

POLITICAL SUPPORT LETTERS FROM

With new submittals

1. **BOB ARCHULETA**, 32ND SENATE DISTRICT
2. **NANETTE DIAZ BARRAGAN**, MEMBER OF CONGRESS
3. **STEVEN BRADFORD**, SENATOR, 35TH DISTRICT
4. **JOE BUSCAINO**, COUNCILMEMBER, 15TH DISTRICT
5. **LONDON N. BREED**, MAYOR OF SAN FRANCISCO
6. **IAN C. CALDERON**, MAJORITY LEADER, 57TH DISTRICT
7. **MARIA ELENA DURAZO**, 24TH SENATE DISTRICT
8. **CRISTINA GARCIA**, ASSEMBLYMEMBER, 58TH DISTRICT
9. **ERIC GARCETTI**, MAYOR OF LOS ANGELES
10. **JIM GAZELEZ**, MAJOR PRO TEM CITY OF LOMITA
11. **MIKE A GIPSON**, ASSEMBLYMEMBER, 64TH AD
12. **JANICE HAHN**, CHAIR FOR BOARD OF SUPERVISORS COUNTY OF LOS ANGELES
13. **CHRIS HOLDEN**, ASSEMBLYMEMBER, 41ST DISTRICT
14. **REGINALD B. JONES- SAWYER**, ASSEMBLY MEMBER, 59TH DISTRICT
15. **MIKE LEVIN**, HOUSE OF REPRESENTATIVES
16. **CONNIE LEYVA**, STATE SENATOR, 20TH DISTRICT
17. **AL MURATSUCHI**, ASSEMBLYMEMBER, 66TH DISTRICT OF CALIFORNIA
18. **GRACE F. NAPOLITANO**, MEMBER OF CONGRESS, 32ND DISCTRICK OF CALIFORNIA
19. **PATRICK O' DONNELL**, ASSEMBLYMEMBER, 70TH DISTRICT
20. **ROBERT PULLEN-MILES** MAYOR OF CITY OF LAWNSDALE
21. **SHARON QUIRK-SILVA**, ASSEMBLY MEMBER, DISTRICT 65TH OF CALIFORNIA

22. **ANTHONY RENDON**, SPEAKER OF THE ASSEMBLY, 63RD DISTRICT OF CALIFORNIA
23. **SUSAN RUBIO**, SENATOR 22ND DISTRICT OF CALIFORNIA (5 LETTERS TOTAL DIRECTED TO EACH COMMISSIONER)
24. **BLANCA RUBIO**, ASSEMBLYMEMBER, 48TH DISTRICT OF CALIFORNIA
25. **MIGUEL SANTIAGO**, ASSEMBLY MEMBER, 53RD DISTRICT
26. **THOMAS J.UMBERG**, SENATOR 34TH DISTRICT
27. **BERNARD SANDERS**, UNITED STATES SENATOR-New submittal
28. **ALBERT ROBLES**,MAYOR, CITY OF CARSON-New submittal
29. **SHANNON ROSS**, LOS ANGELES COUNTY DEMOCRATIC PARTY-New submittal
30. **DOUG EPPERHART**, PRESIDENT OF THE COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL BOARD-New submittal
31. **ROYCE W. ESTERS**, PRESIDENT/CEO OF THE NATIONAL ASSOCIATION FOR EQUAL JUSTICE IN AMERICA(NAEJA)-New submittal (Total of 5 Letters)
32. **JANICE HANS**, CHAIR OF THE BOARD SUPERVISORS, 4TH SENATE, **HILDA SOLIS**, SUPERVISOR, 1ST DISTRICT, **SHEILA KUEHL**, SUPERVISOR, 3RD DISTRICT, **KATHRYN BARGER**, SUPERVISOR, 5TH DISTRICT, AND **MARK RIDLYE-THOMAS**, SUPERVISOR, 5TH DISTRICT-New Submittal

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California State Senate

SENATOR
BOB ARCHULETA
THIRTY-SECOND SENATE DISTRICT

STANDING COMMITTEES
VETERANS AFFAIRS
CHAIR
BUSINESS, PROFESSIONS &
ECONOMIC DEVELOPMENT
GOVERNMENTAL
ORGANIZATION
INSURANCE



March 15, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong work force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Harbor Commission must do its due diligence on the potential for negative impacts to the surrounding communities.

I respectfully request that you take action to stay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,

A handwritten signature in dark ink, appearing to read "Bob Archuleta", written over a horizontal line.

Senator Bob Archuleta
32nd Senate District

NANETTE DIAZ BARRAGÁN
44TH DISTRICT, CALIFORNIA
WWW.BARRAGAN.HOUSE.GOV
FACEBOOK.COM/CONGRESSWOMANBARRAGAN
TWITTER: @REPBARRAGAN

COMMITTEE ON ENERGY AND COMMERCE
SUBCOMMITTEES:
HEALTH
ENVIRONMENT AND CLIMATE CHANGE
ENERGY

COMMITTEE ON HOMELAND SECURITY
SUBCOMMITTEES:
TRANSPORTATION AND MARITIME SECURITY
OVERSIGHT, MANAGEMENT AND ACCOUNTABILITY

CONGRESSIONAL HISPANIC CAUCUS
2ND VICE CHAIR

PORTS CAUCUS



Congress of the United States
House of Representatives
Washington, DC 20515

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701 E. CARSON STREET
CARSON, CA 90745

8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280

February 21, 2019

Port of Los Angeles Harbor Commissioners
425 South Palos Verdes Street
San Pedro, CA 90731

Dear Harbor Commissioners:

I join my brothers and sisters of ILWU in expressing concern about the permit approval process for the Coastal Development Permit for APM Terminals.

APM's plans to automate their terminal not only impact labor agreements and jobs at the Ports of Los Angeles and Long Beach but at other terminals across the country that will likely follow suit to automate their terminals if APM is successful in obtaining this permit.

Automation at any port terminal will ~~likely~~ result in a reduced workforce. The consequences of a reduced workforce could be dire for regional and local economies like Long Beach, Wilmington and San Pedro, which thrive on the patronage of the men and women who work at our ports.

With this in mind, ILWU's concerns are legitimate especially when you take into context the speed of the approval process. The union should be at the table with all stakeholders involved to better understand and offer input on the scope and phasing of this project.

I join the ILWU in calling for a full hearing on this matter to ensure transparency. I urge you to delay approval of this permit until all 5 members of the Harbor Commission are seated, and a proper feasibility study has been completed assessing the negative impacts automation would have on our local and regional economy. Further, I ask that APM work with ILWU to come to an agreement on automation efforts.

Sincerely,

Nanette Diaz Barragan
Member of Congress

CC: Eugene Seroka, Executive Director, Port of Los Angeles
Mark Mendoza, President, ILWU Local 13

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SENATOR.BRADFORD@SENATE.CA.GOV
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California State Senate

SENATOR
STEVEN BRADFORD
THIRTY-FIFTH SENATE DISTRICT



COMMITTEES
BANKING & FINANCIAL
INSTITUTIONS
CHAIR

APPROPRIATIONS
ENERGY, UTILITIES &
COMMUNICATIONS
GOVERNMENTAL
ORGANIZATION
PUBLIC SAFETY

March 15, 2019

The Honorable Jaime L. Lee
President, Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, CA 90731

RE: Level 1 Coastal Development Permit No. 18-25

Dear President Lee,

I write to request that the Los Angeles Board of Harbor Commissioners hold-over Level 1 Coastal Development Permit No. 18-25 in your March 21st meeting. Before the Board comes to a decision on this permit, which I believe will allow APMT Maersk to transition to an automated terminal, there must be a comprehensive analysis on the impact this action will have on our community. The potential job losses from this action would be devastating to many businesses and the hardworking families that I represent.

As an elected official, I have supported funding that enables California's ports to upgrade their equipment to zero or near-zero-emission equipment. If done correctly, these investments will improve the lives of community members who both work and live near the Port of Los Angeles. It does not matter if we have the cleanest air and most efficient technology in the world if we deny people the opportunity to work hard and provide for their families.

