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April 30, 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 26-0426-S1**

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 Council File 26-0426-S1.

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 dependence 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, while simultaneously serving the needs of the maritime industries and global supply chain, while contributing to the federal, state, regional, and local economies.

Requiring that the Public Access Investment Plan (PAIP) and Workforce Impact Report (WIR) requirements be codified in the City Charter or, in the alternative, included in the Los Angeles Administrative Code would ensure that the very people most impacted by the Port, namely local citizens and Port workers, are protected and receive a fair share of the tremendous benefits generated by the Port, while allowing the Port to grow and adapt.

In this modern 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 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. In addition, the City should not use public funds to accelerate these technologies, as the institutions seeking to implement these new systems clearly have the means to pay for it themselves.


Such a 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?

In conclusion, we believe it is in the best interests of all Angelinos to include in the City Charter or Los Angeles Administrative Code, the PAIP and WIR requirements, and restrictions on public funds being used for the implementation of worker-displacing technology, equipment or worker-displacing infrastructure at the Port. As such, we support Council File 26-0426-S1.

Sincerely,



Mario Medina
President
Local 13



Joe Gasperov
President
Local 63



Daniel G. Miranda
President
Local 94