

START OF TRANSCRIPT

[00:00:29] ALL RIGHT. THIS IS COMMISSION PRESIDENT
[00:00:30] RYAN CALKINS CONVENING A SPECIAL MEETING
[00:00:32] OF MAY 10, 2022. THE TIME IS
[00:00:36] 9:03 A.M.. WE'RE MEETING IN
[00:00:39] PERSON TODAY AT THE PORT OF SEATTLE
[00:00:40] HEADQUARTERS BUILDING AT PIER 69 AND
[00:00:42] VIRTUALLY VIA MICROSOFT TEAMS. THIS IS A
[00:00:45] COMMISSION STUDY SESSION ON 2022 CRUISE
[00:00:48] ENVIRONMENTAL STRATEGY. PRESENT WITH ME
[00:00:51] TODAY ARE COMMISSIONER CHO FELLEMAN.
[00:00:53] HASEGAWA AND MOHAMED. CLERK HART. CAN YOU
[00:00:56] PLEASE CALL THE ROLL? THANK YOU.
[00:00:57] BEGINNING WITH COMMISSIONER CHO. THANK
[00:01:00] YOU. COMMISSIONER FELLEMAN. THANK YOU.
[00:01:03] COMMISSIONER HASEGAWA PRESENT. THANK
[00:01:05] YOU. COMMISSIONER MOHAMED PRESENT.
[00:01:07] THANK YOU. AND COMMISSIONER CALKINS,
[00:01:09] HERE TOO. THANK YOU. WE DO HAVE A
[00:01:11] FULL COMMISSIONER HERE THIS MORNING.
[00:01:13] THANK YOU. MEMBERS OF THE COMMISSION
[00:01:15] STAFF AND ARE LISTENING PUBLIC ON THE
[00:01:16] TEAM'S PLATFORM FOR JOINING US. AND TO
[00:01:18] THOSE IN PHYSICAL ATTENDANCE TODAY,
[00:01:21] JUST A COUPLE OF HOUSEKEEPING ITEMS FOR
[00:01:22] ANY ATTENDEES AND COMMISSIONER FOR
[00:01:24] ANYONE ATTENDING ON TEAMS, PLEASE REMAIN
[00:01:26] MUTED WHEN NOT SPEAKING. THIS HELPS TO
[00:01:28] ALLEVIATE BACKGROUND NOISE DURING THE
[00:01:30] MEETING. THIS MEETING IS CURRENTLY
[00:01:32] SCHEDULED THROUGH 11:00 A.M.. ALSO,
[00:01:35] AS THIS IS A STUDY SESSION OF THE
[00:01:37] COMMISSIONER, TODAY'S FORMAT DOES NOT
[00:01:39] PROVIDE FOR PUBLIC COMMENT DURING THE
[00:01:41] MEETING. THE NEXT PUBLIC COMMENT PERIOD
[00:01:43] WILL OCCUR AT THE COMMISSION'S BUSINESS
[00:01:44] MEETING LATER THIS AFTERNOON, BEGINNING
[00:01:46] AT NOON. AND OF COURSE, THE COMMISSION
[00:01:48] ALWAYS WELCOMES WRITTEN CORRESPONDENCE
[00:01:50] AT ANY TIME, IF THAT'S PREFERRED. ALL
[00:01:54] RIGHT, WE'RE GOING TO MOVE DIRECTLY INTO
[00:01:56] THE MORNING DISCUSSION WITH THE
[00:01:57] EXECUTIVE DIRECTOR METRUCK AND STAFF
[00:01:59] COMMISSIONERS IN THE MEETING ROOM.
[00:02:00] PLEASE REQUEST TO BE RECOGNIZED TO SPEAK
[00:02:01] IN AS MUCH AS POSSIBLE. ANY COMMISSIONER
[00:02:04] ON THE TEAM'S LINK, PLEASE USE YOUR HAND
[00:02:06] TOOL TO SIGNIFY YOU WISH TO SPEAK, THEN
[00:02:08] TO NOT SEE YOU, PLEASE AUDIBLY REQUEST
[00:02:10] TO BE HEARD. TODAY'S STUDY SESSION IS
[00:02:13] DIVIDED INTO THREE PARTS, VISION AND
[00:02:15] FOUNDATION, ENVIRONMENTAL STRATEGY AND
[00:02:18] LEADERSHIP AND OPPORTUNITIES. PLEASE
[00:02:20] HOLD QUESTIONS UNTIL THE END OF THE
[00:02:23] PRESENTATION SEGMENTS. UNLESS YOU HAVE
[00:02:25] CLARIFYING QUESTIONS ALONG THE WAY THAT
[00:02:27] CANNOT WAIT UNTIL A GOOD BREAK PRESENTS
[00:02:29] ITSELF. I'M GOING TO TURN IT OVER TO
[00:02:31] EXECUTIVE DIRECTOR METRUCK AT THIS TIME
[00:02:32] TO INTRODUCE THE PRESENTATION.
[00:02:36] GOOD MORNING, COMMISSIONER. WELL,
[00:02:38] YOU'VE ALREADY MET IN PERSON, BUT IT'S

[00:02:40] THE FIRST TIME I'VE BEEN HERE, SO IT'S
[00:02:41] GREAT TO SEE YOU ALL IN PERSON AT THE
[00:02:43] STUDY SESSION. WE'RE MEETING TODAY FOR
[00:02:45] AN IN DEPTH CONVERSATION ABOUT THE PORT
[00:02:47] OF SEATTLE'S CRUISE BUSINESS. IN OUR
[00:02:49] EFFORTS PAST, PRESENT AND FUTURE TO
[00:02:51] FOSTER A CRUISE INDUSTRY THAT PROTECTS
[00:02:53] THE ENVIRONMENT THAT WE CHERISH WHILE
[00:02:55] GENERATING SUSTAINABLE ECONOMIC BENEFITS
[00:02:57] FOR THE COMMUNITY IN THE REGION, WE'RE
[00:03:00] PROUD OF OUR COMMITMENT TO BE THE
[00:03:02] GREENEST PORT IN NORTH AMERICA OR OUR
[00:03:04] COMMITMENT TO BE THE GREENEST PORT IN
[00:03:05] NORTH AMERICA, AND THAT IS JUST NOT A
[00:03:07] SLOGAN. WE HAVE LIVED THAT COMMITMENT
[00:03:09] SINCE WE STARTED THE ALASKA HOMEPORT
[00:03:11] CRUISE INDUSTRY HERE 20 YEARS AGO WITH
[00:03:14] LANDMARK AGREEMENTS WITH THE CRUISE
[00:03:15] LINES TO RESTRICT DISCHARGES AND PROTECT
[00:03:17] AIR AND WATER QUALITY. WE ARE GUIDED BY
[00:03:20] THE FAR SIDED PRINCIPLES ADOPTED BY THE
[00:03:22] COMMISSION. MAXIMIZE USE OF OUR MARITIME
[00:03:24] FACILITIES, EXPAND ECONOMIC AND CULTURAL
[00:03:27] BENEFITS AND INCORPORATE LEADING EDGE
[00:03:31] ENVIRONMENTAL STEWARDSHIP AND
[00:03:32] SUSTAINABILITY IN OUR OPERATIONS. WE
[00:03:35] HAVE PROVEN THAT A POOR CAN MAKE STEADY
[00:03:36] IMPROVEMENTS IN ENVIRONMENTAL
[00:03:37] PROTECTION, HELPING SET NEW STANDARDS
[00:03:39] THAT REFLECT THE LATEST SCIENCE BY
[00:03:41] CREATING INNOVATIVE PARTNERSHIPS WITH
[00:03:43] THE INDUSTRY. AT THE SAME TIME, THE
[00:03:46] INDUSTRY GENERATES \$900 MILLION IN
[00:03:48] ECONOMIC ACTIVITY ANNUALLY, BENEFITING
[00:03:50] SMALL BUSINESSES, CREATING GOOD JOBS ON
[00:03:52] THE DOCKS, IN SERVICE BUSINESSES AND
[00:03:54] HOTELS THROUGHOUT THE REGION, AND
[00:03:56] EXTENDING TO SOUTHEAST ALASKA. THE
[00:03:59] CRUISE INDUSTRY HAS PROVEN ITSELF
[00:04:00] RESILIENT AND POPULAR WITH THE TRAVELING
[00:04:02] PUBLIC. THAT IS CLEAR FROM THE
[00:04:05] REMARKABLE REBOUND OF THE CRUISE
[00:04:06] INDUSTRY. COMING BACK FROM NO SAILINGS
[00:04:08] IN 2020 TO ONE OF OUR BEST SEASONS EVER,
[00:04:11] WE DEMONSTRATED THAT WE COULD PROTECT
[00:04:13] THE HEALTH AND SURETY OF PASSENGERS AND
[00:04:14] CREW WITH STRONG COVID PROTOCOLS AND
[00:04:16] PARTNERSHIPS WITH LOCAL HEALTH
[00:04:18] AUTHORITIES. EARLY ON, WE EMBRACED THE
[00:04:20] VISION AND GOAL THAT CREWS WOULD RETURN
[00:04:22] STRONGER AND SAFER, AND THAT HAS BEEN
[00:04:24] THE CASE TODAY. THERE ARE MORE HEALTH
[00:04:26] PRECAUTIONS IN THE CRUISE INDUSTRY THAN
[00:04:28] ANY OTHER FORM OF TRAVEL AND
[00:04:29] HOSPITALITY. HOWEVER, WE MUST REMAIN
[00:04:32] VIGILANT AND LOOK FOR AREAS TO IMPROVE.
[00:04:34] AS I SAID AT THE OUTSET, WE ARE
[00:04:36] COMMITTED TO CONTINUOUS IMPROVEMENTS IN
[00:04:38] HOW WE AND THE CRUISE LINES OPERATE IN
[00:04:40] THE PACIFIC NORTHWEST. WE HEAR THAT THE
[00:04:42] COMMUNITY WANTS US TO DO MORE TO LIMIT
[00:04:44] DISCHARGES AND AIR EMISSIONS. AS YOU
[00:04:46] WILL HEAR LATER, WE ARE IN DISCUSSIONS

[00:04:48] WITH PARTNERS FROM CANADA AND ALASKA TO
[00:04:50] FIGHT CLIMATE CHANGE, RAISING THE BAR
[00:04:52] FOR WHAT PORTS AND INDUSTRY CAN DO TO
[00:04:54] PROTECT THE ENVIRONMENT. NEXT SLIDE,
[00:04:57] PLEASE. OR ACTUALLY,
[00:05:01] I CAN'T SEE THE SLIDE.
[00:05:06] NO, I JUST WANT TO SKEWED UP
[00:05:09] TO LEAD INTO THE PRESENTATION.
[00:05:13] NEXT SLIDE, PLEASE.
[00:05:19] FOR TODAY, HERE'S NOT ONE OF OUR
[00:05:20] PRESENTATION. FIRST, WE'LL PROVIDE A
[00:05:23] BRIEF HISTORY OF THE ALASKA CRUISE
[00:05:24] INDUSTRY IN SEATTLE. WE'LL DISCUSS
[00:05:26] BUSINESS RELATIONS WITH THE CRUISE LINES
[00:05:28] AND PRESENT A FINANCIAL OVERVIEW OF OUR
[00:05:29] CRUISE OPERATIONS. VERY SHORT AND
[00:05:31] EQUALLY IMPORTANT FROM THE PORTS
[00:05:33] PERSPECTIVE IS OUR COMMITMENT TO
[00:05:34] ENVIRONMENTAL EXCELLENCE, WHERE WE SPEND
[00:05:35] MOST OF OUR TIME. WE WILL DESCRIBE IN
[00:05:38] SOME DETAIL AGREEMENTS WITH CRUISE LINES
[00:05:40] AND GOVERNMENT AGENCIES THAT PUT US AT
[00:05:41] THE FOREFRONT OF CRUISE PORTS
[00:05:45] THROUGHOUT THE WORLD. SECONDLY, WE'RE
[00:05:47] LOOKING FOR YOUR COMMENTS AND
[00:05:49] RECOMMENDATIONS ABOUT OUR CURRENT CRUISE
[00:05:50] OPERATIONS AND POTENTIAL NEAR TERM
[00:05:53] ACTIONS. LASTLY, WE WANT TO ENGAGE WITH
[00:05:55] THE COMMISSION ABOUT POTENTIAL
[00:05:56] LEADERSHIP OPPORTUNITIES AS WE SEE THEM,
[00:05:59] AS WE MOVE FORWARD TO ADVANCE NEW
[00:06:00] ENVIRONMENTAL INITIATIVES THAT WILL
[00:06:02] BENEFIT THE COMMUNITY IN THE INDUSTRY IN
[00:06:04] OUR ENVIRONMENT, BOTH REGIONALLY AND
[00:06:06] GLOBALLY FOR THE LONG TERM. I LOOK
[00:06:09] FORWARD TO AN INFORMAL PRESENTATION OF
[00:06:10] ROBUST DISCUSSION TODAY, AND WITH THAT,
[00:06:13] I'M GOING TO END MY OPENING REMARKS AND
[00:06:15] TURN OVER COMMISSIONER CALKINS TO SAY A
[00:06:16] FEW WORDS. YEAH, AND I JUST HAVE A FEW
[00:06:18] CONTEXTUALIZING COMMENTS BEFORE WE GET
[00:06:20] STARTED WITH STAFF PRESENTATIONS, A
[00:06:23] REMINDER WHY WE'RE USING A STUDY SESSION
[00:06:25] FORMAT AS OPPOSED TO USING A
[00:06:27] PRESENTATION DURING A REGULAR MEETING OR
[00:06:29] SOME OTHER FORMAT TO DISCUSS THIS IN
[00:06:32] SMALLER GROUPS OR IN SOME OTHER WAY.
[00:06:34] THE FUNCTION OF A STUDY SESSION IS BOTH
[00:06:37] AN OPPORTUNITY TO GET INFORMATION THAT'S
[00:06:39] RELEVANT TO KEY TOPICS OF REPORT OUT IN
[00:06:42] FRONT OF THE PUBLIC AND IN FRONT OF THE
[00:06:43] COMMISSIONER, AND ALSO FOR THE
[00:06:45] COMMISSIONER CHO HAVE THAT CONVERSATION
[00:06:47] IN PUBLIC WITH EACH OTHER. AND SO TODAY
[00:06:49] IS NOT WALL TO WALL PRESENTATION. IT'S
[00:06:52] BOTH PRESENTATION AND DISCUSSION AMONGST
[00:06:55] COMMISSIONERS AND WITH STAFF AROUND AN
[00:06:57] ISSUE THAT'S EXTREMELY IMPORTANT TO US.
[00:06:59] THE OTHER REASON WE DO THIS IN PUBLIC IS
[00:07:01] BECAUSE THE COMMISSION'S ROLE IS REALLY
[00:07:03] TO SET THE VALUES FOR THE ORGANIZATION
[00:07:06] AND ON EASY QUESTIONS AROUND OUR VALUES,
[00:07:08] WE CAN DELEGATE THAT TO STAFF TO MAKE

[00:07:10] THOSE EASY DECISIONS. THIS IS A TOUGH
[00:07:13] DECISION. THIS IS AN AREA WHERE
[00:07:17] WE'RE FINDING THAT WE HAVE CERTAIN
[00:07:21] VALUES AT THE HIGHEST LEVEL OF THE
[00:07:23] ORGANIZATION. OUR INTENTION. AND SO
[00:07:25] WE'RE HERE TODAY TO TRY TO DISCUSS
[00:07:27] OPENLY AND FRANKLY SOME OF THOSE
[00:07:29] TENSIONS BETWEEN KEY VALUES THAT WE HOLD
[00:07:32] THE ORGANIZATION AND FIND WAYS TO MOVE
[00:07:34] FORWARD THAT ADVANCES BOTH THOSE VALUES.
[00:07:37] THEY'RE HARD QUESTIONS, AND THEY AREN'T
[00:07:39] QUESTIONS THAT WE AS A COMMISSION CAN
[00:07:40] DELEGATE TO STAFF. AND SO THAT'S WHY WE
[00:07:42] DO IT HERE IN PUBLIC. AND THIS
[00:07:45] IS NOT AN ACTION MEETING. THIS IS SIMPLY
[00:07:48] A CONVERSATION. ACTIONS HAVE TO TAKE
[00:07:50] PLACE, VOTES HAVE TO TAKE PLACE IN
[00:07:52] PUBLIC MEETINGS. AND SO WITH THAT,
[00:07:55] STEVE, I'M GOING TO TURN IT BACK OVER
[00:07:56] FOR PRESENTATION.
[00:07:59] THANK YOU, MR. PRESIDENT. AT THIS TIME,
[00:08:02] WE HAVE THREE STAFF THAT WILL BE
[00:08:03] SPEAKING THROUGHOUT OUR PRESENTATION,
[00:08:05] PLUS MYSELF THAT'LL BE STEPHANIE JONES
[00:08:07] EVANS, OUR MANAGING DIRECTOR OF THE
[00:08:08] MARITIME DIVISION, SANDRA KILROY,
[00:08:11] SENIOR DIRECTOR OF ENVIRONMENTAL
[00:08:13] SUSTAINABILITY AND ENGINEERING, AND
[00:08:14] MELISSA PARKS FROM GOVERNMENT RELATIONS
[00:08:17] AND POLICY ANALYST. SO I THINK WE'RE
[00:08:19] GOING TO TURN OVER TO YOU, STEPHANIE,
[00:08:20] TO KICK US OFF. THAT'S RIGHT. THANK YOU,
[00:08:22] STEPHANIE. AND THANK YOU, COMMISSION.
[00:08:24] NEXT SLIDE, PLEASE. I'M GOING TO START
[00:08:26] BY TALKING ABOUT OUR VISION FOR CRUISE
[00:08:29] AS A WHOLE AND HOW SUSTAINABILITY FITS
[00:08:32] INTO THAT, AS WELL AS A LITTLE BIT OF
[00:08:34] FOUNDATIONAL INFORMATION ABOUT THINGS
[00:08:36] LIKE OUR BUSINESS AGREEMENTS THAT HELP
[00:08:38] INFORM HOW WE ACHIEVE THE THINGS THAT WE
[00:08:41] WANT TO GO FORWARD. NEXT SLIDE, PLEASE.
[00:08:44] IF WE LOOK BACK TO THE BEGINNING WHEN WE
[00:08:47] STARTED OUR CRUISE BUSINESS, I KNOW
[00:08:49] YOU'VE PROBABLY SEEN MY NEXT SLIDE
[00:08:51] SEVERAL TIMES, BUT I WANT TO SHOW YOU
[00:08:53] WHAT THE WATERFRONT LOOKED LIKE BEFORE
[00:08:54] WE STARTED THE CRUISE BUSINESS. THIS IS
[00:08:57] THE OLD PORT HEADQUARTERS DOWN AT 66
[00:09:00] WHEN THE WHOLE PART OF BELLTOWN WAS NOT
[00:09:03] IN THE BEST OF SHAPE AND CRUISE AND THE
[00:09:06] PORT PORTS DEVELOPMENT PLAYED A REALLY
[00:09:07] IMPORTANT PART OF REVITALIZING THAT
[00:09:10] WATERFRONT. AND WE SEE OURSELVES IN A
[00:09:12] PARALLEL POSITION NOW WHERE OUR CRUISE
[00:09:15] BUSINESS CAN PLAY AN IMPORTANT PART OF
[00:09:16] REVITALIZING OUR ECONOMY IN A POST
[00:09:19] COVERED WORLD. NEXT SLIDE, PLEASE.
[00:09:26] SO TO JUST FRAME THE DISCUSSION,
[00:09:29] WE HAVE TWO CRUISE TERMINALS, ONE AND
[00:09:32] TWO BERTH FACILITY AT SMITH COVE CRUISE
[00:09:34] TERMINAL AT PIER 90, 1 SECOND ONE AT
[00:09:37] BELL STREET CRUISE TERMINAL, PIER 66,
[00:09:40] JUST DOWN THE WATERFRONT FROM US. NEXT

[00:09:42] SLIDE, PLEASE. OVER TIME, YOU CAN
[00:09:45] SEE THE GROWTH OF OUR CRUISE INDUSTRY
[00:09:49] OVER THE LAST 20 YEARS. THE YELLOW DOTS
[00:09:51] ARE THE NUMBER OF VESSELS AND THE BLUE
[00:09:52] BAR ARE THE NUMBER OF PASSENGERS. SO
[00:09:55] WHILE THE NUMBER OF VESSELS HAS REMAINED
[00:09:58] CONSTANT FOR ABOUT THE LAST MAYBE TWELVE
[00:10:00] YEARS, THE NUMBER OF PASSENGERS HAS
[00:10:02] CONTINUED TO GROW, WITH THE EXCEPTION OF
[00:10:05] THOSE TWO YEARS, YOU SEE, FOR 2000 AND
[00:10:08] 22,021 WHERE THE BUSINESS WAS AFFECTED
[00:10:11] BY THE PANDEMIC. NEXT SLIDE. ONE OF
[00:10:15] THE IMPORTANT THINGS I WANT TO STRESS IS
[00:10:17] OUR EFFORTS TO BRING INCREASED
[00:10:22] REVENUE FROM CRUISE SO THAT IT SUPPORTS
[00:10:24] OTHER THINGS. COMMISSIONER FELLEMAN, I
[00:10:26] REMEMBER WHEN YOU BEGAN HERE AS A
[00:10:28] COMMISSIONER, THIS WAS A MANTRA YOU
[00:10:30] REPEATEDLY MADE TO ME ABOUT. WE NEED TO
[00:10:33] BE SEEING THAT REVENUE IN ORDER TO WE DO
[00:10:37] NOT WANT TO BE SUBSIDIZING THIS BUSINESS
[00:10:39] AT THIS POINT IN TIME. SO, AS YOU CAN
[00:10:41] SEE, SINCE 2014, THE REVENUES HAVE
[00:10:44] INCREASED QUITE STEADILY, AND WE ARE
[00:10:47] ABLE TO DIRECT THOSE REVENUES TOWARDS
[00:10:50] OTHER USES. FOR INSTANCE, OUR RECENTLY
[00:10:53] RELEASED RFP FOR MARITIME WORKFORCE
[00:10:56] DEVELOPMENT. NEXT SLIDE, PLEASE.
[00:11:00] I WANT TO TALK A LITTLE BIT ABOUT THE
[00:11:03] BUSINESS AGREEMENTS THAT WE HAVE IN OUR
[00:11:07] CRUISE BUSINESS. TO HELP KIND OF HELP US
[00:11:10] THINK ABOUT USING THOSE AS TOOLS. WE
[00:11:12] HAVE SOMETHING CALLED A TARIFF TERMINAL
[00:11:14] TARIFF NUMBER FIVE, WHICH IS KIND
[00:11:19] OF LIKE THE RULES OF THE ROAD. IF YOU'RE
[00:11:20] GOING TO COME TO THE PORT OF SEATTLE
[00:11:22] HERE'S, BEST MANAGEMENT PRACTICES
[00:11:23] HERE'S, THE RATES WE CHARGE HERE'S,
[00:11:26] KIND OF THE NUTS AND BOLTS AND THOSE
[00:11:29] JUST APPLY ACROSS THE BOARD. WE ALSO
[00:11:32] HAVE SOMETHING CALLED A PREFERENTIAL
[00:11:34] BIRDING AGREEMENT, WHERE WITH ONE FAMILY
[00:11:38] OF CRUISE LINES IN PARTICULAR, WE HAVE A
[00:11:41] MULTI YEAR AGREEMENT IN EXCHANGE FOR
[00:11:43] HAVING PREP THE PRIORITY TO BERTH. ON
[00:11:46] CERTAIN DAYS OF THE WEEK, WE GET A
[00:11:48] MINIMUM ANNUAL GUARANTEE OF PASSENGERS
[00:11:50] AS WELL AS SOME OTHER STIPULATIONS.
[00:11:54] AND THEN FINALLY, WITH ONE CRUISE LINE,
[00:11:56] WE HAVE A LEASE, WHICH IS RIGHT NOW IN
[00:11:59] PLACE UNTIL 2030. AND WE WERE ABLE
[00:12:02] TO PUT EVEN MORE MEASURES
[00:12:06] IN PLACE, STARTING FROM TARIFFS THROUGH
[00:12:09] GOING DOWN TO LEASES, WE GET
[00:12:11] PROGRESSIVELY MORE BOTH COMMITMENT AS
[00:12:14] WELL AS ABILITY TO IMPLEMENT DIFFERENT
[00:12:17] MEASURES. NEXT SLIDE, PLEASE. SO RIGHT
[00:12:20] NOW, JUST STARTING FROM
[00:12:25] NORWEGIAN ON THE LEFT TO ROYAL CARIBBEAN
[00:12:27] ON THE RIGHT, YOU SEE THE DIFFERENT
[00:12:29] AGREEMENTS AS WELL AS THE AND I'VE SHOWN
[00:12:32] THEM HERE IN ORDER FROM THE MOST
[00:12:35] COMMITMENT TO THE LEAST. SO NORWEGIAN

