

THE BRIEFING PROJECT – EPISODE 11 HOW MUCH PROOF?

Thank you. I'm Steve Edmiston. In my last two briefings, we established the numbers that matter to measure impacts from aircraft overflights – the increase of 97,000 overflights since 2013, and the proposed additional 80,000 flights. And we established a first “what did you know and when did you know it” day, with recent studies showing how overflights associate with loss of sleep, hypertension, heart attack, strokes, increased risks at night, for the elderly, and for children.

Before reviewing more science, we need to address a question about these studies: Should the Port ignore them and claim that association to harm is not causation? That you need more proof?

Two points. First, in claiming that the emerging science doesn't yet provide enough proof, you would not be alone in terms of strategy – it's line and verse from the Big Tobacco and climate denial playbooks. To frame it in pop culture terms, the policy choice you face is the same faced by the mayor in the movie *Jaws* – do you keep the beaches open for even more tourism – for your economic growth – or act upon the evidence you have that there may have been a shark attack?

Second, a claim that the science doesn't yet provide enough proof is a **choice** that comes with peril - **to the Port**. Your first case study is Monsanto, which argued that studies showed only an *association* between RoundUp and lymphoma. Didn't work. A jury in August awarded the very first Monsanto plaintiff \$289 million dollars. Now there are 8,000 more lawsuits. Your second case study might be last year's lead paint case where paint makers argued children could have become sick from other causes; that they didn't deliberately sell harmful products; that they complied with regulations. Didn't work. The court of appeals upheld the \$1.1 billion-dollar verdict because the paint makers had “what did you know and when did you know it” knowledge.

You **have** the proof you need as policy makers. But you **must** choose - whether you will act to **first** do no harm. Or not act, and keep your beaches open for more tourism.

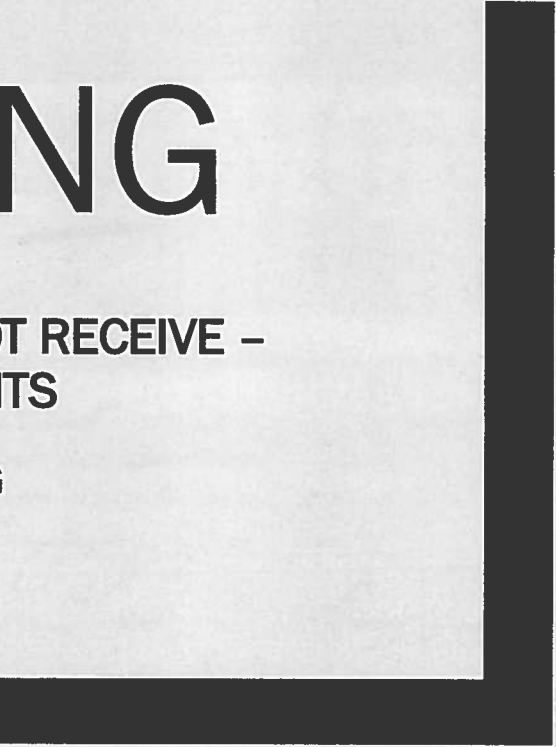
Thank you for providing a citizen two-minutes to comment.



THE BRIEFING

**THE BRIEFING YOU ASKED FOR BUT DID NOT RECEIVE –
IN TWO MINUTE PUBLIC COMMENTS**

PORT OF SEATTLE COMMISSION MEETING
OCTOBER 9, 2018
STEVE EDMISTON



Episode 11 – Proof

1. Last two episodes:
 - *The real numbers - 97,000 more annual flights in last four years to reach 413,000 baseline, 80,000 more proposed.*
 - *September 11, 2018, “What Did You Know And When Did You Know It” day for associations between aircraft noise and stress, sleep loss, impaired cognition, hypertension, heart disease, heart attack, strokes, increased risks at night, for elderly and children.*
2. How much proof do you need?
3. Rejecting associations – Big Tobacco, climate denial playbooks
4. The risky business of rejecting associations – see Monsanto and Paint Makers
5. First do no harm or keep the beaches open