



International Longshoremen's Association

Local No. 1291

A.F.L. - C.I.O.

Port Administration Building • Suite 101 • 3460 North Delaware Avenue, Philadelphia, PA 19134
215- 425-5822 • Fax: 215-425-6938 • E-mail: ACCUNION@aol.com

Boise Butler
President

Martin Mascuilli
Secretary-Treasurer

Albert Howlett
Business Agent

John Cook
Business Agent

Boise Butler
President
ILA Local 1291 Port of Philadelphia
3460 N. Delaware Ave
Philadelphia, PA 19134

Dear Mayor Kenney:

We write today to ask for your support in transferring the control of a 97-acre parcel of land (the Mustin parcel) located in South Philadelphia's Navy Yard from the Philadelphia Industrial Development Corporation (PIDC) to the Philadelphia Regional Port Authority (PhilaPort).

One of PhilaPort's key missions is to create family-sustaining jobs for the Commonwealth. The Port's efforts to increase cargo translate directly to more high-quality working-class jobs for native Philadelphians. Governor Wolf recognized the value of PhilaPort and has invested hundreds of millions of dollars into our marine terminals, allowing us to upgrade our facilities so that we can compete with other east coast ports. We are highly gratified by the support of the Governor and the support of your administration, as we recognize that both political support and financial investment will be required to retain the highly valued blue-collar jobs that are generated by our port operations.

Unfortunately, Philadelphia faces tremendous competition from neighboring ports, which have invested billions in expanding and upgrading their port facilities to attract new customers and new cargo. Although the improvements made to PhilaPort's marine terminals have markedly increased our competitive position, PhilaPort absolutely requires additional land adjacent to the Southport marine terminal and the Packer Avenue marine terminal if it is to continue to thrive and grow.

Most of PhilaPort's ongoing development plan is focused on the Southport and the Packer Avenue marine terminals. These investments, which total \$300 million to date, leverage the Commonwealth's investment in the 45' Main Channel Deepening project, which ends at the Walt Whitman bridge. The future of shipping is larger vessels, which require deeper drafts. So, the future of PhilaPort is in South Philadelphia.

If we are to ensure the future of PhilaPort we must build warehousing in South Philadelphia near the Packer Avenue and Southport marine terminals. We must also INCREASE OUR CAPACITY FOR CONTAINERIZED CARGO. We are outgrowing Packer Avenue marine terminal and in order to attract new containerized cargo we need more land. There is no site better suited for this necessity than the 97-acre Mustin parcel in the Navy Yard. Located directly adjacent to Southport marine terminal, it is in

Jack Hatty
Vice President

Keith Browning
Recording Secretary

John Powers
Sergent-at-Arms

Kenneth Barnett
Sergent-at-Arms

John Mulgrew
Trustee

Sharies Byard
Trustee

heart of the Port district, adjacent to the major highways and rail facilities used by our customers and tenants.

Without this land, port operations will be constrained, and ultimately PhilaPort may fail to retain its customers, resulting in fewer high-quality union jobs. We urge you to support the transfer of this land from PIDC to PhilaPort so that the Port may continue to retain and grow family-sustaining jobs for our union workers.

Sincerely,

A handwritten signature in blue ink that reads "Dan Butler". The signature is written in a cursive, flowing style with a long horizontal stroke extending from the end of the name.