[00:12:37] CRUISE LINE, WHICH INCLUDES NORWEGIAN,
[00:12:41] OCEANIA, REGENT, SEVEN SEAS, IT'S ABOUT
[00:12:44] ONE THIRD OF OUR PASSENGERS. THEY HAVE A
[00:12:46] LEASE APPEARS 66. IT'S A 15 YEAR LEASE
[00:12:50] THAT EXPIRES IN 2030 WITH ONE
[00:12:54] FIVE YEAR EXTENSION THAT IS AT MUTUAL
[00:12:58] DISCRETION. IN THE MIDDLE, YOU SEE
[00:13:01] CARNIVAL CRUISE LINES, WHICH INCLUDES
[00:13:02] HOLLAND AMERICA, PRINCESS, CARNIVAL
[00:13:05] CRUISE LINES AND SEABOURN. THAT'S ALMOST
[00:13:07] 40% OF OUR PASSENGERS. AND WE HAVE WITH
[00:13:10] CARNIVAL A PREFERENTIAL BIRDING
[00:13:11] AGREEMENT THAT'S IN PLACE WITH EXTENSION
[00:13:15] OPTIONS THROUGH 2023. AND THAT MEANS
[00:13:18] THAT THEY HAVE PREFERENCE. ON SEVERAL
[00:13:20] DAYS OF THE WEEK, THEY GET TO CALL
[00:13:22] THERE. IN EXCHANGE, WE GET A MINIMUM
[00:13:25] PASSENGER ANNUAL GUARANTEE. BUT ALSO WE
[00:13:27] HAVE PUT IN THAT REQUIREMENT THAT ALL
[00:13:31] VESSELS PLUG INTO SHORE POWER IF THEY
[00:13:34] HAVE SHORE POWER, AND THAT THEY REPORT
[00:13:37] TO US WEEKLY. SO WE HAVE BEGUN TO PUT
[00:13:41] ENVIRONMENTAL MEASURES IN THE LONGER
[00:13:44] TERM AGREEMENTS. AND THEN THE NORWEGIAN
[00:13:48] CRUISE LINES, BY THE WAY, WE PUT THAT
[00:13:50] LEASE IN PLACE BEFORE WE BEGAN TO TAKE
[00:13:52] THOSE MEASURES. AND THEN FINALLY ON THE
[00:13:55] RIGHT ROYAL CARIBBEAN. RIGHT NOW, WE DO
[00:13:57] NOT HAVE A LONG TERM AGREEMENT. IT'S
[00:14:00] ABOUT 28% OF OUR PASSENGERS. AND SO THEY
[00:14:03] OPERATE UNDER OUR TARIFF. SO NO LONG
[00:14:06] TERM AGREEMENT THEY APPLY FOR UNDER
[00:14:12] OUR TARIFFS. AND THAT'S WHAT THE RULES
[00:14:14] THEY OPERATE UNDER. NEXT SLIDE, PLEASE.
[00:14:19] SO ONE OF THE THINGS THAT I KNOW YOU
[00:14:21] HAVE HEARD ME TALK ABOUT BEFORE AND MANY
[00:14:24] OF US TALK ABOUT THE REGIONAL ECONOMIC
[00:14:25] BENEFITS. THIS IS WHY WE GOT INTO THE
[00:14:27] CRUISE BUSINESS AND WHY WE CONTINUE. SO
[00:14:29] THIS SLIDE ISN'T NEW, BUT I WANT TO HONE
[00:14:31] IN ON PARTICULARLY THE LAST TWO BULLETS,
[00:14:34] EQUITY AND COMMUNITY AND SUPPLIERS. WE
[00:14:38] ARE REALLY FOCUSING ON NOT JUST THE
[00:14:42] OVERALL NUMBER OF JOBS AND THE NUMBER
[00:14:45] OF DOLLARS INTO OUR COMMUNITY.
[00:14:49] WE HAVE MADE IMPORTANT ECONOMIC
[00:14:51] CONTRIBUTIONS OVER THE YEARS. OUR FOCUS
[00:14:54] NOW IS REALLY TURNING TO WHETHER THESE
[00:14:58] ECONOMIC IMPACTS ARE EQUITABLY SPREAD
[00:15:00] THROUGHOUT OUR COMMUNITY. WE HAVE TAKEN
[00:15:04] A NUMBER OF NEW MEASURES TO REALLY FOCUS
[00:15:06] ON MAKING SURE THE ECONOMIC IMPACTS OF
[00:15:09] CREWS ARE GOING TO THE PLACES WHERE WE
[00:15:12] NEED THEM MOST. SO FOR INSTANCE, THIS
[00:15:14] YEAR, NEW IN 2022, WE PARTNERED ON FOUR
[00:15:17] DIFFERENT JOB FAIRS TO HELP YOUNG FOLKS
[00:15:20] GET INTO THE MARITIME AND CRUISE
[00:15:22] INDUSTRY. DURING THE PANDEMIC,
[00:15:25] WE CONDUCTED A STUDY CALLED THE
[00:15:29] EQUITABLE ECONOMIC CRUISE INVESTMENTS,
[00:15:31] LOOKING GLOBALLY AT WHAT PORTS AROUND
[00:15:33] THE WORLD ARE DOING IN TERMS OF EQUITY,
[00:15:36] TO SEE WHERE WE COULD LEARN AND WHAT WE

[00:15:38] SHOULD BE IMPLEMENTING HERE. AND THEN WE
[00:15:41] ARE INCREASING OUR EFFORTS TO CONNECT
[00:15:42] LOCAL BUSINESS WITH DIFFERENT CRUISE
[00:15:44] LINES. SO ON THIS SLIDE, YOU SEE, FOR
[00:15:45] INSTANCE, FARMS FROM BOTH KENT AND FROM
[00:15:48] MOUNT VERNON SUPPLYING LEAKS AND
[00:15:51] RADISHES TO ENCLOSURE TO
[00:15:54] OUR CRUISE BUSINESS. SO WHAT WE SEE IS
[00:15:56] THIS HAS BECOME INCREASINGLY IMPORTANT
[00:15:58] TO SUPPLIERS, THINGS LIKE THE DOUBLE,
[00:16:02] OUR RANCH IN EASTERN WASHINGTON
[00:16:03] SUPPLYING BEEF, MANY LOCAL WINES SERVED
[00:16:06] ON BOARD, SOUTH END BAKERY
[00:16:10] BRINGING CROISSANTS EVERY WEEK TO
[00:16:12] HOLLAND AMERICA SHIPS. SO WE ARE REALLY
[00:16:14] INCREASING THE FOCUS TO MAKE SURE THOSE
[00:16:16] ECONOMIC IMPACTS ARE SPREAD THROUGHOUT
[00:16:19] OUR COMMUNITY. NEXT SLIDE, PLEASE.
[00:16:23] OF COURSE, ECONOMIC IMPACTS ARE ALSO
[00:16:26] IMPORTANT IN ALASKA. I'D LIKE TO DRAW
[00:16:28] YOUR ATTENTION TO THE TOP QUOTE FROM
[00:16:31] RUSSELL DICK, THE PRESIDENT CEO OF HUNA
[00:16:33] TOTEM CORPORATION,
[00:16:36] SHARING THE FACT THAT TOURISM AND CRUISE
[00:16:39] HAS GIVEN US THE ABILITY TO TRANSITION
[00:16:41] FROM A TIMBER ECONOMY TO A SUSTAINABLE
[00:16:43] TOURISM ECONOMY AND ALLOWING OUR
[00:16:45] COMMUNITY TO THRIVE WHILE PRESERVING
[00:16:47] OVER 7000 ACRES OF OLD GROWTH FOREST. I
[00:16:49] WAS SO INTERESTED WHEN I HEARD FROM HIM.
[00:16:53] PUT THAT FOREST UNDER CONSERVATION
[00:16:56] EASEMENT WHEN THEY STARTED THEIR CRUISE
[00:16:57] BUSINESS. AND LIKEWISE, SKAGWAY,
[00:17:00] ALASKA HAS BEEN A REALLY IMPORTANT PART
[00:17:02] OF THEIR ECONOMY AND THE LAST COUPLE OF
[00:17:04] YEARS OF PANDEMIC IMPACTS HAVE REALLY
[00:17:07] BEEN DEVASTATED. WE ARE BUILDING ON OUR
[00:17:10] PARTNERSHIPS THAT WE CREATED DURING
[00:17:12] COVID WITH OR STRENGTHENED, I SHOULD
[00:17:15] SAY, DURING COVID TO TALK ABOUT COVID
[00:17:17] PROTOCOLS. WE'RE REALLY BUILDING ON
[00:17:19] THOSE TO INCREASE TOWARDS ENVIRONMENTAL
[00:17:21] PROTOCOLS AS WELL AT THIS POINT. NEXT
[00:17:24] SLIDE.
[00:17:27] FROM THE BEGINNING OF OUR CRUISE
[00:17:30] EFFORTS, OUR ENVIRONMENTAL LEADERSHIP
[00:17:33] AND INNOVATION HAS BEEN A REALLY
[00:17:35] CRITICAL PART OF OUR OVERALL CRUISE
[00:17:37] EFFORTS. THIS IS A TIMELINE THAT SHOWS
[00:17:40] ALL THE WAY BACK TO 2004 WHEN WE PUT IN
[00:17:44] PLACE THE CRUISE MOU AND PUT TWO SHORE
[00:17:47] POWER BIRDS IN PLACE. AND AS YOU CAN SEE
[00:17:50] FROM THAT TIME, ALL THE WAY UP TO NOW,
[00:17:53] WE'VE CONTINUED TO IMPLEMENT INNOVATIVE
[00:17:57] ENVIRONMENTAL EFFORTS AS WELL AS
[00:18:00] ADVOCATE FOR REGULATIONS THAT HAVE MADE
[00:18:03] A BIG ENVIRONMENTAL DIFFERENCE. YOU CAN
[00:18:06] SEE THAT THE GREEN THINGS ON HERE ARE
[00:18:09] AIR QUALITY, THE BLUE THINGS ARE WATER
[00:18:11] QUALITY. WE ALSO HAVE BOLDED REGULATION.
[00:18:15] AND THAT'S, AS I SAID, IMPORTANT SOME OF
[00:18:17] THE THINGS WE DO BY WORKING
[00:18:20] COLLABORATIVELY. OTHER TIMES WE ADVOCATE

[00:18:22] FOR REGULATION. ALL OF THESE ARE TOOLS
[00:18:25] IN OUR TOOLBOX FOR CONTINUING TO
[00:18:28] PROGRESS OUR EFFORTS TOWARDS
[00:18:31] SUSTAINABILITY. AND I'M NOT GOING TO GO
[00:18:32] INTO EACH AND EVERY ONE OF THEM. YOU'LL
[00:18:34] HEAR MORE ABOUT THESE WHEN SANDY KILROY
[00:18:37] PRESENTS NEXT SLIDE, PLEASE.
[00:18:41] BUT I'D LIKE TO SHARE. DON'T JUST TAKE
[00:18:44] MY WORD FOR IT HERE AS OUR CRUISE STAFF
[00:18:47] PERSON, BUT THIS IS REALLY LOOKING
[00:18:51] AT ENVIRONMENTAL BENCHMARKING ACROSS
[00:18:54] PORTS IN NORTH AMERICA. THESE ARE
[00:18:57] RESULTS FROM THE GREEN MARINE
[00:18:59] ENVIRONMENTAL AUDIT. WE WERE THE
[00:19:02] FIRST PORT TO JOIN GREEN MARINE, FIRST
[00:19:05] US WEST COAST PORT, I SHOULD SAY, TO
[00:19:07] JOIN GREEN MARINE IN 2013. AND THIS IS
[00:19:09] AN ENVIRONMENTAL BENCHMARKING PROGRAM
[00:19:11] WITH VERY RIGOROUS STANDARDS. THE PORT
[00:19:14] SCORE THEMSELVES AND THEN ARE AUDITED.
[00:19:17] THE STANDARDS CHANGE EVERY YEAR, SO YOU
[00:19:20] MIGHT BE AT A FIVE ONE YEAR, BUT THAT
[00:19:22] WILL ONLY BE A FOUR OR THREE THE NEXT
[00:19:24] YEAR. YOU MUST CONTINUALLY UP YOUR
[00:19:27] EFFORTS IN ORDER TO MAINTAIN YOUR
[00:19:29] CERTIFICATION. WHAT I'M SHOWING HERE
[00:19:31] AYE, THE SCORES FOR THE PORT OF SEATTLE
[00:19:34] AND GREEN COMPARED AGAINST THE AVERAGE
[00:19:37] NORTH AMERICAN PORTS THAT ARE MEMBERS
[00:19:40] OF GREEN MARINE IN BLUE. AND THEN
[00:19:43] VANCOUVER AND SAN DIEGO, TWO OF THE
[00:19:45] OTHER PORTS THAT WE CONSIDER REALLY TO
[00:19:48] BE COMPETITORS FOR THE TITLE
[00:19:52] OF GREENEST PORT, I GUESS YOU WOULD SAY.
[00:19:54] SO YOU CAN SEE THAT IN OUR LAST GREEN
[00:19:57] MARINE AUDIT, WE WERE TIED FOR FIRST AS
[00:20:00] THE GREENEST PORT IN NORTH AMERICA WITH
[00:20:02] PORT OF VANCOUVER, SOMETHING THAT I'M
[00:20:04] QUITE PROUD OF. AND YOU CAN ALSO SEE
[00:20:07] THAT IN SOME AREAS WE HAVE A LONG TRACK
[00:20:09] RECORD. I WOULD SAY GREENHOUSE GASES.
[00:20:12] WE WERE THE VERY FIRST PORT IN NORTH
[00:20:14] AMERICA TO CONDUCT A GREENHOUSE GAS
[00:20:16] EMISSIONS INVENTORY. FOR INSTANCE,
[00:20:19] TOGETHER WITH PORT OF TACOMA. SO MANY OF
[00:20:22] THESE. WE HAVE BEEN LEADERS FOR A LONG
[00:20:25] TIME, AND YOU CAN SEE THAT IN OUR FIVE
[00:20:26] SCORES. OTHER PLACES, SUCH AS THE
[00:20:29] UNDERWATER NOISE, IS GROWING WHERE WE
[00:20:32] ARE TURNING OUR FOCUS TO, AND WE HAVE
[00:20:34] MORE NASCENT EFFORTS,
[00:20:36] AND THAT'S AN AREA WHERE RIGHT NOW WE
[00:20:39] HAVE A TWO, BUT WE SEE THE ROADWAY AHEAD
[00:20:42] TO WHERE WE WILL CONTINUE TO MOVE THOSE
[00:20:45] EFFORTS ALONG. SO NEXT
[00:20:49] SLIDE, PLEASE. I WANT TO TALK FOR A
[00:20:52] SECOND ABOUT THE TOOLS WE HAVE TO DRIVE
[00:20:56] SUSTAINABILITY. THESE ARE TOOLS THAT
[00:20:58] WE'VE USED IN THE PAST AND THAT I
[00:21:00] ENVISION ARE AN IMPORTANT PART OF
[00:21:01] GETTING TO SUSTAINABILITY. THE
[00:21:03] FOUNDATION ARE THE REGULATIONS AND THE
[00:21:06] PUBLIC POLICY THAT WE REST ON. AND THOSE

[00:21:09] ARE THINGS THAT ARE INTERNATIONAL LAW,
[00:21:11] NATIONAL LAW, EVEN STATE
[00:21:14] AND LOCAL LAW, FOR INSTANCE. THOSE ARE
[00:21:17] VERY BROAD WHERE THE PORT CAN PLAY AN
[00:21:19] ADVOCACY ROLE, BUT WE DON'T MAKE THE
[00:21:21] REGULATIONS. I DO BELIEVE OUR ADVOCACY
[00:21:24] IS IMPORTANT. RESTING ON THAT ARE THE
[00:21:27] EFFORTS OF THE MARITIME INDUSTRY AS A
[00:21:29] WHOLE. WHERE INNOVATION LIKE WE'RE
[00:21:32] DRIVING AT THE MARITIME INNOVATION
[00:21:33] CENTER PARTNERSHIPS, FOR INSTANCE,
[00:21:37] LIKE THE CRUISE MOU OR OUR PARTNERS,
[00:21:41] OUR NORTHWEST PORTS CLEAN AIR STRATEGY
[00:21:44] HAS BEEN AN IMPORTANT PARTNERSHIP. AND
[00:21:46] THEN DIRECT INVESTMENTS FROM THE
[00:21:47] MARITIME INDUSTRY. WE SEE INVESTMENTS IN
[00:21:50] DECARBONIZATION HAPPENING ACROSS THE
[00:21:52] INDUSTRY. ON THE TOP ARE THE TOOLS
[00:21:56] THAT THE PORT OF SEATTLE CAN DO
[00:21:58] OURSELVES. WE HAVE THE MOST DIRECT
[00:21:59] CONTROL OVER. SO FIRST ON THE LEFT THERE
[00:22:03] YOU SEE LEASES AND AGREEMENTS AND
[00:22:05] TARIFFS. WE HAVE BEGUN TO USE THAT AS
[00:22:09] AN IMPORTANT TOOL IN SUSTAINABILITY.
[00:22:11] FOR INSTANCE, WE MUTED OUR TARIFF TO BAN
[00:22:15] DISCHARGE AT BERTH FROM SCRUBBERS. WE
[00:22:18] REQUIRE BEST MANAGEMENT PRACTICES FOR
[00:22:20] STORMWATER, ET CETERA. WE'VE BEGUN TO
[00:22:22] USE OUR AGREEMENTS TO REQUIRE THAT SHIPS
[00:22:25] EQUIPPED WITH SHORE POWER PLUG IN WHEN
[00:22:28] THEY ARE AT BERTH. AND I SEE THAT AS A
[00:22:31] GROWING IMPORTANT ONE OF THE STRONGEST
[00:22:34] TOOLS WE HAVE, IN FACT, FOR MOVING THE
[00:22:37] INDUSTRY HERE IN SEATTLE TOWARDS
[00:22:39] SUSTAINABILITY INCENTIVES AND
[00:22:41] RECOGNITION IS SOMETHING THAT WE'VE DONE
[00:22:43] IN THE PAST, AND WE ARE VERY INTERESTED
[00:22:45] IN WHERE THE OPPORTUNITIES ARE IN THE
[00:22:47] FUTURE. YOU'LL HEAR MORE ABOUT THAT IN
[00:22:50] THE PRESENTATION. OUR DIRECT
[00:22:52] INVESTMENTS, FOR INSTANCE, OUR
[00:22:54] WATERFRONT CLEAN ENERGY PLAN, PUTTING
[00:22:56] SHORE POWER IN REALLY IMPORTANT PART OF
[00:22:58] DRIVING CHANGE IN THE INDUSTRY.
[00:23:01] EMISSIONS ACCOUNTING AND REPORTING. AS I
[00:23:04] SAID, WE WERE THE VERY FIRST PART OF THE
[00:23:07] FIRST GROUP OF PORTS TO USE PUT
[00:23:09] GREENHOUSE GASSES IN OUR EMISSIONS
[00:23:11] INVENTORY. AND THE TRANSPARENCY FROM
[00:23:14] THAT DATA REALLY HELPED US FIGURE OUT
[00:23:16] WHERE DO WE MAKE THE BIG INVESTMENTS,
[00:23:18] WHERE ARE THE PLACES THAT WE SHOULD BE
[00:23:20] FOCUSING. AND THAT IS, I THINK, A VERY
[00:23:23] IMPORTANT TOOL TO BUILD ON IN THE
[00:23:26] FUTURE. AND THEN FINALLY, COMMUNITY
[00:23:27] ENGAGEMENT, REALLY IMPORTANT PART OF
[00:23:32] THE WORK WE DO. WE WERE THE FIRST PORT
[00:23:34] TO ENGAGE IN ENVIRONMENTAL JUSTICE
[00:23:36] EFFORTS WITH THE US EPA AND HAVE
[00:23:38] CONTINUED THAT EFFORTS. AND I THINK THAT
[00:23:39] IS A REALLY IMPORTANT PART OF OUR
[00:23:45] OVERALL TOOLS IN OUR TOOLBOX. SO YOU'RE
[00:23:47] GOING TO HEAR MORE ABOUT THESE AS WE GO,

[00:23:49] BUT I WANTED TO AT LEAST INTRODUCE THOSE
[00:23:52] AS A FRAMEWORK. NEXT SLIDE, PLEASE.
[00:23:56] THESE ARE THE WATERFRONT GUIDING
[00:23:57] PRINCIPLES THAT YOU AS A COMMISSION,
[00:24:00] NOT EACH OF YOU WAS HERE. THEY
[00:24:01] PROCEEDED, MANY OF YOU, BUT THESE WERE
[00:24:04] ADOPTED BY THE COMMISSION WHEN WE WERE
[00:24:06] TALKING ABOUT BUILDING ANOTHER CRUISE
[00:24:10] TERMINAL. WE TALKED ABOUT THEM IN TERMS
[00:24:13] OF NOT JUST DEVELOPMENT, BUT ALSO IN
[00:24:15] TERMS OF OUR CRUISE OPERATIONS. AND THEY
[00:24:17] SET SOME, I THINK, DURABLE VISION.
[00:24:20] THAT, OF COURSE, I THINK IT'S
[00:24:22] APPROPRIATE TO RELOOK AT THESE. BUT JUST
[00:24:24] TO THINK ABOUT WHAT WE SAID SEVERAL
[00:24:26] YEARS AGO IN TERMS OF OUR GOALS, WE
[00:24:30] WANTED TO MAXIMIZE THE USE OF THE PORT
[00:24:32] DEEPWATER FACILITIES AND INDUSTRIAL
[00:24:33] LANDS IN MARITIME USES, NOT SEEING
[00:24:36] CONVERSIONS TO, FOR INSTANCE,
[00:24:38] COMMERCIAL USES OR OFFICES,
[00:24:41] ET CETERA. WE WANTED TO MAKE SURE WE
[00:24:43] WERE EXPANDING THE ECONOMIC, CULTURAL
[00:24:46] AND COMMUNITY BENEFITS BACK TO THE POINT
[00:24:49] ABOUT MAKING SURE THOSE BENEFITS ARE
[00:24:51] SPREAD THROUGHOUT OUR COMMUNITY,
[00:24:53] SUPPORT THE FINANCIAL SUSTAINABILITY OF
[00:24:55] THE PORT OF SEATTLE, INCORPORATE LEADING
[00:24:58] EDGE ENVIRONMENTAL STEWARDSHIP AND
[00:25:00] SUSTAINABILITY THAT EXCEED EXISTING
[00:25:02] REGULATIONS. THIS PERHAPS
[00:25:06] IS A LITTLE BIT MORE APPROPRIATE TO A
[00:25:08] NEW FACILITY, BUT FACILITATE IMPROVED
[00:25:10] TRANSPORTATION, MOBILITY OF PEOPLE AND
[00:25:12] GOODS IN THE REGION, AND THEN FINALLY
[00:25:15] PROVIDE EXCELLENCE IN CUSTOMER SERVICE.
[00:25:17] SO I SHARE THESE WITH YOU TO REMIND YOU
[00:25:20] THAT THERE HAS BEEN THOUGHT ABOUT THESE
[00:25:22] IN THE PAST, AND THIS WAS THE COMMISSION
[00:25:25] DIRECTION SEVERAL YEARS AGO. SO NEXT
[00:25:27] SLIDE, PLEASE. WITH THAT, I'M GOING TO
[00:25:30] TURN IT OVER TO MY COLLEAGUE SANDY
[00:25:32] GILROY, TO TALK IN A LITTLE BIT MORE
[00:25:33] DEPTH ABOUT OUR ENVIRONMENTAL STRATEGY.
[00:25:40] RIGHT. THANK YOU, STEPHANIE. GOOD
[00:25:43] MORNING, COMMISSIONERS. JUST CHECKING IF
[00:25:45] FOLKS CAN HEAR ME. WE GOT YOU.
[00:25:49] PERFECT.
[00:25:52] AS STEPHANIE DISCUSSED, MR. COMMISSION
[00:25:55] PRESIDENT, I'M SORRY, MS. COWRAY, WOULD
[00:25:58] YOU LIKE TO STOP FOR QUESTIONS AT THIS
[00:25:59] TIME? COMMISSIONER, WHAT DO YOU THINK?
[00:26:02] DO YOU WANT TO TAKE A MOMENT TO DIRECT
[00:26:04] SOME QUESTIONS TO STEPHANIE JONES EVANS,
[00:26:07] OR DO YOU WANT TO WAIT FOR THE LET'S
[00:26:11] KEEP GOING TO THE PRESENTATION. THANK
[00:26:12] YOU. ALL RIGHT.
[00:26:17] SO WE ARE COMMITTED TO OPERATING A
[00:26:19] SUSTAINABLE, RESILIENT AND EQUITABLE
[00:26:22] PORT. AND AS STEPHANIE DISCUSSED,
[00:26:24] HISTORICALLY, WE HAVE BEEN A LEADER IN
[00:26:26] THESE AREAS, AND WE PLAN TO CONTINUE TO
[00:26:30] BE A LEADER IN TRANSFORMING THE

[00:26:31] INDUSTRY. YOU'LL BE HEARING A NUMBER OF
[00:26:35] TIMES TODAY A DISCUSSION OF WHAT WE CAN
[00:26:38] CONTROL IN TERMS OF TAKING ACTIONS AND
[00:26:41] WHAT WE CAN INFLUENCE. AND SO WE WILL
[00:26:43] NEED TO CONTINUE TO PUSH OURSELVES TO BE
[00:26:46] AT THE CUTTING EDGE FOR OUR OWN ACTIONS
[00:26:50] AND TO SERVE AS A CATALYST FOR OTHERS TO
[00:26:53] BOTH INNOVATE AND ACT. SLIDE.
[00:26:56] NEXT SLIDE. SO WHEN IT COMES
[00:26:59] TO CLIMATE ACTION, THE PORT LEADERSHIP
[00:27:02] HAS ALREADY SET A CLEAR VISION FOR OUR
[00:27:05] MARITIME INDUSTRY. THE DESTINATION IS
[00:27:08] CLEAR. WE ARE LOOKING AT A ZERO EMISSION
[00:27:11] CRUISE OPERATION BY 2050. SO NOW IT'S
[00:27:14] REALLY ABOUT ALL THE STRATEGIES AND HOW
[00:27:17] WE GET THERE. TODAY, WE'RE LOOKING AT
[00:27:22] INSTALLING SHORE POWER, PLANNING FOR
[00:27:25] WATERFRONT CLEAN ENERGY, ENGAGING IN
[00:27:29] NATIONAL AND INTERNATIONAL POLICIES,
[00:27:31] AND EXPLORING CONCEPTS LIKE A GREEN
[00:27:32] CORRIDOR. BY THE 2030S, WE WANT TO HAVE
[00:27:37] INFRASTRUCTURE UNDER CONSTRUCTION OR IN
[00:27:39] PLACE, AND WITH THE POSSIBILITY OF
[00:27:42] ALTERNATIVE FUELS AND ZERO EMISSION
[00:27:44] SHIFTS, ALL LEADING US TO 2050
[00:27:48] WHEN WE WANT TO OPERATE A ZERO EMISSION
[00:27:50] WATERFRONT. BUT CLIMATE AND AIR QUALITY,
[00:27:53] I KNOW, AREN'T OUR ONLY ENVIRONMENTAL
[00:27:56] ISSUES. SO NEXT SLIDE.
[00:28:00] WE REALLY NEED TO BE LOOKING
[00:28:02] HOLISTICALLY WHEN WE TALK ABOUT
[00:28:04] SUSTAINABLE CRUISE AND A SUSTAINABLE
[00:28:05] CRUISE INDUSTRY. AND THERE ARE FIVE
[00:28:08] BUILDING BLOCKS, ENVIRONMENTAL BUILDING
[00:28:10] BLOCKS THAT DEFINE OUR STRATEGY. AND I
[00:28:13] WILL BE TOUCHING ON THESE IN MY
[00:28:16] PRESENTATION. THE FIRST IS WATER
[00:28:18] QUALITY. THEN WE HAVE NOISE,
[00:28:23] AIR QUALITY, CLIMATE AND WASTE,
[00:28:26] AND ENERGY REDUCTION.
[00:28:34] SO ON WATER QUALITY.
[00:28:37] THE CORE PART OF OUR WATER QUALITY
[00:28:39] STRATEGY IS THE VOLUNTARY MEMORANDUM OF
[00:28:42] UNDERSTANDING THAT WE HAVE WITH KIA AND
[00:28:45] ECOLOGY. SINCE 2004,
[00:28:48] THIS AGREEMENT HAS BEEN SUCCESSFUL IN
[00:28:51] STOPPING ALL WASTEWATER DISCHARGES INTO
[00:28:54] PUGET SOUND FROM CRUISE SHIPS. THAT HAS
[00:28:57] BEEN IN EFFECT SINCE THE EARLY TWO
[00:29:00] THOUSANDS. AND IT WASN'T UNTIL JUST A
[00:29:01] FEW YEARS AGO THAT THE STATE PASSED
[00:29:04] THEIR DISCHARGE ZONE IN
[00:29:07] 2020. IN LIGHT OF THE GROWING CONCERN OF
[00:29:11] EXHAUST GAS CLEANING SYSTEM WASH WATER,
[00:29:13] THE PORT USED ITS TARIFF TO PROHIBIT
[00:29:15] DISCHARGE OF WASH WATER AT EARTH, AND
[00:29:18] THIS WAS SOMETHING WE CAN DO WITHIN OUR
[00:29:20] CURRENT TOOLS. AND THEN IN 2021,
[00:29:24] DURING THE THREE YEAR REVIEW OF THE
[00:29:27] MEMORANDUM OF UNDERSTANDING, IN RESPONSE
[00:29:30] TO STAKEHOLDER INPUT AND OUR OWN PORT
[00:29:32] INTEREST, CRUISE LINES VOLUNTARILY
[00:29:35] AGREED TO WITHHOLD DISCHARGE OF THE

