

March 24, 2020

Dear Port of Seattle Commissioners,

We are all coping with the ongoing changes to our previous routines, brought about by this pandemic coronavirus which affected our local region first in the U.S., and so especially appreciate your commitment to continue business as possible within these restricted and fluid conditions, and to continue to offer transparency and access at your public commission meetings.

As we know that someday our economic and social structure will return to a new normal, we believe we can prepare for a better new normal, in terms of sustainability and equity. And as the old normal had airline operation emissions producing more climate pollution than most national economies, with an estimate of a tripling by 2050, we have the opportunity now to commit to a better standard.

In short, we are asking the Port of Seattle to consider:

Sustainability – the correct and complete calculations of emissions of fuel used for all airport and maritime operations, with a plan for reduction in compliance with CORSIA (see below).

Equity – serving all local communities first and equally, with no harm ensuing from benefits for one at the expense of the other

The Port is to be commended for having an Energy and Sustainability Committee, with priorities focusing on reducing GHG emissions and community impacts, but the goals are not high enough. The Port is to be commended for supporting a Clean Fuels Standard for our State. However, without addressing all of the fuels we use in our State, which is a high import/export economy, with all the people and cargo which go in and out of it, the support is again, just not enough.

The Port of Seattle needs to consider its mission to be more like the ports around the State, which is that the Port is a “server” of our local communities – all of our communities – and not a “driver”. And while the rest of the State needs some of the services of this airport, they don’t necessarily need them to be here in King County. To bring this focus of serving the local Puget Sound region first and include the impacts and costs on those businesses and lives who are not using the air or shipping operations of the Port of Seattle, but are adversely affected by them, would be an equitable and fair re-organizing of priorities going forward.

Thank you for your attention to the opportunities to change “business as usual” to a more sustainable and equitable world. Working on protections for our immediate harmful threats can be part of the same preparations for protections from an even greater harm in the future.

Anne Kroeker and Richard Leeds

Des Moines, WA

<https://www.icao.int/environmental-protection/Pages/default.aspx>

“Improving the environmental performance of aviation is a challenge ICAO takes very seriously. In 2004, the 35th Session of the ICAO Assembly adopted three major environmental goals, which have been reaffirmed in all subsequent Assembly Sessions:

- a. to limit or reduce the number of people affected by significant **aircraft noise**;
- b. to limit or reduce the impact of aviation emissions on **local air quality**; and
- c. to limit or reduce the impact of aviation **greenhouse gas emissions on the global climate.**”