



November 3, 2010

**Long Beach Voters Approve, But Split on
City Hall's Ballot Measure To
Divert Funds, Decision Making from Port to City Council**

*After Passage of Measure D, the Port and Maritime Community
Will Be Even More Vigilant In Review of City Hall Tidelands Expenditures*

Statement by John McLaurin, President, Pacific Merchant Shipping Association (PMSA):

“While we are disappointed with the election results this morning, we are pleased that such a large percentage of the voters of Long Beach agreed that Measure D is an ill-fated attempt to further burden the Port and is the wrong way to address City Hall’s budget challenges. Thousands of voters joined with the chorus of voices that view Measure D as a deceptive measure that was rushed on to the ballot literally in the dark of night in order to pass.”

“Many city officials and politicians led voters to believe that this measure is a simple clarification. Unfortunately, voters didn’t have all the facts, and neither did the City Council when they put this on the ballot – because Measure D was crafted without any fiscal analysis whatsoever and without review by the harbor commissioners and professional port staff – let alone by the general public and other stakeholders.”

“Throughout the campaign, Measure D has been described as a modest proposal that would at most divert around \$1.5 million from the Port to the City. Indeed, city officials campaigned on this fact. As such, we intend to hold the City to this estimate and fight any transfers of property or money as a consequence of Measure D over and above the amounts that were the basis on which this measure was sold to the voters.”

“As the entirety of the maritime and international business community opposed this charter amendment, accountability and transparency will be of even greater importance to the economic vitality of the Port of Long Beach and the City itself.”

Pacific Merchant Shipping Association

PMSA is an independent trade association representing the maritime industry operating in the Pacific Basin and on the West Coast. Their membership of more than 60 companies primarily includes marine terminal operators and U.S. and foreign-flagged cargo and passenger vessels. The association has offices in Long Beach, San Francisco and Seattle.

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