

**From:** [Iris Antman](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] PUBLIC COMMENT for April 12, 2022  
**Date:** Sunday, April 10, 2022 11:15:33 AM

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

Dear Commissioners, Executive Director and Port staff,

My name is Iris Antman. I'm a member of Seattle Cruise Control and I'm writing to ask you to take seriously the growing threat of species extinction including human beings, and environmental devastation by runaway global warming caused primarily by burning fossil fuels.

The third part (WG3) of the most recent IPCC (Intergovernmental Panel on Climate Change) report on Climate Change from the U.N. states:

**“The report makes it clear that a failure to peak and reduce emissions in the coming decade will put Paris Agreement goals increasingly “out of reach”.**

These goals are to keep temperature rise to below 1.5 degrees C from pre-industrial levels. Failing to meet these goals will cause the earth to go beyond tipping points that make sustainable life beyond 2100 increasingly horrific and possibly unlikely.

This is such overwhelming information that most of us

turn away, and especially in an affluent country such as ours and an affluent city such as Seattle, it is almost easy to pretend that global warming is not our problem.

Let's remember last summer when we had three days of 108 degree temperatures, and the summer before, when we had air quality worse than Beijing's due to wildfire smoke from fires consuming the western U.S. and Canada resulting in the deaths of hundreds of people and billions of sea creatures.

We must do what we can to address the disasters on the horizon. We must act within our personal and professional spheres of power and control. The Port's support and facilitation of the cruise industry is no longer an ethical way to do business. Cruise ships use the dirtiest of fossil fuels, contributing to air and water pollution, harm to marine life and poisoning of the oceans. Not to mention poor crew conditions and cruise owners not paying their fair share of taxes by flying under flags of convenience.

A couple of weeks ago the Port awarded almost a quarter of a million dollars to efforts to recruit more cruising tourists from potential markets in the U.K and Europe. Some Commissioners voiced hopes that recruiting efforts could be extended to markets in the Middle East, Africa and Asia.

Last year one of the Port's Commissioners made a point of saying that the Port didn't create the demand for cruising, rather that there was "an insatiable demand" for it. But recruiting efforts in the U.K. and Europe are not responding to a demand, they are creating one.

I understand that cruising revenue is considered important to this region and that approximately 5,000 jobs are linked to cruising. But the larger economic analysis has yet to be done. What is this industry costing in poor health outcomes and climate degradation, losses to Washington agriculture and winter sports such as skiing that will overwhelm any and all short term gains? With sea level rise the Port will be underwater! What will be the cost of the Port's willingness to plow into the proverbial iceberg? What happens when the ship sinks with your children and grandchildren and their children on board?

Retract the contract to expand cruising markets, use that money instead to develop new clean industries and sources of employment. Do not renew cruise line leases. It is time for you to shift the paradigm. It's scary, yes, but the future of 'business as usual' is even scarier. Please 'look up'.

Thank you.

Iris Antman

206-384-9123

**From:** [Di Han](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] ACRS Public Comments on the Port of Seattle High School Internship Program  
**Date:** Tuesday, April 12, 2022 8:54:30 AM  
**Attachments:** [image001.png](#)

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Hello,

My name is Di, and I was the program coordinator with the Youth Job Readiness Training (YJRT) Program at Asian Counseling and Referral Service. In the 2021 summer, 8 of our students were placed in the Port high school internship program and successfully completed it. Below are some comments from both the agency staff and one of the youth participants.

- Qirong Hu (youth intern and currently studying at Franklin High School): “ I have learned so much practical knowledge and skills that are not usually taught in school, which will benefit my future! I also appreciate being provided with the opportunities of taking initiative in project development and interviewing the Port staff. These learning opportunities helped me make new friends and expand my professional networks. Amberine and all the teachers were very patient with us and answered questions based on our understanding capacity. The learning and working environment were very diverse, safe, and inclusive. I got to work with students with different cultural backgrounds and collaborate well on our project. As a Chinese immigrant and English as a Second Language Learner student, I feel respected, supported, and empowered by the Port team advancing social justice and equity through their actions. I am so grateful for joining this program where the staff truly care about our future!
- Di Han and Jacqueline Nguyen (YJRT staff): “Working with Amberine and her team at the Port of Seattle has been a wonderful experience. We greatly appreciate Amberine's initiative to personally reach out to us in hopes of making the Port of Seattle high school internship more accessible to marginalized communities. Amberine and her team took the time to learn about who we were serving and how we could collaborate effectively to empower the youth in the internship. Amberine's team was extremely patient, accommodating, and passionate about designing and implementing an impactful high school internship experience for our youth. They were proactive about taking our feedback and making improvements to adjust to the youth's needs. Overall, we are very grateful to Amberine and her team for including community member voices in the execution of the high school internship and making it more inclusive for youth of all backgrounds.”