[00:29:39] EXHAUST GAS CLEANING SYSTEM WASH WATER
[00:29:41] PUGET SOUND UNTIL A STUDY COULD BE
[00:29:44] COMPLETED LOOKING AT IMPACTS. SO AT THIS
[00:29:47] TIME, CRUISE SHIPS ARE NOT DISCHARGING
[00:29:51] IN PUGET SOUND EITHER WASTEWATER
[00:29:54] DISCHARGES OR EXHAUST GAS CLEANING
[00:29:56] SYSTEM WASH WATER. IN ADDITION TO THESE
[00:30:00] EFFORTS, THE PORT ALSO CONDUCTS ANNUAL
[00:30:03] STORMWATER BEST MANAGEMENT PRACTICES
[00:30:05] TRAINING FOR CRUISE LINES AND EMPLOYEES
[00:30:08] AND OVERSEAS THE IMPLEMENTATION OF
[00:30:11] STORMWATER BEST MANAGEMENT PRACTICES
[00:30:14] WHILE THE SHIPS ARE AT FIRST. SO LOOKING
[00:30:17] AHEAD, WE'RE CONTINUING WHERE
[00:30:22] YOU'VE STARTED. THE MOU HAS SERVED AS A
[00:30:24] SIGNIFICANT PLATFORM FOR OUR ABILITY TO
[00:30:27] ENGAGE AND COLLABORATE WITH THE CRUISE
[00:30:29] LINES AND ADDRESSING WATER QUALITY
[00:30:31] ISSUES. WE WILL PARTICIPATE IN THE
[00:30:33] EXHAUST GAS CLEANING SYSTEM WASH WATER
[00:30:36] STUDY AND PENDING THE STUDY
[00:30:39] RESULTS WILL DETERMINE THE NEXT STEPS.
[00:30:41] AND THAT STUDY WILL BE DONE
[00:30:44] COLLABORATIVELY WITH OUR PARTNERS AND
[00:30:48] THERE'S A WORKING GROUP PLANNING FOR
[00:30:50] THAT. WE'RE GOING TO CONTINUE TO ENGAGE
[00:30:52] STAKEHOLDERS AND CONTINUE OUR STORMWATER
[00:30:55] BEST MANAGEMENT PRACTICES. NEXT SLIDE.
[00:31:01] WE ALSO ARE LOOKING AT THE BROADER
[00:31:04] CONCEPT OF OCEAN ACIDIFICATION AND WE
[00:31:07] HAVE JOINED US, THE PORT, THE ALLIANCE
[00:31:09] TO COMBAT OCEAN ACIDIFICATION, AND WE'RE
[00:31:11] THE FIRST PORT INTERNATIONALLY TO DO SO.
[00:31:15] AND THIS IS AN EXAMPLE OF WHERE WE CAN
[00:31:17] BE A MODEL AND SET A STANDARD FOR WHAT
[00:31:20] OTHER PORTS CAN DO. THE ALLIANCE
[00:31:23] TO COMBAT OCEAN ACIDIFICATION REQUIRES
[00:31:26] AN ACTION PLAN WHICH WE HAVE DEVELOPED
[00:31:28] AND THE PORT HAS ADOPTED AND THAT
[00:31:31] SUPPORTS OUR GREENHOUSE GAS REDUCTION
[00:31:33] MEASURES, STORMWATER MANAGEMENT
[00:31:34] PRACTICES, HABITAT RESTORATION, CARBON
[00:31:37] CAPTURE AND COMMUNITY ENGAGEMENT. AND WE
[00:31:41] ARE ENGAGED IN THE INTERNATIONAL
[00:31:43] ADVISORY COMMITTEE FOR THIS WORK. AND
[00:31:46] IT'S ANOTHER WAY, AS I SAID, TO POSITION
[00:31:48] OURSELVES, TO CHALLENGE OURSELVES,
[00:31:52] TO DO MORE AND INFLUENCE OTHERS.
[00:31:56] UNDERWATER NOISE, AS I SAID, WAS ONE OF
[00:31:58] THE BUILDING BLOCKS. UNDERWATER NOISE IS
[00:32:01] ANOTHER AREA OF CONCERN FOR LARGE
[00:32:03] VESSELS IN PUGET SOUND. IT IS A
[00:32:07] CONCERN IDENTIFIED IN TERMS OF A KEY
[00:32:11] FACTOR AFFECTING SOUTHERN RESIDENT
[00:32:12] KILLER WHALES. AND THE GOVERNOR'S TASK
[00:32:16] FORCE HAD RECOMMENDATIONS THAT
[00:32:18] SPECIFICALLY CALLED OUT ADDRESSING THE
[00:32:20] IMPACTS OF UNDERWATER NOISE FROM LARGE
[00:32:22] VESSELS. COMMISSIONER FELLEMAN WAS
[00:32:26] ENGAGED AND HELPED CRAFT LANGUAGE THAT
[00:32:29] PUT THE PORT IN A LEADERSHIP ROLE IN
[00:32:31] THAT WORK. AND THE PORT OF SEATTLE DID
[00:32:35] STEP FORWARD AND INITIATED THIS WORK,

[00:32:38] PROVIDED STAFFING A FUNDED EARLY
[00:32:41] STARTUP, AND REALLY BROUGHT TOGETHER A
[00:32:43] PARTNERSHIP THAT RESULTED IN THE
[00:32:45] CREATION OF WHAT IS NOW THE QUIET SOUND
[00:32:48] PROGRAM. AND THAT REALLY IS A TREMENDOUS
[00:32:51] SUCCESS IN JUST TWO YEARS TO GO FROM
[00:32:54] HAVING NOTHING TO HAVING AN ESTABLISHED
[00:32:56] PROGRAM WITH MULTIPLE PARTNERS,
[00:32:59] FUNDING AND STAFFING, JUST REALLY
[00:33:03] SOMETHING THAT WE SHOULD BE PROUD OF AND
[00:33:06] EXCITED ABOUT. AND I WANT TO THANK
[00:33:08] COMMISSIONER FELLEMAN AND ALL PORT
[00:33:10] COMMISSIONERS FOR YOUR LEADERSHIP AND
[00:33:13] FOR SUPPORTING THE STAFF AND KIND OF
[00:33:16] GOING ABOVE AND BEYOND. ALTHOUGH CRUISE
[00:33:19] SHIPS ARE GENERALLY QUIETER THAN OTHER
[00:33:22] LARGE VESSELS, THEY HAVEN'T BEEN AS MUCH
[00:33:25] THE FOCUS OF THIS WORK BECAUSE THEY TEND
[00:33:29] TO HAVE LOW VIBRATION AND LOWER NOISE
[00:33:32] FOR THE PASSENGER COMFORT. WE DO EXPECT
[00:33:35] CRUISE LINES WILL ENGAGE IN THIS
[00:33:37] VOLUNTARY PROGRAM OVER TIME AS THEY
[00:33:40] START PILOTING VESSEL SLOWDOWNS AND
[00:33:43] OTHER ACTIONS. WE ALSO ARE
[00:33:48] LOOKING AHEAD TO DEVELOP AN UNDERWATER
[00:33:50] NOISE MITIGATION AND MANAGEMENT PLAN.
[00:33:53] STEPHANIE MENTIONED OUR GREEN MARINE
[00:33:55] CERTIFICATION AND RANKING. OUR
[00:33:58] DEVELOPMENT OF AN UNDERWATER NOISE
[00:34:00] MITIGATION MANAGEMENT PLAN WILL HELP US
[00:34:02] RAISE OUR SCORE IN THAT LAST CATEGORY TO
[00:34:06] BRING US UP TOWARDS A FIVE OUT OF FIVE
[00:34:09] ON THAT GREEN MARINE BENCHMARK.
[00:34:13] NEXT SLIDE.
[00:34:17] SO CLIMATE AND AIR QUALITY. THIS IS
[00:34:20] WHERE I SPEND THE REST MOST OF THE REST
[00:34:23] OF THE TIME. THE NORTHWEST PORTS CLEAN
[00:34:26] AIR STRATEGY IS ONE YOU'VE HEARD ABOUT
[00:34:29] NUMEROUS TIMES, BUT IT'S REALLY THE
[00:34:31] FOUNDATION OF ALL OUR WORK. THE PORT OF
[00:34:34] SEATTLE, PORT OF TACOMA, NORTHWEST
[00:34:36] SEAPORT ALLIANCE AND VANCOUVER HAVE BEEN
[00:34:39] COLLABORATING ON THIS WORK FOR OVER 15
[00:34:41] YEARS AND IT REALLY IS A UNIQUE
[00:34:43] SITUATION OF AN INTERNATIONAL CROSS
[00:34:46] BORDER COLLABORATION BETWEEN COMPETING
[00:34:48] PORTS. IN 2021, WE HAD
[00:34:52] A MAJOR UPDATE WHICH WAS ADOPTED BY
[00:34:54] COMMISSION AND THAT DID INCLUDE THE GOAL
[00:34:56] TO PHASE OUT EMISSIONS BY 2050, WHICH
[00:35:00] REALLY DOES GIVE US THAT CLEAR VISION.
[00:35:05] THE WORK OF THE STRATEGY APPLIES IN AN
[00:35:08] AIRSHED AND THIS MAP SHOWS THE VERY
[00:35:12] LARGE AIRSHED THAT WE WORK IN HERE IN
[00:35:15] THE NORTHWEST. SO THE DARK GREEN IS THE
[00:35:17] AIRSHED AND THIS IS WHERE WE ACCOUNT
[00:35:21] FOR EMISSIONS. SO THE MARITIME RELATED
[00:35:23] EMISSIONS THAT WE ACCOUNT FOR WITHIN
[00:35:25] THAT DARK GREEN, AND THE ACTIONS THAT WE
[00:35:28] LOOK TO ACHIEVE ARE IN THAT DARK GREEN.
[00:35:31] THIS IS SUBSTANTIALLY LARGER THAN MOST
[00:35:34] PORTS. MOST PORTS ARE MUCH
[00:35:37] CLOSER TO THE OPEN OCEAN, AND SO THEIR

[00:35:40] AIRSHED IS VERY SMALL, AND THAT'S THE
[00:35:43] AREA WHERE THEY ACCOUNT FOR THEIR
[00:35:45] MISSIONS AND ACTIONS. OURS, ON THE OTHER
[00:35:47] HAND, BECAUSE OF THE LIKE THE FUGITIVE
[00:35:49] SOUND AND THE STRAIT OF WANDA FUSA, IS
[00:35:51] SIGNIFICANTLY LARGER. AND THAT'S JUST
[00:35:53] SOMETHING TO KEEP IN MIND AS WE DO
[00:35:56] THINGS LIKE BENCHMARK AND COMPARE.
[00:36:02] FOR US AS THE PORT OF SEATTLE, OUR PORT
[00:36:05] SPECIFIC ACTIONS, CRUISE SHIP EMISSIONS,
[00:36:08] DOES REPRESENT A LARGE AND THE
[00:36:10] PREDOMINANT PART OF OUR OVERALL
[00:36:12] EMISSIONS, 68% OF OUR PORT
[00:36:16] EMISSIONS ARE FROM THE CRUISE LINES AND
[00:36:19] THE CRUISE INDUSTRY AND PREDOMINANTLY
[00:36:21] THE OCEAN GOING VESSELS. SO HAVING A
[00:36:25] FOCUS ON CRUISE IS CRITICAL FOR US TO
[00:36:28] MEET OUR LONG TERM GOALS. AND I DID WANT
[00:36:31] TO SET THE STAGE BY TALKING ABOUT WHERE
[00:36:34] WE ARE AT TODAY WITH OUR PROGRESS ON
[00:36:37] REDUCING EMISSIONS. SO FROM 2005 TO
[00:36:41] 2016, WE'VE SEEN AN 80%
[00:36:44] REDUCTION IN DIESEL PARTICULATE MATTER.
[00:36:47] SO THAT IS A SIGNIFICANT REDUCTION,
[00:36:50] AND THAT IS WHAT REALLY AFFECTS LOCAL
[00:36:53] AIR QUALITY. SO 80% REDUCTION.
[00:36:56] WE'VE SEEN 17 OR ABOUT A 20% REDUCTION
[00:37:01] IN GREENHOUSE GASES BETWEEN THE YEARS
[00:37:03] 2005 AND 2016.
[00:37:05] AND SO,
[00:37:08] AGAIN, WE ARE WELL UNDERWAY. THESE
[00:37:12] ACTIONS THAT THE PORT TOOK TO BOTH
[00:37:14] ADVOCATE FOR AN EMISSIONS CONTROL AREA
[00:37:17] AND LANDSLIDE ACTIONS AND ELECTRIFYING
[00:37:19] EQUIPMENT HAVE REALLY HELPED DRIVE THIS
[00:37:23] REDUCTION IN POLLUTANTS NEXT SLIDE.
[00:37:30] SO THE NORTHWEST PORTS CLEAN AIR
[00:37:32] STRATEGY CHALLENGED EACH PORT TO DEVELOP
[00:37:35] THEIR OWN SPECIFIC IMPLEMENTATION PLAN
[00:37:38] THAT HAD DETAILED ACTIONS, AND THAT IS
[00:37:40] WHAT WE DID LAST YEAR, THE PORT OF
[00:37:44] MARITIME CLIMATE AND AIR ACTION PLAN.
[00:37:47] AND THIS PLAN IDENTIFIES 43 DIFFERENT
[00:37:51] STRATEGIES TO REDUCE OUR EMISSIONS BY
[00:37:54] 50% BY 2030, WHICH IS OUR INTERIM
[00:37:58] GOAL. 19 OF THE STRATEGIES IN THIS
[00:38:01] DOCUMENT ARE FOCUSED ON ADDRESSING
[00:38:03] EMISSIONS FROM THE MARITIME INDUSTRY,
[00:38:06] OF COURSE, OF WHICH CRUISE AND THE
[00:38:08] CRUISE OPERATIONS ARE OUR BIGGEST
[00:38:11] SOURCE. WITHIN EACH OF THE STRATEGIES IN
[00:38:14] THIS PLAN, WE IDENTIFY SPECIFIC
[00:38:17] MEASURABLE ACTIONS FOR THREE, FIVE, AND
[00:38:20] TEN YEAR TIME PERIOD. SO 2023, 2025,
[00:38:24] AND 2030.
[00:38:26] SO THIS PLAN DOES COVER SPECIFIC
[00:38:31] ACTIONS THAT WE CAN TAKE AS A PORT FOR
[00:38:33] THOSE AREAS THAT WE DIRECTLY CONTROL,
[00:38:36] AS WELL AS ACTIONS OF INFLUENCE AND
[00:38:39] ADVOCACY. SO THERE ARE FOUR KEY
[00:38:43] AREAS THAT IMPACT CRUISE DIRECTLY THAT I
[00:38:46] WANT TO TOUCH ON. THE FIRST IS
[00:38:49] INSTALLING SHORE POWER. THE COMMITMENT

[00:38:52] IS THAT WE WILL HAVE SHORE POWER AT ALL
[00:38:54] CRUISE TERMINALS BY 2030. WE, OF COURSE,
[00:38:58] HAVE THOSE AT TERMINAL 91, AND WE'RE
[00:39:00] UNDERWAY IN DOING THAT AT PIER 66.
[00:39:04] WE'VE ALSO COMMITTED TO REACH 100% OF
[00:39:07] HOMEPORT CRUISE VESSELS EQUIPPED WITH
[00:39:09] SHORE POWER. CURRENTLY,
[00:39:13] WE ARE AT ABOUT 54%. SO IN THE 2022
[00:39:16] SEASON, ABOUT 54% OF THE VESSELS ARE
[00:39:20] SHORE POWER CAPABLE. THE EXPECTATION IS
[00:39:23] BY 2030, WE WOULD HAVE 100% SHORE POWER
[00:39:27] CAPABLE. SUPPORTING DOMESTIC AND
[00:39:30] INTERNATIONAL EFFORTS IS A LARGE PART OF
[00:39:34] OUR STRATEGY BECAUSE OCEAN GOING VESSELS
[00:39:36] IS THE KEY CONTRIBUTOR AND THAT IS
[00:39:38] SOMETHING THAT IS NOT IN OUR DIRECT
[00:39:41] CONTROL. SO BEING PART OF EFFORTS LIKE
[00:39:43] GETTING TO ZERO COALITION AND OTHER
[00:39:46] CROSS PORT AND CROSS INDUSTRY
[00:39:48] INITIATIVES THAT ARE INVESTING IN NEW
[00:39:50] TECHNOLOGIES AND BEST PRACTICES, IT'S
[00:39:53] GOING TO BE A CRITICAL STRATEGY FOR US.
[00:39:56] ADVOCATING FOR NATIONAL AND
[00:39:57] INTERNATIONAL POLICIES AND REGULATIONS
[00:40:00] WERE APPROPRIATE THAT MOVE TOWARDS CLEAN
[00:40:02] FUELS AND GENERAL EMISSION SHIPS IS ALSO
[00:40:04] CRITICAL. AND EXECUTIVE DIRECTOR METRUCK
[00:40:07] HAS PROVIDED STRONG LEADERSHIP IN THIS
[00:40:10] AREA AND OUR OUTREACH WITH THE STATE
[00:40:12] DEPARTMENT AND OTHER WAYS WE CAN ENGAGE
[00:40:16] WITH THE INTERNATIONAL MARITIME
[00:40:17] ORGANIZATION. THIS AREA
[00:40:21] IS REALLY CRITICAL. IT'S WHERE WE DON'T
[00:40:25] HAVE DIRECT CONTROL. IT'S WHERE WE CAN'T
[00:40:27] DO IT ALONE, BUT IT IS WHERE THE PORT
[00:40:30] CAN INFLUENCE, CAN TRY TO CATALYZE
[00:40:33] INNOVATION AND HELP DRIVE THE
[00:40:35] DEVELOPMENT OF NEW TECHNOLOGIES AND THE
[00:40:38] CONSTRUCTION OF ZERO MISSION SHIPS.
[00:40:41] THE FOURTH AREA OF STRATEGIES
[00:40:45] IS WHAT I CALL RESEARCH, INNOVATION AND
[00:40:47] INFRASTRUCTURE, AND THAT'S REALLY
[00:40:50] SUPPORTING WHERE WE CAN RESEARCH INTO
[00:40:53] CLEAN FUELS AND STARTING TO INVEST IN
[00:40:56] THE LAND SIDE INFRASTRUCTURE THAT WE
[00:40:58] NEED TO HAVE IN ORDER TO SUPPORT THIS
[00:41:01] ULTIMATE TRANSITION.
[00:41:04] THE NEXT SLIDE, I'M GOING TO TALK A
[00:41:07] LITTLE MORE ABOUT THAT SPECIFIC ASPECT.
[00:41:12] SO PLANNING FOR PORTS OF CLEAN ENERGY
[00:41:14] HUBS. THE PORT OF SEATTLE HAS A REALLY
[00:41:18] STRONG OPPORTUNITY TO ESTABLISH ITSELF
[00:41:21] AS AN INNOVATOR, WHICH WE HAVE ALREADY
[00:41:24] DONE IN MANY WAYS, AND A CLEAN ENERGY
[00:41:26] HUB. THE LANDSCAPE INFRASTRUCTURE THAT'S
[00:41:30] GOING TO BE REQUIRED TO SUPPORT A CLEAN
[00:41:32] MARITIME INDUSTRY IS SIGNIFICANT AND
[00:41:36] IT'S A SIGNIFICANT BODY OF WORK AND
[00:41:38] IT'LL BE A SIGNIFICANT CAPITAL
[00:41:41] CONSTRUCTION EFFORT TO PREPARE FOR THAT
[00:41:44] NO SMALL TASK. WE ARE WORKING TO ENSURE
[00:41:47] THAT THE PORT IS READY AND WELL
[00:41:49] POSITIONED TO SUPPORT THE INDUSTRY AS WE

[00:41:52] MOVE FORWARD. SO WE ARE CURRENTLY
[00:41:54] LEADING THE DEVELOPMENT OF A SEATTLE
[00:41:57] WATERFRONT CLEAN ENERGY STRATEGY.
[00:42:00] WE'VE ENGAGED WITH THE SEATTLE CITY
[00:42:03] LIGHT AND THE NORTHWEST SEAPORT ALLIANCE
[00:42:06] TO CONDUCT THIS WORK, WHICH IS LOOKING
[00:42:08] AT ASSESSING THE CURRENT ENERGY
[00:42:11] INFRASTRUCTURE, LOOKING AT DEMAND
[00:42:14] FORECASTING OF WHAT NEEDS ARE COMING IN
[00:42:17] THE NEXT 30 YEARS, WHAT'S THE GRID
[00:42:19] OPTIMIZATION, WHAT INFRASTRUCTURE AND
[00:42:22] POLICIES AND PRACTICES DO WE NEED TO PUT
[00:42:24] IN PLACE TO BE READY? SO THIS WORK IS
[00:42:27] WELL UNDERWAY. WE'RE ACTUALLY GIVING A
[00:42:30] BRIEFING OF UPDATE OF THIS WORK AT
[00:42:32] TOMORROW'S SUSTAINABILITY AND
[00:42:34] ENVIRONMENT COMMITTEE MEETING, AND WE
[00:42:37] EXPECT THIS WORK TO BE COMPLETED. AT
[00:42:40] LEAST THIS ROADMAP FOR HOW WE MOVE
[00:42:42] FORWARD WILL BE COMPLETED BY THE END OF
[00:42:44] THIS YEAR. WE ALSO ARE
[00:42:47] TRYING TO BE FUEL AGNOSTIC, AS WE SAY.
[00:42:50] SO WE AREN'T REALLY WANTING TO SAY
[00:42:54] THERE'S ONE FUEL SOURCE OR ONE WAY TO
[00:42:56] MOVE FORWARD. SO WE ARE WORKING TO
[00:42:58] INVEST AND HELP RESEARCH IN OTHER AREAS.
[00:43:01] AND CLEAN HYDROGEN IS ONE OF THE AREAS
[00:43:04] THAT WE HAVE BEGUN TO PARTNER WITH
[00:43:08] OTHER AGENCIES TO EXPLORE IF THAT'S A
[00:43:11] GOOD POSSIBILITY FOR THIS INDUSTRY AND
[00:43:14] WHETHER WE AS A PORT CAN SUPPORT THAT.
[00:43:19] AND IN TERMS OF LARGE STORAGE FOR
[00:43:22] HYDROGEN. SO WE ARE CURRENTLY ENGAGED
[00:43:25] WITH PACIFIC NORTHWEST NATIONAL LABS,
[00:43:27] THE DEPARTMENT OF ENERGY SEATTLE CITY
[00:43:29] LIGHT, TO EXPLORE HYDROGEN APPLICATIONS
[00:43:33] AND LARGE STORAGE HERE IN SEATTLE. YOU
[00:43:36] HAD A PRESENTATION ON THIS JUST TWO
[00:43:38] WEEKS AGO AT THE LAST COMMISSION
[00:43:39] MEETING, SO I WAS NOT PLANNING TO SPEND
[00:43:42] TIME TODAY GOING INTO DETAIL ON THAT.
[00:43:47] BUT THESE ARE REALLY EXCITING
[00:43:49] PARTNERSHIPS AND OPPORTUNITIES. AND IN
[00:43:52] THE NEXT COUPLE OF YEARS, WE ARE GOING
[00:43:54] TO HAVE A LOT MORE INFORMATION TO BRING
[00:43:56] YOU IN TERMS OF WHAT IT'S GOING TO TAKE
[00:43:59] FOR INFRASTRUCTURE AND FOR INVESTMENTS
[00:44:03] TO MAKE THIS TRANSITION. AND IT IS A BIG
[00:44:06] LIFT. I DON'T WANT TO UNDERSSELL
[00:44:09] THE MONUMENTAL EFFORT TO LOOK AT
[00:44:13] TRANSFORMING THE WATERFRONT AND BRINGING
[00:44:15] IN ENOUGH CLEAN POWER TO DO WHAT WE
[00:44:18] WANT TO DO AND TO ACHIEVE THAT VISION.
[00:44:20] AND WE LOOK FORWARD TO HAVING A LOT MORE
[00:44:23] INFORMATION OVER THE NEXT COUPLE OF
[00:44:24] YEARS FOR YOU. NEXT SLIDE I
[00:44:30] WANT TO TOUCH ON ENGAGING NEARPORT
[00:44:32] COMMUNITIES. THIS HAS BEEN A REALLY
[00:44:34] IMPORTANT PIECE OF THE DEVELOPMENT OF
[00:44:36] BOTH THE CLEAN AIR STRATEGY AND THE
[00:44:38] CLIMATE AND AIR ACTION PLAN FOR
[00:44:42] STAFF CONDUCTED EXTENSIVE ENGAGEMENT
[00:44:45] WITH OUR COMMUNITIES, NGOS, AND