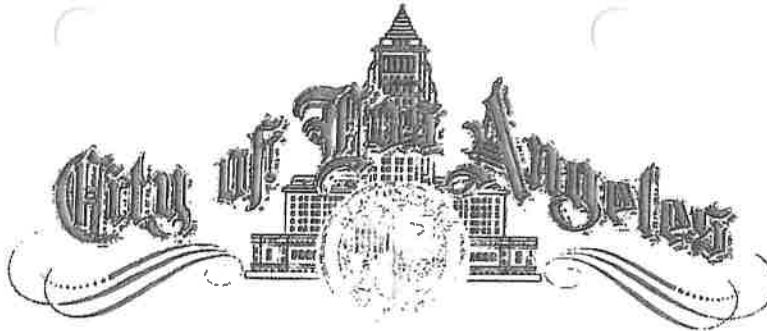
Allowing this to go forward prior to serious analysis has the potential to eliminate a significant number of jobs and that should give you great pause. I urge you to evaluate this action further to ensure the Board and the public fully understand the impact that this and other similar decisions will have on our community.

Sincerely,

A large, stylized handwritten signature of Steven Bradford in black ink.

STEVEN BRADFORD
Senator, 35th District

CC: The Honorable Lucia Moreno-Linares
The Honorable Anthony Pirozzi, Jr.
The Honorable Edward Renwick
The Honorable Diane Middleton



Joe Buscaino
Councilmember, 15th District

January 23, 2019

Gene Seroka
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, California 90731

Dear Mr. Seroka:

I write with great concern regarding an item on the Board of Harbor Commissioners agenda scheduled for January 24, 2019 pertaining to a Coastal Development Permit for APM Terminals that was approved at the Executive Director level.

The proposed modernization project at APM Terminal threatens hundreds of ILWU jobs. I therefore respectfully request that the Port urge its tenant APM to delay the implementation of this project until such time that discussions can occur with PMA and ILWU that can hopefully result in the preservation of vital, good-paying jobs at the Port of Los Angeles. It is in everyone's interest that we all work together to ensure that we are a healthy and prosperous port, grow more jobs in the region, and preserve our stature as America's Number One Port.

Thank you in advance for your consideration.

Sincerely,

JOE BUSCAINO
Councilmember, 15th District

OFFICE OF THE MAYOR
SAN FRANCISCO



LONDON N. BREED
MAYOR

April 10, 2019

Governor Gavin Newsom
1303 10th Street, Suite 1173
Sacramento, CA 95814

Toni Atkins
Senate President Pro Tempore
State Capitol, Room 205
Sacramento, CA 95814

Anthony Rendon
California Assembly Speaker
State Capitol, Room 219
Sacramento, CA 95814

Re: Supporting Establishment of a Task Force to Study Port Automation

Dear Governor Newsom, President Pro Tempore Atkins, and Speaker Rendon:

On behalf of the City and County of San Francisco, I am writing to express my support for the establishment of a statewide task force charged with studying marine terminal automation, and making recommendations on how best to support our labor force in the context of this automation. This task force should include longshore laborers and representatives from port authorities, employers, and industry, and should be tasked with developing recommendations for policy makers and the industry at large.

I come from a family with a long history of strong union membership, as my grandfather was a member of the International Longshore and Warehouse Union (ILWU). I know firsthand how important our labor partners are to the City's economic viability, and as industries modernize and jobs become automated, we must ensure that San Franciscans who work hard every day are not left behind.

Establishing a task force will explore the impact of new automation technologies, how best to ensure that we remain competitive among ports at the national level, and how we can ensure that our workers remain employed. Given the rapid advances in automation technology and the significant impact that these changes may bring to current and future port workers, it is important that the State act now to help lead this transition in a positive direction.

California's ports are a critical part of our State's economy, and here in San Francisco, our port serves as a gateway to a world-class city and advances environmentally and financially sustainable maritime. The San Francisco Port provides recreational and economic opportunities to serve local residents and tourists from abroad, and we must make sure the Port continues to support those who sustain it.

Thank you for your leadership on this important issue.

Sincerely,

A handwritten signature in cursive script, appearing to read "London Breed".

London N. Breed
Mayor

1 DR. CARLTON B. GOODLETT PLACE, ROOM 200
SAN FRANCISCO, CALIFORNIA 94102-4681
TELEPHONE: (415) 554-6141

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13181 N. CROSSROADS PARKWAY, SUITE 160
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Assembly California Legislature



IAN C. CALDERON
MAJORITY LEADER
ASSEMBLYMEMBER, FIFTY-SEVENTH DISTRICT

COMMITTEES
APPROPRIATIONS
ELECTIONS AND REDISTRICTING
INSURANCE
PRIVACY AND CONSUMER PROTECTION
JOINT COMMITTEE ON RULES

March 14, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street
San Pedro, CA 90731

Dear Harbor Commissioners:

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is to be made by the Board, there should be a comprehensive impact analysis that considers the number of jobs lost and the potentially devastating impact to the neighborhoods, businesses, and my constituency.

Allowing APMT Maersk to transition to a fully automated terminal will greatly impact California families and the state's economy. I have supported funding for ports to upgrade to equipment that is less harmful to our environment. I have worked on and supported the purchase of zero or near zero emission human operated equipment. We can improve the environment while supporting and maintaining well-paying jobs and a strong workforce.

The Los Angeles Harbor Commission must do its due diligence recognizing that displacing hundreds of jobs will negatively impact the communities surrounding the Southern California ports and beyond.

I respectfully request that the Board take action to hold-over this permit. A thorough analysis into the impacts of this transition is necessary to protect workers and communities that help make California the fifth largest economy in the world.

Sincerely,

A handwritten signature in blue ink that reads "Ian Calderon".

Ian C. Calderon
Majority Leader, 57th District



California State Senate

SENATOR
MARIA ELENA DURAZO
TWENTY-FOURTH SENATE DISTRICT



March 21, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Harbor Commission must do its due diligence on the potential for negative impacts to the surrounding communities.

We respectfully request that you take action to stay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,

A handwritten signature in black ink, appearing to read "Maria Elena Durazo".

Senator Maria Elena Durazo, 24th Senate District

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Assembly California Legislature



CRISTINA GARCIA
CHAIR: JOINT LEGISLATIVE COMMITTEE ON CLIMATE CHANGE POLICIES
ASSEMBLYMEMBER, FIFTY-EIGHTH DISTRICT

COMMITTEES
BUDGET
ENVIRONMENTAL SAFETY AND TOXIC
MATERIALS
NATURAL RESOURCES
UTILITIES AND ENERGY
WATER, PARKS AND WILDLIFE
BUDGET SUBCOMMITTEE #3 ON
RESOURCES AND TRANSPORTATION

March 14, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APMT Maersk Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by the Board that would allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that considers the number of jobs lost, as well as the potentially devastating impact to the neighborhoods, businesses and families in my district.

I'm supportive of funding to upgrade port equipment that is better for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California port system and beyond.

The Los Angeles Harbor Commission must do its due diligence and fully investigate the potential for negative impacts to surrounding communities.

I respectfully request that you take action to delay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,

A handwritten signature in dark ink, appearing to read "Cristina Garcia".

CRISTINA GARCIA
Assemblymember, 58th District
CG:ms



ERIC GARCETTI
MAYOR

March 20, 2019

Board of Harbor Commissioners
The Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731

Dear Board of Harbor Commissioners:

The Port of Los Angeles is an economic engine that creates middle class jobs and sustains Main Street businesses. The Port brings Los Angeles to the world, and the world to Los Angeles. We owe a debt of gratitude to the hardworking women and men of the International Longshore and Warehouse Union, and companies like APM Terminals, who have made ours the busiest port in the Western Hemisphere.

The ILWU emerged following the 1934 West Coast Waterfront Strike. Longshoremen gave their lives to support the principle that workers should have a say in what work they did and how they were paid. We owe it to those who came before to keep balancing the scales of justice and protecting workers' rights. When we stand by labor, our Port is stronger, our communities are more prosperous, and our City is more equitable.

APM Terminals has been a valued tenant since 2002 and operates Pier 400 — the largest terminal at the Port of Los Angeles, where I was proud to welcome the first 18,000 TEU ship to call at an American port in December 2015. That day, APM Terminals and the women and men of the ILWU leapt into action, dispatching that ship's cargo to destinations throughout our region and the country. This partnership between the Terminal and the ILWU has driven cargo volume at the Port of Los Angeles to record levels.