We truly appreciate this positive experience that the Port team has created for our students and look forward to a continuing sustainable partnership!

Thanks,  
Di

Di Han (韩迪), MSW

(she/her)  
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Pathways To Our Future Program  
Children, Youth, and Families  
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**From:** [Edward Hasbrouck](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Re: Request to give public comment at April 12th Port Commission meeting  
**Date:** Tuesday, April 12, 2022 10:15:10 AM  
**Attachments:** [Attachment information](#)  
[IDP-SEA-Port-Comm-11APR2022.pdf](#)

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Attached please find written comments of the Identity Project for today's meeting. I will give a verbal summary of these comments.

Sincerely,

Edward Hasbrouck

On 11 Apr 2022 at 18:59, "Commission-Public-Records"  
<Commission-Public-Records <commission-public-records@portseattle.org>>  
wrote:

From: Commission-Public-Records <commission-public-records@portseattle.org>  
To: "'edward@hasbrouck.org'" <edward@hasbrouck.org>  
Subject: RE: Request to give public comment at April 12th Port Commission meeting  
Date sent: Mon, 11 Apr 2022 18:59:47 +0000

> ?Thank you Edward Hasbrouck,

>  
>

> Join us via your mobile or laptop device through Teams or call into the  
> number provided below at 11:30 a.m. PST on Tuesday April 12, 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 April 12, 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.

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> Microsoft Teams meeting  
> Join on your computer or mobile app  
> Click here to join the  
> meeting<[https://teams.microsoft.com/l/meetup-join/19%3ameeting\\_Zjg5Y2Q5ZTUtMTc5Zi00N2IwLTg4NmEtZDQzNjU2NTFjNmFm%40thread.v2/0?context=%7b%22Tid%22%3a%22a500afd9-6c7d-40ad-8add-b01240951a4a%22%2c%22Oid%22%3a%226e20105e-f02f-4f51-878e-62f5e47c01b1%22%7d](https://teams.microsoft.com/l/meetup-join/19%3ameeting_Zjg5Y2Q5ZTUtMTc5Zi00N2IwLTg4NmEtZDQzNjU2NTFjNmFm%40thread.v2/0?context=%7b%22Tid%22%3a%22a500afd9-6c7d-40ad-8add-b01240951a4a%22%2c%22Oid%22%3a%226e20105e-f02f-4f51-878e-62f5e47c01b1%22%7d)>  
> Or call in (audio only)

> +1 425-660-9954,,262585672#<tel:+14256609954,,262585672#> United  
> States, Seattle  
> (833) 209-2690,,262585672#<tel:8332092690,,262585672#> United States  
> (Toll-free)  
> Phone Conference ID: 262 585 672#  
> Find a local  
> number<<https://dialin.teams.microsoft.com/32223a42-c199-49a5-8858-a4608cb141fa?id=262585672>> | Reset  
> PIN<<https://mysettings.lync.com/pstnconferencing>>  
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> Best Regards,  
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> Commission Public Records  
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Edward Hasbrouck  
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<<https://hasbrouck.org>>  
1130 Treat Ave., San Francisco, CA 94110, USA  
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consultant to The Identity Project (IDP),  
a program of the First Amendment Project  
1222 Preservation Park Way, Suite 200, Oakland, CA 94612, USA  
<<http://www.papersplease.org>>

"Congress shall make no law ... abridging ... the right of the people peaceably to assemble" (U.S. Constitution, Amendment 1)

"Everyone has the right to freedom of movement and residence within the borders of each state. Everyone has the right to leave any country, including his own, and to return to his country." (Universal Declaration of Human Rights, Article 13)

"Liberty of movement is an indispensable condition for the free development of a person." (United Nations Human Rights Committee, General Comment No. 27)



# The Identity Project

www.PapersPlease.org

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Oakland, CA 94612  
510-208-7744 (office)  
415-824-0214 (cell/mobile)

## Comments of the Identity Project to the Port of Seattle Commission for the Commission meeting of April 12, 2022, re: signage for travelers about the collection of facial images at the International Arrivals Facility at Sea-Tac Airport

Members of the Port of Seattle Commission:

The Identity Project ([PapersPlease.org](http://PapersPlease.org)) is a nonprofit civil liberties and human rights organization with expertise in identity-based surveillance and control of travelers.