[00:44:48] GOVERNMENT PARTNERS. WE HAD OVER 25
[00:44:51] ORGANIZATIONS AND REPRESENTATIVES, PART
[00:44:53] OF AN ONGOING STAKEHOLDER COMMITTEE. AS
[00:44:56] WE DEVELOPED THESE PLANS AND STRATEGIES,
[00:44:59] WE THEN, FROM THE DIRECTION OF
[00:45:03] COMMISSION, EXTENDED OUR PUBLIC
[00:45:05] ENGAGEMENT OPPORTUNITIES FOR AN
[00:45:08] ADDITIONAL SIX MONTHS SO WE CAN TAKE A
[00:45:11] DEEPER DIVE, ESPECIALLY INTO THE
[00:45:13] DUWAMISH VALLEY AREA. WE HELD
[00:45:17] MULTIPLE COMMUNITY WEBINARS, WE DID
[00:45:19] INTERACTIVE WORKSHOPS. WE HAD A SURVEY
[00:45:22] OPEN TO THE PUBLIC, AND WE RECEIVED A
[00:45:24] LOT OF FEEDBACK ON OUR PLANS
[00:45:28] AND STRATEGIES FROM THE COMMUNITY.
[00:45:31] CERTAINLY CRUISE EMISSIONS CAME UP AS A
[00:45:34] TOPIC, AND WE'VE INCORPORATED A LOT
[00:45:37] OF THE FEEDBACK WE RECEIVED INTO THE
[00:45:41] STRATEGIES OF THE CLIMATE ERROR PLAN.
[00:45:44] A NUMBER OF THOSE WERE AROUND EQUITY,
[00:45:47] FUTURE COMMUNITY ENGAGEMENT,
[00:45:49] TRANSPARENCY, AND EMISSIONS TRACKING AND
[00:45:52] ACCOUNTABILITY. THE ENGAGEMENT DOESN'T
[00:45:55] STOP. WE'VE COMMITTED TO CONTINUING
[00:45:57] ONGOING ENGAGEMENT AND DEVELOPING
[00:46:00] TOGETHER WITH THE COMMUNITY WHAT THAT
[00:46:02] LOOKS LIKE. AND WE CONVENED A LISTENING
[00:46:04] SESSION IN MARCH WITH THE COMMUNITY TO
[00:46:06] HEAR HOW THEY WANT US TO MOVE FORWARD
[00:46:11] AND WORK WITH THEM ON THIS TOPIC. WE
[00:46:14] ALSO AYE PARTICIPATING IN THE DUWAMISH
[00:46:16] VALLEY CLEAN AIR PROGRAM. THIS IS
[00:46:19] DRCC LED EFFORT WHICH BRINGS TOGETHER
[00:46:22] AGENCIES AND ACADEMIC PARTNERS AND
[00:46:25] NONPROFITS TO WORK ON IMPROVING AIR
[00:46:29] QUALITY AND REDUCING ASTHMA IN THE
[00:46:32] DUWAMISH VALLEY. AND WE'RE GLAD TO BE
[00:46:35] PART OF THIS EFFORT WITH THE COMMUNITY.
[00:46:39] AND THEN WE ALSO ARE WORKING TO IDENTIFY
[00:46:42] AND DEVELOP A COMMUNITY ENGAGEMENT
[00:46:45] PLAYBOOK. IT'S SOMETHING THAT WE STARTED
[00:46:47] JOINTLY BETWEEN THE ENVIRONMENTAL TEAM
[00:46:49] AND THE EQUITY DIVERSITY INCLUSION
[00:46:52] OFFICE TO SAY, HOW CAN WE BETTER
[00:46:55] LEARN HOW TO ENGAGE THE COMMUNITY? WHAT
[00:46:58] ARE THE BEST PRACTICES, WHAT ARE THE
[00:47:00] TECHNIQUES THAT ARE EFFECTIVE? AND WE
[00:47:02] ARE IN THE PROCESS OF COMPLETING A
[00:47:04] COMMUNITY ENGAGEMENT PLAYBOOK TO HELP
[00:47:06] GUIDE OUR WORK MOVING FORWARD.
[00:47:09] NEXT SLIDE WE
[00:47:14] TALKED A LITTLE BIT. STEPHANIE MENTIONED
[00:47:16] IT, AND I'VE REFERRED TO IT THE
[00:47:18] IMPORTANCE OF ACCOUNTING AND
[00:47:21] ACCOUNTABILITY, TRACKING AND
[00:47:24] TRANSPARENCY IN TERMS OF IMPLEMENTING
[00:47:26] OUR WORK. WE CAN'T KNOW IF WE'RE
[00:47:30] MAKING PROGRESS, IF WE AREN'T MEASURING
[00:47:33] AND TRACKING OUR
[00:47:36] ACTIONS AS WELL AS OUR MISSIONS. SO WE
[00:47:39] DO PUT A LOT OF EFFORT INTO COLLECTING
[00:47:43] DATA AND CUTTING THE DATA VARIOUS
[00:47:46] WAYS TO HELP US DECIDE WHAT ACTIONS ARE

[00:47:50] WORKING AND WHERE WE NEED TO MAKE
[00:47:51] CHANGES. WE'VE BEEN DOING THIS, WE'RE
[00:47:54] COMMITTING TO CONTINUE TO DO IT, AND I
[00:47:57] WANT TO WALK THROUGH A NUMBER OF THE
[00:48:00] REPORTING AND DATA COLLECTION EFFORTS
[00:48:04] THAT WE ARE COMMITTED TO. SO ONE, WE DO
[00:48:08] AN ANNUAL MARITIME GREENHOUSE GAS
[00:48:11] EMISSIONS INVENTORY, WHICH COVERS ALL
[00:48:13] PORT OWNED SOURCES OF EMISSIONS. THAT IS
[00:48:16] DONE ANNUALLY, AND THE DATA IS PUBLISHED
[00:48:18] ONLINE. WE ALSO DO AN EMISSIONS
[00:48:22] INVENTORY OF OUR SCOPE. THREE SOURCES,
[00:48:24] OR THESE ARE THE INDUSTRY SOURCES.
[00:48:29] WE DO THAT EVERY FIVE YEARS. THE LAST
[00:48:32] ONE WAS FOR 2016. WE ARE IN THE PROCESS
[00:48:36] OF LOOKING AT THE 2021 DATA FOR
[00:48:39] THAT INVENTORY. AT THE JUNE 7 MANAGING
[00:48:43] MEMBER MEETING, YOU WILL BE ASKED TO
[00:48:45] APPROVE IN THEIR LOCAL AGREEMENT TO
[00:48:48] PROVIDE OUR FUNDING CONTRIBUTION TO THIS
[00:48:51] PUGET SOUND WIDE EFFORT. BUT THE DATA
[00:48:54] FOR THAT EFFORT, WE WON'T HAVE UNTIL
[00:48:58] THE YEAR 2023. SO NEXT YEAR, IT'S VERY
[00:49:02] LABOR INTENSIVE AND COMPREHENSIVE EFFORT
[00:49:05] TO COLLECT ALL THIS DATA. WE DO ANNUAL
[00:49:08] PROGRESS REPORTS FOR THE NORTHWEST PORTS
[00:49:10] CLEAN AIR STRATEGY. WE'VE DONE THOSE
[00:49:12] CONSISTENTLY, AND THEY'RE ALL PUBLISHED
[00:49:15] ONLINE. AND WE WILL CONTINUE TO DO
[00:49:17] THOSE, AS WELL AS AN ANNUAL PROGRESS
[00:49:19] REPORT FOR OUR MARITIME CLIMATE AND AIR
[00:49:22] ACTION PLAN, AND THAT WILL INCLUDE OUR
[00:49:25] TRACKING OF PROGRESS AGAINST OUR
[00:49:27] PERFORMANCE METRUCK. WE ARE ALSO DOING
[00:49:30] QUARTERLY UPDATES, AND THIS IS SOMETHING
[00:49:32] THAT THE COMMUNITY ASKED FOR, AND WE
[00:49:34] AGREED. WE ARE KING COUNTY WITH TACOMA
[00:49:37] AND THE SEA PART ALLIANCE, A COMMUNITY
[00:49:39] QUARTERLY NEWSLETTER. THE FIRST ONE JUST
[00:49:41] CAME OUT LAST MONTH. I HOPE YOU'VE SEEN
[00:49:44] IT. IF NOT, WE WILL GET YOU A COPY.
[00:49:46] IT'S JUST A GREAT WAY TO SHARE SPECIFIC
[00:49:49] PROJECTS AND OUTCOMES AND
[00:49:53] PILOTS AND TESTING AND DIFFERENT AREAS
[00:49:55] THAT WE'RE DOING. AND IT'S A FUN READ,
[00:49:59] AND WE LOOK FORWARD TO DOING THAT ON A
[00:50:01] QUARTERLY BASIS. WE'RE ALSO
[00:50:03] COLLABORATING WITH THE ALLIANCE ON
[00:50:05] IMPROVEMENTS TO OUR WEBSITE. THERE'S A
[00:50:07] LOT OF INFORMATION ON THERE NOT ALWAYS
[00:50:09] EASY TO ACCESS, AND WE HOPE BY THE END
[00:50:12] OF THE YEAR TO HAVE A MORE ACCESSIBLE
[00:50:14] WEBSITE. AND WE ARE IN THE PROCESS OF
[00:50:17] FOR THE PORT, HIRING A NEW POSITION TO
[00:50:20] SUPPORT OUR EMISSIONS TRACKING ACROSS
[00:50:22] BOTH THE SEAPORT AND THE AIRPORT. AND
[00:50:24] THAT POSITION WILL REALLY HELP US KIND
[00:50:28] OF COLLECT DATA AND ANALYZE
[00:50:31] DATA. NEXT SLIDE.
[00:50:36] SO THERE'S A LOT CAPTURED
[00:50:41] IN THE SLIDES THAT I JUST COVERED, BUT
[00:50:44] REALLY WHAT IT'S GOING TO TAKE TO MOVE
[00:50:46] FORWARD IN ACHIEVING OUR GOALS IS A LOT

[00:50:49] OF FOCUS ON THESE CROSS SECTOR
[00:50:52] PARTNERSHIPS, HAVING THE SUPPORTIVE
[00:50:54] POLICIES FROM THE COMMISSION AND FROM
[00:50:57] OUR INTERNATIONAL PARTNERS, NEW FUNDING
[00:51:02] FOR CAPITAL INVESTMENTS WILL BE
[00:51:04] DECISIONS IN THE NEAR FUTURE THAT WE
[00:51:07] WILL NEED TO MAKE AND REALLY SUPPORTING
[00:51:11] AFFORDABLE TECHNOLOGY INNOVATION AND
[00:51:14] RESEARCH WILL BE KEY AS WE MOVE FORWARD
[00:51:18] WITH THIS. WE'RE EXCITED TO CONTINUE TO
[00:51:20] BE ENGAGING WITH THE COMMUNITY,
[00:51:22] BUILDING THAT CAPACITY. AND AS STEPHANIE
[00:51:24] MENTIONED, THERE'S CONNECTION WITH
[00:51:27] WORKFORCE TRAINING AND GREEN JOBS THAT
[00:51:30] REALLY ALL KIND OF ROLL INTO THE
[00:51:33] HOLISTIC VIEW OF HOW WE WANT TO MOVE
[00:51:35] FORWARD WITH THIS. WE HAVE BEEN BOLD.
[00:51:38] WE WANT TO CONTINUE BEING BOLD AND
[00:51:40] HEADED IN THE RIGHT DIRECTION. IT'S NOT
[00:51:43] ALWAYS EASY. THE WORK AHEAD OF US IS
[00:51:45] DIFFICULT, AND SOMETIMES IT'S GOING TO
[00:51:47] BE INTENSIVE AND CERTAINLY WILL TAKE
[00:51:49] TIME. BUT WE ARE ON A PATH TO REALLY
[00:51:52] WORKING TO DECARBONIZE THE MARITIME
[00:51:54] INDUSTRY, INCLUDING THE CRUISE INDUSTRY.
[00:51:58] THERE'S A NUMBER OF OTHER TOOLS THAT I
[00:52:01] KNOW WE'VE HAD QUESTIONS ABOUT IN TERMS
[00:52:04] OF INCENTIVES, AND WE ARE GOING TO BE
[00:52:08] COVERING THAT IN THE NEXT SESSION. SO
[00:52:10] WITH THAT, I WANT TO PASS THE
[00:52:12] PRESENTATION BACK TO EXECUTIVE DIRECTOR
[00:52:14] METRUCK.
[00:52:18] THANKS, SANDY. MR. PRESIDENT, DID WE
[00:52:21] WANT TO STOP HERE FOR QUESTIONS OR WE
[00:52:23] CAN KEEP GOING WITH THE I THINK WE
[00:52:26] SHOULD I THINK WE SHOULD TAKE A MOMENT
[00:52:29] TO GO AROUND AND GIVE EACH PERSON
[00:52:30] OPPORTUNITY TO ASK QUESTIONS. AND I
[00:52:33] THINK WE'LL GO REVERSE ALPHABETICAL. SO
[00:52:36] WE'LL START WITH COMMISSIONER MOHAMED.
[00:52:42] WELL, FIRST OF ALL, I JUST WANT TO SAY
[00:52:43] THANK YOU TO STEPHANIE AND SANDRA FOR
[00:52:46] THIS REALLY IMPORTANT PRESENTATION AND
[00:52:49] ALSO YOUR LEADERSHIP. I KNOW BOTH OF YOU
[00:52:52] GUYS HAVE BEEN A LEADER IN THE
[00:52:53] ENVIRONMENTAL SPACE AND UNDERSTAND THIS
[00:52:56] INDUSTRY REALLY WELL. SO I REALLY DO
[00:52:58] APPRECIATE THE EXPERTISE THAT YOU GUYS
[00:53:00] ARE BRINGING. AND THIS IS SUCH AN
[00:53:03] IMPORTANT STUDY SESSION. I REMEMBER
[00:53:06] SAYING TO AARON HOW I'M
[00:53:11] SO CURIOUS TO HEAR WHAT COMMISSIONER
[00:53:13] FELLEMAN THINKS AND HOW WE CHANGE THIS
[00:53:16] INDUSTRY AND HOW CAN WE TALK AS A GROUP
[00:53:19] AROUND THIS ISSUE? BECAUSE THREE OF US
[00:53:22] TOGETHER, THAT'S A QUORUM. AND SO IT IS
[00:53:25] REALLY CHALLENGING TO PARTNER TOGETHER
[00:53:28] AND HAVE OPEN CONVERSATIONS AROUND THIS
[00:53:31] ISSUE. THERE IS CLEARLY
[00:53:35] AN ECONOMIC BENEFIT TO CRUISE.
[00:53:38] IT CREATES A LOT OF JOBS IN OUR REGION,
[00:53:41] AND THE ENVIRONMENTAL IMPACTS TO ME ARE
[00:53:44] GREATER. AND THERE'S A COUPLE OF THINGS

[00:53:47] THAT I'M WRESTLING WITH AS WE ARE
[00:53:49] TALKING TODAY ABOUT THIS. AND I DO HAVE
[00:53:52] A COUPLE OF QUESTIONS RELATED TO THE
[00:53:55] DATA COLLECTION. SANDRA, YOU WERE JUST
[00:53:58] SAYING YOU GUYS PUBLISH THE
[00:54:02] SCOPE THREE DATA OR YOU'RE GOING TO
[00:54:05] PUBLISH SOME DATA IN 2023.
[00:54:09] THE SCOPE THREE DATA. IS THAT GOING TO
[00:54:11] BE PUBLISHED ONLINE? THAT'S MY FIRST
[00:54:13] QUESTION. YES. THAT'S THE PUGET SOUND
[00:54:17] WIDE EMISSIONS INVENTORY. SO THAT IS NOT
[00:54:20] JUST US, BUT THE MARITIME INDUSTRY. AND
[00:54:23] WE DO THAT IN COLLABORATION WITH OTHER
[00:54:26] PARTNERS. IT TAKES A LONG TIME TO DO A
[00:54:29] FULL YEAR COLLECTION OF ALL THE SOURCES.
[00:54:33] ONCE THAT'S COMPLETED, IT IS AVAILABLE
[00:54:36] PUBLICLY, AND WE WILL HAVE IT ONLINE.
[00:54:38] AND WE HAVE THE PAST MISSIONS
[00:54:40] INVENTORIES CURRENTLY ON OUR WEBSITE.
[00:54:43] GREAT. AND THEN IN REGARDS TO THAT AS
[00:54:46] WELL, I KNOW YOU ALSO SAID THAT YOU'RE
[00:54:49] HIRING A POSITION TO SUPPORT SOME OF
[00:54:52] THAT DATA COLLECTION. IS ALL OF THAT
[00:54:54] INFORMATION GOING TO LIVE IN ONE PLACE
[00:54:56] TOGETHER ON OUR WEBSITE? HOW DO YOU
[00:54:58] IMAGINE THAT INFORMATION BEING SHARED
[00:55:01] WITH THE PUBLIC? IT'S A
[00:55:04] GREAT QUESTION. YES. THE INFORMATION
[00:55:09] IS ALL AVAILABLE, AND WE
[00:55:13] AYE WORKING RIGHT NOW ON WEBSITE
[00:55:15] IMPROVEMENTS TO HELP MAKE IT EASILY
[00:55:19] ACCESSIBLE, AND WE'LL CONTINUE
[00:55:23] TO DO THAT. I THINK THE NEW POSITION
[00:55:27] THAT WE'LL BE BRINGING ON WILL KIND OF
[00:55:29] HELP US FIGURE OUT THE BEST WAY TO MAKE
[00:55:33] THAT ACCESSIBLE, BOTH IN KIND OF THE
[00:55:36] BULK OF THE RAW DATA, AS WELL AS
[00:55:39] FIGURING OUT HOW TO PRESENT SHORTER
[00:55:41] SUMMARIES FOR THE PUBLIC. SO THAT IS
[00:55:44] SOMETHING WE'RE WORKING ON AND
[00:55:46] DEFINITELY OPEN TO FEEDBACK AND IDEAS OF
[00:55:50] WHAT'S WORKING AND NOT WORKING AS WE
[00:55:51] BUILD OUT THAT WEBSITE AND MAKE SURE
[00:55:54] IT'S USER FRIENDLY TO THE RIGHT
[00:55:55] AUDIENCES. THAT'S REALLY HELPFUL. THANK
[00:55:59] YOU. MY NEXT QUESTION WAS AROUND SHORE
[00:56:03] POWER AND CONTRACT AGREEMENTS.
[00:56:05] STEPHANIE, I KNOW YOU SAID THAT'S IN OUR
[00:56:07] TOOLBOX TO BE ABLE TO USE OUR CONTRACTS
[00:56:11] AS A WAY TO CUT ADMISSIONS.
[00:56:18] IT SOUNDS LIKE IN THE CONTRACTS TODAY
[00:56:21] THERE'S NOT A REQUIREMENT IN THERE
[00:56:23] REQUIRING FOLKS TO PLUG INTO SHORE
[00:56:25] POWER. IS THAT ACCURATE? AM I HEARING
[00:56:28] THAT CORRECTLY? YEAH. SO WE HAVE
[00:56:29] DIFFERENT IT'S DIFFERENT IN DIFFERENT
[00:56:31] CONTRACTS BECAUSE WE ENTERED INTO THEM
[00:56:33] AT DIFFERENT TIMES. IN OUR MULTI YEAR
[00:56:36] BERTHING AGREEMENT WITH CARNIVAL
[00:56:37] CORPORATION, WE REQUIRE ANY VESSEL
[00:56:42] THAT IS EQUIPPED WITH SHORELINE TO PLUG
[00:56:44] IN. AND WE ALSO REQUIRE THAT THEY REPORT
[00:56:48] OUT TO US EACH WEEK, KIND OF AFTER THE

[00:56:51] WEEKEND TO LET US KNOW WHAT HAPPENED. I
[00:56:54] ACTUALLY HAVE A WHITEBOARD IN FRONT OF
[00:56:56] MY OFFICE THAT I TRACK THAT EACH WEEK.
[00:56:58] SO THAT'S THE CARNIVAL CORPORATION. AND
[00:57:00] ACTUALLY THIS YEAR, I BELIEVE ALL EXCEPT
[00:57:02] ONE OF THEIR VESSELS IS SHORE POWER
[00:57:04] EQUIPPED. WE DO NOT HAVE THAT
[00:57:08] CURRENTLY IN OUR LEASE WITH NORWEGIAN
[00:57:10] CRUISE LINES,
[00:57:13] AND WE DO NOT HAVE THAT IN OUR TARIFF
[00:57:16] EITHER. SO WE HAVE IT IN SOME, BUT NOT
[00:57:17] IN OTHERS, BUT NONE OF OUR JUST TO BE
[00:57:19] CLEAR, WE DO NOT HAVE ANY AGREEMENTS
[00:57:22] THAT CURRENTLY REQUIRE CRUISE LINES TO
[00:57:26] ONLY BRING VESSELS THAT CAN BE PLUGGED
[00:57:28] INTO SHORE POWER. SO WE REQUIRE THEM IF
[00:57:31] THEY HAVE IT TO PLUG IN. AND WHAT WOULD
[00:57:33] IT TAKE TO INCLUDE IT IN OUR TARIFFS AND
[00:57:36] FUTURE CONTRACTS? SO I THINK WE WANT TO
[00:57:40] DO SOME THINKING ABOUT HOW LONG IT WOULD
[00:57:42] TAKE TO IMPLEMENT BECAUSE
[00:57:46] ONE VESSELS DECIDE ON THEY NEED TIME TO
[00:57:48] EITHER CHANGE THEIR ITINERARY OR MAKE
[00:57:50] CHANGES TO THE VESSELS. SO I THINK THAT
[00:57:53] ONE TO PUT IT IN OUR LEASE AGREEMENTS.
[00:57:54] ANY LEASE THAT WE HAVE, IT IS A
[00:57:56] NEGOTIATION. SO WE NEED TO WORK TOGETHER
[00:58:01] WITH WHAT WORKS FOR OUR TENANTS TO DO
[00:58:03] THAT. TARIFFS THERE
[00:58:09] ARE RULES. AND THAT BEING SAID,
[00:58:13] THUS FAR WE'VE LIMITED THAT TO THINGS
[00:58:15] THAT ARE MORE WE DID BAN AT BERTH
[00:58:19] DISCHARGE OF SCRUBBER
[00:58:24] WASH WATER AT BERTH THROUGH THE TARIFF.
[00:58:26] I THINK THINGS THAT ARE BIGGER LIFTS,
[00:58:28] IT MAKES MORE SENSE TO ME TO USE OUR
[00:58:30] LONGER TERM AGREEMENTS, BUT THAT IS
[00:58:32] SOMETHING. BUT THE TARIFF IS NOT A
[00:58:33] NEGOTIATION THAT'S HELPFUL. DOES THAT
[00:58:37] ANSWER YOUR QUESTION? THAT DOES ANSWER
[00:58:38] MY QUESTION. THANK YOU. BUT I ACTUALLY
[00:58:41] DO THINK WE HAVE AN OPPORTUNITY GOING
[00:58:43] FORWARD IN ENTERING INTO
[00:58:46] LONGER TERM AGREEMENTS TO DO THAT AND
[00:58:49] OTHER THINGS THAT'S HELPFUL. I WILL
[00:58:52] PAUSE THERE AND GIVE TIME FOR MY
[00:58:53] COLLEAGUES TO ASK QUESTIONS.
[00:58:57] THANK YOU, PRESIDENT CALKINS,
[00:59:00] STEPHANIE SANDY AND DIRECTOR METRUCK.
[00:59:02] I'D LIKE TO THANK YOU ALL FOR BRINGING
[00:59:04] THIS PUBLIC CRUISE STUDY SESSION TO US
[00:59:07] AS COMMISSIONERS, AS A FULL COMMISSION,
[00:59:11] AS WELL AS TO MEMBERS OF THE PUBLIC WHO
[00:59:13] ARE TUNING IN ONLINE. I WILL NOTE THAT
[00:59:15] WE ARE IN PERSON AT PIER 69, WHERE FOLKS
[00:59:18] ARE MORE THAN WELCOME AND INVITED TO
[00:59:21] JOIN US, INCLUDING FOR OUR PUBLIC
[00:59:24] MEETING TAKING PLACE LATER THIS
[00:59:25] AFTERNOON. AND I'D ALSO LIKE TO THANK
[00:59:27] YOU FOR THE STUDY SESSION, FOR THE
[00:59:31] TRANSPARENCY AND AWARENESS THAT IT
[00:59:33] BRINGS TO SUCH AN IMPORTANT ISSUE, AND
[00:59:36] INDUSTRY WITH TREMENDOUS ECONOMIC AND