Before the Board today is an appeal from the ILWU over the granting of a Coastal Development Permit at Pier 400 for infrastructure improvements that could facilitate the introduction of automated equipment. The decision before the Board may have far-reaching impacts on the pace of automation at our Port and could define how the Port will compete and sustain jobs into the foreseeable future.

Confronted by a matter of such importance, I ask that the Board take full advantage of the 28 calendar days afforded by Section 6.6.1 of the Port Master Plan, to consider the facts and arguments laid out today by Port staff, the union, the employer, and the public. Additionally, I invite the ILWU and APM Terminals to convene at City Hall for discussions which I would be pleased to facilitate.

In parallel, these discussions should serve as the basis of a new task force to explore automation and its impacts on the future of the Port of Los Angeles and others across the state. Working together, I am confident we can arrive at a solution that strengthens the Port, preserves jobs, introduces green technology, and ensures future generations continue to benefit from Los Angeles' place at the heart of an interconnected global economy.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Garcetti", with a horizontal line extending to the right.

ERIC GARCETTI
Mayor

To whom it may concern,

We, the undersigned, join ILWU, Locals 13, 26, 63, OCU (Office Clerical Union) and 94 in requesting that the Los Angeles Board of Harbor Commissioners hold over the permit (Level One Coastal Permit 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment) to fully consider the job loss that will drastically impact the surrounding communities if APM (Maersk) Terminals is allowed to automate its facility.

We support terminal operators who purchase human operated zero-emission equipment and human operated near zero-emission equipment. Taking steps to improve the environment does not have to mean taking good jobs away from our community and giving those jobs to robots.

ROBOTS DO NOT PATRONIZE LOCAL BUSINESSES OR LIVE IN OUR COMMUNITY.

The negative trickle-down effect of these job losses will be felt in every corner of our local economy from grocery stores and restaurants to real estate and health care. Eventually, these job losses could be devastating.

Port sovereign lands are held in trust for the benefit of the people of California. The Los Angeles Board of Harbor Commissioners has an obligation to take time to consider whether it is appropriate to use Port property in a manner that will result in substantial job loss to the people of the Harbor community.

Name Jim Gazley

Business Name Mayor pro Tem City of Lomita

Business Address 24300 Harborview Ave Lomita CA 90717

Phone 310 - 325 - 7110

Email CC.Gazley@lomitacity.com

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Assemblymember.Gipson@assembly.ca.gov

Assembly California Legislature



MIKE A. GIPSON
DEMOCRATIC CAUCUS CHAIR
ASSEMBLYMEMBER, SIXTY-FOURTH DISTRICT

COMMITTEES
BUSINESS AND PROFESSIONS
GOVERNMENTAL ORGANIZATION
HUMAN SERVICES
INSURANCE
TRANSPORTATION

March 15, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Re: Level 1 Coastal Development Permit No. 18-25

Dear Harbor Commissioners:

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond. The Los Angeles Harbor Commission must do its due diligence on the potential for negative impacts to the surrounding communities.

We respectfully request that you take action to stay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world. If you have any questions, I welcome you to reach out to my chief of staff, Jay Jefferson, at (916) 319-2064 or via email at jay.jefferson@asm.ca.gov.

Sincerely,


MIKE A. GIPSON
Assemblymember, 64th AD

DISTRICT OFFICES: 879 W. 190TH STREET, SUITE 920 • GARDENA, CA 90248 • (310) 324-6408 • FAX (310) 324-6485
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BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

822 KENNETH HAHN HALL OF ADMINISTRATION/ LOS ANGELES, CALIFORNIA 90012
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JANICE HAHN

Chair

A Message to the Harbor Commission from Los Angeles County Supervisor Janice Hahn

"The Port of Los Angeles has long been an asset to the Harbor Area's local economy. It is a source of good, middle-class jobs that have supported generations of families and have, in-turn, driven successful local businesses from grocery stores, to restaurants, to sandwich shops.

Any plan to automate terminal operations and cut jobs is a direct threat to our local economy and should be rejected by the Harbor Commission.

I understand that APM argues that the upgrades they are proposing would reduce pollution from port operations. That is a worthy goal and one I am proud to support—but they do not need to automate to achieve it. APM should switch to clean, electric technology that exists today that can be proudly operated by the hardworking men and women of the ILWU. We don't have to decide between clean air and good jobs. We can and we should have both.

Unfortunately, our ports are prime targets for terrorists and people trying to smuggle illicit materials into this country. Our dockworkers are our first line of defense and we count on them to spot suspicious activity or cargo and report it to authorities. A robot will never be able to catch the subtleties like a pair of human eyes and ears. It is my opinion that automating more terminals leaves our port vulnerable.

What has always made this port strong are the people who work at it every day. I am proud to stand with my friends in the ILWU and I urge the Harbor Commission to reject APM's automation proposal."

- Supervisor Janice Hahn

From: Ford, Naima Naima.Ford@asm.ca.gov
Subject: Asm. Holden Letter
Date: March 15, 2019 at 11:26 AM
To: community@portla.org
Cc: Lewis-Coaxum, Robbin robbin.lewis-coaxum@asm.ca.gov

Hello,

Attached is a letter from Asm. Holden regarding the Level 1 Coastal Development Permit No. 18-25. Please let me know if you have any questions.

Best,

Naima Ford
Legislative Director
Assemblymember Chris R. Holden
State Capitol, Room 5132, Sacramento, CA 95814
phone: (916) 319-2041 | fax: (916) 319-2141

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COMMITTEES
BUSINESS AND PROFESSIONS
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ENVIRONMENTAL QUALITY AND THE
GREEN ECONOMY IN THE INLAND
EMPIRE
JUDICIARY

SELECT COMMITTEES
CHAIR, REGIONAL TRANSPORTATION
SOLUTIONS
ASIA/CALIFORNIA TRADE AND
INVESTMENT PROMOTION
ENVIRONMENTAL QUALITY AND THE
GREEN ECONOMY IN THE INLAND
EMPIRE

BOARD MEMBER
SANTA MONICA MOUNTAINS
CONSERVANCY BOARD

CAUCUSES
CHAIR, CALIFORNIA LEGISLATIVE
BLACK CAUCUS
ENVIRONMENTAL CAUCUS

March 14, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street
San Pedro, California 90731

Dear Harbor Commissioners,

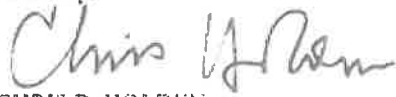
I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APM: Terminals-Landslide Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost, and the potentially devastating impact to the neighborhoods, businesses and families in my district.

I have supported funding for ports to upgrade its equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well paying jobs and a strong work force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

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We respectfully request that you take action to stay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,



CHRIS R. HOLDEN

Assemblymember, 41st District

CRH: mj

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Assemblymember Jones-Sawyer@assembly.ca.gov

Assembly California Legislature



REGINALD BYRON JONES-SAWYER, SR.
ASSEMBLYMEMBER, FIFTY-NINTH DISTRICT

COMMITTEES
CHAIR, PUBLIC SAFETY
AGRICULTURE
BUDGET
GOVERNMENTAL ORGANIZATION
LABOR AND EMPLOYMENT

SUBCOMMITTEE
BUDGET SUBCOMMITTEE NO. 5 ON
PUBLIC SAFETY

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners take a more extensive examination of the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Harbor Commission must do its due diligence on the potential for negative impacts to the surrounding communities. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,

A handwritten signature in red ink that reads "Reginald Byron Jones-Sawyer, Sr." The signature is fluid and cursive, with the last name "Sawyer" being particularly prominent.

Congress of the United States
House of Representatives
Washington, DC 20515-0549

March 19, 2019

The Honorable Jaime L. Lee
President
Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, California 90731

Dear President Lee:

I am writing to request that the Los Angeles Board of Harbor Commissioners stay the Level 1 Coastal Development Permit No. 18-25, titled "APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment."

I am concerned that the automation project requested under this permit could have unintended negative consequences for the community surrounding the Port. Before taking action, the Board should evaluate the social and economic impact of granting this permit and consider the number of jobs that will be lost. Additionally, it is my understanding there is no evidence to suggest that this permit will allow for the needed improvements in cargo handling to meet projected increases in container traffic in the years ahead.

