transportation-related sectors;

WHERE AS, the update briefly discussed the possibility of the direct effects of the CAAP implementation would not be expected to have significant immediate job impacts; however, meaningful cargo diversion resulting from the increased CAAP related costs would be expected to have a negative impact on those jobs. Furthermore, direct jobs such as longshoreman, truckers, and warehouse and logistics operators would likely be directly impacted by cargo loss and indirectly, companies supporting the goods movement industry (fuel suppliers, maintenance, and financial firms among others) would be impacted;

WHERE AS, the spending and consumption of employees in the Port and transportation support jobs and business activity in all sectors of the economy, which would also be at risk from lost activity at the Ports. The document further states that although it raised economic and workforce considerations for decisionmakers and stakeholders as they evaluate the potential impacts of implementing the CAAP. It was not intended to be a comprehensive study or quantified analysis and recommends for the Ports to have a better understanding of the impacts, the Ports must conduct a more detailed analysis once there is more information about how certain measures will be implemented, how they may be financed, and what the overall costs will ultimately be.

WHERE AS, the CAAP Implementation Third Quarter 2018 Progress Report indicates it's in the early stages of Feasibility Assessment for Terminal Equipment and discussions were underway with the marine terminal operators. In September 2018, Early Deployment and Demonstrations projects, including electric and fuel cell yard hostlers, electric top handlers, and electric rubber-tired gantry cranes, as well as innovative approaches to charging infrastructure and demonstration of supporting electrical infrastructure including microgrid controls with distributed generation and battery storage.

WHERE AS, the Harbor Commission placed on their January 24th, 2018 agenda and pulled the Item for consideration and approval of a Level 1 Coastal Development Permit 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment.

Be It Resolved, that the Wilmington Neighborhood Council supports the recommendation for the Ports to conduct a more detailed analysis on the direct negative impact of the economy and further recommend that the Mayors Budget team assist and conduct its own analysis of the negative impacts on the City's Economy. We urge that the Harbor Commission table the Level 1 Coastal Development Permit 18-25 until a resolution has been secured between the Terminal Operator and with the International Longshore and Warehouse Union and until the CAAP 2019 Implementation Second Quarter Progress Report has been generated to fully evaluate the direct impact on jobs is thoroughly addressed. We understand that new technologies and equipment may require a different skill set. Therefore, we support workforce development initiatives and the partnerships with local colleges and trade unions ensuring current and future workers are equipped to manage the transition to new technologies however, with no job loss, no loss of benefits and at the same pay scales and higher. Investing in our workforce rather than in automation secures our economic sustainability. Finally, amending CAAP so that Port Automation can only occur at a time when a resolution can be reached between Terminal Operators and ILWU and these resolutions must be reviewed and revised as needed at intervals not to exceed 5 years.