[00:59:38] ENVIRONMENTAL IMPLICATIONS THAT HAS
[00:59:43] A CONTINUED GROWING INTEREST TO THE
[00:59:45] PUBLIC AT LARGE, WHICH WAS, I THINK,
[00:59:48] ALSO REINFORCED TODAY WITH AN ARTICLE IN
[00:59:51] THE SEATTLE TIMES BY THE EDITORIAL
[00:59:53] BOARD. AND WITH THAT, I WOULD LIKE TO
[00:59:56] BEGIN MY QUESTIONS STICKING WITHIN THE
[00:59:59] SCOPE OF THIS PRESENTATION, WHICH IS
[01:00:02] REALLY ITS ENVIRONMENTAL IMPACT, AND
[01:00:07] ALSO PUBLICLY ACKNOWLEDGING THAT THERE'S
[01:00:09] ALSO A PUBLIC HEALTH IMPACT THAT WE ARE
[01:00:13] ALSO SEEING AS CREWS CONTINUES TO
[01:00:15] OPERATE IN AN ONGOING PANDEMIC. SO I'D
[01:00:19] LIKE TO ACKNOWLEDGE AND APPLAUD THE
[01:00:20] PORT'S EFFORTS TO PROTECTING PUGET SOUND
[01:00:22] WATERS FROM WASTEWATER SEWAGE DISCHARGE,
[01:00:25] AS WELL AS THE EXHAUST GAS CLEANING
[01:00:27] SYSTEM WASH WATER. I'M WONDERING,
[01:00:30] THOUGH, WHAT HAPPENS WHEN THE CRUISE
[01:00:32] SHIP CROSSES JURISDICTIONAL LINES?
[01:00:35] SO SHALL I ANSWER THAT,
[01:00:38] EXECUTIVE? SO RIGHT NOW
[01:00:43] WE HAVE AGREEMENTS FOR, AS YOU SAID,
[01:00:45] STATE LINE. SO WHEN THEY'RE IN OTHER
[01:00:47] STATES OR OTHER COUNTRIES, THE
[01:00:49] REGULATIONS IN THOSE COUNTRIES WILL
[01:00:51] APPLY. THANK YOU. YEAH. SO ON
[01:00:55] SLIDE 20 OF YOUR PRESENTATION, IT NOTES
[01:00:58] THAT THE 2021 CRUISE LINE. IN 2021, THE
[01:01:01] CRUISE LINES AGREED TO VOLUNTARILY PAUSE
[01:01:04] WASH WATER DISCHARGE PENDING RESULTS
[01:01:06] FROM A THIRD PARTY STUDY ASSESSING WATER
[01:01:10] QUALITY IMPACTS. I'M WONDERING WHAT
[01:01:13] EXACTLY IS BEING MEASURED AND WHEN CAN
[01:01:16] WE EXPECT A FINAL REPORT? FINALLY, I'M
[01:01:19] WONDERING IF THIS COULD SPUR LEGISLATIVE
[01:01:20] ACTION AT THE STATE OR FEDERAL LEVEL.
[01:01:26] WE'RE CURRENTLY IN THE PROCESS OF
[01:01:30] WORKING WITH CLIA ECOLOGY ON
[01:01:35] OUTLINING THE DETAILS OF THAT STUDY. WE
[01:01:38] ARE LOOKING AT AN OUTSIDE AGENCY
[01:01:44] THAT WILL DO IT AND WILL NOT BE
[01:01:45] CONDUCTED IN HOUSE. SO WE HAVEN'T QUITE
[01:01:49] FIGURED OUT ALL THE DETAILS, BUT WE KNOW
[01:01:51] WE WILL BE LOOKING AT HOW THE DISCHARGES
[01:01:55] COMPARE WITH OUR STATE WATER QUALITY
[01:01:58] STANDARDS AND LOOKING AT THOSE TYPE OF
[01:02:02] IMPACTS WITHIN
[01:02:05] PUGET SOUND. I THINK WE HAD HOPED TO
[01:02:08] FINISH IT THIS YEAR,
[01:02:11] BUT I'M GOING TO SAY 2023,
[01:02:15] BUT THE ORIGINAL IDEA WAS TO GET IT
[01:02:17] COMPLETED THIS YEAR.
[01:02:21] MAY I ADD ON TO THAT. I THINK THE
[01:02:24] IMPORTANT THING IS TO LOOK AT WELL, WE
[01:02:27] ARE CONDUCTING THIS STUDY, AND UNTIL
[01:02:29] THAT STUDY IS DONE, THERE WILL NOT BE
[01:02:30] DISCHARGE IN PUGET SOUND. SO YOU CAN
[01:02:32] LOOK AT SCIENCE LIKE WE'RE NOT GOING TO
[01:02:34] DO ANYTHING UNTIL WE KNOW IT'S HARMFUL,
[01:02:36] OR YOU CAN LOOK AT IT AS WE'RE NOT GOING
[01:02:38] TO DO ANYTHING, WE'RE NOT GOING TO
[01:02:40] DISCHARGE OR WHATEVER THE ACTION IS

[01:02:42] UNTIL WE KNOW IT'S SAFE. SO WE TOOK THAT
[01:02:45] SECOND PROACTIVE. I THINK FROM
[01:02:49] MY POINT OF VIEW, WHILE CERTAINLY I
[01:02:51] THINK IT'S BETTER TO DO IT QUICKER,
[01:02:54] THERE IS NOT DISCHARGE HAPPENING AT THIS
[01:02:56] POINT IN TIME. AND PART OF THE REASON WE
[01:02:59] WERE ABLE TO REACH THIS AGREEMENT, AS WE
[01:03:01] ACKNOWLEDGE THAT THERE'S BEEN STUDIES
[01:03:04] DONE AROUND THE WORLD, SOME SHOW THAT
[01:03:06] IT'S SAFE, SOME SHOW THAT IT'S NOT.
[01:03:10] BUT IN PUGET SOUND, IT'S A SPECIAL BODY
[01:03:12] OF WATER. AND THE STUDIES DONE ELSEWHERE
[01:03:15] DON'T NECESSARILY APPLY HERE. SO IN MY
[01:03:18] POINT OF VIEW, IF WE ARE TO FIND THAT
[01:03:22] EXHAUST GAS SCRUBBER DISCHARGE IS NOT
[01:03:24] SAFE AND FUGITIVE SOUND THROUGH THIS
[01:03:26] STUDY, THEN WE WILL HAVE TO FIGURE OUT
[01:03:28] THE BEST TOOL TO MAKE SURE THAT
[01:03:30] DISCHARGE DOES NOT HAPPEN. AND IF WE
[01:03:32] FIND THROUGH THIS STUDY THAT THE
[01:03:34] DISCHARGE OF EXHAUST GAS SCRUBBER
[01:03:36] SYSTEMS IS NOT HARMFUL, THEN WE WOULD
[01:03:38] ALSO ACT ACCORDINGLY. SO I'M WAITING ON
[01:03:40] THE RESULTS OF THAT STUDY. AND JUST TO
[01:03:44] BE CLEAR, WE'RE STILL NOT SURE WHEN A
[01:03:45] FINAL REPORT COULD BE ANTICIPATED. I
[01:03:49] THINK THAT'S CORRECT. OKAY, THANK YOU.
[01:03:51] MY NEXT QUESTION RELATES
[01:03:59] TO CARNIVAL CORPORATION. SO UNTIL
[01:04:04] RECENTLY, THERE WAS AN INDEPENDENT STATE
[01:04:08] OF ALASKA OBSERVERS PROGRAM. UNTIL 2019,
[01:04:11] THEY PROVIDED INDEPENDENT ENVIRONMENTAL
[01:04:14] OVERSIGHT ON THE CRUISE INDUSTRY SAILING
[01:04:16] IN OUR WATERS, WITH MANY OF THEM ALSO
[01:04:18] EMBARKING TO AND FROM SEATTLE AND
[01:04:20] WASHINGTON WATERS, THOUGH WITH ALASKA
[01:04:23] STATE PROGRAM HEAVILY DEFUNDED, THIS
[01:04:25] WILL BE THE FIRST ALASKAN CRUISE SEASON
[01:04:27] WITHOUT INDEPENDENT OVERSIGHT OF THE
[01:04:29] CRUISE INDUSTRY. AND I'M WONDERING WHAT
[01:04:32] ACTIONS CAN WE TAKE AT THE PORT OF
[01:04:34] SEATTLE TO SUPPORT STRONGER OVERSIGHT
[01:04:36] AND ACCOUNTABILITY OF CRUISE SHIPS AND
[01:04:39] THE CRUISE SHIP INDUSTRY? SO JUST
[01:04:44] A COUPLE OF POINTS OF CLARIFICATION. SO
[01:04:48] THE FUNDING IS ACTUALLY STILL BEING
[01:04:50] COLLECTED FOR THAT PROGRAM. THE STATE OF
[01:04:52] ALASKA HAS DETERMINED THAT THERE
[01:04:57] MAY BE BETTER PLACES TO USE THAT FUNDING
[01:04:59] EITHER, FOR INSTANCE, SUPPORTING
[01:05:02] INFRASTRUCTURE FOR WASTEWATER TREATMENT
[01:05:05] IN SMALL PORT COMMUNITIES, POTENTIALLY
[01:05:07] SHORE POWER. I'VE HEARD DIFFERENT IDEAS.
[01:05:11] I WOULD SAY RIGHT NOW TO WHAT
[01:05:14] I UNDERSTAND TALKING IS I WAS ACTUALLY
[01:05:17] PERSONALLY SURPRISED BY THAT. I TALKED
[01:05:19] TO PORTS IN ALASKA, AND WHAT I HEARD
[01:05:20] FROM THEM IS THEY FELT THAT FUNDING
[01:05:23] WOULD BE BETTER DIRECTED ELSEWHERE. I'M
[01:05:25] SURE THAT DOES NOT SPEAK FOR EVERYBODY.
[01:05:28] I WOULD SAY I FEEL DEFERENTIAL
[01:05:33] TO OUR COLLEAGUES IN ALASKA ABOUT WHAT
[01:05:35] MAKES SENSE IN ALASKA. AND THEN I WOULD

[01:05:38] ALSO SAY THAT THERE ARE MANY LAYERS OF
[01:05:41] REGULATIONS. IT WAS A GREAT VIDEO JUST
[01:05:43] THE OTHER DAY OF THE COAST GUARD GOING
[01:05:44] ON THE VESSEL AND INVESTIGATING
[01:05:46] DEPARTMENT OF ECOLOGY OBSERVES THERE'S
[01:05:49] COAST GUARD, EPA, DEPARTMENT OF ALASKA,
[01:05:52] THERE AYE LAYERS OF REGULATION IN PLACE.
[01:05:54] AND I KNOW EXECUTIVE DIRECTOR DIRECTOR
[01:05:57] METRUCK ALSO HAS PRETTY EXTENSIVE
[01:06:00] KNOWLEDGE IN THIS AREA AS WELL.
[01:06:04] SO, COMMISSIONER, THANKS FOR YOUR
[01:06:06] QUESTION. IF I CAN JUST ADD A LITTLE BIT
[01:06:07] OF THAT, TOO, AS THOUGH STEPHANIE WAS
[01:06:10] TALKING ABOUT THAT REGULATORY REGIME,
[01:06:12] BECAUSE THERE'S BOTH AT THE FEDERAL
[01:06:16] LEVEL AND THEN THE FLAG STATE LEVEL,
[01:06:18] THEY HAVE REGULATIONS THAT ARE IN PLACE
[01:06:20] REGARDING THE DISCHARGE. AND THE
[01:06:23] DISCHARGE FROM VESSELS IS WHEREVER THEY
[01:06:25] ARE, WHETHER THEY'RE IN US WATERS OR
[01:06:28] THEY'RE IN INTERNATIONAL WATERS. AND
[01:06:30] THEN THE COAST GUARD HAS THE REGIME.
[01:06:31] AND THAT'S WHY THEY DO A BOARDING OF
[01:06:33] VESSELS WHEN THEY COME IN CHECKING THEIR
[01:06:34] RECORD BOOKS, BECAUSE I THINK PRIMARILY
[01:06:36] YOU MAY BE TALKING ABOUT OIL. I'M NOT
[01:06:38] SURE WHICH DISCHARGES YOU'RE TALKING
[01:06:39] ABOUT BECAUSE EACH ONE OF THOSE
[01:06:41] DISCHARGES IS REGULATED BY SIGNATORIES
[01:06:44] TO AN INTERNATIONAL AGREEMENT CALLED THE
[01:06:46] MARINE POLLUTION ACT, WHICH HAS EACH ONE
[01:06:49] OF THESE THINGS, WHETHER IT BE PLASTICS,
[01:06:50] WHETHER IT BE SEWAGE, WHETHER IT BE OIL,
[01:06:53] WHETHER IT BE NOT JUST LIQUID
[01:06:55] SUBSTANCES. THEY'RE ALL UNDER THIS
[01:06:57] REQUIREMENT, AND THEN THEY'RE IN PLACE
[01:06:59] AND THEY HAVE TO MAINTAIN RECORDS AND
[01:07:01] THEY HAVE THINGS FOR OIL. THEY HAVE
[01:07:04] SYSTEMS THAT RECORD THE ACTUAL OIL
[01:07:07] DISCHARGES. AND SO THEN IN TURN, WHEN
[01:07:09] YOU SEE SOME OF THESE CASES, THERE'S
[01:07:12] SYSTEMS HAVE TO BE BYPASSED. BUT IT'S
[01:07:14] REALLY THIS OVERSIGHT FROM, I WOULD SAY
[01:07:16] FROM THE NATIONAL LEVEL AND THE FLAG
[01:07:19] STATE LEVEL IN THE CLASS SOCIETIES THAT
[01:07:21] LOOK AT THESE TO MAKE SURE THEY'RE
[01:07:22] COMPLIANCE. SO I THINK THAT'S
[01:07:26] FOR US AS A NON REGULATORY BODY, I THINK
[01:07:28] WE HAVE TO LOOK AT ALL THAT INFORMATION
[01:07:30] TO UNDERSTAND HOW IT'S IN PLACE AND
[01:07:32] SEEING IF THERE'S ANY GAPS IN THAT.
[01:07:36] I THINK THAT'S WHAT ALASKA WAS TRYING TO
[01:07:38] LOOK AT IN THEIR EFFORT. SO I THINK WE
[01:07:41] CAN LOOK AT WHAT ALASKA DID. BUT AGAIN,
[01:07:44] THAT WAS THE STATE OF ALASKA, THE
[01:07:45] REGULATORY AUTHORITY THAT TOOK THAT
[01:07:46] ACTION.
[01:07:51] SORRY. JUST ONE QUICK ADDITION. THE
[01:07:55] MEMORANDUM OF UNDERSTANDING WE HAVE WITH
[01:07:58] CLIA AND ECOLOGY AND US ALSO HAS ECOLOGY
[01:08:01] DOING VESSEL INSPECTIONS HERE AT
[01:08:06] BERTH AND SIMILAR TO WHAT THE EXECUTIVE
[01:08:08] DIRECTOR JUST SAID, THEY LOOK AT THE LOG

[01:08:12] BOOKS, THE RECORD KEEPING VISUAL
[01:08:13] INSPECTIONS OF ALL OF THE WASTE AND
[01:08:17] DISCHARGE SYSTEM. SO THAT HAPPENS HERE
[01:08:20] AT FIRST. ALSO, THANK YOU ALL FOR THAT
[01:08:24] INFORMATION. AND I THINK THAT OVERSIGHT
[01:08:25] AND ACCOUNTABILITY IS PRUDENT,
[01:08:27] PARTICULARLY WHEN KNOW THAT THERE IS A
[01:08:30] HISTORY OF NON
[01:08:34] COMPLIANCE OR INFRACTIONS. FOR EXAMPLE,
[01:08:37] CARNIVAL CORPORATION JUST CAME OFF OF
[01:08:39] FEDERAL FELONY CRIMINAL PROBATION FOR
[01:08:41] THE MARINE ENVIRONMENTAL VIOLATIONS ON
[01:08:44] SLIDE TEN. IT READS THAT CARNIVAL
[01:08:45] CORPORATION REPRESENTS 39% OF CRUISE
[01:08:48] PASSENGERS COMING THROUGH THE PORT OF
[01:08:49] SEATTLE WAS AN EXTENSION OPTION THROUGH
[01:08:52] THE END OF NEXT YEAR. SO I'M WONDERING
[01:08:54] WHAT ARE WE DOING RIGHT NOW TO ENSURE
[01:08:56] THAT THE MAJORITY OF PASSENGERS WILL BE
[01:08:58] RIDING UPON SHIPS THAT ARE LEADING ON
[01:09:00] ENVIRONMENTALISM. YEAH. THANKS,
[01:09:03] COMMISSIONER. SO THAT IS WHERE WE
[01:09:05] ACTUALLY HAVE THE REQUIREMENTS FOR SHORE
[01:09:07] POWER IN THAT METRUCK.
[01:09:12] IN THAT AGREEMENT, WE ALSO WILL
[01:09:15] SAY THAT HOLLAND AND PRINCESS, WHICH ARE
[01:09:17] PART OF THE CARNIVAL GROUP, THEY WERE
[01:09:18] THE FIRST TO STOP DISCHARGING AND PUGET
[01:09:20] SOUND AND OTHER LINES FOLLOWED SUIT.
[01:09:24] SO I BELIEVE
[01:09:27] THAT HERE AND I CAN'T SPEAK TO THE REST
[01:09:30] OF THE WORLD ACKNOWLEDGING THAT ISSUES
[01:09:31] YOU'VE JUST RAISED HERE, THEY HAVE BEEN
[01:09:34] ENVIRONMENTAL LEADERS, AND I BELIEVE WE
[01:09:36] NEED TO KEEP WORKING WITH THEM TO
[01:09:38] CONTINUE THAT. SO WHETHER A COMPANY IS
[01:09:42] A TRAILBLAZER OF ENVIRONMENTAL LEADERS,
[01:09:45] WE DESCRIBE THEM OR JUST COMPLIANT
[01:09:47] ACTORS OR BAD ACTORS, HOW IS THAT TRACK
[01:09:50] RECORD INFLUENCING OUR DECISION AT THE
[01:09:54] PORT TO CONTRACT WITH THEM OR GIVE THEM
[01:09:56] LEASES? IS THIS A
[01:10:00] QUESTION THAT I SHOULD DEFER TO OUR
[01:10:03] GENERAL COUNSEL IN TERMS OF THE ACTUAL
[01:10:06] LEGALITY OF WHAT WE INCLUDE IN WHO WE DO
[01:10:09] BUSINESS WITH? I CAN ALSO REFRAME THE
[01:10:13] QUESTION, OKAY. DO WE USE
[01:10:17] OUR LEASE OR BERTHING AGREEMENTS TODAY
[01:10:19] TO SPUR ENVIRONMENTAL CHANGES? WE
[01:10:21] ABSOLUTELY DO. THAT'S WHERE WE PUT AGAIN
[01:10:25] THE SHORE POWER REQUIREMENTS. AND WE
[01:10:28] HAVE NOT HAD SINCE I HAVE BEEN IN THIS
[01:10:30] JOB. AND IT'S ACTUALLY ONE OF THE
[01:10:31] REASONS I WAS INTERESTED IN THIS JOB.
[01:10:33] WHAT I SAW THAT SITTING IN THE
[01:10:36] ENVIRONMENTAL CHAIR, SO MANY OF THE WAY
[01:10:38] WE DEAL WITH OUR BUSINESSES, IF I SAY,
[01:10:40] HEY, I THINK WE PUGET TO REQUIRE SHORE
[01:10:41] POWER, BUT THE BUSINESS SAYS, NO, I
[01:10:43] DON'T THINK SO. WE'RE LIMITED IN THE
[01:10:47] CHANGE WE CAN DRIVE. SO WE ARE
[01:10:50] RELATIVELY NEW IN IMPLEMENTING
[01:10:52] ENVIRONMENTAL EFFORTS THROUGH OUR

[01:10:55] LEASES. SO SINCE THE LAST COUPLE
[01:10:58] OF YEARS, WE HAVE IMPLEMENTED SHORE
[01:11:00] POWER REQUIREMENTS, AND AS WE RENEW,
[01:11:03] THOSE, I BELIEVE MUST BE STRENGTHENED.
[01:11:05] SO IT'S ABSOLUTELY A TOOL THAT WE
[01:11:08] CAN AND SHOULD USE. YOU NOTED THAT
[01:11:11] SEATTLE IS NECK AND NECK WITH VANCOUVER
[01:11:14] AS THE GREENEST PORT. VANCOUVER WILL
[01:11:16] ACTUALLY OFFER REDUCED FEES IF CRUISE
[01:11:19] LINES CAN SATISFY CERTAIN ENVIRONMENTAL
[01:11:21] REQUIREMENTS. IS THIS SOMETHING WE'VE
[01:11:23] PURSUED AT HOME IN THE PAST? AND IF NOT,
[01:11:27] IS THIS SOMETHING THAT WE COULD PURSUE
[01:11:28] IN THE FUTURE? SO, YES AND YES,
[01:11:32] PRIOR TO THE IMPLEMENTATION OF THE
[01:11:33] EMISSION CONTROL AREA, WE HAD A VERY
[01:11:35] SUCCESSFUL PROGRAM CALLED AT BERTH CLEAN
[01:11:37] FUELS, WHERE WE DID INCENTIVIZE USE OF
[01:11:40] CLEANER FUELS AT BERTH BEFORE THAT
[01:11:42] BECAME THE REGULATION. AND NOW WE ARE
[01:11:45] ALSO LOOKING AT IN THE FUTURE HOW WE DO
[01:11:47] MORE OF THAT. AND I BELIEVE ACTUALLY WE
[01:11:49] HAVE A WHOLE SLIDE ON THAT THAT SANDY
[01:11:51] WILL SPEAK IN MORE DETAIL, TOO. OKAY.
[01:11:53] YES. ON INCENTIVES,
[01:11:56] RIGHT. INCENTIVES TO ACHIEVE THE
[01:11:58] OUTCOMES, YES, CORRECT. VERY GOOD.
[01:12:02] I SWEAR, MR. PRESIDENT.
[01:12:06] OKAY. SLIDE 18 DEMONSTRATES THE PORT OF
[01:12:09] SEATTLE'S CURRENT GOAL TO ELIMINATE
[01:12:11] CARBON EMISSIONS BY 2050. HOW ARE
[01:12:14] WE DOING? ARE WE ON TRACK TO MEET THAT
[01:12:16] GOAL AND IF SO, BY HOW MUCH?
[01:12:20] SO WE ARE TRACKING
[01:12:25] THAT GOAL. AND THERE'S A DISTINCTION
[01:12:27] BETWEEN OUR PORT OWNED SOURCES
[01:12:30] AND THE SCOPE THREE SOURCES.
[01:12:34] THIS LATEST EMISSIONS INVENTORY THAT WE
[01:12:37] WERE TALKING ABOUT EARLIER, THE FIVE
[01:12:38] YEAR WILL GIVE US THE LATEST
[01:12:41] INFORMATION. SO ON ONE
[01:12:45] OF THE SLIDES I SHOWED HOW BETWEEN 2005
[01:12:48] AND 2016, WE HAVE DECREASED
[01:12:52] EMISSIONS BY 80% FOR
[01:12:56] DIESEL PARTICULATE MATTER AND ALMOST 20%
[01:12:59] FOR GREENHOUSE GAS EMISSIONS. THIS NEXT
[01:13:03] INVENTORY, THAT WILL BE THE YEAR 2021
[01:13:07] WILL GIVE US THE MOST UP TO DATE DATA ON
[01:13:10] THAT PERFORMANCE IN TERMS OF OUR SCOPE,
[01:13:12] THE PORT OVERALL BETWEEN THE
[01:13:16] AIRPORT AND THE SEAPORT, WE ARE
[01:13:19] ON TRACK TO MEETING OUR EMISSIONS
[01:13:23] REDUCTIONS IN LARGE PART DUE
[01:13:26] TO THE AIRPORT'S PURCHASE OF RENEWABLE
[01:13:30] FUELS FOR THE BUILDING HEATING IN THE
[01:13:34] SEAPORT SIDE OF THINGS. THE BIGGEST
[01:13:38] CHANGE THAT WE CAN MAKE THAT IS ON OUR
[01:13:41] FUTURE LIST FOR UPDATES IS MOVING OUR
[01:13:44] BUILDING HEATING AWAY FROM NATURAL GAS.
[01:13:47] AND THAT IS A PROJECT THAT WE ARE AWARE
[01:13:51] OF AND ONE THAT WE WILL BE SLOTTING INTO
[01:13:54] THE CAPITAL PROGRAM SOMETIME IN THE
[01:13:56] FUTURE.

