

Daniel Connolly

From: Daniel Connolly
Sent: Thursday, June 23, 2016 8:59 AM
To: 'wolff@smwlaw.com'
Subject: RE: UPS Letter

Osa,

In addition to what I stated below, and what I subsequently learned, UPS does not have tractor trailer routes that run north through Alameda; UPS only runs package cars for local deliveries.

Should you have any further questions or concerns, please contact me.

Dan

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From: Daniel Connolly
Sent: Wednesday, June 22, 2016 4:36 PM
To: 'wolff@smwlaw.com'
Subject: UPS Letter

Osa,

FYI: Attached is the UPS letter which I referenced in our telephone call earlier today. I also subsequently spoke to two UPS representatives (Jeff Moats and Sai Mignano) who were at the Port and meeting with our Environmental Programs and Planning Staff. I briefly talked in general about CLASS' concerns with UPS' modifications to its Pardee Facility and specifically about your questions concerning the nature of the equipment upgrade and its impact on the Facility's capacity. In response, Msrs. Moats and Mignano stated as follows: that the Pardee Facility was built in 1974 and that its sorting equipment also dates to 1974. They stated that the equipment consists of a conveyor with a motor driven pulley, and with such equipment, a worker would unload a package, manually read it via a hand wand, and place it on a conveyor belt which would convey it to the proper area where a worker would remove it from the belt and load it onto a UPS truck. The new equipment would be automated: it would contain built-in scan tunnels and "singulators" which would replace the conveyor belt. The new equipment would require less worker involvement with package sorting as such equipment would itself sort packages to their proper outbound destination. According to Msrs. Moats and Mignano, the efficiencies would result from less workers sorting packages. However, the resulting efficiencies would not increase capacity but would enable the Pardee Facility to maintain capacity. In support, they cited the fact that the input doors would be reduced from 42 to 36 doors while the output doors would increase from 85 to 86. They noted that any increase in capacity would require an increase in the number of input doors and that was not happening with this renovation project. Finally, they also mentioned that many package sorting facilities for companies like UPS were either being built in or relocating to the Central Valley and that the air freight industry is experiencing a decline in the number of packages shipped due to competition from companies like Amazon who, with regional distribution centers, rely less on air freight carriers and more on truck carriers.

I hope this information helps. As I mentioned in our earlier conversation, it is the Port's intention to be communicative and collaborative with groups such as CLASS and to be transparent in its handling of land use matters like this. If you have any further questions or concerns about this matter, please feel free to contact me.

Dan

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