

Blood Batteries

Here's a link to the narrative and the document: <https://www.envisionla.org/2022/02/blood-batteries/>

New Yorker, May 2021: <https://www.newyorker.com/magazine/2021/05/31/the-dark-side-of-congos-cobalt-rush>

Amnesty International, February 2021 : <https://www.amnesty.org/en/latest/news/2021/02/amnesty-urges-bold-action-to-clean-up-the-battery-industry/>

The Guardian, August 2021: <https://www.theguardian.com/global-development/2021/nov/08/cobalt-drc-miners-toil-for-30p-an-hour-to-fuel-electric-cars>

Auto News, December 2021: <https://www.autonews.com/manufacturing/ev-supply-chain-scrutinized-over-human-rights-abuses-environment>

From Kelly Gonez, LAUSD re: Prop 39

- [Prop 29 Fact Sheet](#) (includes timeline)
- Community Members can email prop39@lausd.net with any questions, comments, or concerns regarding any Prop 39 issue.
- Prop 39 website: <https://achieve.lausd.net/Page/14291>

21-1462 – Rec & Parks ballot measure

[14KONICA454e CH3CPS 4-20211208145420 \(lacity.org\)](#)

MOTION

Introduction

The City of Los Angeles is a global leader in environmental protection. L.A. has engaged aggressively in the fight to against environmental degradation and climate change, leveraging City, County, State, and Federal funding and resources to further this critical work. It's a source of civic pride that we are engaged on numerous fronts with multiple initiatives and programs to preserve and enhance our cherished natural spaces and ensure a healthy, sustainable, and prosperous future for our City.

Toward these ends the City has established numerous offices and working groups to build expertise and lead efforts to address climate change on multiple fronts. For example, the City has established a Climate Emergency Mobilization Office under the Department of Public Works (DPW) to plan and coordinate our climate, toxic pollution, and resilience responses and to conduct public outreach and education campaigns. The Bureau of Sanitation has formed a Biodiversity Expert Council and an interdepartmental Biodiversity Team to develop a City-specific Biodiversity Index, lead Citywide biodiversity initiatives, and develop department-specific biodiversity plans and policies. The City has set an ambitious goal of net zero emissions by 2050. In short, the City of Los Angeles continues to be a benchmark for forward-thinking environmental and climate change policies.

The transition from internal combustion vehicles to electric vehicles is a cornerstone of the City's sustainability efforts. In September, Mayor Garcetti announced, and this Council endorsed, a plan for the City to convert to an all-electric fleet by 2030. The initiative is consistent with State level policy: Governor Newsom announced in July that the state intends to ban sales of new internal combustion vehicles by 2035. The emphasis is well-placed, as the transportation sector accounts for approximately a third of all global emissions, a level that is higher here in the "Car Capital of the World."

This confluence of factors presents a prime opportunity for the City to enhance its leadership and push climate protection to new levels.

The City's transition to zero-emissions electric vehicles (EVs)

Widespread uptake of EVs has many benefits, including the reduction of greenhouse gas (GHG) emissions, particulates, and other emissions. EVs also have fewer moving parts than internal combustion vehicles and require less resource-intensive maintenance. Accordingly, as noted in a recent report from the Department of Public Works to City government, there are various initiatives underway within the City to promote and support the EV transition:

- The Citywide EV Charging Station Infrastructure program, which includes several City departments, facilitates the transition to zero-emission transportation through fleet conversion to EVs. Based on the status of the most recent outcomes, there are more than 2,000 publicly available EV chargers, with more than 250 (including direct current (DC) fast chargers) installed in City facilities, and 50% of the City's light duty vehicles being purchased are EVs.
- The Bureau of Engineering (BOE) provides technical engineering support for various EV infrastructure projects being implemented by the Los Angeles Department of Transportation (LADOT), the Los Angeles Police Department (LAPD), and the Department of General Services (GSD). These projects are found within municipal facilities and on curbside right-of-way locations as well.
- Other City Departments and Bureaus, such as the Los Angeles Department of Water and Power (LADWP), the Los Angeles World Airports (LAWA), the Port of Los Angeles (POLA), the Department of Recreation and Parks (RAP), the Los Angeles Fire Department (LAFD), the Bureau of Street Lighting (BSL), and the Bureau of Sanitation (BOS) are concurrently implementing the installation of EV charging stations in their respective facilities, where BOE support activities are not required at this time