[01:13:59] OKAY. AND GREENHOUSE GAS EMISSIONS ARE A
[01:14:02] HUGE PIECE OF THE CRUISE INDUSTRY'S
[01:14:05] FOOTPRINT AND IMPACT ON OUR ENVIRONMENT.
[01:14:07] SO I WONDER HOW SEATTLE AND CANADA
[01:14:11] AND ALASKA CAN ALL WORK TOGETHER TO
[01:14:14] TRACK THAT IMPACT AND
[01:14:18] REDUCE IT RIGHT NOW.
[01:14:22] AGREED. RIGHT NOW WE ARE WORKING WITH
[01:14:26] VANCOUVER AND US AS PART OF THE
[01:14:29] NORTHWEST PORTS CLEAN AIR STRATEGY, AND
[01:14:31] WE DO THAT EMISSIONS COUNTING AND
[01:14:33] TRACKING, AND WE DO KIND
[01:14:37] OF BREAK IT OUT BY THESE DIFFERENT
[01:14:39] AIRSHIPS. SO THERE'S NOT DOUBLE COUNTING
[01:14:43] ALONG THE JOURNEY OF A VESSEL. SO THAT'S
[01:14:46] SOMETHING THAT IN IDEAS LIKE AS WE
[01:14:49] LOOK TO EXPLORE GREEN CORRIDOR AND OTHER
[01:14:52] COLLABORATIVE EFFORTS. THE EMISSIONS
[01:14:55] TRACKING WILL BE A KEY PART OF THAT,
[01:14:57] AND WE WILL BE DEFINING SYSTEMS BY
[01:15:01] WHICH WE CAN TRACK THAT CONSISTENTLY AND
[01:15:05] DO IT IN A WAY THAT DOESN'T PROVIDE
[01:15:07] DUPLICATION OR OVERLAP. AND WHILE WE'RE
[01:15:10] DOING THAT LONG GAME OF DATA COLLECTING
[01:15:13] AND TRACKING AND COLLABORATION, WE ARE
[01:15:15] ALSO SEEING THIS YEAR THE BUSIEST CRUISE
[01:15:18] SEASON WITH THE MOST NUMBER OF CALLS AT
[01:15:20] THE PORT OF SEATTLE IN HISTORY. LAST
[01:15:23] NOVEMBER, VOTERS IN KEY WEST, FLORIDA
[01:15:25] PASSED THREE INITIATIVES TO LIMIT THE
[01:15:27] SIZE OF CRUISE SHIPS, TO LIMIT THE TOTAL
[01:15:29] NUMBER OF PASSENGERS PER DAY, AND TO
[01:15:31] GIVE PRIORITY TO SHIPS WITH BETTER
[01:15:32] ENVIRONMENTAL PERFORMANCES. DO WE HAVE A
[01:15:35] CAPACITY LIMIT FOR CRUISE SHIPS IN
[01:15:36] SEATTLE? SO IF I COULD TAKE A CRACK AT
[01:15:40] THAT AND ANSWER A COMMISSIONER. SO IF
[01:15:41] YOU LOOK AT SEATTLE, THE NUMBER
[01:15:45] OF PASSENGERS ON A CRUISE SHIP, OUR
[01:15:48] BIGGEST CRUISE SHIP IS ABOUT \$5,000. IF
[01:15:50] YOU LOOK AT A GAME AT SAFECO FIELD, IS
[01:15:53] IT LIKE \$35,000? IT'S ACTUALLY
[01:15:56] IN SEATTLE ITSELF. WITH THE CURRENT
[01:16:00] BERTH THAT WE HAVE, I DO NOT BELIEVE
[01:16:03] THAT WE WOULD REACH AN OVER CAPACITY
[01:16:05] ISSUE EVEN WITH ALL THREE AT ONCE. AT
[01:16:08] THE VERY BIGGEST SHIP, IT'S ABOUT 15,000
[01:16:11] PASSENGERS A DAY COMPARED TO THE NUMBER
[01:16:14] OF PASSENGERS THAT PASS THROUGH THE
[01:16:15] AIRPORT OR GO TO SAFECO FIELD IN A CITY
[01:16:19] THE SIZE OF SEATTLE, I THINK I
[01:16:22] DO NOT SEE A CAPACITY CONSTRAINT IF WE
[01:16:26] ARE TO GO BACK TO CONSIDERING AN
[01:16:28] ADDITIONAL CRUISE TERMINAL WHICH WE ARE
[01:16:30] NOT AT THE MOMENT, AND I HAVE NOT HEARD
[01:16:32] AN APPETITE FOR THAT. I THINK WE'D HAVE
[01:16:33] TO RE ASKED THAT QUESTION, BUT GIVEN THE
[01:16:36] SIZE OF THE SEATTLE AND THE RELATIVELY
[01:16:39] SMALL SIZE OF THE NUMBER OF FOLKS COMING
[01:16:41] THROUGH ON CRUISE COMPARISON, I DON'T
[01:16:43] SEE THAT. I DO THINK THAT IS A QUESTION
[01:16:46] FOR COMMUNITIES IN ALASKA TO BE
[01:16:48] ANSWERING, POTENTIALLY MORE

[01:16:52] THAN FOR US. THANK YOU. THAT CONCLUDES
[01:16:55] MY LINE OF QUESTIONING.
[01:17:05] I ALSO WANT TO THANK STEPHANIE AND SANDY
[01:17:07] AND STEVE FOR THIS PRESENTATION AND FOR
[01:17:13] GOING DEEP INTO THIS TOPIC.
[01:17:16] I JUST HAVE TWO QUESTIONS. ONE IS I HEAR
[01:17:20] A LOT WHEN DESCRIBING OUR AGREEMENTS
[01:17:23] WITH THE CRUISE LINES WHEN IT COMES TO
[01:17:26] ENVIRONMENTAL CONCERNS THAT THEY'RE
[01:17:27] VOLUNTARY OR THEY'RE MOUS. AND MY
[01:17:30] UNDERSTANDING OF ALL THOSE AGREEMENTS,
[01:17:33] AYE, THAT THEY AYE, NOT LEGALLY BINDING.
[01:17:34] AND SO I GUESS MY QUESTION HERE IS WHAT
[01:17:36] ENFORCEMENT MECHANISMS DO WE HAVE WITH
[01:17:39] THE CURRENT STRUCTURE?
[01:17:43] I UNDERSTAND THE TARIFFS WE HAVE SOME
[01:17:46] INFLUENCE OVER, BUT I
[01:17:50] GUESS THAT'S THE QUESTION. WHAT
[01:17:51] ENFORCEMENT MECHANISMS DO WE HAVE IN THE
[01:17:54] CASE OF NON COMPLIANCE FROM THESE
[01:17:56] TENANTS? SO IN
[01:18:00] OUR AGREEMENTS, LIKE THE MEMORANDUM OF
[01:18:01] UNDERSTANDING, ET CETERA, THEY ARE
[01:18:03] VOLUNTARY AGREEMENTS BECAUSE WE ARE NOT
[01:18:05] A REGULATOR WHERE WE HAVE AUTHORITY AS
[01:18:08] A LANDLORD, WHICH IS WHY USING OUR
[01:18:12] AGREEMENTS HAS BEEN A TOOL FOR US. AND
[01:18:15] WE HAVE OUR PARTNERSHIPS. WE ALSO WORK
[01:18:17] WITH REGULATORS LIKE THE DEPARTMENT OF
[01:18:19] ECOLOGY, SO WE CAN'T GO DOWN
[01:18:23] AND WE SEE SOMETHING HAPPENING. WE'RE
[01:18:26] NOT A REGULATOR. SO OUR TOOLS HAVE TO
[01:18:29] BE DIFFERENT. I THINK EITHER LIKE THE
[01:18:32] DATA COLLECTION THAT WE DO, WE HAVE
[01:18:35] MECHANISMS IF WE'RE TALKING ABOUT OUR
[01:18:37] OWN LEASES, FOR INSTANCE. BUT YES, WE
[01:18:39] ARE NOT A REGULATOR. YEAH, I THINK
[01:18:41] THAT'S A REALLY IMPORTANT POINT BECAUSE
[01:18:44] IT REALLY HIGHLIGHTS THE NEED FOR US TO
[01:18:46] HAVE GOOD PARTNERSHIPS WITH REGULATORS
[01:18:49] AND COORDINATE WITH THEM. I FEEL LIKE WE
[01:18:52] RUN INTO THIS ISSUE A LOT AS A PART,
[01:18:54] LIKE REMINDING OURSELVES THAT WE'RE NOT
[01:18:56] REGULATORS AND AS COMMISSIONERS,
[01:19:00] SOMETIMES IT'S A TOUGH PILL TO SWALLOW.
[01:19:03] BUT AT THE SAME TIME, THOSE REGULATORS
[01:19:06] EXIST, AND IT MIGHT JUST BE A QUESTION
[01:19:09] OF WHETHER OR NOT WE GO TO THEM AND ASK
[01:19:12] THEM TO PARTAKE IN CERTAIN PRACTICES OR
[01:19:15] INSPECTIONS OR WHATNOT, SO THAT WE CAN
[01:19:18] HELP FACILITATE THE ACCOUNTABILITY THAT
[01:19:20] WE WANT TO SEE. PERHAPS CERTAIN LAWS AND
[01:19:23] RULES DON'T EXIST, AND WE DO NEED TO GO
[01:19:25] TO THE STATE AND GET THOSE ENFORCEMENT
[01:19:27] MECHANISMS BEEFED UP A
[01:19:30] LITTLE BIT. SO I APPRECIATE THAT
[01:19:33] DISTINCTION. AND I HOPE THE PUBLIC
[01:19:35] UNDERSTANDS THAT THE PORT OF SEATTLE IS
[01:19:36] NOT A REGULATOR.
[01:19:40] IT'S UNFORTUNATE. THE SECOND QUESTION I
[01:19:43] HAD WAS IF YOU WOULD JUST ENTERTAIN MY
[01:19:48] SCENARIO, IF WE JUST PLAYED HYPOTHETICAL
[01:19:50] HERE AND LET'S JUST SAY THAT TOMORROW WE

[01:19:54] DECIDED WE DIDN'T WANT CRUISE HERE IN
[01:19:55] THE PORT SEATTLE ANYMORE, WHERE WOULD
[01:19:57] THEY GO HYPOTHETICALLY?
[01:20:01] WELL, I THINK THAT THERE'S A GOOD CHANCE
[01:20:04] THAT THEY WOULD GO TO FIRST OF ALL, THE
[01:20:06] SHIPS ARE HUGE INVESTMENTS THEY'RE NOT
[01:20:07] GOING AWAY. SO FROM A GREENHOUSE GAS
[01:20:10] PERSPECTIVE, THAT'S A GLOBAL ISSUE.
[01:20:12] THOSE EMISSIONS STILL HAPPEN. AND I WILL
[01:20:15] SAY MOST PORTS IN THE WORLD, AS YOU SAW,
[01:20:17] WERE TIED FOR THE GREENEST PORT IN NORTH
[01:20:18] AMERICA. SO AT THE VERY BEST, THEY COULD
[01:20:21] GO TO A PORT THAT IS ON PAR WITH OUR
[01:20:23] GREENNESS AND I'M SURE ACTUALLY
[01:20:27] VANCOUVER IS VERY INTERESTED.
[01:20:30] THAT WOULDN'T BE ANY BETTER IN TERMS OF
[01:20:32] GREENHOUSE GAS AND IT WOULD STAY IN THE
[01:20:35] ALASKA MARKET. ANOTHER SCENARIO IS THAT
[01:20:38] THEY GO ELSEWHERE ALTOGETHER. THE PORT
[01:20:41] THAT AREN'T LOOKING AT THE SHORE POWER
[01:20:44] IMPLEMENTATIONS, THE SCRUTINY ON EXHAUST
[01:20:48] GAS COVER SYSTEMS AGREEMENTS AROUND.
[01:20:51] SO THOSE IMPACTS WOULD BE SHIPPED TO
[01:20:55] ANOTHER COMMUNITY. FROM A DIESEL
[01:20:57] EMISSIONS PERSPECTIVE, BUT NOT FROM
[01:21:03] A GREENHOUSE GAS PERSPECTIVE, IT'S STILL
[01:21:05] HAPPENING IN THE GLOBE. THAT'S MY
[01:21:07] PERSPECTIVE. YEAH. I APPRECIATE THE
[01:21:11] COMPARISON YOU MADE BETWEEN VANCOUVER,
[01:21:12] SAN DIEGO AND SEATTLE. I'M CURIOUS IF
[01:21:15] YOU WERE TO THROW IN LA LONG BEACH AND
[01:21:17] THEIR CRUISE OPERATIONS, WHERE DO YOU
[01:21:19] THINK THEY'LL STACK UP IN TERMS OF THEIR
[01:21:22] EFFORTS ON SUSTAINABILITY AND
[01:21:24] ENVIRONMENTAL JUSTICE?
[01:21:29] SANDY, MAYBE YOU CAN ANSWER THAT
[01:21:30] QUESTION. YEAH. LA LONG
[01:21:34] BEACH OVERALL FOR CLIMATE
[01:21:38] WORK IS DOING QUITE A LOT.
[01:21:41] CALIFORNIA REQUIRES
[01:21:45] PORTS TO DO QUITE A LOT. AND A LOT OF
[01:21:48] THE LA AREA IS NOT ENTERTAINMENT IN
[01:21:51] TERMS OF AIR QUALITY STANDARDS, WHICH IS
[01:21:53] NOT THE CASE HERE. SO THEIR WHOLE
[01:21:55] STRUCTURE IS A LITTLE DIFFERENT. BUT LA
[01:21:58] IS AS A PORT OVERALL,
[01:22:02] TAKING A LOT OF STEPS. AND I'D SAY WE'RE
[01:22:05] RIGHT WITH THEM. I DON'T THINK THEY COME
[01:22:09] UP AS ONE OF THE LARGEST CRUISE THE
[01:22:12] PORT, AND THEY ARE DEFINITELY LARGEST IN
[01:22:16] TERMS OF THE CARGO. AND IF WE LOOK
[01:22:18] ACROSS THE OTHER TOP
[01:22:22] TEN OR LARGE CRUISE HOME PORTS, WE ARE
[01:22:26] THE BEST PERFORMING FROM AN
[01:22:27] ENVIRONMENTAL REGULATION STANDPOINT IN
[01:22:29] NEW YORK. NEW JERSEY IS PROBABLY SECOND
[01:22:34] ALONG WITH THAT. SO I THINK THIS CONCEPT
[01:22:38] OF WE HOPE TO REALLY HAVE
[01:22:41] AN INFLUENCE ON THE ENTIRE INDUSTRY BY
[01:22:45] SHOWCASING ENVIRONMENTAL REGULATIONS
[01:22:47] HERE AND PUSHING FOR THE NEW
[01:22:48] TECHNOLOGIES AND NEW BEST PRACTICES.
[01:22:51] THE IDEA IS THAT WE CAN INFLUENCE OTHERS

[01:22:55] AND BE A MODEL. IF I COULD JUST ADD TO
[01:22:58] THAT, I PERSONALLY FEEL WE CAN BE A
[01:23:01] MODEL FOR THE WHOLE MARITIME INDUSTRY.
[01:23:03] OCEAN GOING VESSELS ARE OCEAN GOING
[01:23:04] VESSELS. SO WHEN WE SEE IMPROVEMENTS
[01:23:06] THAT ARE MADE IN INVESTMENTS IN THE
[01:23:09] CRUISE INDUSTRY, THOSE ARE APPLICABLE
[01:23:12] MARITIME INDUSTRY WIDE, NOT JUST TO THE
[01:23:14] CRUISE INDUSTRY. I APPRECIATE THAT
[01:23:16] POINT. AND THAT WAS KIND OF THE PORT OF
[01:23:18] MY LINE OF QUESTIONING. THAT IS THAT
[01:23:21] EVEN IF WE WERE TO DECIDE TO KICK CRUISE
[01:23:24] OUT OF OUR HARBORS TODAY, THEY'LL JUST
[01:23:26] END UP SOMEWHERE ELSE. AND I KNOW THAT I
[01:23:28] BEAT THIS POINT TO A POINT WITH THE
[01:23:31] STAFF HERE AT THE PORT OF SEATTLE. BUT
[01:23:33] BECAUSE THIS IS A PUBLIC SESSION AND
[01:23:34] BECAUSE THERE ARE PEOPLE WHO ARE
[01:23:36] LISTENING, I JUST WANT TO MAKE SURE
[01:23:38] PEOPLE UNDERSTAND THAT JUST BECAUSE WE
[01:23:40] KICK CRUISE OUT OF THE HARBOR TODAY,
[01:23:42] DOESN'T MEAN CRUISE IS AN INDUSTRY OR AS
[01:23:45] A PRACTICE, DISAPPEARS. THE REALITY IS
[01:23:47] THAT THEY'LL JUST END UP SOMEWHERE ELSE
[01:23:48] WHERE THEY PROBABLY LIKELY WILL DO ALL
[01:23:51] THE THINGS THAT WE DREAD. AND TO YOUR
[01:23:53] POINT, STEPHANIE, WE ALL BEAT THE SAME
[01:23:55] AIR. UNLESS I CHECKED, ALL THE OCEANS
[01:23:57] ARE CONNECTED. AND SO I DO THINK THAT
[01:24:01] WHILE IT'S UNFORTUNATE THAT CRUISE
[01:24:03] EXISTS FROM AN ENVIRONMENTAL
[01:24:05] PERSPECTIVE, THE REALITY IS THAT IT
[01:24:07] EXISTS. AND WE CAN'T BE LEADERS IN THIS
[01:24:11] SPACE IF THEY DON'T EXIST HERE.
[01:24:14] AND TO YOUR POINT AS WELL, WE CAN'T JUST
[01:24:17] SIT BACK AND EXPECT SOMEONE ELSE TO BE
[01:24:19] LEADERS ON OUR BEHALF. ONE ANALOGY
[01:24:24] THAT I USE IS IN SPORTS, MICHAEL JORDAN
[01:24:27] DIDN'T CHANGE THE GAME BY SITTING ON THE
[01:24:29] SIDELINES, RIGHT? STEPH CURRY DIDN'T
[01:24:31] CHANGE THE GAME BY SITTING ON THE
[01:24:32] SIDELINES. AND SOMETIMES YOU GOT TO PLAY
[01:24:34] THE GAME TO CHANGE IT. AND SO I
[01:24:35] APPRECIATE YOUR PERSPECTIVE AND
[01:24:37] HIGHLIGHTING THAT FOR US TODAY, FOR ME.
[01:24:40] ALL RIGHT. WE HAVE ABOUT A HALF AN HOUR
[01:24:43] LEFT. I'VE GOT SOME QUESTIONS FOR
[01:24:46] MYSELF. I KNOW COMMISSIONER FELLEMAN
[01:24:48] DEFERRED COMMISSIONER FELLEMAN, WE'VE
[01:24:51] GOT ONE MORE STAFF PRESENTATION ON THE
[01:24:53] PORT OF FUTURE LOOKING. WHAT ARE OUR
[01:24:54] LEADERSHIP POTENTIAL? I KNOW A LOT OF MY
[01:24:56] QUESTIONS RELATE TO THAT, SO I'M GOING
[01:24:57] TO DEFER THEM UNTIL AFTER STEVE'S
[01:24:59] PRESENTATION ON THAT. DO YOU WANT TO
[01:25:00] DEFER? YOU HAVE QUESTIONS RELATED TO THE
[01:25:02] CURRENT CONTENT. GREAT. ALL RIGHT. WHY
[01:25:05] DON'T YOU TAKE YOUR QUESTIONS DOWN AND
[01:25:07] WE'LL COME BACK. ALL RIGHT. THANK YOU
[01:25:09] ONCE AGAIN. AND I DO, BELLEVUE, THAT
[01:25:13] THE TRANSPARENCY ISSUE IS ONE OF OUR
[01:25:15] GREAT STRENGTHS. AND WE COULDN'T HAVE
[01:25:17] MUCH OF THIS CONVERSATION WITHOUT THE

[01:25:19] FACT THAT WE MEASURE THESE THINGS.
[01:25:23] I THINK THAT'S A GREAT ATTRIBUTION THAT
[01:25:26] SUPPORT HAS IT SUBJECTS US TO CRITICISM.
[01:25:29] BUT AT THE SAME TIME, AT LEAST IT'S
[01:25:31] BASED ON SOME DATA. AND ONE OF THE
[01:25:34] THINGS THAT I GUESS ONE OF THE MOST
[01:25:37] SIGNIFICANT FINDINGS THAT YOU SUGGEST
[01:25:38] WAS THAT 68% OF OUR EMISSIONS ARE FROM
[01:25:42] CRUISE. ONE OF THE THINGS THAT I FIND
[01:25:45] CHALLENGING AND SOMETHING I KIND OF HOPE
[01:25:48] THAT WE MAYBE BE MORE CONSISTENT IS
[01:25:50] REALLY MAKING SURE THAT WHEN WE SAY
[01:25:53] THINGS LIKE THAT, ARE WE TALKING ABOUT
[01:25:56] THROUGHOUT THE AIRSHED, ARE WE TALKING
[01:25:57] ABOUT OUR EMISSIONS JUST PORT RELATED
[01:26:01] EMISSIONS? AND SO VERY OFTEN I THINK
[01:26:03] THESE NUMBERS GET CONFLATED. AND IT'S
[01:26:06] VERY IMPORTANT THAT WHEN WE TALK ABOUT
[01:26:09] BIG NUMBERS LIKE THAT, IT'S IMPORTANT
[01:26:12] THAT WE DO IT. AND BECAUSE WE'RE TALKING
[01:26:13] ABOUT PORT EMISSIONS, WE'RE NOT TALKING
[01:26:16] ABOUT SEAPORT ALLIANCE ASSETS. AND SO
[01:26:18] ALL THE CONTAINERSHIPS THAT'S NOT EVEN
[01:26:21] BEING COMPARED IN THIS. AND SO IT'S JUST
[01:26:23] IMPORTANT WHEN WE'RE TALKING ABOUT THIS
[01:26:25] COMPARED TO WHICH PIECE OF THE PIE. AND
[01:26:28] I THINK WE HAVE THE DATA, LET'S JUST
[01:26:30] MAKE SURE PEOPLE UNDERSTAND THE PIECE OF
[01:26:33] IT THAT WE'RE TALKING ABOUT. AND I THINK
[01:26:35] FUNDAMENTALLY, THE THINGS THAT WE HAVE
[01:26:38] MOST CONTROL OVER ARE MORE AT BERTH.
[01:26:41] AND THAT, AGAIN, WHAT AYE, THE NUMBERS
[01:26:43] ARE WHETHER WE'RE TALKING ABOUT UNDERWAY
[01:26:44] OR AT BERTH ARE CRITICAL. AND WHEN WE
[01:26:47] TALK ABOUT THE FACT THAT YOU SAY THAT WE
[01:26:49] HAD A 20% REDUCTION IN GREENHOUSE GASES
[01:26:52] FROM 25 TO 2016,
[01:26:57] IS THAT AT BERTH?
[01:27:01] SANDY, THAT'S AIRSHIP WIDE, RIGHT.
[01:27:04] THAT'S THROUGHOUT THE AIRSHIP DURING
[01:27:09] THAT TIME. HOW MUCH WOULD YOU SUGGEST IS
[01:27:12] THAT ASSOCIATED WITH THE ECO? SO NONE OF
[01:27:15] IT IS A LARGE PERCENTAGE. NO, I'M SORRY
[01:27:18] ABOUT THAT. DIESEL PARTICULATE IS ALMOST
[01:27:21] IS SIGNIFICANTLY FROM THE ECO.
[01:27:23] GREENHOUSE GASES IS NOT FROM THE ECA,
[01:27:26] BECAUSE CLEANER FUELS, IF THEY'RE FOSSIL
[01:27:29] BASED, STILL ESSENTIALLY THE SAME
[01:27:31] GREENHOUSE GASSES. SO THE ECO DID NOT
[01:27:33] AFFECT GREENHOUSE GASES. I WOULD SAY,
[01:27:36] LARGELY, AS SANDY WAS SAYING, LARGELY
[01:27:39] ACCOUNTABLE FOR THIS. SHOULD WE EXPLAIN
[01:27:41] THAT ACRONYM FOR PEOPLE TO EQUALIZE THE
[01:27:43] EMISSION CONTROL AREA IS AN
[01:27:44] INTERNATIONAL AGREEMENT FOR A SPECIFIC
[01:27:48] REGION THAT REQUIRED A REDUCTION IN THE
[01:27:50] SULFUR AND THE FUELS. AND SO IT DID
[01:27:53] ATTRIBUTE THAT 80% REDUCTION IN
[01:27:56] PARTICULAR IS BECAUSE THE FUEL WAS
[01:27:58] CLEANED UP. WE DID ADVOCATE IN SUPPORT
[01:28:01] OF THAT. BUT IT'S NOT A PORT OF SEATTLE
[01:28:03] INITIATIVE THAT RESULTED FROM THAT
[01:28:05] REDUCTION. BUT I ASKED THAT QUESTION

[01:28:08] BECAUSE I ALREADY KNEW THE ANSWER. BUT
[01:28:11] IN FACT, THAT THE 20% REDUCTION IS DUE
[01:28:14] TO OTHER INITIATIVES. AND THIS IS AGAIN,
[01:28:17] VESSELS UNDERWAY. IT INCLUDES
[01:28:19] EVERYTHING. SO IT'S SHORE POWER, IT'S
[01:28:21] EFFICIENCIES OF THE VESSEL,
[01:28:24] ET CETERA. OUR LAND SIDE ELECTRIFYING
[01:28:28] SOME OF THE LANDSLIDE. SO I WOULD ASSUME
[01:28:31] THE MAJORITY OF THAT IS OUR LANDSITE
[01:28:33] INITIATIVES. OTHERWISE, WHERE IS THAT
[01:28:36] REDUCTION COMING FROM? WELL, EFFICIENCY
[01:28:38] OF THE VESSELS AS WELL. THERE HAVE BEEN.
[01:28:40] BUT AT THE SAME TIME, THE NUMBER OF
[01:28:42] VESSELS HAVE INCREASED. CORRECT. SO WE
[01:28:44] CAN STILL SAY THERE'S A 20% REDUCTION
[01:28:46] EVEN WITH THE NUMBERS AND STOPPING AT
[01:28:49] 2015. CORRECT. I CAN'T WAIT TO SEE THE
[01:28:52] 2020. YEAH. BUT OBVIOUSLY THE BIGGEST
[01:28:54] GROWTH OCCURRED SINCE THAT TIME. NOT A
[01:28:57] NUMBER OF VESSELS PER PASSENGER.
[01:29:01] RIGHT. THAT'S THE OTHER THING IS THAT
[01:29:05] IT'S FRUSTRATING WHEN WE SEE CITATIONS
[01:29:10] PRESENTED LIKE IN TODAY'S PAPER,
[01:29:13] WHICH REVIEWS MANY OTHER STUDIES AND
[01:29:18] SOMETIMES CONFLATING PARTICULATES WITH
[01:29:20] GREENHOUSE GASES, BUT ALSO WITH SHIP
[01:29:23] CALLS AND NUMBERS OF PASSENGERS.
[01:29:26] IT'S SOMETHING THAT I'VE ASKED FOR IN A
[01:29:28] COUPLE OF YEARS NOW THAT IF THE PORT HAS
[01:29:31] THE NEED TO BE ABLE TO STAND BY
[01:29:34] METHODOLOGY THAT WE ARE COMFORTABLE
[01:29:36] WITH, WE NEED TO HAVE THOSE DATA
[01:29:38] AVAILABLE TO REPRESENT AND THAT WE HAVE
[01:29:42] OUR TRANSPARENCY, WE HAVE THE NUMBERS.
[01:29:44] HOW ARE WE MAKING THOSE CALCULATIONS FOR
[01:29:46] THE PUGET SOUND, ALASKA TRANSIT?
[01:29:50] ALL THIS OTHER STUFF WAS EUROPEAN. OUR
[01:29:53] SHIPS ARE DIFFERENT. I JUST WANT TO SEE
[01:29:57] HOW WE STACK UP BASED ON OUR OWN
[01:30:01] TRANSPARENT DATA. JUST A COUPLE OF OTHER
[01:30:03] THINGS HERE. YOU TALK ABOUT THIS
[01:30:06] QUARTERLY NEWSLETTER. I DON'T GET IT.
[01:30:09] SO I HOPE ALL THE COMMISSIONERS CAN GET
[01:30:11] A COPY OF THIS NEWSLETTER. IT'S GREAT
[01:30:13] THAT AGAIN, ONE OF THE OTHER
[01:30:14] TRANSPARENCY THINGS YOU'RE DOING. SHARE
[01:30:17] THE WEALTH, PLEASE.
[01:30:20] RIGHT NOW, THE OTHER THING I WAS SAYING,
[01:30:23] YOU SAID CARNIVAL HAD 40% OF THEIR SHIPS
[01:30:25] WERE.
[01:30:29] OH, NO, YOU SAID ONE OF CARNIVAL SHIPS
[01:30:32] WERE NOT SHORE POWER CAPABLE. WAS THAT
[01:30:34] WHAT YOU SAID? THAT'S CORRECT. BUT THERE
[01:30:37] WAS SOMETHING LIKE 40% OF THE VESSEL
[01:30:39] CALLS IN GENERAL WERE SHORE POWER
[01:30:42] CAPABLE. 54% OF OUR VESSEL CALLS ARE
[01:30:46] SHORE POWER CAPABLE. THAT'S KIND OF
[01:30:49] LOWER NUMBER THAN I WOULD HAVE EXPECTED
[01:30:51] GIVEN WE HAVE A RELATIVELY NEW FLEET.
[01:30:54] SO IT'S KIND OF SURPRISING.
[01:30:57] BUT YOU EXPECT BY 2030 WE'RE GOING
[01:31:00] TO HAVE 100%, CORRECT? THAT'S THE GOAL.
[01:31:04] YEAH. THAT'S KIND OF SURPRISING TO ME,