We are submitting these comments to call to your attention the failure of both the Port of Seattle and US Customs and Border Protection (CBP) to provide notice to travelers of CBP's collection of facial images ("biometrics") at the new International Arrivals Facility (IAF) at Sea-Tac International Airport, as required both by Federal law and by the policies on use of biometrics adopted by the Port Commission.

This Saturday, April 9th, the Port conducted a "simulation" of international arrivals at the IAF. According to the Port's press release about the simulation, "Hundreds of volunteers will act as passengers to test the facility before it opens to the public. Participants will evaluate the parts of their passenger journey like ... signage."<sup>1</sup>

The simulation was thus *explicitly* intended to test and evaluate signage. CBP and the Port failed that test: Multiple volunteers who participated in the simulation reported, and shared photos confirming, that there was no signage at the IAF providing any notice of the use of facial imaging, much less the specific notices required by Federal law.<sup>2</sup>

The Port's website compounds this failure by providing false and misleading information about the legal basis for CBP's and the Port's actions. According to the Port's website, "CBP is mandated by the U.S. Congress to use biometrics (the use of physical or

1. Port of Seattle, "Phased Opening of International Arrivals Facility Begins April 19", March 31, 2022, <<https://www.portseattle.org/news/phased-opening-international-arrivals-facility-begins-april-19>>.

2. See the analysis of ongoing violations of the Paperwork Reduction Act in our February 25, 2020, comments to the Port Commission and the BEAG, <<https://papersplease.org/wp/wp-content/uploads/2020/02/IDP-SEA-Port-Comm-25FEB2020.pdf>>.

behavioral characteristics to identify individuals through technology) for all arriving and departing international travelers.” This claim is false and entirely unsupported.

We request that the Port Commission immediately direct Port staff to promptly and prominently retract this false and misleading statement, and provide explicit notice to travelers, both on the Port’s website and at Sea-Tac, that neither CBP nor the Port is required to use, or has the authority to demand, biometrics of US citizens.

No law requires CBP to use facial recognition or biometrics to track US citizens. All of the laws cited by CBP in its submissions to the Port regarding its purported authority for use of biometrics are applicable solely to non-US persons.

On the other hand, the Federal law that CBP is most obviously violating, the Paperwork Reduction Act (PRA), does protect the rights of both US and non-US persons.

In fact, rather than being “required” to collect facial images or other biometric information from all travelers, CBP – like any other Federal agency – is prohibited by the PRA from collecting information unless it has provided notices in the Federal Register and opportunities for public comment, applied for and received approval from the Office of Management and Budget (OMB), and provides notice, at the points where information is collected, informing individuals of their right not to respond to any information collection not accompanied by a PRA notice including a valid OMB control number.

CBP has not taken any of the steps required by the PRA to provide notice and comment or obtain OMB approval for its collection of biometrics from US citizens.

Since CBP has chosen to flout the PRA, and since neither CBP nor Port staff have posted any notices regarding the PRA at Sea-Tac, we urge the Port Commission to immediately direct Port staff to post notices informing travelers of their rights.

We suggest that the following notices be included in signage posted by the Port:

“Cameras in this area are being used by U.S. Customs and Border Protection (CBP) to collect facial images. The Port of Seattle does not own or control these cameras or the use of these photos. U.S. citizens may opt out of facial imaging and automated facial recognition.

“Pursuant to U.S. Federal law (44 U.S.C. § 3512), no person, regardless of citizenship, shall be subject to any penalty for failing to comply with a collection of information by a U.S. Federal agency if the collection of information does not display a valid control number assigned by the Office of Management and Budget (OMB), or if the agency fails to inform the person who is to respond to the collection of information that such person is not required to respond to the collection of information unless it displays a valid control number.”