I respectfully request that the Board stay this permit until it is thoroughly studied. A deeper look at the details of the envisioned transition is necessary to fully understand its impacts.

Sincerely,



Mike Levin
Member of Congress

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FAX (916) 651-4920

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California State Senate

SENATOR
CONNIE M. LEYVA
TWENTIETH SENATE DISTRICT



CHAIR
EDUCATION

DEMOCRATIC CAUCUS

CALIFORNIA LEGISLATIVE
WOMEN'S CAUCUS

SELECT COMMITTEE ON
MANUFACTURED HOME
COMMUNITIES

MEMBER
BUDGET & FISCAL REVIEW
SUBCOMMITTEE NO. 1
ON EDUCATION

BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT

ELECTIONS & CAMPAIGN
FINANCE REFORM

HEALTH

March 14, 2019

Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street,
San Pedro, California 90731

RE: Request Delay in Consideration of Level 1 Coastal Development Permit No. 18-25

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners delay consideration of the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made to allow APMT Maersk to transition to a fully automated terminal, a comprehensive impact analysis must be completed to consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in my district and region.

I have consistently supported funding for ports to upgrade to equipment that removes harmful pollutants from our environment. Notwithstanding, I specifically support the purchase of human-operated zero or near-zero emission equipment at our ports. We can certainly improve the environment while supporting and maintaining well-paying jobs and a strong workforce. Displacing hundreds of jobs will clearly impact the communities surrounding the Southern California ports and beyond.

The Commission must exercise its due diligence to determine potential negative impacts of the project to the surrounding communities. I respectfully request that you take immediate action to delay consideration of this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world. If you have any questions, please feel free to contact me at (916) 651-4020.

Sincerely,

A handwritten signature in cursive script, appearing to read "Connie M. Leyva".

CONNIE M. LEYVA
State Senator, 20th District



STATE CAPITOL
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SACRAMENTO, CA 94249-0066
(916) 319-2066
(916) 319-2166 FAX

Assembly
California Legislature

AL MURATSUCHI
ASSEMBLYMEMBER, SIXTY-SIXTH DISTRICT

DISTRICT OFFICE
3424 W. CARSON ST., SUITE 450
TORRANCE, CA 90503
(310) 375-0691
(310) 375-8245 FAX



March 14, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street
San Pedro, California 90731

Dear Harbor Commissioners:

I am writing to request that the Los Angeles Board of Harbor Commissioners (Board) postpone its decision on the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. A comprehensive impact analysis must be conducted to consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses, and families in my district, before a decision is made by this Board that will allow APM Maersk Terminal to transition to a fully automated terminal.

I have supported funding for ports to upgrade equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is human operated. I believe we can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Board of Harbor Commissioners must do its due diligence on the potential for negative impacts to the surrounding communities. I respectfully request that you hold-off on granting the permit until an intensive analysis is performed on the possibilities of any negative impacts the transition could have on the economic health of our communities and the potential for the loss of hundreds of well-paying jobs. Should you have any questions, please contact my District Director, Melissa Ramoso, at (310) 375-0691.

Sincerely,

A handwritten signature in dark ink, appearing to read "Al Muratsuchi".

AL MURATSUCHI
ASSEMBLYMEMBER, 66TH DISTRICT

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TRANSPORTATION AND INFRASTRUCTURE
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WATER AND POWER

CONGRESSIONAL YOUTH CHALLENGE
CAUCUS
Co-Chair

CONGRESSIONAL HISPANIC CAUCUS

Grace F. Napolitano
Congress of the United States
House of Representatives
32nd District of California

March 15, 2019

The Honorable Jaime L. Lee
President
Los Angeles Board of Harbor Commissioners
425 South Palos Verdes Street
San Pedro, California 90731

Dear President Lee:

I am writing to request that the Los Angeles Board of Harbor Commissioners not take action on the Level 1 Coastal Development Permit No. 18-25 that was submitted as the "APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment."

Under the California Coastal Act, the Port must review development proposals to make certain they are consistent with the Port's Master Plan. Before a decision is made that will allow APMT Maersk to transition to a fully automated terminal, the Board should complete a comprehensive impact analysis that considers the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in the community.

The Port's own Master Plan identifies increasing cargo terminal efficiency as a priority goal, yet it is widely acknowledged in the industry that automated terminals are less efficient. At this point in time, the Board does not know what the impacts of this automation project will be on the Port's ability to contribute to future economic growth or to achieve needed improvements in cargo handling to meet the project increases in container traffic in the years ahead.

I also question the justification that Clean Air Act compliance is driving the decision to automate. It is simply untrue that unmanned operations reduce emissions in excess of manned operations if electrified. The fact is we can improve the environment while supporting and maintaining well-paying jobs and a strong workforce.

I respectfully request that the Board stay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,


Grace F. Napolitano
Member of Congress

COMMITTEES
CHAIR: EDUCATION
BUDGET
PUBLIC EMPLOYEES, RETIREMENT AND
SOCIAL SECURITY
TRANSPORTATION

SUBCOMMITTEES
BUDGET SUBCOMMITTEE NO. 2 ON
EDUCATION FINANCE

SELECT COMMITTEE
CHAIR: PORTS AND GOODS MOVEMENT

Assembly California Legislature



PATRICK O'DONNELL
ASSEMBLYMEMBER, SEVENTIETH DISTRICT

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(310) 548-6420
FAX (310) 548-4160

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I request the Los Angeles Board of Harbor Commissioners (Board) hold over the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment, which is scheduled for a public hearing on March 21, 2019. Before this Board makes a decision which will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis to consider the number of jobs that could be lost, and the potentially devastating impact to neighborhoods, businesses and families in my district.

During my tenure in the Legislature, I have worked to secure funding for ports to upgrade their equipment to cleaner technologies that benefit the environment, and I support the purchase of zero- or near-zero emission human-operated equipment. We can improve the environment while supporting and maintaining good-paying jobs and a strong work force.

The Los Angeles Harbor Commission must do its due diligence and analyze the negative impacts this permit could result in. Displacing hundreds of jobs, for example, would severely impact the communities surrounding the Southern California ports and beyond.

I respectfully request the Board to delay taking action on this permit. A comprehensive look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world. Thank you for your consideration.

Sincerely,

Patrick O'Donnell
Assemblymember, 70th District



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City of Lawndale



Robert Pullen-Miles
Mayor

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Direct #: (310) 973-3214
or (310) 973-3200
Fax: (310) 644-4556

Email: RPMlawndale@aol.com
www.lawndalecity.org

To whom it may concern,

We, the undersigned, join ILWU, Locals 13, 26, 63, OCU (Office Clerical Union) and 94 in requesting that the Los Angeles Board of Harbor Commissioners hold over the permit (Level One Coastal Permit 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment) to fully consider the job loss that will drastically impact the surrounding communities if APM (Maersk) Terminals is allowed to automate its facility.

We support terminal operators who purchase human operated zero-emission equipment and human operated near zero-emission equipment. Taking steps to improve the environment does not have to mean taking good jobs away from our community and giving those jobs to robots.

ROBOTS DO NOT PATRONIZE LOCAL BUSINESSES OR LIVE IN OUR COMMUNITY.

The negative trickle-down effect of these job losses will be felt in every corner of our local economy from grocery stores and restaurants to real estate and health care. Eventually, these job losses could be devastating.

Port sovereign lands are held in trust for the benefit of the people of California. The Los Angeles Board of Harbor Commissioners has an obligation to take time to consider whether it is appropriate to use Port property in a manner that will result in substantial job loss to the people of the Harbor community.

Name Robert Pullen-Miles, Mayor

Business Name City of Lawndale

Business Address 14717 Burin Av. Lawndale CA 90260

Phone 310-261-4554

Email RPMlawndale@aol.com

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Assembly California Legislature



SHARON QUIRK-SILVA

CHAIR: COMMITTEE ON JOBS, ECONOMIC DEVELOPMENT, AND THE ECONOMY
ASSEMBLYMEMBER, SIXTY-FIFTH DISTRICT

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PATHWAYS FOR STUDENTS
SCIENCE, TECHNOLOGY,
ENGINEERING AND MATH
EDUCATION
VETERAN EMPLOYMENT AND
EDUCATION

March 19, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that you hold-off on granting APMT Maersk Terminal's request for a Level 1 Coast Development Permit which includes plans to transition to a fully automated terminal.

Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in my district. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Harbor Commission must do its due diligence in identifying the potential negative impacts this will have on the surrounding communities. I respectfully request you take action to stay this permit. A deeper look into the negative impacts of this transition is needed to protect the workers and communities who contribute to our state.

Sincerely,

Sharon Quirk-Silva
Assembly Member, District 65





ANTHONY RENDON

SPEAKER of the ASSEMBLY
Sixty-Third Assembly District

March 15, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners:

I would like to share my concerns with the granting of the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment, which would allow APMT Maersk to transition to a fully automated terminal.

I strongly support equipment upgrades that reduce the port's air quality impacts. These investments should be made in a manner that also promotes and maintains well-paying jobs and a strong work force.

My understanding is that this permit will result in the loss of hundreds of jobs, thereby significantly affecting the communities around the port. This is a considerable impact that deserves the Commission's further analysis and evaluation.

In addition to considering the economic impact of this permit, I encourage the Harbor Commission to develop a strong policy by which they can take into consideration job displacement and the impacts on the workforce when considering port investments.

Sincerely,

ANTHONY RENDON
Speaker of the Assembly

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California State Senate

SENATOR
SUSAN RUBIO
TWENTY-SECOND SENATE DISTRICT



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ENERGY, UTILITIES, COMMUNICATIONS
GOVERNMENTAL ORGANIZATION
HEALTH
TRANSPORTATION

SELECT COMMITTEE
CALIFORNIA MEXICO COOPERATION

March 15, 2019

The Honorable Diane Middleton
Commissioner
Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Commissioner Middleton:

I write to you regarding the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. There are several important factors concerning this permit that merit your Board's consideration and request that the Board hold-over its decision to approve.

First, the Board should consider the impact on the workforce at the port and the regional economy. Before allowing APMT Maersk to transition to a fully automated terminal, the Board should conduct a comprehensive impact analysis that considers the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in the region. For port workers, the hard work they put day in and day out to make California the fifth largest economy in the world is also the work that feeds their families and keeps their communities strong.

In regards to environmental improvements, I support the purchase of zero or near zero emission equipment for ports that is operated by a human. We can improve the environment while maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the ports and beyond. In particular, I am concerned people of color will be displaced of well-paying jobs that cannot be replaced.

Lastly, it is important to highlight that maintaining a workforce of hard working individuals does not sacrifice efficiency at the port. For example, the Port of Los Angeles broke its all-time record, moving more cargo in 2018 than any time in its 111-year history. This means racking up 9,458,749 twenty-foot equivalent units, or 1.2 percent more than previous 2017's record breaking year.

As the busiest port in the Western Hemisphere and premier gateway for international commerce in the country, it is critically important the Port of Los Angeles does not become a hollow pass-through for the massive transfer of goods and wealth without any benefit to the families and

communities that surround or are impacted by the port. As a result, it is vital for the Los Angeles Harbor Commission to study and consider the potential for negative impacts to the hard working men and women at the port, as well as surrounding communities and local economy.

For these reasons I respectfully request that you take action to stay this permit. Thank you for your time and consideration.

Sincerely

A handwritten signature in cursive script that reads "Susan Rubio". The signature is fluid and elegant, with a large initial "S" and a long, sweeping underline.

Susan Rubio
State Senator, 22nd District

SR:ga

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SENATOR
SUSAN RUBIO
TWENTY-SECOND SENATE DISTRICT



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TRANSPORTATION

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CALIFORNIA MEXICO COOPERATION

March 15, 2019

The Honorable Edward Renwick
Commissioner
Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Commissioner Renwick:

I write to you regarding the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. There are several important factors concerning this permit that merit your Board's consideration and request that the Board hold-over its decision to approve.

First, the Board should consider the impact on the workforce at the port and the regional economy. Before allowing APMT Maersk to transition to a fully automated terminal, the Board should conduct a comprehensive impact analysis that considers the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in the region. For port workers, the hard work they put day in and day out to make California the fifth largest economy in the world is also the work that feeds their families and keeps their communities strong.

In regards to environmental improvements, I support the purchase of zero or near zero emission equipment for ports that is operated by a human. We can improve the environment while maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the ports and beyond. In particular, I am concerned people of color will be displaced of well-paying jobs that cannot be replaced.

Lastly, it is important to highlight that maintaining a workforce of hard working individuals does not sacrifice efficiency at the port. For example, the Port of Los Angeles broke its all-time record, moving more cargo in 2018 than any time in its 111-year history. This means racking up 9,458,749 twenty-foot equivalent units, or 1.2 percent more than previous 2017's record breaking year.

As the busiest port in the Western Hemisphere and premier gateway for international commerce in the country, it is critically important the Port of Los Angeles does not become a hollow pass-through for the massive transfer of goods and wealth without any benefit to the families and

communities that surround or are impacted by the port. As a result, it is vital for the Los Angeles Harbor Commission to study and consider the potential for negative impacts to the hard working men and women at the port, as well as surrounding communities and local economy.

For these reasons I respectfully request that you take action to stay this permit. Thank you for your time and consideration.

Sincerely

A handwritten signature in cursive script that reads "Susan Rubio". The signature is written in dark ink and is positioned above the printed name and title.

Susan Rubio
State Senator, 22nd District

SR:ga

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SUSAN RUBIO

TWENTY-SECOND SENATE DISTRICT



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CALIFORNIA MEXICO COOPERATION

March 15, 2019

The Honorable Lucia Moreno-Linares
Commissioner
Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Commissioner Moreno-Linares:

I write to you regarding the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. There are several important factors concerning this permit that merit your Board's consideration and request that the Board hold-over its decision to approve.

First, the Board should consider the impact on the workforce at the port and the regional economy. Before allowing APMT Maersk to transition to a fully automated terminal, the Board should conduct a comprehensive impact analysis that considers the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in the region. For port workers, the hard work they put day in and day out to make California the fifth largest economy in the world is also the work that feeds their families and keeps their communities strong.

In regards to environmental improvements, I support the purchase of zero or near zero emission equipment for ports that is operated by a human. We can improve the environment while maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the ports and beyond. In particular, I am concerned people of color will be displaced of well-paying jobs that cannot be replaced.

Lastly, it is important to highlight that maintaining a workforce of hard working individuals does not sacrifice efficiency at the port. For example, the Port of Los Angeles broke its all-time record, moving more cargo in 2018 than any time in its 111-year history. This means racking up 9,458,749 twenty-foot equivalent units, or 1.2 percent more than previous 2017's record breaking year.

As the busiest port in the Western Hemisphere and premier gateway for international commerce in the country, it is critically important the Port of Los Angeles does not become a hollow pass-through for the massive transfer of goods and wealth without any benefit to the families and

communities that surround or are impacted by the port. As a result, it is vital for the Los Angeles Harbor Commission to study and consider the potential for negative impacts to the hard working men and women at the port, as well as surrounding communities and local economy.

For these reasons I respectfully request that you take action to stay this permit. Thank you for your time and consideration.

Sincerely

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Susan Rubio
State Senator, 22nd District

SR:ga

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CALIFORNIA MEXICO COOPERATION

March 15, 2019

The Honorable Anthony Pirozzi, Jr.
Commissioner
Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Commissioner Pirozzi:

I write to you regarding the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. There are several important factors concerning this permit that merit your Board's consideration and request that the Board hold-over its decision to approve.

First, the Board should consider the impact on the workforce at the port and the regional economy. Before allowing APMT Maersk to transition to a fully automated terminal, the Board should conduct a comprehensive impact analysis that considers the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in the region. For port workers, the hard work they put day in and day out to make California the fifth largest economy in the world is also the work that feeds their families and keeps their communities strong.

In regards to environmental improvements, I support the purchase of zero or near zero emission equipment for ports that is operated by a human. We can improve the environment while maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the ports and beyond. In particular, I am concerned people of color will be displaced of well-paying jobs that cannot be replaced.

