

Communication from Public

Name: INTERNATIONAL LONGSHORE & WAREHOUSE UNION
LOCALS 13, 63 AND 94

Date Submitted: 06/09/2026 11:05 PM

Council File No: 25-0118

Comments for Public Posting: ILWU Locals 13, 63 and 94 Support Letter



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June 8, 2026

Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90012

**Subject: ILWU Local 13, Local 63, and Local 94 SUPPORT- Council File 26-0489
(as amended by Council File 25-0118)**

Dear Council President and Honorable Council Members:

International Longshore and Warehouse Union (ILWU), Locals 13, 63 and 94 hereby submit the following public comment in support of the Council Files referenced above.

ILWU, Locals 13, 63, and 94 represent approximately 15,000 full-time and part-time Longshore Workers, Marine Clerks, and Foremen employed in the Port of Los Angeles (Port) and Port of Long Beach, as well as the Foremen employed in the Ports of San Diego and Hueneme. As you are aware, our members load and unload the ocean-going vessels, trains, and trucks that move imported and exported cargo to and from all 435 congressional districts across the United States, 24 hours a day, 365 days a year and have done so since 1934.

As such, we consider ourselves experts in matters that affect the Port, as we are directly impacted not only by where our members work, but also where they live. Furthermore, the approximately 15,000 members we represent expands into nearly 60,000 impacted individuals when we include ILWU Pensioners and all associated collective dependents. This is critical information when you appreciate that approximately 53% of our members reside within 5 miles of the Port and approximately 74% live within 10 miles of the Port. Consequently, our members and their families are tightly woven into the very fabric of what constitutes the southernmost portion of the City of Los Angeles (City), namely the communities of the Harbor Gateway, Harbor City, San Pedro, and Wilmington.

We are all very proud of our nearly century long workforce presence in the Port, and we recognize our dependance on the Port as an incredible economic engine within the City. The Port is to thank for providing our members' ability to call Los Angeles home, simultaneously serving the needs of the maritime industries and global supply chain, while contributing to the federal, state, regional, and local economies.

In order to enable our ongoing viability, necessary changes to Port Leasing Policies and the use of Workforce Impact Reports (WIR) must be codified in the City Charter. The City

Charter is the appropriate vehicle in which these changes should reside, as it protects included policies from being altered at the subjective discretion of future elected and appointed public officials, without the approval of the citizens of the City. This course of action would ensure that the very people most impacted by the Port, namely local area residents and Port workers, are thoughtfully considered and in a position to receive a fair share of the tremendous benefits generated by the Port, while simultaneously allowing the Port to grow and adapt. We must ensure that no City or other public funds are used to advance automation at the Port, and that transparency concerning job losses, resulting from changes of operations at marine terminals, is enumerated, contemplated and addressed through the use of a WIR.

Those of us who have lived near the Port for several decades have watched work opportunities evolve substantially. As the Port has developed from a modest seaport into the largest maritime gateway in the Western Hemisphere, numerous industries have either completely or materially disappeared. These include oil exploration, ship building, ship repair, naval operations, commercial fishing, and commercial canning to name the most prominent industries.

Separately or in tandem, all the above-mentioned Port-related industries provided thousands of jobs for local residents who were, in turn, able to provide food, clothing, housing, medical care, as well as an education for their family members, often on one income alone. As the City developed the Port and replaced the natural and accessible oceanfront, local residents benefitted from the economic prosperity that came forth from expanded industrial operations at the Port.

Today, most jobs that remain in the Port are those related to the global supply chain. Over the past several years, we have witnessed two terminals in the Port automate a portion or a majority of their operations and eliminate an enormous number of work opportunities for the surrounding community, without any noteworthy increase in productivity or efficiency from our perspective. Unfortunately, we fear that the trend will not end with those that have already embraced this cost-cutting technology and fear that those who have already embraced it will not be satisfied with eliminating only the jobs they have already expunged to date.

In this current age of technology and artificial intelligence, workers from all backgrounds are increasingly feeling the destabilizing effects of job loss, or at least the anxiety that comes with the threat of job loss. While we all recognize that technology will continue to evolve as it has for centuries, the pace of technological change being felt today is unlike any experienced in human history. In these turbulent times the City, as our local government, must take the lead to ensure that a mechanism which will ensure transparency, such as a WIR, is in place. This is particularly important at a time when new technologies that have the potential to displace a vast number of Angelinos, many of whom are already struggling with the affordability crisis, are being considered for implementation.

Once again, the City should not use public funds to subsidize, accelerate, or advance technologies that result in job loss or job displacement. The institutions seeking to implement these new systems clearly have the means to pay for it themselves and are often foreign owned mega-corporations, or private equity groups, that are not nearly as invested in the City's local communities as they should be, based on the benefits they derive from the Port leases they hold. Further, the policy of

prohibiting public funds from being used to purchase fully automated cargo handling equipment and infrastructure that is used to support fully automated cargo handling equipment is based on long-established policy and language included in numerous California Budget Acts, state and federal legislation, and administrative guidelines. These include SB 134 (Budget Act of 2017), SB 109 (Budget Act of 2023), and SB 101 (Budget Act of 2025), and California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program Guidelines, among others.

The WIR concept is not so different from the Environmental Impact Report (EIR) process undertaken to ensure that transparency exists around a proposed project's impact on the environment. If parties can undertake the steps necessary to protect our precious environment, should we not take the same steps to protect our own citizens? The information derived from a WIR will help decisionmakers assess the economic and employment impacts of approving a new lease application or other real property entitlement, lease renewal, lease amendment, lease extension, or application for a Coastal Development permit. This is a common sense, responsible approach that protects the interests of the City, its citizens, and the Port itself.

The WIR could also be used to assess the risks inherent with the adoption of new technologies that are vulnerable to interruptions from malicious cyber-attacks, involving foreign and domestic bad actors, on critical Port assets that present a strategic bottleneck and vulnerability for the City, the State of California and the United States in general. Cargo Handling Equipment (CHE) that does not have a driver's seat or manual controls cannot be operated, even through the use of a system override, should rogue actors gain access to the Port's marine terminal operator's computer systems. These breaches are becoming more commonplace and present an especially dangerous vulnerability in a setting like the Port. It is for this reason that in the wake of the 9/11 terrorist attack on the East Coast, the Federal Government mandated that all Port personnel, apply for a Transportation Worker Identification Card (TWIC) in order to ensure that, based on an applicant's background, they would not likely pose a threat to the Port. In today's technological environment, which is replete with AI and remote accessibility to Port systems and equipment, we must ask, are we risking too much to gain too little?

In conclusion, we believe it is in the best interests of all Angelinos to include in the City Charter the necessary changes to Port Leasing Policies, WIR requirements, and prohibitions on public funds being used for the implementation of technologies that result in job loss or job displacement at the Port. As such, we support Council File 26-0489 (as amended by Council File 25-0118).

Sincerely,



Mario Medina
President
Local 13



Joe Gasperov
President
Local 63



Daniel G. Miranda
President
Local 94