

Mother's Market & Kitchen Teams Up With Local Chefs For Music Tastes Good Festival In Downtown Long Beach

Mother's Market & Kitchen in Signal Hill is sponsoring a tent at the upcoming Music Tastes Good festival on September 29 and 30 at Marina Green Park in Downtown Long Beach (<https://mtglb.co/>), where chefs will perform cooking demonstrations for festival goers and use fresh produce provided by the grocer. "We're excited to be in touch with the Long Beach community to let everyone know we are here with



fresh, organic choices and healthy foods for everybody to enjoy," store General Manager Kevin Sharar said. Numerous chefs from up and down the West Coast, including several from Long Beach, are taking part in the festival. Pictured at Mother's Market are four chefs participating in the event. From left: Jason Witzl, owner and chef of Ellie's; Art Gonzalez, owner and chef of Panxa Cocina and Roe Seafood; Aliye Aydin, natural food chef and culinary coach at agoodcarrot.com; and Dina Amadril, owner and creator at Long Beach Creamery. (Photograph by the Business Journal's Brandon Richardson)

Port Of Long Beach Becomes College Promise Partner

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The Promise program guarantees LBUSD graduates a tuition-free year at LBCC and a path to admission at CSULB if they meet certain academic requirements. Commissioner Lou Anne Bynum said the port's commitment to expanding its educational influence is a natural extension of its current involvement. By becoming a partner in the Long Beach College Promise, the port is formalizing its current efforts to advance education. Bynum retired from a 20-year career at Long Beach City College a year ago. She served as executive vice president of college advancement and economic development since 2012.

According to Bynum, the port has awarded thousands of dollars in scholarships and provided more than 400 internships to both high school and college students. Through its externship program, the port has also advised faculty members on how to integrate trade and logistics into their curriculum.

"It only made sense to me that, if the port is so committed to this and is putting in so many resources to help students in our community, it would be great if we could be a formal partner in the promise," Bynum said.

In July, the board approved \$60,000 to develop a pilot program for a Maritime Center of Excellence at the Long Beach City College campus. Plans include six training workshops for seven occupations related to trade and transportation. The port also operates an Academy of Global Logistics at Juan Rodriguez Cabrillo High School, a four-year program that introduces students to careers involving the supply chain.

Now, port leaders are looking to share this curriculum with other communities around the country, "so they don't have to do everything from the ground up," Bynum explained. She also said that discussions are underway about adding a STEM component for young women.

"It would open the door to higher-paying jobs to young women in our community that they wouldn't normally consider," Bynum said. "There's a dearth of young women who have access to or even think about getting involved in [STEM] careers."

Bynum said that, out of the 200 similar College Promise programs that are active -across the nation, there is no other with an industry partner that demonstrates the same level of involvement as the Port of Long Beach. "Other Promise programs have high-level corporate partners that may provide some money but, as far as I can tell, I don't know of any other program that has this kind of robust participation in education from an industry side," she commented.

Port of Long Beach Executive Director Mario Cordero expressed agreement. "What's groundbreaking about our involvement is that a particular industry is now going to also be a part of the College Promise. We'll be available to give greater awareness of maritime industry opportunities, training and curriculum. These are some of the aspects that lead us to be very proud of being a leader in that model."

Cordero said that the port's participation aligns with the goals set forth in the Green Port Policy, a framework that the board adopted in 2005 to reduce harmful environmental operations. "For us at the port authority, it's part of the roadmap that we've been making since 2005, pursuant to the Green Port Policy of elevating our involvement in the community, which would include the educational institutions," he said.

According to Cordero, port leaders have discussed ways to grow the internship program, as it increases awareness of not only the port but of different career paths in general. "Within the Port of Long Beach, we have engineering, human resources, communications, trade and commercial development," he explained. "There's a number of fields in which students can associate themselves, which may not be strictly related to something they want to do in the maritime industry,

but maybe related to something they want to do as a career."

Bynum said a goal of joining the Promise program is to retain local talent. "We want our students to get educated in Long Beach and stay in Long Beach," she said. "We tend to export those we educate. The city is going to depend on this workforce, and the port will certainly depend on it in the future." She also called on more industries to get involved in order to extend the program as far as possible. ■

Tariffs To Hit About One-Fifth Of Cargo Traffic At San Pedro Bay Ports

■ By **SAMANTHA MEHLINGER**
EDITOR

As much as 23% of cargo moving through the Port of Long Beach and more than 20% of cargo at the Port of Los Angeles stand to be affected by tariffs on \$200 billion worth of Chinese imports announced by the Trump administration on September 17, according to port representatives.

The 10% tariffs are in addition to 25% tariffs on \$50 billion worth of Chinese imports enacted earlier this summer. Shortly after those were enacted, the Chinese government responded with in-kind tariffs against American exports to its country.

Mario Cordero, executive director of the Port of Long Beach, said the port had anticipated the new tariffs, as Trump had previously threatened them. However, he noted that originally Trump had proposed 25% tariffs on \$200 billion worth of Chinese imports, rather than 10% tariffs.

But in the official tariff announcement, Trump stated that he would consider increasing the tariffs to 25% if the Chinese

government did not act to change its "unfair" trade practices. The president has taken issue with the trade imbalance between China and the United States, as well as what he has characterized as China's flagrant practice of stealing American intellectual property.

"I believe there will be an impact because we are now at a level of tariffs that are going to apply to a number of commodities across the board which will, in this particular case, come down to the American consumer in terms of additional cost," Cordero told the Business Journal. "It's concerning. On the other hand, there is some relief, so to speak, in that the administration has specifically referenced 300 commodities that have been exempted from this particular tariff application."

Prior to the announcement of additional tariffs, Cordero had forecasted that the Port of Long Beach would exceed overall cargo volumes compared to last year. "Our forecast right now is we are going to continue with positive growth. . . . I'll stick to that

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