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A JOB FAIR was held at Bannings Landing in May 2003. Over 600 people attended this event, and Contractors Managers, Labor Union representatives, as well as POLA managers, advised them of the opportunities available, and the steps to be taken to take advantage of these opportunities.

Unfortunately, the majority of the people attending lacked the basic skills necessary to qualify for apprenticeship openings. Lacking were basic level skills in Mathematics, and in reading comprehension.

To address this problem, a second work shop was held in October for students from the local high schools, to acquaint them with the opportunities available in the construction industry, and what course work they needed in order to qualify for these positions.

Local residents were 7% and 12% of the Contractors (Sully-Miller, Traylor Pacific, and their respective sub-contractors) work forces.

The labor unions reported a total of 2 "at risk" hires.

CONCLUSIONS

On an objective view, the purposes of the Project Labor Agreement on this Project were achieved. During the construction process, there were no labor disputes or construction delays due to labor unrest. There were no grievances filed under the Project Labor Agreement dispute resolution procedure. An adequate number of craftspeople were supplied to the Project through the referral procedures. There were community outreach programs and a Job Fair for area high school students to inform them of work opportunities in the construction industry. Local residents were employed on the Project. A total of six Joint Administrative Committee meetings were held to discuss construction progress, craft manpower requirements and various labor issues.

Safety experience on Phase 2 was no different than Phase 1, which did not have a PLA. The PLA did not promote a safer working environment.

Based on past experience managing projects of similar scope and size, we believe that the objectives and results on Pier 400, could have been achieved without the PLA. Similar results were achieved on Pier 400, Phase one, without a PLA.

Clyde Garrison



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Business/News Editors

SAN PEDRO, Calif.--(BUSINESS WIRE)--Oct. 15, 2002

The Los Angeles Board of Harbor Commissioners approved a landmark Project Labor Agreement (PLA) to manage the second phase of construction on Pier 400. The Pier 400 PLA represents the first time in Port history that a Project Labor Agreement has been utilized.

The PLA is a pre-employment contract between the Port, prime contractor, subcontractors and related labor unions that stipulates wages and work rules for all trades involved in Phase II of the Pier 400 project. The agreement precludes lockouts and strikes, requires unionized labor and calls for orderly settlement of any disputes or grievances.

"The Port of Los Angeles continues to set the standard for construction practices and efficiencies," commented Nick Tonsich, Harbor Commission President. "While the Port has consistently maintained good relationships with contractors and labor, we are moving to the next level by implementing a PLA."

"The PLA provides for recruitment and placement of workers who are Los Angeles residents, which is a real plus for the community," said Larry Keller, Executive Director of the Port of Los Angeles.

PLAs are commonly used for federal, state and municipal construction projects and are currently in place with the City of Los Angeles Department of Public Works and Los Angeles World Airports.

The second phase of development of Pier 400 is scheduled to begin in January 2003, and includes additions to the container wharf and backlands.

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