Even as funding for EV subsidies unfortunately has been cut at the state level it is clear that Los Angeles is serious about the transition to EVs and a zero emissions City transportation system. The private sector likewise is engaged: Automobile manufacturers including General Motors, Ford, Audi, Volvo, Land Rover, Volkswagen, and BMW have announced plans to increase their electric vehicle production, increasing consumers' choices and pushing prices down even further. Some, like Volvo, plan to phase out their internal combustion vehicles entirely.

With these commitments come other responsibilities. For the myriad positives and possibilities EVs present, currently they also present significant challenges.

Human rights and environmental concerns

It has been widely reported* by global news outlets that some of the essential materials used in the manufacture of EVs all too often are sourced in ways that are far from sustainable and also violate international human rights laws. While they are not the norm,

* "Hunt for the 'Blood Diamond of Batteries' Impedes Green Energy Push, *New York Times*, 11/21/2021 (<https://www.nytimes.com/2021/11/29/world/congo-cobalt-albert-yuma-mulimbi.html>); "Like Slave and Master: DRC miners toil for 30p an hour to fuel electric cars," *The Guardian*, 11/8/2021; "The Dark Side of Congo's Cobalt Rush," *The New Yorker*, 5/31/2021 (<https://www.newyorker.com/magazine/2021/05/31/the-dark-side-of-congos-cobalt-rush>); "CBS News finds children mining cobalt for batteries in the Congo," CBS News, 3/5/2018.

neither are these human rights and environmental concerns isolated nor unusual. Likewise, while companies and governments have made strides far more remains to be done on the policy side to ensure the global supply chain for EVs adheres to the most rigorous environmental and human rights standards.

In particular, the rechargeable lithium-ion batteries that power EVs as well as computers, smartphones, an array of home and workplace appliances, even the grid itself, contain mined rare earth materials such as lithium, niobium, and cobalt, as well as nickel, copper, iron, barite, sulfur, lead, silver, aluminum, and zinc. In the words of a 2020 Amnesty International report, in many cases the extraction of these materials is “as far from being as ethically ‘clean’ or ‘green’ as it could and should be.”

The adverse consequences of the massive increased demand are felt in communities in mineral-rich but impoverished areas like the so-called “Lithium Triangle” in Argentina, Chile, and Bolivia, the estimated \$1 trillion in rare earth elements in Afghanistan, and the cobalt mining region of the Democratic Republic of Congo (DRC).

Congo is a case study. The DRC supplies over 70% of the world's cobalt, with as much as 25% of that coming from mines where workers dig by hand with no safety standards, much less regulations. Rather than benefit the people of the DRC, mining for cobalt often comes at great cost to their lives and health and enriches foreign multinationals. Among the well-documented violations:

- Children as young as seven digging the minerals, often by hand and in horrific working conditions.
- Communities forcibly evicted to make way for expanding mines.
- Low wages and dangerous conditions are the norm in some mines, known as “artisanal mines,” which generally are smaller operations with little to no oversight.

A November 29, 2021 investigative report by the *New York Times* documented human rights and environmental concerns in southern Congo’s mineral-rich “copper belt.” The concerns ranged from the destruction of villages to make way for new mines to child labor, unsafe working conditions, and embezzlement.

Congo is not necessarily an outlier. In the summer of 2021 Human Rights Watch documented human rights abuses including forcible evictions in the West African country of Guinea as a result of expanded mining for bauxite, a key component in aluminum manufacturing. In South America, evidence points to lithium extraction posing risks to rural and Indigenous peoples’ water resources and ecosystems, which are of critical importance to their livelihoods, cultures, as well as their right to self-determination.

Around the world, mineral extraction is often linked to corruption, while poor design, operation and waste management, with little accountability for clean-up and remediation, has resulted in persistent pollution and health harms.