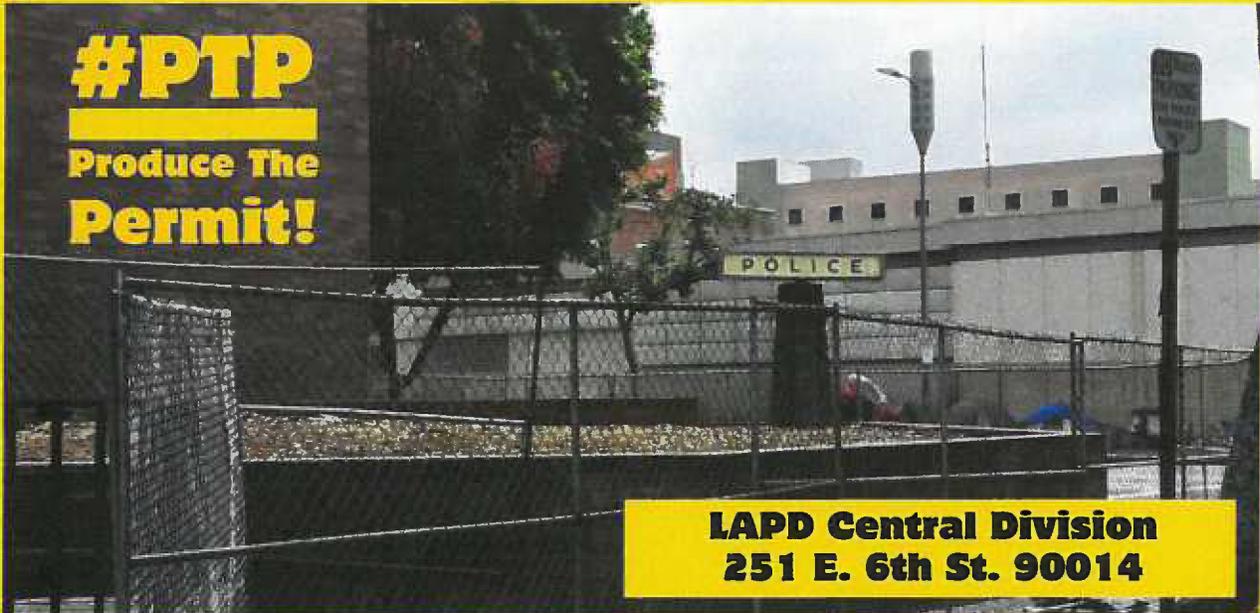
Respectfully,

Chair, *Valerie Contreras*

On behalf of the Wilmington Neighborhood Council

#PTP

**Produce The
Permit!**



**LAPD Central Division
251 E. 6th St. 90014**



**1000 Harding Ave.
90291**

**351 Sunset Ave.
90291**

On May 15, 2019, a motion introduced by Council President Wesson (File No. 19-0311) relative to “investigating and removing illegal fencing citywide that restricts free passage in the public right-of way” was presented for consideration and passed through Public Work and Gang Reduction Committee.

While this motion was in committee, members of the Services Not Sweeps coalition supported it but pushed for amendments to include language that speaks to the citywide issue of all unpermitted structures blocking the public right-of-way, including planter boxes.

While the motion eventually passed through Council unamended, the Service Not Sweeps coalition has taken the initiative to create a non-exhaustive list of not only fencing, but also planter boxes and other obstructions, installed seemingly without permits across the city on the public right-of-way, for the city to investigate and remove, from Skid Row to Hollywood, from Koreatown to Venice.

The city must review permits and amend the motion to include any and all unpermitted obstructions of the public right-of-way to make certain that all unpermitted structures citywide are removed.



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JUN 28 2019

BY: M.V.

#PTP

Produce The Permit!

Venice	Skid Row/Arts District	Ktown/Westlake/DTLA	Hollywood
Entire 600 Block of 4th Ave 90291	251 E. 6th St. @ LAPD Central 90014	2117 6th St. 90057	706 N. Cahuenga 90038
600 4th Ave 90291	425 S. Central Ave	2161 6th St. 90057	726 N. Cahuenga 90038
350 Sunset Ave 90291	627 6th Street 90017	311 N. Juanita Ave. 90004	738 N. Cahuenga 90038
351 Sunset Ave 90291	632 Towne 90021	599 S. Ardmore Ave. 90020	1000 N. Cahuenga 90038
900 Milwood @ Staples 90291	7th/Crocker 90021	601 N. Kingsley Dr. 90005	755 Lillian Way 90038
900 Palms @ Lincoln Hardware 90291	620 E. 7th St. @ Sakura Noodle Co.	1827 S. Hope St. 90015	6350 Santa Monica Blvd. 90038
313 Grand Blvd @ Post Office 90291	700 E. Crocker @ Shrimp Bay USA		
1000 Harding Ave 90291	507 Towne @ The BIN 90013		
200 Sunset Ave 90291	507 E. 5th St @ The BIN 90013		
400 7th Ave 90291	600 E. 4th St. 90013		
400 7th Ave 90291	600-616 E. 4th St. 90013		
221-231 7th Ave @ 99 cent Store 90291	785 S. Stanford St. 90021		
726 Machado Ave. 90291	807 E. 8th St. 90021		
251 Hampton Ave 90291			

**755 Lillian Way
90038**



**6350 Santa Monica Blvd.
90038**



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John Seixas
(310) 971-7527
watermanseixas@gmail.com

Joe Buscaino
City Councilman
638 S. Beacon St., Rm 552
San Pedro, Ca. 90731

RECEIVED
JUN 28 2019
BY: H.V.

