

From: john.lynch@utsandiego.com [mailto:john.lynch@utsandiego.com]

Sent: Thursday, August 09, 2012 3:49 PM

To: Scott Peters

Subject: FW: John: This sure appears "An in your Face" to you Doug and the Community

Scott,

Do you intend to vote for the extension at the Dole lease? There should be a provision that the PORT of successor(if PORT is disbanded) should be able to move Dole to National City. **Otherwise this will become a major issue in the campaigns and the UT will be forced to lead a campaign to disband the PORT.**

I would appreciate your thoughts.

John

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From: PQD@aol.com [mailto:PQD@aol.com]

Sent: Thursday, August 09, 2012 2:51 PM

To: Lynch, John

Subject: John: This sure appears "An in your Face" to you Doug and the Community

John: My comments are in Red---Pete

Port of San Diego: Maritime News



Port of San Diego, Dole Fresh Fruit Company to Sign Historic 24.5-Year Lease

Posted: 08 Aug 2012 03:39 PM PDT



The Port of San Diego and Dole Fresh Fruit Company will sign a 24.5-year lease agreement that covers 954,864 square feet of space at the Port's Tenth Avenue Marine Terminal. This unprecedented lease demonstrates Dole's long-term commitment to San Diego.

This would appear to be about 1/5 of the space at 10th Avenue Terminal---But it ends stadium talk for 24.5 years---I have to believe the Port will make a big deal about that and rubbing it in the UT's face at next Tuesday's meeting--Sure hope you have a reporter cover that and ask investigative questions--Like How much is Dole Paying----Also once unloaded "where do these containers go"? I see endless trucks carrying Dole Containers on Hwy 5 head up north--Is this deal attractive to Dole because it's been subsidized by the Port to make Dole's payments far lower than other ports charge and meanwhile we in the community have to put up with additional traffic?

A signing ceremony to commemorate this historical event will take place at 1 p.m., Tuesday, August 14, 2012 at the Port of San Diego's Administration

Building, 3165 Pacific Highway, San Diego.

Stuart Jablon, Dole Fresh Fruit Company's Vice President of Operations, will attend the signing along with Lou Smith, Chairman of the **Board of Port Commissioners**.

I can already hear the cheap shots---

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The signing ceremony will take place immediately after the start of the regular Board of Port Commissioners meeting. The Board will officially vote on the new lease, then recess to the lobby area to sign the document.

The lease term is unique because typically Dole chooses terms of five or ten years.

WHY did Dole agree to this--we know why Port did --to make it a poison pill deal to close discussions of reuse of the terminal--

Under the terms of the lease agreement, the Port and Dole will work together on infrastructure improvements that will improve cargo operations at the Port, and improve the environment for the neighboring community. The Port will be investing approximately \$7 million in shore power equipment at the Tenth Avenue Marine Terminal that will service Dole's vessels, as required by new California Air Resources Board regulations. The vessels will use the shore power while berthed at Tenth Avenue Marine Terminal, thereby reducing their diesel emissions.

Another term of the new lease extends Dole's operating area to a warehouse offsite of the Tenth Avenue Marine Terminal. This will eliminate truck staging and off-terminal operations from nearby residential areas. **Excuse me--but how do you figure---someone has to move the cargo from the water to the trucks-just having it stop off at a warehouse doesn't seem to accomplish this---**

Dole Fresh Fruit Company is a division of Dole Food Company, the largest importer of bananas and the second largest importer of pineapples to North America. The company has operations in 90 countries and over 75,000 full time and seasonal employees. The Port of San Diego is Dole's first stop for fresh fruit that is moving into the U.S. from South America. The Port receives approximately 95,000 twenty-foot containers of Dole fruit each year. **And what percentage are driven to LA to be placed on rail transportation or trucked to other locations---San Diegeans are sure not eating 95,000 containers of Bananas**

About the Port:

The Port of San Diego is the fourth largest of the **11 ports in California**. It was created by the state legislature in 1962. Since then, it has invested millions of dollars in public improvements in its five member cities **Chula Vista,**

Coronado, Imperial Beach, National City and San Diego.

The port oversees two maritime cargo terminals, two cruise ship terminals, 17 public parks, the Harbor Police Department and the leases of more than 600 tenant and sub tenant businesses around San Diego Bay.

The Port of San Diego is an economic engine, an environmental steward of San Diego Bay and the surrounding tidelands, and a provider of community services and public safety.

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