Other concerns include the dominance of the People's Republic of China, which according to some estimates controls as much as half of the DRC's cobalt "feedstock," and is adding to its holdings rapidly.

This is the context in which massive increased demand will occur. According to estimates from the World Economic Forum, there is a need to scale up global battery production by a factor of 19 over the next decade to accelerate the transition to a low-carbon economy. We have a narrow window in which to ensure that reasonable, essential regulations and protections are put in place – history proves that gold rushes and revolutions are no time for clear-headed thinking.

We must act now to prevent unintended consequences from turning into tragedies. We can learn from past mistakes, such as the environmental devastation caused rampant exploitation of fossil fuels in the Twentieth Century, and from positive examples like the global effort to purge "blood diamonds" from the global supply chain, and even the collective global effort that helped hasten the demise of apartheid in South Africa.

History shows that collective effort can have dramatic impacts. Just as the world recognized the human rights violations in the diamond and gold industries, leading to the prohibition of "blood diamonds" and "conflict resources," Los Angeles must take a lead in ensuring conflict free resources in the sustainable future.

Motion

I THEREFORE MOVE that the City Council declare that the City of Los Angeles is a "Blood Battery Free City."

I FURTHER MOVE that the City Council convene the Los Angeles Clean Battery Working Group (CBWG), to be comprised of executive-level representatives from the Department of Transportation, the City Attorney's office, the Department of Civil + Human Rights and Equity, and the Department of Public Works, as well as well-qualified representatives from the private sector and academia.

I FURTHER MOVE that the CBWG be charged with developing model policies and practices, as well as specific goals and milestones, that will ensure that all EVs sold within City limits are free of environmental and human rights abuses ("blood batteries," as will be defined by the Group), and presenting them to Council for consideration.

I FURTHER MOVE that a central and essential goal of these policies and practices will be the elimination and prohibition of “blood batteries,” as will be defined, within City Limits.

I FURTHER MOVE that the City Council instruct CBWG to submit an Initial Study of Policy Options and Recommendations for Clean Batteries in the City of Los Angeles no later than July 1, 2022. The Initial Study shall include specific policy recommendations, including enforcement mechanisms.

I FURTHER MOVE that the City Council impose upon itself a legally binding obligation to act quickly on the CBWG’s specific policy recommendations to the extent reasonably practicable, and in no case later than six months after receipt of final recommendations.

PRESENTED BY: _____

SECONDED BY: _____



Fwd: [EXTERNAL-EMAIL] Mt Gleason Co-location

Tue, Feb 8, 2022 at [REDACTED]

Good morning,

Thank you for your email. The NVMI community is likewise opposed to this proposed colocation. We are trying to work with LAUSD to problem solve so that this proposed colocation does not occur. NVMI has, over the last eight years, proposed a number of possible solutions to this issue:

- purchasing or executing a long term lease on the property on which we are currently located
- installing portables on the existing campus
- installing portables on the agriculture area across the street
- the district enacting a zoning exemption on a piece of private church property across the street that NVMI wants to purchase so we can construct a school on that site and move all or part of our operation onto a private site
- splitting some of the larger rooms on the current campus in half to create more classrooms for the smaller NVMI special education classes (NVMI serves about 25% special education students) and allow NVMI to remain entirely on the current campus without taking any additional space from the co-located magnet school
- purchasing or executing a long term lease on the agriculture area across the street from our current site
- purchasing or executing a long term lease on one of the currently entirely vacant LAUSD properties somewhere in the valley
- using Augmentation Grant funds to construct new facilities on the current site that enhance the current school site for the benefit of all students, both traditional public school student and charter public school students
- using Augmentation Grant funds to construct new facilities on a different underutilized school site somewhere in the valley that enhance that site for the benefit of all students, both traditional public school student and charter public school students
- taking the NVMI model and making it into a non-charter regular school of the district in every board district and using an underutilized site in each board district for that new school model, thus eliminating the charter conflict

