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46th District, California

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Congress of the United States
House of Representatives

April 11, 2009

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Mr. Douglas P. Krause
Commissioner
Board of Harbor Commissioners
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, California 90731-3309

**10. Re: RESOLUTION NO. __ PORT MASTER PLAN AMENDMENT NO. 24 –
MAIN CHANNEL DEEPENING PROJECT
And
15. Re: RESOLUTION NO. _ FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT
REPORT (SEIR)
FOR THE CHANNEL DEEPENING PROJECT (LAHD ADP NO. 990809-102; SCH
NO. 1999091029)**

Dear Mr. Krause:

On Thursday, April 16th you will be asked to act upon two agenda items referenced above. These matters before you also pertain to the future of an enormously valuable asset extant in the Port of Los Angeles and that is Berth 240Z, the former Southwest Marine Shipyard. I recently met with President David Freeman in order to express to him my concern about the possible loss of the vessel slips that are core elements of that property if the Board adopts the plan brought forward by Port of Los Angeles staff.

I find it most disturbing that, because of the absence of a service facility in the San Pedro Bay, medium-size vessels currently travel from our ports to San Francisco, San Diego, and the Pacific Northwest at least once every eighteen months for service. The cost of this arrangement is in the $100,000-$500,000 range per vessel and does not include the environmental costs. Furthermore, Port of Los Angeles current staff plans call for the obliteration of two slips located at the Berth 240Z property. These slips are critical physical infrastructure elements for a shipyard service center. Once the slips are filled in they are a lost resource that cannot be retrieved. This does not make sense.

I am aware of related contaminated sediment that must be processed. The Commission staff, however, has proposed to use the vessel slips as containment bunkers for the sediment thus rendering the slips useless. I also understand that POLA staff has proposed use of Berth 240Z as a large-vessel refueling station. To use the shipyard property as a gas-station when what is truly needed is a ship service facility does not make sense.

Gambol Industries proposes to partially fill the South slip with 170,000 cubic yards of contaminated dredge spoils, make renovations to the historic structures, and after redevelopment resume the original purpose of the area as a shipyard. Gambol contracted with the LAEDC to undertake an economic impact study of their proposed shipyard. The study was released on March 27th, 2009 and shows that five years after development the shipyard provides for a potential 1,800 new jobs, and $7.1 million in state, county, and local tax revenue.

I request that your staff seriously consider the data contained in the LAEDC study of the proposed use of this 32-acre property put forth by Gambol Industries. The service needs of our medium-size vessels, the economic yield, the disposal of dredged material and contaminated sediments, and permanent job creation surely deserve the honest analytical attention of POLA staff and, ultimately, our Port Commissioners prior to taking any EIR vote regarding Berth 240Z.

I will travel abroad next week however I will be in daily contact with my district staff should you wish to contact me.

Yours sincerely,

Dana Rohrabacher
Member of Congress

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