

Klesges, Amber

From: Kristina Smith <ksmith-mailroom@mail.com>
Sent: Thursday, February 21, 2019 5:15 PM
To: Seroka, Gene; councilmember.buscaino@lacity.org; Commissioners; mayor.garcetti@lacity.org
Cc: Ryan Ferguson; Johanna Rodriguez, Mayors Rep; Bezmalinovich, Augie; Raymond Regalado; Maria Couch; Doug Epperhart; Dean Pentcheff; Valerie Contreras; Alexander Hall
Subject: Harbor City NC's Resolution on Port Automation
Attachments: HCNC-Port Automation Resolution-2-21-19.pdf

Dear Representatives:

Attached is a resolution adopted by the Harbor City Neighborhood Council Board at their February meeting related to CDP No. 18-25 (Port Automation). Please acknowledge receipt of this email and the attached letter.

Thank you.

Kristina Smith
Neighborhood Council Asst.
310-918-8650 cell



Harbor City Neighborhood Council

February 21, 2019

Danielle Sandoval
President

Grant Reed
Vice President

Mike Etter
Treasurer

Sydney Baune
Secretary

Port of Los Angeles
Attn: Board of Harbor Commissioners

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

The Harbor City Neighborhood Council adopted a resolution at its February meeting regarding CDP No. 18-25 APM Terminals—Landside Infrastructure as follows:

RESOLUTION

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 decision-makers 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



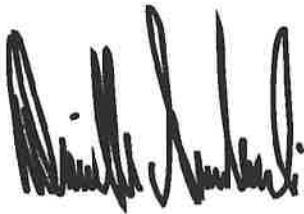
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P.O. Box 325, Harbor City, CA 90710-0921
(310) 918-8650 - www.harborcitync.com

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 Harbor City 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 workers are equipped to manage the transition to new technologies however, with no job loss and at the same pay scales and higher. Investing in our workforce rather than in automation secures our economic sustainability.

Thank you.



Danielle Sandoval
President
On behalf of the Harbor City Neighborhood Council



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