[01:31:06] THOUGH. SOMETIMES THESE SHIPS ARE WIRED
[01:31:10] FOR IT. THEY JUST DON'T PUT THE SOCKET
[01:31:12] ON THE OUTSIDE. I JUST CAN'T BELIEVE ANY
[01:31:15] NEW SHIPS ARE BEING BUILT THAT DON'T
[01:31:17] HAVE SHORE POWER CAPABILITY. CERTAINLY
[01:31:19] IF THEY'RE GOING TO CALL ON LA,
[01:31:23] I THINK I HAVE TWO MORE QUESTIONS OR
[01:31:26] OBSERVATIONS. CURRENTLY,
[01:31:29] IS CLEA PARTICIPATING IN QUIET SOUND?
[01:31:34] AND CAN YOU TELL US WHAT CLIA MEANS TO
[01:31:38] CRUISE LINE INTERNATIONAL ASSOCIATION,
[01:31:40] WHICH IS THE INDUSTRY
[01:31:44] ORGANIZATION REPRESENTING CRUISE LINES.
[01:31:46] AND SO I'LL LET SANDY ANSWER THAT
[01:31:47] QUESTION. YEAH, IT'S KIND OF LIKE
[01:31:54] SO CLIA AT
[01:31:58] THE TABLE. WE DON'T HAVE ANY OF THE
[01:32:01] ACTUAL SEPARATE BUSINESSES
[01:32:05] AT THE TABLE, BUT WE DO EXPECT AS A
[01:32:09] VESSEL THAT FOLLOWS THE
[01:32:16] RULES AND LAWS OUT ON THE SOUND IN TERMS
[01:32:19] OF SLOW DOWNS, THAT WE DO EXPECT THEM TO
[01:32:23] PARTICIPATE AS WE'RE DOING SLOW DOWNS
[01:32:27] AND IF THERE'S A NEED FOR ANY COURSE
[01:32:29] DIVERSION. THIS IS MANAGED BY THE
[01:32:33] PACIFIC MERCHANTS ASSOCIATION AND THE
[01:32:35] MARINE EXCHANGE, WHO ARE WORKING WITH
[01:32:38] THE COAST GUARD ON ALL THE
[01:32:40] COMMUNICATIONS THAT ARE HAPPENING WHEN A
[01:32:42] VESSEL IS UNDERWAY. SO RIGHT NOW WE'RE
[01:32:45] GOING TO BE PILOTING VESSEL SLOWDOWNS.
[01:32:49] THE ONES THAT HAVE BEEN PILOTED TO DATE
[01:32:51] HAVE MOSTLY BEEN WITH CONTAINER AND
[01:32:54] CARGO SHIPS. BUT IN THE FUTURE,
[01:32:58] AS THIS GETS IMPLEMENTED, WE WILL
[01:33:03] EXPECT THAT ALL VESSELS ARE WILLING TO
[01:33:06] PARTICIPATE AND GET NOTIFIED IF WE HAVE
[01:33:09] SOUTHERN RESIDENT KILLER WHALES IN THE
[01:33:11] VICINITY AND TAKE APPROPRIATE ACTION.
[01:33:15] GREAT. AND THEN I KNOW WE ARE
[01:33:19] HAVING A COLLABORATIVE WORKING
[01:33:20] RELATIONSHIP WITH THE CRUISE LINES HERE.
[01:33:22] WE ALSO KNOW THAT THE CONCERNS THAT
[01:33:25] COMMISSIONER HASEGAWA BROUGHT UP WAS
[01:33:27] THESE WERE CORPORATE WIDE VIOLATIONS
[01:33:30] THAT THE PROBATION AND INCLUDING VESSELS
[01:33:33] THAT CALL ON US THAT WE'RE VIOLATING IN
[01:33:36] GULF OF MEXICO AND
[01:33:43] THEIR RELUCTANCE TO TOUT THEIR OWN
[01:33:45] ENVIRONMENTAL ACCOMPLISHMENTS THAT
[01:33:46] THEY'RE DOING WITH US IS ALSO A SOURCE
[01:33:48] OF CONCERN TO ME AND ESPECIALLY WHEN
[01:33:50] THESE VIOLATIONS OCCURRED EVEN WHEN
[01:33:52] THEY'RE ON PROBATION. SO WHEN IT COMES
[01:33:54] TO COLLABORATION AND BOTH
[01:33:58] VOLUNTARY AND AT BERTH AGREEMENTS,
[01:34:03] MY FAVORITE PRESIDENT, RIGHT. RONALD
[01:34:05] REAGAN. TRUST BUT VERIFY.
[01:34:09] NO. HIS FAVORITE REPUBLICAN PRESIDENT
[01:34:13] WAS ABRAHAM LINCOLN CAMPAIGN
[01:34:17] SPEECH. ANYWAY, THE IDEA,
[01:34:21] THOUGH, THAT WE REALLY HAVE TO HAVE
[01:34:24] CONFIDENCE IN THE AGREEMENTS,

[01:34:28] AND I REALLY DO BELIEVE THAT IT WOULD BE
[01:34:31] VALUABLE TO LOOK AT WITH SOME CLARITY
[01:34:35] ON HOW THAT RANGE OF PROGRAM HAS WORKED
[01:34:37] IN ALASKA. I HAVE NOT HAD VISIBILITY ON
[01:34:40] THIS. I DO KNOW WHEN YOU ENTER GLACIER
[01:34:44] BAY, YOU CANNOT GO INTO GLACIER BAY
[01:34:46] WITHOUT A NATURALIST ON BOARD.
[01:34:49] AND I WOULD IMAGINE THAT. I ALWAYS
[01:34:53] THOUGHT THAT THE TALENT POOL OF FOLKS
[01:34:55] THAT COULD BE EX COASTEES OR WHOEVER
[01:34:57] THAT WOULD BOARD THESE SHIPS WOULD
[01:35:00] PROBABLY START IN SEATTLE ANYWAY. I JUST
[01:35:02] DON'T THINK THEY PROBABLY HAVE THE
[01:35:03] TALENT POOL SITTING IN ALASKA TO DO
[01:35:06] THAT. SO I'M JUST WONDERING IF INDEED
[01:35:08] THIS PROGRAM IS GOING TO HAPPEN ANYWAY.
[01:35:11] I MEAN, WHY WOULDN'T IT BE THROUGHOUT
[01:35:13] THE TRANSIT OR I DON'T EVEN KNOW IF IT
[01:35:14] HAS BEEN THROUGHOUT THE TRANSIT. SO
[01:35:16] ANYWAY, IT IS CONCERNING THAT
[01:35:20] WE'RE DEALING WITH AN INDUSTRY THAT HAS
[01:35:21] FOUND ITSELF SIDEWAYS WITH THE RULES AND
[01:35:27] REGARDLESS OF THE INDIVIDUAL SHIPS WE'RE
[01:35:29] DEALING WITH, THE FACT OF THE MATTER IS
[01:35:31] THE JUDGES CALLED THE PRESIDENTS OF
[01:35:33] THESE CORPORATIONS BECAUSE OF THE
[01:35:35] FLEETWIDE CONCERNS. I'LL LEAVE IT AT
[01:35:38] THAT. EXECUTIVE DIRECTOR METRUCK, I KNOW
[01:35:40] YOU'VE GOT A PRESENTATION ON OUR
[01:35:42] LEADERSHIP OPPORTUNITIES TO GO. I'D ASK
[01:35:44] YOU TO SPARE A LITTLE BIT OF THE BALANCE
[01:35:46] OF THE TIME FOR ME TO ASK A COUPLE OF
[01:35:48] QUESTIONS TOO, BUT PLEASE PROCEED. NO
[01:35:51] THANKS COMMISSIONERS AND I THINK I WILL
[01:35:52] KEEP THIS RELATIVELY SHORT AND JUST MOVE
[01:35:54] THROUGH THESE. BUT I THINK I JUST WANT
[01:35:56] TO TALK ABOUT THIS OPPORTUNITIES. I AM
[01:35:58] FOCUSED ON WHERE WE'RE LEADING AND HOW
[01:36:00] THE PORT OF SEATTLE CAN LEAD US BOTH
[01:36:03] LOCALLY WITHIN PUGET SOUND, BUT ALSO
[01:36:06] NATIONALLY AND INTERNATIONALLY AS WELL.
[01:36:09] JUST TO RECAP REAL QUICK, WE'VE ALREADY
[01:36:10] TALKED ABOUT THIS ALREADY. THIS IS THE
[01:36:12] WAY I WANT TO GIVE YOU MY VIEW OF THE
[01:36:14] WORLD, OF OUR INFLUENCE THAT WE COULD
[01:36:16] HAVE BOTH AS IMPORTANT AND YOU AS
[01:36:19] COMMISSIONERS AS WELL AND LOOK FOR YOUR
[01:36:20] FEEDBACK ON THIS APPROACH. I GUESS IS
[01:36:23] HOW WE WANT TO DO THAT. IF YOU LOOK AT
[01:36:25] THIS, THIS SLIDE JUST SHOWS THIS
[01:36:27] CONCENTRIC CIRCLES TALKING ABOUT BOTH
[01:36:31] OUR INFLUENCE IN THE
[01:36:35] WAY WE INFLUENCE, BUT WE CAN EITHER DO
[01:36:38] IN DIRECTION OR INFLUENCE IT WITHIN THAT
[01:36:40] AND OF COURSE WITHIN OUR SPHERE HERE AT
[01:36:42] THE DOCK. THIS IS WHERE WE LOOK AT JUST
[01:36:44] TIED UP AT THE DOCK AS COMMISSIONER
[01:36:46] FELLEMAN WAS TALKING ABOUT. THEN WE
[01:36:47] MOVED TO PUGET SOUND. THEN ACTUALLY
[01:36:49] THERE'S ANOTHER THING IN HERE WHICH IS
[01:36:51] STATE WATERS OUT TO 3 MILES. THEN WE GO
[01:36:54] TO NATIONAL WITHIN THE US, THEN WE GO TO
[01:36:56] REGIONAL AND THAT'S THE IDEA OF

[01:36:58] CONNECTING US TO OUR CANADIAN NEIGHBORS
[01:37:00] TO THE NORTH AND UP TO ALASKA. AND THEN
[01:37:02] WE LOOK AT THE GLOBAL INDUSTRY AND FOR
[01:37:04] US AND THE THINGS ON THE RIGHT HAND
[01:37:06] SIDE ARE JUST DIFFERENT WAYS TO ENGAGE
[01:37:08] AT THESE DIFFERENT LEVELS AND ACTION.
[01:37:10] WE GO FROM MORE DIRECT IN HAVING A
[01:37:12] SMALLER IMPACT ON THE NUMBER OF VESSELS
[01:37:14] HERE IN THE MARITIME INDUSTRY AND I
[01:37:17] INCLUDE CRUISES PART OF THAT TO THE
[01:37:18] GLOBAL FLEET AND THE CHALLENGES RELATED
[01:37:21] TO THAT. BUT ON THE RIGHT HAND SIDE HERE
[01:37:24] IS WHAT WE SEE IS OUR INCREASING
[01:37:28] PARTICIPATION AND ADVOCACY AT ALL THESE
[01:37:32] DIFFERENT LEVELS. SO WE WANT TO MOVE
[01:37:33] WITHIN THE PORT AT ALL THESE DIFFERENT
[01:37:35] LEVELS IN ORDER TO ACHIEVE THE OUTCOMES
[01:37:37] WE WANT, WHICH IS DECARBONISATION OF THE
[01:37:41] CRUISE INDUSTRY AND THE MARITIME
[01:37:43] INDUSTRY AT LARGE. SO THIS IS JUST OUR
[01:37:45] APPROACH ON THIS LARGE. NEXT SLIDE,
[01:37:47] PLEASE. AND HERE'S HOW
[01:37:50] THE DIFFERENT WAYS THAT WE CAN DO IT,
[01:37:52] THAT WE CAN TALK ABOUT WHETHER IT BE
[01:37:53] POLICIES, PARTNERSHIPS. AND LET ME JUST
[01:37:56] COMMENT ON THAT. WE TALKED ABOUT HEARD
[01:37:59] FROM COMMISSIONER CHOL PROBABLY MOST
[01:38:00] RECENTLY ON HOW DO WE HOLD PEOPLE
[01:38:03] ACCOUNTABLE FOR THIS. BUT I THINK
[01:38:05] REGULATORY REGIMES AND ALSO WITHIN THE
[01:38:07] LEVEL, THE TIME IT TAKES FOR THINGS TO
[01:38:09] HAPPEN ON THE PREVIOUS ONE IS REGULATORY
[01:38:12] AND AGREEMENTS TAKE A LONG TIME TO DO.
[01:38:14] AND SOMETIMES YOU ADVANCE THE BALL,
[01:38:17] ADVANCE THE WORK WITH PARTNERSHIPS
[01:38:20] THROUGH NON REGULATORY AGREEMENTS TO DO
[01:38:23] THAT. AND I THINK WE LOOK AT THE
[01:38:25] OPTIONS. OF COURSE, THEY'RE ALL ON THE
[01:38:26] TABLE, BUT WE WANT TO LOOK FOR THE
[01:38:27] VEHICLE AND THE TOOLS TO GET THESE
[01:38:29] ACCOMPLISHMENTS FOR US. AND WE ALSO
[01:38:32] TALKED ABOUT THE IMPORTANCE OF
[01:38:33] CONNECTING WITH OUR COMMUNITY AND HOW WE
[01:38:36] CAN LEVERAGE OUR POSITION TO ACCOMPLISH
[01:38:39] THESE THINGS AND OF COURSE, ADVOCACY.
[01:38:42] SO NEXT SLIDE, PLEASE.
[01:38:48] THIS I WANT TO TALK ABOUT WHAT CAME OUT
[01:38:51] OF THE CONFERENCE OF PARTIES FOR THE
[01:38:54] PARIS CLIMATE AGREEMENT AND THE ANNUAL
[01:38:56] MEETINGS. THE CONFERENCE OF PARTIES
[01:38:58] WHICH CAME OUT OF THE LAST COP,
[01:39:01] 26 NOVEMBER 2021 WAS THE CLYDE BANK
[01:39:04] DECLARATION. THE CLYDE BANK DECLARATION
[01:39:09] WAS CALLING FOR THE DEVELOPING
[01:39:12] AT LEAST SIX SHIPPING FOCUS GREEN
[01:39:15] CORRIDORS, THE FIRST OF WHICH HAPPENED
[01:39:17] HERE ON THE WEST COAST BETWEEN LA AND
[01:39:19] SHANGHAI. AND WITHIN THAT
[01:39:24] PARTNERSHIP, THEY'RE LOOKING TO
[01:39:25] ESTABLISH A GREEN CORRIDOR WHICH HAS A
[01:39:27] LOT OF ELEMENTS THAT WE TALKED ABOUT
[01:39:29] HERE, WHICH IS SPECIFICALLY OF HOW DO
[01:39:32] YOU DECARBONIZE WITHIN A GIVEN ROUTE TO

[01:39:35] DO THAT? AND HERE IN THE PORT OF
[01:39:37] SEATTLE, WE TOOK A LOOK AT THIS AND WE
[01:39:39] DEFINITELY BELLEVUE THAT WE'RE
[01:39:41] EXPLORING WHAT IT WOULD DO TO ESTABLISH
[01:39:43] THESE ELEMENTS. AND REALLY, I WISH I HAD
[01:39:47] SOME NEWS TO ANNOUNCE TODAY, BUT WE'RE
[01:39:49] WORKING ON SOMETHING THAT WE WANT TO
[01:39:51] BRING BACK TO THE COMMISSIONERS IN A
[01:39:53] WHILE SOON THAT WE THINK THIS IS A GREAT
[01:39:56] DEVELOPMENT TO TALK ABOUT THIS AS WE GO
[01:39:59] FORWARD, BECAUSE WE THINK THIS REALLY IS
[01:40:01] THAT KEY THAT GOES BEYOND WHAT WE TALKED
[01:40:03] ABOUT, THE STATE OF THE WATERS OF
[01:40:06] WASHINGTON STATE AND LOOKS AT A LARGER
[01:40:08] PICTURE, PARTICULARLY REGARDING CREWS
[01:40:11] ALL THE WAY UP TO ALASKA TO DO THAT.
[01:40:14] ANYWAY, THESE GREEN CORRIDORS ARE THE
[01:40:17] PROMISE FOR A LOT OF SHIPPING GOING
[01:40:19] FORWARD TO DO THAT. SO LET'S
[01:40:23] SEE. NEXT SLIDE, PLEASE. AND I THINK I'M
[01:40:27] GOING TO TURN OVER TO SANDY JUST TO
[01:40:28] QUICKLY SANDY MOVE THROUGH SOME OF THESE
[01:40:30] PROGRAMS AS WELL. I THINK WE'VE
[01:40:31] MENTIONED SOME OF THESE ALREADY. WE
[01:40:33] HAVE. THANK YOU, EXECUTIVE DIRECTOR. SO
[01:40:36] I JUST WANT TO SAY THAT EXPLORING
[01:40:38] INCENTIVES IS ABSOLUTELY SOMETHING THAT
[01:40:41] WE HAVE ON OUR WORK PROGRAM AND
[01:40:45] TEND TO DO MORE AS PART OF A KEY
[01:40:47] STRATEGY MOVING FORWARD. WE HAVE USED
[01:40:50] INCENTIVES IN THE PAST. WE HAD AN
[01:40:52] ATBURST CLEAN FUEL PROGRAM THAT RAN
[01:40:55] BETWEEN THE YEARS 2009 AND 2014,
[01:40:59] WHERE WE BASICALLY HELPED PAY FOR THE
[01:41:02] DIFFERENCE BETWEEN THE HIGHER COST
[01:41:06] LOW SOLAR FUELS AND THE LOWER COST
[01:41:09] BUNKER FUELS. IT WAS A VERY SUCCESSFUL
[01:41:12] PROGRAM AT THE TIME. AND THEN THAT
[01:41:16] PROGRAM STOPPED WHEN THE AS
[01:41:20] WE WERE MENTIONING BEFORE THE EMISSIONS
[01:41:21] CONTROL AREA WENT INTO EFFECT WITH THE
[01:41:24] LOW SUPPLEMENT FUELS. WE ARE
[01:41:27] PARTICIPATING IN GLOBAL EFFORTS
[01:41:31] TO CREATE INCENTIVE PROGRAMS. THE IAPH,
[01:41:34] THE INTERNATIONAL ASSOCIATION OF PORTS
[01:41:36] AND HARBORS, HAS LED GLOBAL EFFORT WITH
[01:41:40] PORTS AROUND THE WORLD AND
[01:41:44] OTHER PARTNERS TO CREATE A GLOBALLY
[01:41:48] CONSISTENT INCENTIVE REGIME WHERE WE CAN
[01:41:51] INCREASE DATA SHARING BETWEEN THE CRUISE
[01:41:54] SHIPS AND THE PORT PORTS AND ENCOURAGE
[01:41:56] THESE ENVIRONMENTAL PERFORMANCES. SO THE
[01:41:58] PORT OF SEATTLE, A MEMBER OF THAT WE'VE
[01:42:00] BEEN ACTIVELY PARTICIPATING IN THE
[01:42:02] DEVELOPMENT OF THAT PROGRAM. AND WHEN
[01:42:04] IT'S COMPLETE, IT WILL PROVIDE REALLY
[01:42:07] GOOD DATA ON CRUISE SHIP CALLS AND
[01:42:11] BE SHARING DATA BETWEEN SHIPS AND PORTS.
[01:42:14] AND THAT IS EXPECTED TO BEGIN IN 2024
[01:42:18] AND WILL HELP US THEN EVALUATE
[01:42:21] AND IMPLEMENT THE APPROPRIATE INCENTIVES
[01:42:24] AND APPROACHES THAT WOULD WORK. BUT THIS
[01:42:27] SETS THE BASIS OF THE DATA FOR THAT.

[01:42:30] SO I AM GOING TO STOP
[01:42:34] THERE AND WE CAN ANSWER QUESTIONS ABOUT
[01:42:37] THIS LATER. NEXT SLIDE.
[01:42:42] THIS IS STEPHANIE. SO JUST QUICKLY,
[01:42:44] WE'VE TALKED ABOUT A BUNCH OF THIS AND
[01:42:46] WE'RE SHORT OF TIME. SO I WILL JUST SAY
[01:42:47] I CONTINUE TO THINK THIS IS A TOOL THAT
[01:42:50] HAS REAL BENEFITS FOR US. I'LL JUST
[01:42:52] MAYBE DRAW YOUR ATTENTION TO THE LAST
[01:42:54] BULLET ON HERE THAT I BELIEVE THERE'S AN
[01:42:57] OPPORTUNITY TO PARTNER WITH CRUISE LINES
[01:42:59] ON BROAD SUSTAINABILITY GOALS AROUND
[01:43:01] THINGS LIKE WORKFORCE DEVELOPMENT
[01:43:03] PROVISIONING IN ADDITION TO OUR
[01:43:05] SUSTAINABILITY GOALS. SO I'M KIND OF
[01:43:06] EXCITED ABOUT THIS ONE. AND ONE
[01:43:12] THING I WANT TO CORRECT FROM BEFORE THE
[01:43:13] 54% OF SHIPS, WE'RE NOT COUNTING ANY THAT
[01:43:17] ARE EQUIPPED FOR SHORE POWER. THAT
[01:43:18] DIDN'T COUNT ANY OF THE VESSELS AT PURE
[01:43:20] 66. SO IT WOULD BE ACTUALLY HIGHER.
[01:43:23] THAT'S JUST VESSELS AT 91.
[01:43:30] I'LL FOLLOW UP ON THAT. GREAT. AND I'M
[01:43:33] GOING TO TURN IT OVER TO MELISSA TO
[01:43:36] SHARE OUR LAST TOOL HERE. SORRY. IT'LL
[01:43:39] GO BACK TO STEVE ON POLICY ADVOCACY.
[01:43:43] HEY, COMMISSIONERS. YEAH. JUST POPPING
[01:43:45] IN TO ROUND UP THE DISCUSSION OF TOOLS
[01:43:47] WITH POLICY ADVOCACY. SO THE NORTH
[01:43:50] AMERICAN EMISSIONS CONTROL AREA CAME UP
[01:43:52] ALREADY IN DISCUSSION, AND THAT WAS AN
[01:43:54] INTERNATIONAL DESIGNATION THAT WE PLAYED
[01:43:57] A ROLE IN ADVOCATING FOR. AND IT WAS
[01:43:59] IMPLEMENTED BY THE INTERNATIONAL
[01:44:01] MARITIME ORGANIZATION, SIGNIFICANTLY
[01:44:04] REDUCED THE ALLOWABLE LIMITS OF HARMFUL
[01:44:06] POLLUTANTS. WE TALKED ABOUT PARTICULATE
[01:44:08] MATTER, NITROGEN OXIDE, SULFUR OXIDE.
[01:44:11] WE'RE ALSO VERY ACTIVE IN SUPPORTING A
[01:44:13] CLEAN FUEL STANDARD FOR WASHINGTON
[01:44:15] STATE. SO ADVANCING CLEANER FUELS AND
[01:44:17] REDUCING EMISSIONS FROM TRANSPORTATION
[01:44:19] SPECIFICALLY. AND THEN ON THE FEDERAL
[01:44:22] LEVEL, WE WORK WITH OUR CONGRESSIONAL
[01:44:24] DELEGATION TO INCLUDE CLIMATE GOALS IN
[01:44:26] THE BIPARTISAN INFRASTRUCTURE
[01:44:28] LEGISLATION AND GREATLY EXPANDED SUPPORT
[01:44:31] FOR WIDESPREAD ELECTRIFICATION AND
[01:44:33] ALTERNATIVE FUELS. AND TODAY WE'RE
[01:44:36] REALLY CONTINUING TO PLAY A ROLE IN THE
[01:44:38] CLEAN FUEL STANDARDS RULE MAKING SO HOW
[01:44:41] IT'S ULTIMATELY IMPLEMENTED. AND WE'RE
[01:44:44] ADVOCATING FOR OUTCOMES THAT ENSURE IT
[01:44:46] DRIVES SIGNIFICANT CARBON REDUCTION AND
[01:44:49] ALSO PROMOTES EQUITY AND PUBLIC HEALTH
[01:44:50] BENEFITS. THE FEDERAL LEVEL, WE'RE
[01:44:54] PASSING THE IMPORTANCE OF ADDITIONAL
[01:44:56] SUPPORT FROM MARITIME DECARBONISATION.
[01:44:58] THERE WERE SOME REALLY GOOD PROVISIONS
[01:45:00] PASSED IN THE HOUSES BUILT BACK BETTER
[01:45:02] ACT LEGISLATION THAT WE CONTINUE TO
[01:45:05] ADVOCATE BE INCLUDED IN WHATEVER CLIMATE
[01:45:07] LEGISLATION IS BEING DEVELOPED. WE'RE

