



Los Angeles County
DEMOCRATIC PARTY

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



SAN PEDRO DEMOCRATIC CLUB

Resolution to Support ILWU and Community 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

WHEREAS 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 San Pedro Democratic Club should take a position to support the ILWU, labor, and the workers of Los Angeles by requesting that the Port of Los Angeles decline such permit and/or ask the Port of Los Angeles delay granting of the permit until it has had time to do more in depth research on this automation technology and its cost and benefits, including a full report on how such worker-replacing electric powered technologies will impact the local economy in terms of direct jobs, indirect jobs, the housing market, environment, and our tax base.

February 25, 2019

Ray Regalado, President
Laurie Jacobs, Vice President
Melanie Labrecque, Treasurer
Cynthia Gonyea, Secretary



Certified Neighborhood Council
Certification Date 02-12-02
NW San Pedro Neighborhood Council
638 S. Beacon Street, Box 688
San Pedro, CA 90731

TELEPHONE: (310) 918-8650 • WEBSITE: NWSanPedro.org • E-MAIL: BOARD@NWSanPedro.org

February 15, 2019

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

Los Angeles Harbor Commission
425 South Palos Verdes St., San Pedro, California 90731

Joe Buscaino Los Angeles Councilman District 15
Los Angeles City Hall 200 N. Spring St., Room 410 Los Angeles, CA 90012

Los Angeles Mayor Eric Garcetti
200 N. Spring St., Room 303 Los Angeles, CA 90012

ILWU Local 13 President Mark Mendoza
630 South Centre St., San Pedro, CA 90731

ILWU Local 13 Vice President Gary Herrera
630 South Centre St., San Pedro, CA 90731

At the February 11, 2019 meeting of the Northwest San Pedro Neighborhood Council Board the following Resolution was adopted.

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 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 Northwest 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:

1. Conduct a detailed analysis on the impacts of port automation on the Los Angeles economy before granting any permits that include port automation;
2. Develop and implement policies and legislation to provide for employment in the event of job loss or unemployment due to automation.
3. Conduct thorough outreach efforts to educate the people on the economic effects of port automation;
4. Accelerate and expand workforce development to prepare and transition workers to adapt to new technologies and employment opportunities in the Los Angeles Harbor area;
5. Coordinate workforce development efforts with harbor area colleges and unions;
6. 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.

Please feel free to contact us should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Regalado". The signature is fluid and cursive, with the first name "Ray" and last name "Regalado" clearly distinguishable.

Ray Regalado, President

On behalf of the Northwest San Pedro Neighborhood Council Board



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



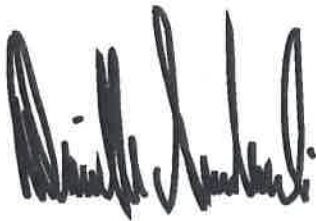
Harbor City Neighborhood Council
P.O. Box 325, Harbor City, CA 90710-0921
(310) 918-8650 - www.harborcitync.com

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



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

Alexander Hall, President
Maria Couch, Vice President
Jane Castillo, Secretary
Matt Garland, Treasurer



A City of Los Angeles
Certified Neighborhood
Council, Certified 2002

February 20, 2019

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 Central San Pedro adopted a resolution at a February Special meeting regarding CDP No. 18-25 APM Terminals—Landside Infrastructure as follows:

Be It Resolved, that the Central 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:

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

Sincerely,

Alexander Hall
Board Member and President
On behalf of the Central San Pedro Neighborhood Council

cc: Councilman Joe Buscaino, NW San Pedro NC, Coastal San Pedro NC

Alexander Hall, President
Maria Couch, Vice President
Jane Castillo, Secretary
Matt Garland, Treasurer



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February 20, 2019

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 Central San Pedro adopted a resolution at a February Special meeting regarding CDP No. 18-25 APM Terminals—Landside Infrastructure as follows:

Be It Resolved, that the Central 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:

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

Sincerely,

Alexander Hall
Board Member and President
On behalf of the Central San Pedro Neighborhood Council

cc: Councilman Joe Buscaino, NW San Pedro NC, Coastal San Pedro NC



COASTAL SAN PEDRO NEIGHBORHOOD COUNCIL

Doug Epperhart
President
Dean Pentcheff
Vice President
Shannon Ross
Secretary
Louis Dominguez
Treasurer

February 20, 2019

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 Coastal San Pedro Neighborhood Council adopted a resolution at their February Board meeting regarding CDP No. 18-25 APM Terminals—Landside Infrastructure as follows:

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:

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

Sincerely,

Doug Epperhart
President

On behalf of the Coastal San Pedro Neighborhood Council Board