We believe that the Port has the right to post truthful signage on Port property informing members of the public of their rights. If CBP wants to claim the authority to prevent the Port from posting such notices, the Port can and should require CBP to formally, publicly, and explicitly assert this legal claim, and defend it in court. If CBP wants to gag the Port, you can and should make them get a court order to do so.

The Port should not censor itself, especially when it comes to informing members of the public of their rights, on the basis of a mere possibility or threat that CBP *might* claim the authority to preempt the Port's right to post truthful signage on Port property, and that a court *might* uphold such a demand by CBP for a gag order against the Port.

We are unaware of any airport at which CBP has posted any PRA notices at departure gates, or where CBP has posted notices complying with the PRA in arrival areas. As of last Saturday's "simulation", no such notices had been posted in the IAF at Sea-Tac. It seems clear that CBP won't notify travelers at Sea-Tac of their rights pursuant to the PRA, and that if the Port doesn't notify travelers of their rights, no one will do so.

We urge the Port Commission to take immediate action to direct the posting of appropriate signage informing travelers at Sea-Tac of their rights.

We would be happy to work with members of the Commission and Port staff to assist you in developing appropriate signage to inform travelers of their rights.

Sincerely,

Edward Hasbrouck  
Consultant on travel-related civil liberties and human rights issues  
The Identity Project

**From:** [Mary L Stephenson](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** [EXTERNAL] Alaskan public comment for 12th & 26th commission meeting  
**Date:** Tuesday, April 12, 2022 5:02:59 AM  
**Attachments:** [4.11.22 Port Seattle Commission April 12&26th meetings by MLS.pdf](#)  
**Importance:** High

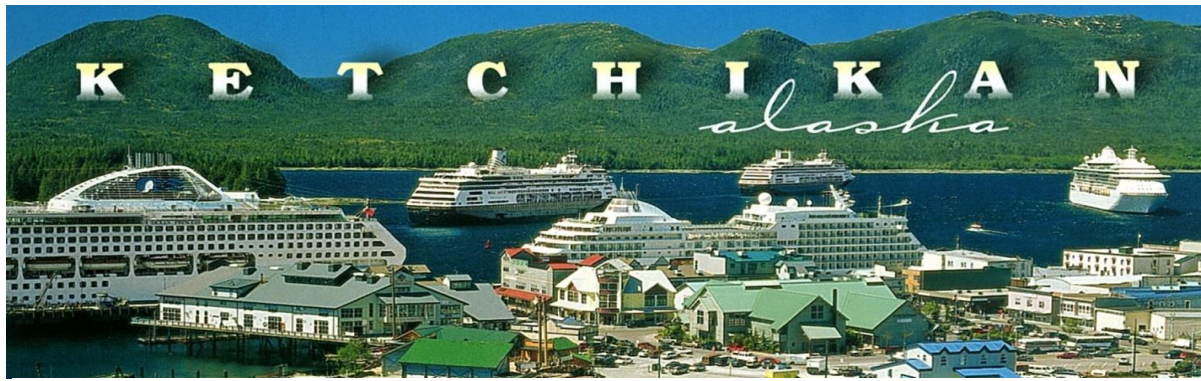
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To Whom It May Concern....

Good morning...meeting today's deadline (0800 hours) please accept my comments for Port of Seattle Commission meeting today. Please REPLY that it was accepted...thank you.

Mary L Stephenson  
Ketchikan Alaska 99901  
(907) 254-2121  
email: [mlstephenson2017@gmail.com](mailto:mlstephenson2017@gmail.com)



In 2019, busiest day was Thursday when 7 ships delivered over 14,000 passengers plus crew occupying three city docks and one privately owned dock who leases back to City of Ketchikan. In 2020, Port at Ward Cove (8 miles north) built the longest pier ever in USA. When Norwegian Cruise Lines hosts their world class ships Bliss and Encore on the same day, add another 9,000 souls plus transportation to the mix. Less than 40 miles, the State of Alaska Tongass Hwy 7 traverses through land jurisdiction of local, state, federal, native and Alaska Mental Health Land Trust. Cruise ships originate in Seattle, Vancouver B.C. and/or Victoria B.C. Regulations begin with you; let NOAA Ocean Rangers enforce them here. MLS

April 11, 2022

Port of Seattle Commission

Subject: Impact of cruise industry on smaller seaports in Southeast Alaska

On behalf of this small seaport, I would like to thank Port of Seattle Commission reaching out to Alaskans and asking what, if any, impact the cruise industry has on Ketchikan; a population just under 8,300 year-around residents that explode another 4,000 seasonal workers in spring. Topics from A to Z – plenty!

