

From: [Tom Barnard](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] Cruise Industry and the POS
Date: Monday, January 24, 2022 10:36:29 PM

WARNING: External email. Links or attachments may be unsafe.

Dear Commissioners,

Assuming the KUOW news report is true, it would appear that using T46 as a future cruise terminal is now off the table permanently. As a member of Seattle Cruise Control, and a Puget Sound resident, I am indeed relieved. The question that must be faced, and soon, is what is the future of the cruise industry at the Port of Seattle. Current indications are that multiple cruise ships are not only reporting outbreaks, but that the full scale of these outbreaks are not necessarily being reported to the CDC.

Yet this much is clear, according to the agency itself. The CDC director said this week that Covid cases have increased 30-fold in just two weeks. Every one of the nearly 100 cruise ships currently carrying passengers in US waters has reported enough Covid-19 cases to merit investigation by the CDC. CDC recommendations are that no one should be taking cruises. Cruise lines themselves are canceling sailings, and some cruise lines are actually creating quarantine ships (Royal Caribbean Lines now have four in operation) just to deal with the number of infected crews.

It should be obvious by now that the 2022 cruise season is not going back to normal, despite the fervent wishes of the cruise industry and its boosters. It is certainly possible that the peak of the Omicron variant will have peaked, that is no reason to assume the pandemic is over and cruising will be "safe" by May when the season would normally start for Alaska cruise here. As well, the pattern of minimizing the impact of Covid on cruise ships is still going on by the major cruise companies, including those that service our Port.

I strongly recommend:

1. The Port of Seattle should not allow cruise ships to dock here, until it is clear that the pandemic has finally run its course.
2. Even after that, the Port should provide testing for passengers disembarking from the ships, given the fact that passengers aboard the ships are only tested when they first embark, or they report symptoms. It would be easy for asymptomatic passengers who are carrying the virus to disembark and spread the disease through the Seattle community or at the airport on their way back home
3. The Port should also provide medical and quarantine facilities for those disembarking passengers that test positive for Covid. The attitude of the cruise industry is once the passengers are off the ship, it's not their problem.

You have a far larger responsibility to the health and safety of Puget Sound residents than you do to the cruise industry or your own bottom line. I suggest you consider that primary when making decisions about cruising from and to the Port of Seattle.

Respectfully,

Tom Barnard

Seattle Cruise Control member and former Policy Analyst for the Port of Seattle Commission

From: [Bernedine Lund](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] public comment for today's PoS Commissioner meeting
Date: Tuesday, January 25, 2022 6:00:31 AM
Attachments: [2-24-2022 POS Public Comment.pdf](#)

WARNING: External email. Links or attachments may be unsafe.

I was going to make this a live comment, but realized that I have a pet medical appt at 1 today, so will have to listen to the video. I hope that you or someone will be given the opportunity to summarize the comments, as last time the written public commentss were omitted.

Thank you for distributing this.

Bernedine Lund

POS Commissioner's Meeting, Jan 24, 2022, Public Comment by Bernedine Lund, resident of Federal Way and volunteer for 350 Seattle aviation group

Topic: Cost/benefit ratio of air travel

One of the main arguments for growth of the aviation industry is the demand for flights. In previous comments it was pointed out that aviation only looks at the benefits of aviation, like jobs, delivery of goods, etc. What is missing is the costs of the aviation, which range from costs of include costs for health events like heart attacks, strokes, etc. from aircraft emissions and noise, and decreased learning in children who grow up near airports. There are many studies at different airports around the world that show these results. The 2018 WHO Guidelines on Noise summarize the effects of poor health to noise alone.

Another cost to take into account is the cost of climate change. After the past few years, everyone can see that climate disasters are happening more frequently and are very costly. Recently on Sept, 6, 2021, the British Guardian reported on a study done by Cambridge University, University College London, and Imperial College London, as well as partners in Switzerland, Germany, the US, and Austria. The study reported that a flight from the United Kingdom to New York would cost the global economy more than \$3,000 in the long run due to the climate crisis. Adding the costs from health impacts and climate change may be more than the benefit aviation.