Lastly, it is important to highlight that maintaining a workforce of hard working individuals does not sacrifice efficiency at the port. For example, the Port of Los Angeles broke its all-time record, moving more cargo in 2018 than any time in its 111-year history. This means racking up 9,458,749 twenty-foot equivalent units, or 1.2 percent more than previous 2017's record breaking year.

As the busiest port in the Western Hemisphere and premier gateway for international commerce in the country, it is critically important the Port of Los Angeles does not become a hollow pass-through for the massive transfer of goods and wealth without any benefit to the families and communities that surround or are impacted by the port. As a result, it is vital for the Los Angeles

communities that surround or are impacted by the port. As a result, it is vital for the Los Angeles Harbor Commission to study and consider the potential for negative impacts to the hard working men and women at the port, as well as surrounding communities and local economy.

For these reasons I respectfully request that you take action to stay this permit. Thank you for your time and consideration.

Sincerely

A handwritten signature in cursive script that reads "Susan Rubio". The signature is written in dark ink and is positioned above the printed name and title.

Susan Rubio
State Senator, 22nd District

SR:ga

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California State Senate

SENATOR
SUSAN RUBIO
TWENTY-SECOND SENATE DISTRICT



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TRANSPORTATION

SELECT COMMITTEE
CALIFORNIA MEXICO COOPERATION

March 15, 2019

The Honorable Jaime L. Lee
President
Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Board President Lee:

I write to you regarding the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. There are several important factors concerning this permit that merit your Board's consideration and request that the Board hold-over its decision to approve.

First, the Board should consider the impact on the workforce at the port and the regional economy. Before allowing APMT Maersk to transition to a fully automated terminal, the Board should conduct a comprehensive impact analysis that considers the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in the region. For port workers, the hard work they put day in and day out to make California the fifth largest economy in the world is also the work that feeds their families and keeps their communities strong.

In regards to environmental improvements, I support the purchase of zero or near zero emission equipment for ports that is operated by a human. We can improve the environment while maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the ports and beyond. In particular, I am concerned people of color will be displaced of well-paying jobs that cannot be replaced.

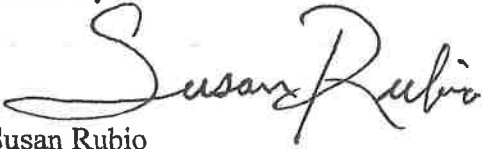
Lastly, it is important to highlight that maintaining a workforce of hard working individuals does not sacrifice efficiency at the port. For example, the Port of Los Angeles broke its all-time record, moving more cargo in 2018 than any time in its 111-year history. This means racking up 9,458,749 twenty-foot equivalent units, or 1.2 percent more than previous 2017's record breaking year.

As the busiest port in the Western Hemisphere and premier gateway for international commerce in the country, it is critically important the Port of Los Angeles does not become a hollow pass-through for the massive transfer of goods and wealth without any benefit to the families and

communities that surround or are impacted by the port. As a result, it is vital for the Los Angeles Harbor Commission to study and consider the potential for negative impacts to the hard working men and women at the port, as well as surrounding communities and local economy.

For these reasons I respectfully request that you take action to stay this permit. Thank you for your time and consideration.

Sincerely

A handwritten signature in cursive script that reads "Susan Rubio". The signature is written in dark ink and is positioned above the printed name and title.

Susan Rubio
State Senator, 22nd District

SR:ga

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0048
(916) 319-2048
FAX (916) 319-2148

DISTRICT OFFICE
100 NORTH BARRANCA STREET, SUITE 895
WEST COVINA, CA 91791
(626) 960-4457
FAX: (626) 960-1310

Assembly
California Legislature



BLANCA E. RUBIO
ASSEMBLYMEMBER, FORTY-EIGHTH DISTRICT

COMMITTEES
AGING AND LONG-TERM CARE
BUDGET
GOVERNMENTAL ORGANIZATION
WATER, PARKS, AND WILDLIFE
BUDGET SUBCOMMITTEE NO 1 ON
HEALTH AND HUMAN SERVICES
JOINT LEGISLATIVE AUDIT

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners hold-over the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment. I support the purchase of zero or near zero emission equipment that is operated by a human. We can improve the environment while supporting and maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly impact the communities surrounding the Southern California ports and beyond.

The Los Angeles Harbor Commission must do its due diligence on the potential for negative impacts to the surrounding communities.

I respectfully request that you take action to stay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Sincerely,

A handwritten signature in blue ink that reads "Blanca E. Rubio".

Blanca Rubio
Assemblymember, 48th District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0053
(916) 319-2053
FAX (916) 319-2153

DISTRICT OFFICE
320 WEST 4TH STREET, SUITE 1050
LOS ANGELES, CA 90013
(213) 620-4646
FAX (213) 620-6319

E-MAIL
Assemblymember.Santiago@assembly.ca.gov

Assembly California Legislature



MIGUEL SANTIAGO
ASSEMBLYMEMBER, FIFTY-THIRD DISTRICT

COMMITTEES
CHAIR: COMMUNICATIONS AND
CONVEYANCE
HEALTH
HIGHER EDUCATION
PUBLIC SAFETY
UTILITIES AND ENERGY
SELECT COMMITTEES
CHAIR: COMMUNITY COLLEGE
AFFORDABILITY AND GUIDED
PATHWAYS FOR STUDENTS

March 15, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I am writing to request that the Los Angeles Board of Harbor Commissioners holdover the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made, there must be a comprehensive impact analysis that must consider the number of jobs that will be lost and the impact to the communities, businesses and families in my district.

I have supported funding for ports to upgrade to equipment that is good for our environment, as well as the purchase of zero or near zero emission equipment that is operated by a person. We can improve the environment while maintaining well-paying jobs and a strong working force. Displacing hundreds of jobs will certainly have negative consequences for my constituents and the communities surrounding the Southern California ports.

A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to make California the fifth largest economy in the world.

Should you have any questions regarding my support, please feel free to contact me at (916) 319-2053.

Sincerely,

A handwritten signature in blue ink, appearing to read "Miguel Santiago".

MIGUEL SANTIAGO
Assembly Member, 53rd District

MS:ml

California State Senate

STATE CAPITOL
ROOM 3076
SACRAMENTO, CA 95814
(916) 651-4034

WWW.SENATE.CA.GOV/UMBERG
SENATOR.UMBERG@SENATE.CA.GOV

SENATOR
THOMAS J. UMBERG
THIRTY-FOURTH SENATE DISTRICT



COMMITTEES
ELECTIONS AND
CONSTITUTIONAL AMENDMENTS
CHAIR
BUDGET AND FISCAL REVIEW
HOUSING
JUDICIARY
TRANSPORTATION
VETERANS AFFAIRS
BUDGET SUBCOMMITTEE #4

March 15, 2019

Los Angeles Board of Harbor Commissioners
425 S. Palos Verdes Street,
San Pedro, California 90731

Dear Harbor Commissioners,

I write today to request that the Los Angeles Board of Harbor Commissioners hold over the Level 1 Coastal Development Permit No. 18-25: APM Terminals-Landside Infrastructure to Operate Battery-Electric Powered Equipment. Before a decision is made by this Board that will allow APMT Maersk to transition to a fully automated terminal, I would like to see a comprehensive impact analysis that includes, among other things, the number of jobs that will be lost and the potentially devastating impact to the neighborhoods, businesses, and families in my district.

I have supported, and will continue to support, funding for our ports to upgrade to equipment that is good for our environment. I support the purchase of zero or near-zero emission equipment that is operated by a human. I believe we can improve the environment while supporting and maintaining well-paying jobs and a strong workforce. I worry that displacing hundreds of jobs will negatively impact the communities surrounding the Southern California ports and beyond.

I urge the Los Angeles Harbor Commission do its due diligence on the potential for negative impacts to the surrounding communities.

I respectfully request that you take action to stay this permit. A deeper look into the negative impacts of this transition is necessary to protect the workers and communities who contribute to making California the fifth largest economy in the world.

Sincerely,

A handwritten signature in dark ink, appearing to read "T. UMBERG", written in a cursive style.