6/27/2019

Dear Councilman Buscaino,

Today I am contacting you not as a member of the ILWU but as a citizen of the Great State of California. It is of concern that I write to you about the proposed automation project at APMT terminals at pier 400. As you know I sit on many meetings as a executive board member and I've heard a great amount of discussion concerning the project at APMT. I have bolstered that discussion by researching many state statutes and laws concerning the governance of international shipping. I have read countless reports and drafts concerning trade laws and diesel pollutants affects on members of our society. I have read reports on the effects of such pollutants on the citizens that live in the vicinity of the port and what they are exposed to on a daily basis.

Today this honorable council will hear many people speak about the automation project and they will speak about its effect on the economic engine of the harbor and how it will hurt many small business and its impact on the regional economy. These are valid points but the points I am about to raise are of even greater significance as they raise the stakes on the ports impact nationally and the serious health and safety concern it will have on those populations especially on minority children and the elderly two of the most vulnerable demographics that live in the harbor area up to and thru South Los Angeles and the surrounding communities.

Before I get into the meat of what I have to say I want to inform you that this is a attempt to blow the whistle on what i see as illegal behavior on the part of APMT. i cannot though comment if the behavior is intentional or not, all I can do is speak out about its ramifications. I am actually surprised that no one involved in this process caught on although the speed at which APMT sought this permit hasn't allowed for much discussion on the matter. I want to thank Ana Dragin for her listening to what I said and her ability to communicate those things to you, as my intent is to never catch someone off guard or surprise them. I thoroughly believe in coming through the front door announced and that is what I am doing.

The first matter has to do with this proposed project being a violation of Anti-Trust laws. in a overly simplified nutshell. Many of the shipping companies have alliances with other companies specifically these alliances are not to be run as mergers at all. Containers from several companies may be on one ship. If a bottle neck occurs at one terminal it has a ripple

effect on several companies cargo, There are two ways this happens concerning the ant-trust issue I'm raising.

One the terminal bottle necks from the ship to the dock and the impact reduces the terminals ability to flow cargo off of ships resulting in a back up of dock space to berth a ship. That lack of dock space then means ships need to divert to other terminals where those other terminals get overburdened and they experience bottleneaking as cargo cannot flow. The second occurs when there is not enough space on the dock to service the ship and a backlog occurs which has the same catastrophic effect.

The APMT project is a perfect storm of these two scenarios. In discussion there is a acknowledgment that this project will not be able to keep up with the numbers that human guided equipment can work at. Thus backing up the high line for other ships to berth at.

Secondly the density of this project will mean fewer containers will be able to be stored on terminal which again will have the same effect on this terminal as previously mentioned. Where will the ships then go? Of course they will go to other terminals where the back up will have a cascading effect on the entire Souther California port system infrastructure. So why would a company go through with a plan that is not a good business model? Simply put they will make billions by manipulating the port complex system. If you remember the alliances I mentioned they will still be handling parent companies shipping. APMT will be able to attach fees to containers because the entire port system will be clogged. Importers and exporters will be paying Demurage and Detention fees along with per diem fees which will only make them astronomical sums of money. Who will pay these fees? Every citizen of the United States every time they go to a store and purchase goods. They will have to pay for the inflated mark-up for goods from a system that APMT broke. That is what Anti-trust laws are on the books to prevent.

The second law that is being broken is Prop 65. Simply put all of the increased turn times at other terminals experienced by Diesel Powered trucks waiting to pick up or drop off cargo will increase pollutants in the air of not only Los Angeles City but also surrounding Cities. The same effect will happen with ships waiting to come into port. They will be forced to drop anchor and wait their turn to come in. This will force them to sit offshore with engines running to provide essential power for the ship to function. The City will be responsible for allowing a increased amount of Diesel Particulate matter wafling in the air and into predominantly minority communities and the elderly.

Knowing the two points I have made the City council must in good faith ask for Environmental Impact Reports and a increase in the permit leveling system. So the proper analysis can be made as to the ramifications of such a project. I thank you for hearing me today.

Respectfully,
John Seixas



COUNTY OF LOS ANGELES BOARD OF SUPERVISORS

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

MEMBERS OF THE BOARD

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JANICE HAHN

KATHRYN BARGER

June 26, 2019

JUN 28 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

RECEIVED
JUN 28 2019

BY: M.V.

Dear City Council President Wesson:

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 Mayor Eric Garcetti