There is still no large scale way to reduce or eliminate the green house gases that contribute to global climate change soon enough to slow the climate change. The only sure way to reduce the green house gases is to reduce or eliminate the flights. This also means that there is no need for expansion of the airport to accommodate more flights. If money is not spent on expansion of the airport, what else could you do with the money to contribute to the community?

From: [Share The Cities Action Fund](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] Public Comment - Written January 25, 2022
Date: Monday, January 24, 2022 2:17:06 PM

WARNING: External email. Links or attachments may be unsafe.

Dear Seattle Port Commissioners,

Thanks for your service to our community. The Port of Seattle is doing very important work and can have such an influential role in a just transition to a greener economy, not just in Seattle but all around the world.

Cruise Ship Terminal

Share The Cities Action Fund, a grassroots non-profit organization focused on land use advocacy, is delighted to hear that the 3rd Terminal has been canceled.

Now that cruise terminal plans have been canceled, we hear that the Port has shared plans to use Terminal 46 as a redeveloped cargo port. We join with Seattle Cruise Control to urge the commissioners to consider other possibilities, for example, **using the terminal as a staging area for offshore wind turbine development.**

Additionally: Will the Port of Seattle release a statement about the continuing lack of safety around cruise ships and not testing patients who are disembarking, plus maybe look at how a lot of other communities and cities are doing a lot more than Seattle to address the appalling shortcomings of the cruise industry?

Public Broadband

Although we are aware this is not on the agenda, Share The Cities Action Fund volunteers in our Upgrade King County working group would like the Port of Seattle to convene a commission along with King County to study how to deliver **public broadband fiber** to every community member across the county. **The funds from the federal government are there,** we just need a government entity (or multiple entities), convening a group to study this in a serious manner and develop a timeline, benchmarks and an actionable plan to make this happen.

- Will the Port of Seattle make an official announcement about the future Terminal 46?
- How do we get public broadband on the agenda for a meeting this year?

Thanks again for your service to our communities.

These are written comments and not a request for a spot during public testimony tomorrow.

--

Laura Loe
she/her
Share The Cities Action Fund
www.sharethecitiesactionfund.org



From: [Jordan Van Voast](#)
To: [Commission-Public-Records](#)
Subject: Re: [EXTERNAL] public comment signup for January 25
Date: Monday, January 24, 2022 3:31:23 PM
Attachments: [public comment 1.25.23.docx](#)

Thank you, I am attaching a copy of my comments for the Commissioners and relevant staff regarding comments about the Port's cruise ship business.

warm regards,

Jordan Van Voast

On Mon, Jan 24, 2022 at 9:33 AM Commission-Public-Records <commission-public-records@portseattle.org> wrote:

Thank you Jordan Van Voast,

Join us via your mobile or laptop device on through Teams or call into the number provided below at **11:30 a.m. PST** on Tuesday January 25, 2022 in order to be marked present and ready to speak. A member of port staff will join the call to take a roll call of the names we have listed and go over the procedure. Please plan to call from a location with as little background noise as possible.

You should expect to be on the line for between 30-60 minutes as we dispose of preliminary business on the agenda and we hear from other public commenters. While it's not possible for us to predict how many people will comment on January 25, we expect individual comment time to be limited to two minutes and all rules of order and decorum will apply as usual.

If you have any questions please let us know. We appreciate your dedication to public health and your interest in participating in the Port of Seattle Commission meeting.

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 425-660-9954,963380304#](tel:+14256609954963380304) United States, Seattle

[\(833\) 209-2690,963380304#](tel:(833)2092690963380304) United States (Toll-free)

Phone Conference ID: 963 380 304#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Best Regards,

Commission Public Records

From: Jordan Van Voast <jordanvvvv@gmail.com>
Sent: Sunday, January 23, 2022 2:31 PM
To: Commission-Public-Records <commission-public-records@portseattle.org>
Subject: [EXTERNAL] public comment signup for January 25

WARNING: External email. Links or attachments may be unsafe.

Dear Commission-Public-Records,

Please register me for public comment for January 25. Topic: cruise ships. I will try to write back again with a more specific agenda item I will be addressing.