THOMAS J. UMBERG
Senator, 34th District



BERNARD SANDERS
VERMONT

COMMITTEES:
BUDGET, RANKING MEMBER
ENERGY AND NATURAL RESOURCES
ENVIRONMENT AND PUBLIC WORKS
HEALTH, EDUCATION, LABOR, AND
PENSIONS
VETERANS' AFFAIRS

United States Senate

WASHINGTON, DC 20510-4504

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WASHINGTON, DC 20510
(202) 224-5141

1 CHURCH STREET, 3RD FLOOR
BURLINGTON, VT 05401
(802) 862-0697
1 (800) 339-9834

www.sanders.senate.gov

June 13, 2019

Port of Los Angeles Harbor Commission
c/o President Jaime L. Lee
425 South Palos Verdes Street
San Pedro, CA 90731

Dear Harbor Commissioner Lee,

I write to join my brothers and sisters at the International Longshore and Warehouse Union Locals 13, 63 and 94, and over 40 legislators in expressing concern about the permit approval process for the Coastal Development Permit for APM Terminals.

Approval of this permit would allow cargo workers at the ports of Los Angeles and Long Beach to be replaced with automated cargo moving equipment, resulting in a loss of thousands of good paying jobs over the next ten years. A reduction in the workforce would not only hurt impacted workers, but would be detrimental to the local and regional economies of San Pedro, Wilmington, and Long Beach, where local businesses rely on the patronage of port workers.

I respectfully ask that the Harbor Commission take action to stay this permit, and begin the process of a comprehensive study on the economic impact automation will have on the ports of Los Angeles and Long Beach. I believe a deeper look into the negative impacts of this transition is necessary to protect the community, as well as unionized workers at our ports.

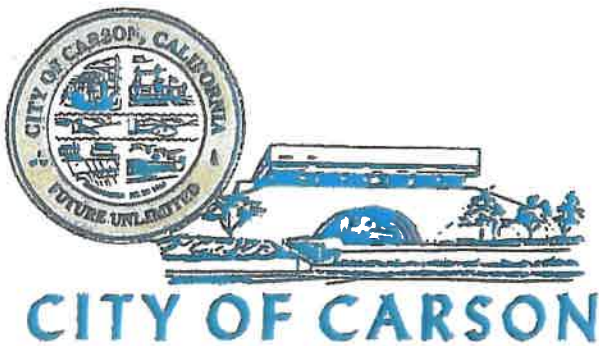
Additionally, I urge you to make every effort to ensure that all environmentally upgraded equipment is zero or near-zero emissions and is operated by a human being. The health, safety and well-being of cargo workers cannot be ignored or swept under the rug.

Sincerely,



Bernard Sanders
United States Senator

cc: Eugene Seroka, Executive Director, Port of Los Angeles
Mark Mendoza, President, ILWU Local 13



June 24, 2019

The Honorable Eric Garcetti
Mayor, City of the Los Angeles
Los Angeles City Hall
200 N. Spring Street
Los Angeles, CA 90012

Dear Mayor Garcetti,

As Mayor of the great City of Carson, I reach out to you on behalf of the 100,000 residents to express my disapproval with the proposed automation at the Port of Los Angeles by the Los Angeles Board of Harbor Commission. The Commission's decision to approve the permit for Maersk to automate their facility will result in the elimination of untold thousands of jobs as the implementation is fully executed, and adversely impact the lives of thousands of Carson residents as our brothers, sisters, parents, cousins, friends and neighbors lose their jobs at the Port, all in the interest of more profits. As elected officials we have a duty to better the lives of our residents not worsen it, and as Mayor of Carson it is not only my duty but also my moral obligation to fight for our community for social economic fairness – and this action is anything but fair. The direct and indirect impact that this will have on the livelihoods of thousands will also be tremendously debilitating to our economy, because as a dockworker stated, "robots don't pay taxes," or shop at our local establishments or help sustain thriving communities.

Moreover, as you are very well aware, the number of homeless people in the County continues to grow at an incredible rate and instead of creating jobs to mitigate this situation, if the decision to automate is fully implemented, either directly or indirectly thousands will be left without jobs and possibly add to the homeless population. Again, all of this just so a multinational corporation can make more billions of dollars in profits?

As mayor of the City of Los Angeles, it is in your hands and in the hands of the City Council to not allow the decision of Los Angeles Board of Harbor Commission to stand. It is imperative that their decision be vetoed on Friday, June 20.

Respectfully,

Albert Robles
Mayor



Protecting Los Angeles and Long Beach Port Worker's Jobs

WHEREAS the International Longshore and Warehouse Union (ILWU) is at risk of losing up to 1,500 jobs with the possibility of a loss of up to 10,000 jobs over the next 10 years if the terminal operators in the Ports of Los Angeles and Long Beach continue with plans to replace our community workforce with automated cargo moving equipment; and this move to automation will effectively eliminate a huge sector of the Los Angeles/Long Beach port community work force in terms of direct jobs, not to mention indirect jobs, thereby depriving the working class of good paying jobs and detrimentally impacting our local economy from small businesses to the housing market and our Local and State tax base; and

WHEREAS the December 2018 McKinsey & Company Report, as reported in numerous trade journals such as the 12/13/18 Journal of Commerce, found that terminals implementing automated terminals actually experienced a loss in productivity and that any benefits were outweighed by the costs at this time; and

WHEREAS the Port of Los Angeles will decide March 21st whether or not to provide a permit to APM terminals that employs more than half of the work force on the Los Angeles waterfront; and this permit would allow APM Terminals to bring in battery packs that will run automated equipment by way of a wi-fi network;

THEREFORE BE IT RESOLVED that the Los Angeles County Democratic Party supports the efforts of the International Longshore and Warehouse Union to prevent the loss of thousands of jobs at the Port of Los Angeles and the Port of Long Beach, we call upon the Port of Los Angeles to decline the permit of new job-killing automation until the environmental impact of such technology has been fully studied and reported, we also ask that the economic and social consequences of such a major loss of jobs for our community be assessed and factored into the permitting process; and

BE IT FURTHER RESOLVED that this resolution shall be sent to Los Angeles Mayor Eric Garcetti.

Passed Unanimously by the Los Angeles County Democratic Party on March 12th 2019

Submitted by: Shannon Ross AD70

Authored by: Shannon Ross



COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

Doug Epperhart
President

Dean Pentcheff
Vice President

Shannon Ross
Secretary

Louis Dominguez
Treasurer

June 27, 2019

Port of Los Angeles Director gene_seroka@portla.org
Councilman Joe Buscaino councilmember.buscaino@lacity.org

Dear Representatives:

Please be advised that at a regularly held public meeting of the Coastal San Pedro Neighborhood Council Board on February 19, 2019, the Board approved and adopted the following Resolution:

Be It Resolved, that the Coastal San Pedro Neighborhood Council supports the recommendation that the Harbor Department conduct a more detailed analysis on port automation's potential impacts on the economy. We urge the City of Los Angeles, specifically the Mayor's Office and the Harbor Department to:

- Conduct a detailed analysis on the impacts of port automation on the Los Angeles economy before granting any permits that include port automation;
- Develop and implement policies and legislation to provide for employment in the event of job loss or unemployment due to automation;
- Conduct thorough outreach efforts to educate the people on the economic effects of port automation;
- Accelerate and expand workforce development to prepare and transition workers to adapt to new technologies and employment opportunities in the Los Angeles Harbor area;
- Coordinate workforce development efforts with harbor area colleges and unions;
- Report back to the Harbor Commission and Mayor on the feasibility of amending the Clean Air Action Plan to make it clear that port automation is not required to create a zero emission port.

Thank you, and please don't hesitate to contact Board Member Noel Gould at (310) 625-1157 if you have any questions in this regard.

Sincerely,

Doug Epperhart, President
On behalf of the Coastal San Pedro Neighborhood Council Board

**NATIONAL ASSOCIATION FOR EQUAL JUSTICE IN AMERICA
(NAEJA)**



March 20, 2019



OFFICERS

Royce Esters
President (CEO)

Sylvia Penman
Secretary

Frank Millholland
Chief Financial Officer

**International Longshore & Warehouse Union
ILWU Local 13**

President Mark Mendoza
630 S. Centre Street
San Pedro, California 90731

Dear President Mendoza,

It would require volumes to fully describe the horror inflicted on the American workplace by past *deindustrialization*. Displacement of the nearly 10,000 Port of Los Angeles Longshore Warehouse & Dock Workers by mechanical robotics will be equally horrifying and devastating.