- the district enacting a zoning exemption on a different piece of property NVMI would purchase so we can construct a school on that site and move all or part of our operation onto a private site, and enacting a temporary solution such as portables on the existing site in the interim

I like to believe we all want what is best for children. I know the NVMI model does not meet every child's needs, and not every family sees the benefit of a military model for students. But we absolutely help a great many students who would otherwise not graduate or go onto college or careers. NVMI has a 100% graduation rate and gets 100% of our graduates into a 4-year college or university. We send a great many students to college ROTC programs to serve our country as officers in the US Military. We are not the enemy. We do not see anyone as the enemy here. We want to work with LAUSD leadership to find a solution that is a win for the currently co-located school, a win for NVMI, a win for the students of both schools, a win for the parents of both schools, a win for LAUSD, and a win for the broader community. We encourage you to reach out to LAUSD leadership to encourage them to continue to problem solve with us so that these concerns can be addressed in a way that maximizes student success for all and minimizes discord. I also encourage you to share my email with others interested in this issue. I have offered to come speak to anyone in the community about all of this in an attempt to collaboratively problem solve, and that offer stands.

I hope you and your family have a safe and healthy and successful remainder of the school year.

Dr. Ryan

Mark P. Ryan, Ph.D.
Superintendent

MOTION

ARTS, PARKS, HEALTH, EDUCATION, & NEIGHBORHOODS

In July of 2018, the Department of Recreation and Parks issued a "Parks Condition Assessment Report," summarizing the site conditions and recommended improvements for all parks owned by the Department of Recreation and Parks. The report covers assessments of over 16,000 acres of parkland at 559 park sites in the City of Los Angeles including regional parks, recreation centers, pools and bathhouses, senior centers, lakes, trails, picnic areas, and playgrounds.

The report identifies \$2.1 billion in improvements including the replacement of 20 recreation centers, 12 pool and bathhouse facilities, outdoor improvements such as landscape and tree planting, replacement or upgrades to irrigation systems, accessibility, energy and water conservation improvements, as well as building improvements such as kitchen and restroom upgrades, lighting improvements, heating, ventilation and air condition system replacements or upgrades, and general building maintenance repairs, such as roofing, flooring and painting.

Unfortunately, the guaranteed revenue mandated by § 593(a) of the City Charter is no longer enough to sustain the operations of the Department and fund critical infrastructure improvements, and the LA For Kids Program (Prop K) will expire in 2026.

On December 6, 2021, Mayor Eric Garcetti issued Executive Directive 31 - "Achieving Park Equity," which, among other actions, directed, "CAO, in consultation with RAP, BOE, the Chief Legislative Analyst, and the City Attorney, shall work with stakeholders, including the Park Equity Working Group and other park advocates, to evaluate the possibility of a park funding measure with strong equity components."

With the City hosting the 2028 Summer Olympics, and several of Recreation & Parks facilities serving as venues for various competitions, we must act now, to ensure all needed upgrades and repairs are completed prior to the games.

I THEREFORE MOVE that the Department of Recreation and Parks, with the assistance of the City Administrative Officer, and any other departments, as needed, be DIRECTED to hire a consultant to assist in the development of a ballot measure to provide funding for the purposes identified in the "Parks Condition Assessment Report" and Executive Directive 31, "Achieving Park Equity."



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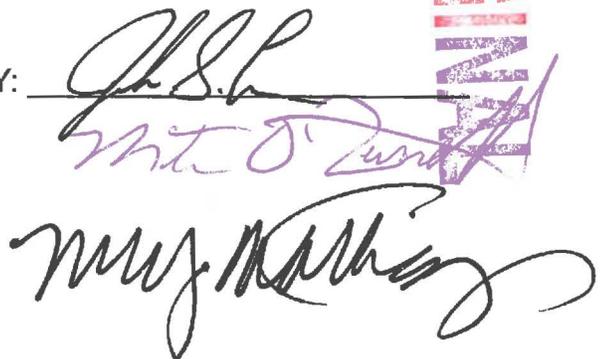


PRESENTED BY:



JOE BUSCAINO
Councilmember, 15th District

SECONDED BY:



ORIGINAL