Thank you,

--



CONFIDENTIALITY NOTICE -- This email is intended only for the person(s) named in the message header. Unless otherwise indicated, it contains information that is confidential, privileged and/or exempt from disclosure under applicable law. If you have received this message in error, please notify the sender of the error and delete the message. Thank you.

Every single act of kindness makes all the difference in the world.

Jordan Van Voast, Licensed Acupuncturist
social entrepreneur, dreamer, he/him
CommuniChi Acupuncture Clinic

2109 31st Ave. S.

Seattle, WA 98144
206.860.5009

CommuniChi Acupuncture [website](#)
CommuniChi [Facebook](#)
[CommuniChi You Tube](#)

Dharma Friendship Foundation (DFF) [Website](#)

Facebook [DFF](#)

<https://seattlecruisecontrol.org/>

Seattle Cruise Control [Facebook](#)

Seattle Cruise Control [YouTube](#)

--



CONFIDENTIALITY NOTICE -- This email is intended only for the person(s) named in the message header. Unless otherwise indicated, it contains information that is confidential, privileged and/or exempt from disclosure under applicable law. If you have received this message in error, please notify the sender of the error and delete the message. Thank you.

Every single act of kindness makes all the difference in the world.

Jordan Van Voast, Licensed Acupuncturist
social entrepreneur, dreamer, he/him
CommuniChi Acupuncture Clinic
2109 31st Ave. S.
Seattle, WA 98144
206.860.5009

CommuniChi Acupuncture [website](#)
CommuniChi [Facebook](#)
[CommuniChi You Tube](#)

Dharma Friendship Foundation (DFF) [Website](#)

Facebook [DFF](#)

<https://seattlecruisecontrol.org/>

Seattle Cruise Control [Facebook](#)

Seattle Cruise Control [YouTube](#)

Good afternoon Commissioners, my name is Jordan Van Voast. If reports are true¹ and you've finally cancelled the third cruise terminal, I offer thanks and congratulations. Our group, Seattle Cruise Control has a mission and vision that eventually you will cancel the other two cruise ship terminals.² I urge you to be courageous and help the people of our region to look up³ and grasp the reality that if we continue to burn fossil fuels for non-essential travel, there's little hope for making the really difficult reductions in emissions necessary to prevent runaway climate warming. Cutting out global cruise travel is low hanging fruit in the race to save a livable world for our children and 90% of species on the planet.⁴ Climate scientists calculate that we need to cut our total global greenhouse gas emissions in half in the next 8 years, from 60 gigatons⁵ annually, to 30 gigatons⁶. Global emission pathways based on current policies will lead to at least 3 degrees Celsius of warming. We've already experienced 1 degree of warming in the last century and a half and the effects are catastrophic and disproportionately felt by Black and Brown people in the Global South. If the Port is serious about its equity commitments, this inconvenient truth needs to be faced and rectified. If the Port is serious about aligning with climate science, it needs to work with the state legislature to revise its authorizing charter so that economic expansion isn't blindly tied to the fossil fuel intensive travel industry. The Port's mission is essentially to bring prosperity to the workers and people of the region. I believe there are many ways to achieve this outside of the traditional paradigm of internal combustion engines, but it will require all of us to heal our individual and collective trauma⁷ so that our minds can work together creatively and imaginatively. Thank you.

¹ <https://www.kuow.org/stories/how-the-port-of-seattle-is-whittling-away-at-supply-chain-backlogs>

² <https://www.theurbanist.org/2022/01/21/third-cruise-terminal-cancelled-activists-call-on-port-of-seattle-to-phase-out-cruise-ships/>

³ The 2021 film, "Don't Look Up" parodies mainstream media in its trivialization and denial of the climate crisis and modern techno culture for its fixation on profit rather than true solutions:

<https://www.netflix.com/title/81252357>

⁴ The data and reflective inspiration for this comment derives from a presentation by Kritee Kanko, PhD., a climate scientist and Zen priest in the following YouTube video: <https://youtu.be/fWT8sfhDO8E>

⁵ (CO₂ equivalents) – note that many website conflate CO₂ emissions with total greenhouse gas emissions, which include other gases such as methane.

⁶ Ibid.

⁷ <https://youtu.be/fWT8sfhDO8E>

Global greenhouse gas emissions scenarios