National Association For Equal Justice In America/NAEJA sees the challenge protecting the work rights of our Longshore Warehouse & Dock Workers as a possible protracted endeavor. In behalf of the civil work rights of Dock Workers, NAEJA will continue to advocate to the fullest extent of its ability.

Enclosed with this letter are copies of letters mailed as part of our initial advocacy. I look forward to an opportunity for our meeting to discuss ongoing rights of Longshore Warehouse & Dock Workers in the Port of Los Angeles.

Please feel free to contact me at the attached address or directly by calling the NAEJA offices at 310-608-5878 or 310-918-4047.

In justice,

Royce W. Esters
President/CEO
National Association For Equal Justice In America/NAEJA

RWE:sp

Enclosures:

**NATIONAL ASSOCIATION FOR EQUAL JUSTICE IN AMERICA
(NAEJA)**



March 12, 2019



OFFICERS

Royce Esters
President (CEO)

Sylvia Penman
Secretary

Frank Millholland
Chief Financial Officer

Honorable Eric Garcetti

Mayor

City of Los Angeles
200 N. Spring Street
Los Angeles, California 90012

Dear Mayor Garcetti:

Dire blight and depressing economic desolation does not have to be the predicted outcome as port operators seek to replace Los Angeles docks' human workforce with automatic robotics.

Due to the standard of living it makes possible, Longshore Dock Worker has historically been highly sought employment. Dock Worker employment for these approximately 10,000 workers makes their "American Dream" standards of living a reality.

NAEJA believes your office can forestall demise of this lifestyle staple. Prior to any permit granting for removal of human dock workers, operators must be required to first complete a detailed **Economic Environmental Report**. Central to the operators' Economic Environmental Report a pathway for integrating rank-and-file dock worker positions into functions slated for robotic automation must be detailed.

NAEJA continues to support your efforts to preserve economic vitality of the Wilmington and San Pedro communities, and improve quality of life for all residents of Los Angeles.

Respectfully,

Royce Esters

President/CEO

National Association For Equal Justice In America

Cc:

EEOC Los Angeles Office

ILWU Local 13

Enclosure:

P.O. Box 663 Compton, CA 90223
Website: NAEJA.BizLand.com

**NATIONAL ASSOCIATION FOR EQUAL JUSTICE IN AMERICA
(NAEJA)**



March 7, 2019



Port of Los Angeles
Board of Harbor Commissioners
Jamie L. Lee, President
425 South Palos Verdes Street
San Pedro, California 90731

OFFICERS

Royce Esters
President (CEO)

Sylvia Penman
Secretary

Frank Millholland
Chief Financial Officer

Dear Commission President Lee:

A member of this civil rights association, who is also an International Longshore Warehouse & Dock Worker, bought his concern of the impending denial of his civil right to support his family, if forced from his Dock Worker employment. His concern is wrested in the desire of Port operators to replace their human workforce with automated robots.

The entire Wilmington and San Pedro communities will ultimately suffer economic devastation resulting from loss of the vibrant Dock Workers workforce. Communities across this nation now lie deserted and in ruin due to the careless wholesale disposal of the human workers who once populated their plants and other industries of employment.

Displacement of the 10,000 Port workforce is described simply as "**automation**." Describing the loss of the legions of Dock Workers simply as *automation* is a deceitful play-on-words and gives no notice to the economic doom awaiting these workers, their families or the entire Wilmington and San Pedro communities.

The NAEJA civil rights association advocates that operators of the Ports must have a plan. A plan which details a method of economic survival for displaced Dock Workers. At a very minimum, such plan must detail how Dock Workers will be integrated into any future plans for automating work performed by International Longshore Warehouse & Dock Workers.

To accomplish such plan, NAEJA advocates that Port operators be required a minimum twelve month period to prepare an **Economic Environment Impact Report**. A reckless strategy of profits-before-people, which strips workers of their right to gainful employment, must not be the norm in the treatment of our International Longshore Warehouse & Dock Workers.

Sincerely,

Royce W. Esters
President/CEO
National Association For Equal Justice In America/NAEJA

CC:
Congresswoman Barragan
Supervisor Janice Hahn
Mayor Eric Garcetti
ILWU Local 13

P.O. Box 663 Compton, CA 90223
Website: NAEJA.BizLand.com

**NATIONAL ASSOCIATION FOR EQUAL JUSTICE IN AMERICA
(NAEJA)**



March 12, 2019



OFFICERS

Royce Esters
President (CEO)

Sylvia Penman
Secretary

Frank Millholland
Chief Financial Officer

Honorable Nanette Barragan
United States Congress, 44th CD
San Pedro Office
302 W. Fifth Street, Suite 201
San Pedro, California 90731

Dear Congresswoman Barragan:

In the pending desire of operators of Los Angeles ports to replace the human dock workforce with automated robotics, influence of your office through federal Maritime Statutes will be significant in ensuring employment of integrity remains at the Los Angeles ports.

To ensure employment equity survives at Los Angeles ports, National Association For Equal Justice In America/NAEJA advocates port operators be required to utilize a twelve month period to complete an ***Economic Environmental Report*** prior to any displacement of Dock Workers.

NAEJA supports your efforts preserve economic viability of the Wilmington and San Pedro communities, and to improve quality of life for all residents of the 44th Congressional District.

With justice,

Royce W. Esters
President/CEO
National Association For Equal Justice In America

RWE:sp

Cc:
ILWU Local 13

Enclosure:

P.O. Box 663 Compton, CA 90223
Website: NAEJA.BizLand.com

**NATIONAL ASSOCIATION FOR EQUAL JUSTICE IN AMERICA
(NAEJA)**



March 13, 2019



OFFICERS

Royce Esters
President (CEO)

Sylvia Penman
Secretary

Frank Millholland
Chief Financial Officer

Honorable Janice Hahn
Supervisor, 4th District
Kenneth Hahn Hall of Administration
500 W. Temple Street, Room 822
Los Angeles, California 90012

Dear Supervisor Hahn:

Forces of profits versus people are on an avoidable collision course in the port communities of Wilmington and San Pedro.

Rather than collide business' profit rights against individuals' work rights, brought on by the looming desire of port operators to replace Longshore Warehouse Dock Workers with automatic robotics, a work system of coexistence must be created.

In moving toward development of such a system, your office can be instrumental in first requiring port operators to utilize twelve months to complete a detailed **Economic Environment Impact Report**.

Details outlining integration of rank-and-file dock workers into duties slated for automatic robotics must be essential to the report.

NAEJA supports your efforts to support the rights of all workers.

In justice,

Royce W. Esters
President/CEO

Cc:
UCLA Labor Center
ILWU Local 13

Enclosure:

P.O. Box 663 Compton, CA 90223
Website: NAEJA.BizLand.com



COUNTY OF LOS ANGELES BOARD OF SUPERVISORS

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

June 26, 2019

MEMBERS OF THE BOARD

HILDA L. SOLIS

MARK RIDLEY-THOMAS

SHEILA KUEHL

JANICE HAHN

KATHRYN BARGER

The Honorable Mayor Eric Garcetti
City of Los Angeles
200 North Spring Street, Room No. 303
Los Angeles, CA 90012

Dear Mayor Garcetti:


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.

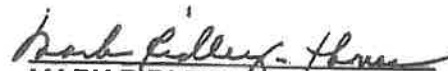
Recently, the Los Angeles Board of Harbor Commissioners approved a permit to introduce driverless electric cargo handlers inside its facilities. This action is expected to result in significant job losses. Technological advancements should not come at the cost of good paying union jobs and detrimental impacts to our economy.

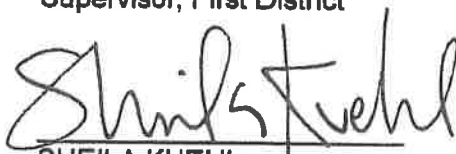
The County of Los Angeles, Board of Supervisors gives its unanimous support to the efforts of the ILWU 13 to protect local jobs and the vitality of the surrounding community. We urge you to join our efforts to protect good paying jobs and the economic vitality of the communities surrounding the Port.

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 Council Members