[01:45:10] HAVING A LOT OF CONVERSATIONS WITH
[01:45:12] FEDERAL AGENCIES, DEPARTMENT OF
[01:45:14] TRANSPORTATION, STATE DEPARTMENT, AND
[01:45:16] DEPARTMENT OF ENERGY WORKING TO BUILD
[01:45:18] SUPPORT FOR OUR DECARBONISATION
[01:45:21] AMBITIONS. AND WE'RE ALSO DISCUSSING
[01:45:23] NAYS THAT THE PORT CAN BE MOST EFFECTIVE
[01:45:24] ENGAGING INTERNATIONALLY. THERE'S BEEN A
[01:45:26] LOT OF TALK TODAY ABOUT WHAT EXACTLY WE
[01:45:28] CAN INFLUENCE AND WHAT WE CAN CONTROL.
[01:45:31] AND SO WE REALLY NEED TO INFLUENCE
[01:45:33] INTERNATIONAL POLICY TO FULLY ACHIEVE
[01:45:35] OUR ZERO EMISSION AMBITIONS, ESPECIALLY
[01:45:38] WHERE OCEAN GOING VESSELS ARE CONCERNED.
[01:45:41] AND SO FAR, INTERNATIONAL POLICY
[01:45:43] ENGAGEMENT IS REALLY LOOKING AT WHAT IS
[01:45:45] HAPPENING AT THE INTERNATIONAL MARITIME
[01:45:47] ORGANIZATION. MEMBERS THERE ARE
[01:45:49] CURRENTLY DISCUSSING A NUMBER OF OUR
[01:45:51] PRIORITIES. THAT INCLUDES ACCELERATING
[01:45:54] THE GREENHOUSE GAS EMISSION REDUCTIONS
[01:45:56] FOR SHIPS. THEY'RE LOOKING AT GUIDELINES
[01:45:59] FOR REDUCING IMPACT FROM SHIPS
[01:46:01] UNDERWATER NOISE. AND THEY'RE ALSO
[01:46:03] LOOKING AT GUIDELINES ON EXHAUST GAS
[01:46:05] CLEANING SYSTEMS OR SCRUBBERS. SO WE'RE
[01:46:08] ENGAGING ON THE INTERNATIONAL FRONT
[01:46:10] THROUGH OUR US DELEGATION AS WELL AS OUR
[01:46:13] MEMBERSHIP THROUGH THE INTERNATIONAL
[01:46:14] ASSOCIATION OF PORTS AND HARBORS. AND WE
[01:46:17] RECENTLY JOINED THE GETTING TO ZERO
[01:46:18] COALITION THAT ENGAGES MARITIME POLICY
[01:46:21] FROM A SLIGHTLY DIFFERENT ANGLE. SO
[01:46:23] OUTSIDE OF THE IML OR INTERNATIONAL
[01:46:25] MARITIME ORGANIZATION AND TO BE
[01:46:27] EFFECTIVE INTERNATIONALLY, WE'RE
[01:46:30] STRONGEST WHEN WE PARTNER WITH OTHERS.
[01:46:32] AND SO THAT INCLUDES FINDING SHARED
[01:46:34] PRIORITIES WITH ENVIRONMENTAL GROUPS,
[01:46:36] ENCOURAGING OUR US DELEGATION TO TAKE
[01:46:38] STRONG POSITION ON OUR INTERNATIONAL
[01:46:40] POLICY PRIORITIES, AND SHARING AND
[01:46:43] DEMONSTRATING THE PORT WORK AS AN
[01:46:45] EXAMPLE IN THESE DIFFERENT INTERNATIONAL
[01:46:46] FORUMS. AND THERE'S NO SHORTAGE OF
[01:46:49] FORUMS, CALKINS OR CONFERENCES.
[01:46:52] SO MOVING FORWARD, GOVERNMENT RELATIONS
[01:46:54] AND MARITIME ENVIRONMENT STAFF ARE
[01:46:56] WORKING ON AN ENGAGEMENT STRATEGY. WE
[01:47:00] WANT TO ENSURE THAT WE'RE BEING REALLY
[01:47:01] THOUGHTFUL ABOUT WHERE AND HOW WE'RE
[01:47:03] ASKING LEADERSHIP TO ENGAGE IN THESE
[01:47:05] POLICY PRIORITIES AND THE MOST
[01:47:07] EFFECTIVE. AND WITH THAT, I'LL TURN IT
[01:47:10] BACK TO EXECUTIVE DIRECTOR METRUCK TO
[01:47:12] WRAP UP. THANK YOU, MELISSA. AND GOING
[01:47:14] TO THE NEXT SLIDE, I JUST WANT TO SAY
[01:47:16] THAT THE INTERNATIONAL MARITIME
[01:47:18] ORGANIZATION IS A PART OF THE UN, SO
[01:47:21] THAT'S AN OFFICIAL PART OF THE UNITED
[01:47:22] NATIONS, AND IT'S TOP LEVEL TO DO
[01:47:26] THAT. BUT I THINK FOR US,
[01:47:29] REALLY AND ALL OF YOU COMMISSIONER, IS

[01:47:32] INVOLVEMENT IN THESE DISCUSSIONS. AND ON
[01:47:33] THIS LAST SLIDE HERE, THERE'S A LOT OF
[01:47:36] ENERGY AROUND US. WE'VE HAD BOTH WHOLE
[01:47:37] OF GOVERNMENT DISCUSSIONS WITH THE
[01:47:40] INTERAGENCY IN WASHINGTON, DC, ABOUT
[01:47:42] DIFFERENT OPPORTUNITIES AND INCLUDING
[01:47:44] THE STATE DEPARTMENT, TOO. MELISSA
[01:47:45] TALKED ABOUT THAT. BUT MEETINGS WITH
[01:47:48] THEM ARE TALKING ABOUT AND HOW WE CAN
[01:47:50] TALK ABOUT SPECIFICALLY ABOUT THE CRUISE
[01:47:52] INDUSTRY AS WELL, BECAUSE WE THINK WE
[01:47:54] CAN BE A LEADER IN THIS,
[01:47:57] BOTH IN TECHNOLOGY AND IN POLICY RELATED
[01:48:00] TO CREATING SUSTAINABLE CRUISE INDUSTRY.
[01:48:03] WITH THAT, WE HAVE SOME OPPORTUNITIES
[01:48:05] COMING UP. WE'RE LOOKING FORWARD TO RATE
[01:48:06] IN OUR BACKYARD IN VANCOUVER IS GOING TO
[01:48:09] BE THE IAP WORLD PORTS CONFERENCE,
[01:48:12] WHICH WE'RE PARTICIPATING IN WITH A
[01:48:14] NUMBER OF COMMISSIONER. COMMISSIONER
[01:48:16] FELLEMAN AND COMMISSIONER MOHAMED WILL
[01:48:17] BE THERE. AND THEN YOU CAN SEE HERE THE
[01:48:20] OTHER THING, THE OTHER EVENTS HERE. BUT
[01:48:23] I REALLY WANT TO CALL OUT THAT
[01:48:24] OPPORTUNITY ALSO AT THE CONFERENCE OF
[01:48:26] PARTIES IN EGYPT, THE COP 27 IN
[01:48:30] NOVEMBER. CALLING THAT OUT HERE IS
[01:48:32] SOMETHING THAT WE SHOULD BE THINKING
[01:48:34] ABOUT NOW. AND THE STAFF WILL BE COMING
[01:48:36] BACK TO YOU SOME THOUGHTS ABOUT THAT,
[01:48:38] BECAUSE WE BELIEVE THERE'S A LOT OF
[01:48:41] ENERGY AROUND MARITIME SHIPPING
[01:48:45] AND DECARBONISATION OF IT AND REALLY THE
[01:48:47] ISSUE RELATED TO CLEAN ENERGY AND ALL
[01:48:49] THE PIECES THAT YOU NEED TO MAKE IT
[01:48:51] HAPPEN. AND I THINK IT'S THROUGH THAT
[01:48:53] COLLABORATION AND EXCHANGING WITH LIKE
[01:48:55] MINDED PORTS AROUND THE WORLD AND
[01:48:58] GOVERNMENTS THAT WE CAN REALLY ADVANCE
[01:49:00] THIS. SO SORRY TO GET WE GO FROM LOCAL
[01:49:02] HERE TO GLOBAL, BUT I THINK THAT'S
[01:49:04] REALLY WHERE WE CAN ADVANCE THE BALL
[01:49:06] ACROSS ALL AVENUES TO DO THIS. SO I
[01:49:09] THANK YOU AND LOOK FORWARD TO YOUR
[01:49:10] ADDITIONAL QUESTIONS. THANK YOU.
[01:49:13] EXECUTIVE DIRECTOR, METRUCK. I THINK IT'S
[01:49:14] MY TURN. AND SO I WANT TO START WITH A
[01:49:17] CLARIFICATION OF WHERE I PERSONALLY
[01:49:19] STAND ON THIS ISSUE. I DIDN'T BECOME A
[01:49:21] COMMISSIONER TO DO LITTLE
[01:49:25] THINGS. I RAN TO BE A COMMISSIONER
[01:49:28] BECAUSE I WANTED TO DO BIG THINGS. AND
[01:49:31] THIS IS A BIG THING. AND SO I APPRECIATE
[01:49:34] THAT WE'RE TAKING TIME TO REALLY THINK
[01:49:35] SERIOUSLY ABOUT IT. I THINK IT'S A BIG
[01:49:37] THING BECAUSE IT'S ADDRESSING ONE OF THE
[01:49:40] VERY ISSUES THAT WE WILL NEED TO ADDRESS
[01:49:43] AS A GLOBAL HUMANITY, WHICH IS CLIMATE
[01:49:46] CHANGE. AND SO WE SPENT A LOT OF TIME
[01:49:48] TALKING TODAY ABOUT GREENHOUSE GAS
[01:49:50] EMISSIONS. AND I THINK THAT SHOULD BE
[01:49:51] THE BIGGEST CONCERN THAT WE HAVE. I'VE
[01:49:54] HAD LOTS OF CONVERSATIONS WITH PEOPLE ON

[01:49:56] THIS ISSUE, CONSTITUENTS, SCIENTISTS,
[01:50:00] STAFF, PEOPLE, OTHERS WHO I BELIEVE ARE
[01:50:04] ALL COMING TO THE TABLE IN GOOD FAITH
[01:50:06] AND SEEKING,
[01:50:10] IN A LOT OF CASES, A SHARED END, WHICH
[01:50:12] IS HOW DO WE ADDRESS CLIMATE
[01:50:15] CHANGE AS IT PERTAINS TO MARITIME
[01:50:18] OPERATIONS? AND SO FOR ME, WHEN I LOOK
[01:50:21] AT THIS PARTICULAR ISSUE AROUND CRUISE,
[01:50:24] I HAVE TO ASK MYSELF, IF WE STEP BACK
[01:50:26] FROM THE TABLE, WILL WE BE ABLE TO DO
[01:50:28] BIG THINGS AROUND IT? AND I DON'T THINK
[01:50:30] WE CAN. AND FURTHERMORE, CRUISE
[01:50:33] REPRESENTS FOR US AT THE PORT OF SEATTLE
[01:50:35] AND SEAPORT ALLIANCE, NOT 68% OF OUR
[01:50:38] TOTAL EMISSIONS, BUT 18% OF OUR TOTAL
[01:50:40] EMISSIONS. THE REAL ELEPHANT IN THE ROOM
[01:50:43] FOR US AT THE PORT OF SEATTLE AND
[01:50:44] SEAPORT ALLIANCE IS THE WHOLE PORTFOLIO
[01:50:48] OF MARITIME OPERATIONS, THE OCEAN GOING
[01:50:50] VESSELS, SOME OF WHICH ARE CRUISE SHIPS,
[01:50:52] BUT MOST OF WHICH ARE LARGE CARGO SHIPS,
[01:50:59] THE SHIPS THAT MANAGE THOSE LARGE CARGO
[01:51:02] SHIPS, LIKE OUR TUG AND TOW BOAT
[01:51:03] OPERATORS AND CRUISES, A BIG PART OF
[01:51:05] THAT, BUT IT'S 18% IT IS ALSO AN AREA
[01:51:09] WHERE WE HAVE UNDUE INFLUENCE. IN SPITE
[01:51:11] OF THE FACT THAT WE'RE NOT REGULATORS,
[01:51:13] WE DO SIT IN A VERY STRONG POSITION TO
[01:51:17] BE SERIOUS ABOUT HOW WE ADDRESS THE
[01:51:19] IMPACTS OF CREWS ON OUR ENVIRONMENT AND
[01:51:21] ON SOCIAL QUESTIONS IN OUR COMMUNITY.
[01:51:24] AND THE MOMENT WE SAY WE'RE NO LONGER
[01:51:26] GOING TO PARTICIPATE IN THAT, WE SEED
[01:51:28] OUR ABILITY TO HAVE ANY INFLUENCE OVER
[01:51:30] THAT. AND I AGREE WITH THE ASSESSMENT
[01:51:31] THAT IT WON'T GO AWAY, IT'LL GO
[01:51:32] ELSEWHERE, AND IT WILL LIKELY GO TO A
[01:51:34] PLACE THAT IS LESS INTERESTED IN THE
[01:51:38] TYPES OF SOCIAL AND ENVIRONMENTAL
[01:51:40] VALUES. SO IF THAT'S TRUE, IF YOU AGREE
[01:51:43] WITH ME THERE, THEN WHAT'S THE NEXT
[01:51:46] STEP? IT IS TO PUSH AS FAR AND AS FAST
[01:51:49] AND AS AGGRESSIVELY AS WE CAN TO ADDRESS
[01:51:51] THOSE ISSUES. AND WE NEED TO DO THAT
[01:51:54] EXAMINATION OF WHAT TOOLS WE HAVE,
[01:51:55] WHICH I APPRECIATE FROM THE STAFF
[01:51:56] PRESENTATION THAT THEY GAVE US A LITTLE
[01:51:58] BIT OF A THUMBNAIL SKETCH OF THAT. I
[01:52:01] PERSONALLY BELIEVE THAT ONE OF THE
[01:52:03] HEADLINES FROM TODAY SHOULD BE,
[01:52:07] I THINK, CLARK, YOU COULD BRING UP
[01:52:08] SLIDE. IT'S THE SLIDE SAYS ACHIEVING OUR
[01:52:11] GOAL. SLIDE 32 ON MY SLIDE DECK.
[01:52:15] I BELIEVE ONE OF THE HEADLINES SHOULD BE
[01:52:19] THE PORT OF SEATTLE SETS A MARKER THAT
[01:52:21] BY 2050 THEY WILL ACHIEVE THESE
[01:52:24] THINGS. IT'S NOT THAT ONE THERE.
[01:52:38] IT IS THAT'S THE ONE THAT BY 2050, WE
[01:52:41] HAVE STATED PUBLICLY THAT WE WILL
[01:52:46] RUN THE PORT WITH ZERO EMISSIONS, CRUISE
[01:52:48] SHIPS, ZERO EMISSION GROUND
[01:52:50] TRANSPORTATION, ZERO EMISSION CRUISE

[01:52:51] TERMINAL OPERATIONS THAT WILL PROTECT
[01:52:53] WATER QUALITY AND MARINE ECOSYSTEMS,
[01:52:56] THAT WE WILL ENGAGE IN WITH OUR
[01:52:57] COMMUNITY AND DO REPORTING, AND THAT WE
[01:53:00] WILL SEEK IMPROVEMENTS IN ENERGY
[01:53:01] EFFICIENCY AND WASTE REDUCTION. ZERO
[01:53:03] EMISSIONS IS MEASURABLE. THAT IS A REAL
[01:53:06] TARGET THAT WE'VE NOW SET IN 2050.
[01:53:08] THAT'S OUR GOAL. AND SO A BIG QUESTION
[01:53:10] FOR ME AND A PROPOSAL THAT I WOULD MAKE
[01:53:12] TO THE FELLOW COMMISSIONERS IS THAT WE
[01:53:14] TAKE THAT 2050 TARGET DATE TO OUR SEC
[01:53:18] COMMITTEE TO WORKSHOP IT AND COME BACK
[01:53:20] AND TURN IT INTO A RESOLUTION THAT WE
[01:53:23] MAKE A PUBLIC VOTE ON THAT VERY GOAL,
[01:53:25] BECAUSE THAT'S NEW. AND I THINK IT STEMS
[01:53:29] FROM OUR AUGUST 2021 MEETING IN
[01:53:32] WHICH DURING OTHER BUSINESS, I ASKED US
[01:53:35] TO PUT A DATE ON WHEN WE WILL GET TO
[01:53:37] ZERO EMISSIONS CRUISE. BUT YOU GUYS WENT
[01:53:39] A STEP FURTHER AND ADDED A BUNCH OF
[01:53:43] OTHER THINGS THAT I THINK ARE ABSOLUTELY
[01:53:44] NECESSARY FOR US TO ACHIEVE THAT. AND SO
[01:53:46] I APPLAUD THAT. I THINK ANOTHER HEADLINE
[01:53:49] IS OUR REVIEW OF THE CLI-BANK
[01:53:52] DECLARATION SAYING, CAN WE BE THE NORTH
[01:53:54] AMERICAN PORT THAT TAKES THAT AND
[01:53:56] APPLIES IT TO OUR CRUISE OPERATIONS?
[01:53:58] AND BY EXTENSION, IF WE CAN SOLVE IT
[01:54:01] WITH OUR CRUISE OPERATIONS, CAN WE THEN
[01:54:03] EXTEND IT TO THE BIGGER PIECE, WHICH IS
[01:54:05] THE INTERNATIONAL AND DOMESTIC CARGO
[01:54:08] SHIPPING? THAT I THINK IS THE REAL GOAL
[01:54:10] FOR ME IS WE TAKE AN INDUSTRY WHERE WE
[01:54:13] HAVE A LITTLE BIT MORE LEVERAGE AND WE
[01:54:16] USE THAT TO FIND HOW TO DO
[01:54:19] THE LARGER QUESTION, WHICH IS TO NOT
[01:54:22] ONLY BE ZERO EMISSIONS IN CRUISE, BUT TO
[01:54:24] BE ZERO EMISSIONS IN CARGO SHIPPING AS
[01:54:26] WELL. I WANT US TO
[01:54:29] THINK ABOUT WHAT
[01:54:33] THAT PROGRESS WOULD LOOK LIKE AND
[01:54:35] BENCHMARK IT BETWEEN NOW AND 2050. WHAT
[01:54:37] WE'VE LEARNED WHEN WE SET BIG AUDACIOUS
[01:54:40] LONG TERM TARGETS IS THAT IF WE DON'T
[01:54:42] THEN HAVE ANNUAL OR MAYBE EVERY
[01:54:46] FOUR YEAR TARGETS FOR A LONG TERM
[01:54:49] APPROACH LIKE THIS THAT WILL SORT
[01:54:53] OF KICK THE CAN DOWN THE ROAD ON THOSE
[01:54:54] THINGS. AND SO I WANT US TO THINK ABOUT,
[01:54:56] OKAY, IF 2050 IS OUR BIG GOAL, HOW DO WE
[01:54:58] WORK OUR WAY BACKWARDS? WHERE DO WE NEED
[01:55:00] TO BE IN 2023 AND 2024, SO ON AND SO
[01:55:04] FORTH. SO KNOWING THAT WE HAVE A
[01:55:08] LIMITED TIME LEFT HERE, THAT IS MY
[01:55:11] PROPOSAL FOR TODAY. AT OUR PUBLIC
[01:55:13] MEETING TODAY, I WILL ASK THAT WE REFER
[01:55:15] TO THE COMMITTEE THE QUESTION OF WHETHER
[01:55:17] THERE IS A RESOLUTION OUT OF THE STUDY
[01:55:19] SESSION TODAY THAT WOULD BE APPROPRIATE
[01:55:21] FOR US TO CONSIDER AS A FULL COMMISSION.
[01:55:24] AND SO WITH THAT, I'M GOING TO ASK
[01:55:25] REALLY QUICKLY IF THERE ARE ANY FURTHER

[01:55:27] QUESTIONS BEFORE WE ADJOURN HERE. WE
[01:55:29] HAVE ABOUT TWO MINUTES LEFT. SO ANY
[01:55:30] COMMISSIONER WITH FINAL WRAP UP
[01:55:32] QUESTIONS? ABSOLUTELY.
[01:55:35] THAT WOULD BE WOULD YOU
[01:55:39] LIKE TO MAKE A COMMENT? GO RIGHT AHEAD.
[01:55:43] GREAT. SINCE WE ONLY HAVE TWO MINUTES,
[01:55:46] AGAIN, I JUST WANT TO SAY THANK YOU TO
[01:55:47] EVERYONE WHO PRESENTED TODAY. THIS WAS
[01:55:51] SUCH AN IMPORTANT STUDY SESSION, AND I
[01:55:53] WOULD LIKE TO SEE MORE OF THESE STUDY
[01:55:55] SESSIONS WHERE THE PUBLIC I'M WATCHING
[01:55:58] ON TWITTER, FOLKS ARE TUNING IN AND
[01:56:01] PAYING ATTENTION TO WHAT IS HAPPENING
[01:56:02] HERE. SO THIS WAS REALLY GREAT.
[01:56:06] I JUST WANT TO SAY OUT LOUD,
[01:56:10] IF WE BAN CRUISE IN OUR REGION,
[01:56:14] SOME WILL GO AWAY AND SOME MIGHT GO TO
[01:56:18] OTHER PORTS. SO THAT'S A FACT, RIGHT?
[01:56:20] LIKE, THERE IS AN ECONOMIC BENEFIT FOR
[01:56:23] CRUISE BEING HERE. WE CAN'T DENY THAT
[01:56:26] WE ARE AN ADDITIONAL MARKET FOR THE
[01:56:29] CRUISE INDUSTRY. AND SO WHILE SOME MIGHT
[01:56:33] GO TO OTHER PORTS, IT IS ALSO TRUE THAT
[01:56:36] SOME MIGHT GO AWAY COMPLETELY. WE HAVE
[01:56:39] INFLUENCE HERE. WE INFLUENCE
[01:56:43] SOME OF THE MOST CRITICAL ENVIRONMENTAL
[01:56:45] ISSUES IN OUR STATE. AND AS A PUBLIC
[01:56:48] ENTITY, WE SHOULD USE EVERY TOOL IN OUR
[01:56:50] TOOLBOX TO BE BOLD AND TRANSPARENT. AND
[01:56:53] SO I JUST WANT TO SAY IN CLOSING THAT I
[01:56:55] DO AGREE WITH THE SEATTLE EDITORIAL
[01:56:57] BOARD THAT WE NEED TO KEEP PUSHING AND
[01:57:00] KEEP ADDING THE PRESSURE AND WORKING TO
[01:57:03] HOLD OUR PARTNERS ACCOUNTABLE. THERE IS
[01:57:06] A LOT OF GREAT THINGS THAT ARE HAPPENING
[01:57:08] HERE. OUR STAFF IS LEADING THE WAY,
[01:57:12] AND I TRULY DO BELIEVE THAT. LAST THING
[01:57:15] I JUST WANT TO SAY, IF WE ARE LEADING
[01:57:17] WITH EQUITY AND UNDERSTAND THE
[01:57:19] IMPORTANCE OF INTERSECTIONALITY, WE NEED
[01:57:22] TO ADD CRUISE WORKER PROTECTION AND
[01:57:24] HUMAN TRAFFICKING AS PART OF THE
[01:57:25] CONVERSATION. AND WHAT I WOULD LIKE TO
[01:57:28] SEE, IN ADDITION TO THE RESOLUTION THAT
[01:57:30] COMMISSIONER CALKINS JUST MENTIONED IS
[01:57:33] THE COMMUNITY ENGAGEMENT PROCESS AROUND
[01:57:36] CRUISE INDUSTRY AS A WHOLE AND TO LOOK
[01:57:39] AT THE OTHER ISSUES THAT ARE REALLY
[01:57:41] PRESSING FOR OUR COMMUNITY, A COMMUNITY
[01:57:44] ADVISING GROUP THAT ADVISES US ON THE
[01:57:48] INDUSTRY AS A WHOLE. THAT CONCLUDES MY
[01:57:50] COMMENTS. THANK YOU,
[01:57:53] ALLEN.
[01:57:57] SURE, GO AHEAD, COMMISSIONER FELLEMAN.
[01:59:38] THAT'S RIGHT. NEVER MIND. SO I SEE THE
[01:59:40] PORT AS CRITICAL AS CREATING THAT KIND
[01:59:43] OF DEMAND. AND I JUST WANT TO REITERATE
[01:59:47] SOMETHING I'VE SAID IN A LONG TIME IS
[01:59:49] THAT WE REALLY ARE A CAPTIVE MARKET.
[01:59:53] THE CRUISE LINES,
[01:59:56] THERE'S TWO PORTS WHERE THEY CAN REALLY
[01:59:58] DO A WEEK LONG TRIP TO ALASKA AND

[02:00:01] VANCOUVER IS FULL AND THEY CAN'T HANDLE
[02:00:04] THE BIGGER SHIPS. AND SO WE REALLY ARE
[02:00:06] IN A SEAT OF LEVERAGE.
[02:00:12] AND I ALSO BELIEVE THAT PEOPLE WHO GO TO
[02:00:14] ALASKA, THEY'RE GOING THERE TO SEE
[02:00:17] SOMETHING OF NATURE, NOT OF CASINO FOR
[02:00:20] THE PRIORITY. I DO BELIEVE THAT THERE IS
[02:00:23] AN OPPORTUNITY FOR US TO TURN THIS INTO
[02:00:25] A MARKETING BENEFIT AND THIS
[02:00:28] IS AMONGST THE MOST PROFITABLE CRUISES
[02:00:30] IN THE COUNTRY. THAT HIGH VALUE,
[02:00:34] THAT EXPERIENCE THAT PEOPLE ARE SEEKING
[02:00:37] AND THE FACT THAT THERE REALLY ISN'T FOR
[02:00:39] THE ALASKA MARKET ANOTHER PLACE TO GO
[02:00:43] REALLY PUTS US IN A PLACE WHERE WE CAN
[02:00:45] RAISE THE BAR AND LIKE IT'S BEEN SAID,
[02:00:47] IT WILL RAISE THE BAR ELSEWHERE. BUT
[02:00:49] REALLY IN CRUISE IS DIFFERENT THAN IN
[02:00:53] THE FLEET AT LARGE. SO THANK YOU.
[02:00:56] THANK YOU, COMMISSIONER FELLEMAN. AS A
[02:00:59] REMINDER TO THOSE TUNED IN, WE WILL
[02:01:02] PROCEED AT NOON TO OUR PUBLIC MEETING AT
[02:01:04] WHICH WE WILL RECEIVE PUBLIC COMMENT.
[02:01:06] AND YOU'RE MORE THAN WELCOME TO COMMENT
[02:01:08] ABOUT WHAT'S OCCURRED TODAY AT THE STUDY
[02:01:11] SESSION. AT OUR PUBLIC MEETING, YOU CAN
[02:01:13] ALSO SUBMIT YOUR COMMENTS BY EMAIL TO
[02:01:15] ALL OF US. I KNOW THAT THIS GROUP OF
[02:01:18] FIVE, WE READ OUR EMAILS AND WE DO PAY A
[02:01:20] LOT OF ATTENTION TO WHAT FOLKS ARE
[02:01:22] SENDING US VIA EMAIL. AND SO WITH THAT,
[02:01:24] I JUST WANT TO THANK YOU, COMMISSIONERS
[02:01:26] AND EXECUTIVE DIRECTOR METRUCK FOR A
[02:01:28] GREAT DISCUSSION HERE THIS MORNING.
[02:01:29] THERE IS LOTS MORE TO DISCUSS ON THIS
[02:01:31] TOPIC AND I HOPE THIS IS JUST THE FIRST
[02:01:34] OF A NUMBER OF STUDY SESSIONS AROUND
[02:01:35] THESE IMPORTANT ISSUES. EXECUTIVE
[02:01:38] DIRECTOR METRUCK, DO YOU HAVE ANY OTHER
[02:01:40] CLOSING REMARKS? THANKS, COMMISSIONER,
[02:01:42] FOR A GREAT DISCUSSION AND GREAT
[02:01:43] FEEDBACK. THANK YOU. OKAY. WE ARE NOW
[02:01:45] ADJOURNING THE STUDY SESSION. THE TIME
[02:01:47] IS CURRENTLY 11:04. THANK YOU ALL.
[02:01:52] THANK YOU.

END OF TRANSCRIPT