Tourism has been my career for over 33 years based out of San Francisco extending into 15 western states, Canada and Mexico meet-greet dockside and airport along with conducting tours while driving a tour bus. Historically, Ketchikan's industries have been depleting timber, mining and seafood just like tourism is putting a strain on our Number One asset – air, land, and sea wildlife; residents quality of life, sustainability of environment and burden on its infrastructure. The population of taxpayers is maxed out as CLAA and CLIA cruise CEOs mantra has been 'what is mine is mine and what's yours is mine'; refusing municipalities authority to impose passengers' an impact fee to pay for infrastructure (we believe... if they used it ~ they can pay for it). If we partner with water-side or upland projects cruise brands expect preferential long term agreements that lessen our ownership to city-owned docks.

When port commissioners of Seattle, Vancouver and Victoria decide what is best for their community's sustainability, enforcing regulations constraining air, land and sea pollution and set limits on passenger capacity on ships especially 'The Mall of America' flotilla world class ships – their efforts protect, benefit and minimizes bullying tactics here in Alaska's southeast seaports. We do not have the regulatory clout or financial resources to combat these issues and they take advantage of that. It starts with debarkation. Not in compliance? Then ships do not promote Alaska! To protect a whale it requires protecting the ocean's habitat. Collectively we have advocacy groups ready to join our bigger brothers and sisters! Thank you. Mary L. Stephenson

Recent review and report are worthy a mention.

1) **Marine Pollution Bulletin Review: Environmental and human health impacts of cruise tourism: A review** by Joseph Loret, Arnau Carreno, Hrvoje Caric, Joan San, Lora E. Fleming Bulletin: 173 (2021) 112979 <https://www.sciencedirect.com/science/article/abs/pii/S0025326X21010134>

2) **Missing The Boat: Comparative Economic Impacts of Cruise & Non-Cruise Tourism in Greater Victoria, B.C.** [https://www.stand.earth/sites/stand/files/victoria\\_report\\_stand.earthfinal06042022.pdf?fbclid=IwARoRLtj\\_NK9r3CmRNof3btpDNTAhd3tziz33Etn-qeo2855S1CrK2nc8VrU](https://www.stand.earth/sites/stand/files/victoria_report_stand.earthfinal06042022.pdf?fbclid=IwARoRLtj_NK9r3CmRNof3btpDNTAhd3tziz33Etn-qeo2855S1CrK2nc8VrU) Should Canada deny or begin to regulate ships while in port, data within will aide Southeast Alaska seaports prepare for consequences.

Mary L. Stephenson Ketchikan Alaska 99901 (907) 254-2121 [mlstephenson2017@gmail.com](mailto:mlstephenson2017@gmail.com)

**From:** [Jordan Van Voast](#)  
**To:** [Commission-Public-Records](#)  
**Subject:** Re: [EXTERNAL] public comment  
**Date:** Monday, April 11, 2022 9:09:19 AM  
**Attachments:** [Public Comment 4.12.22.docx](#)

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Thank you...and here are my written comments (attached) for tomorrow's meeting.

have a peaceful day,

Jordan

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Good afternoon Commissioners, My name is Jordan Van Voast. For two and a half years Seattle Cruise Control has been amplifying voices from the IPCC, climate scientists, and front-line communities, but business as usual is still the norm. This Commission continues to promote and fund cruise tourism, despite statements to the contrary.

Many years ago, I left my job in corporate America to live on a small island. I was searching for answers because I knew modern global culture was *Koyaanisqatsi*<sup>1</sup> - dangerously out of balance.

Native people from many different tribes speak about prophecy – that unless we learn to live in harmony with natural laws and within ecological limits, we will destroy this world. Are we heeding their teachings or just glibly repeating land acknowledgments?

The cruise ship business model is an ecological and societal wrecking ball. In order to restore balance each one of us needs to make a courageous stand for sustainable and compassionate stewardship of our world. But first, we need to fully acknowledge the gravity of the problem and that requires listening to voices outside the echo chamber of capitalism which puts profit above all else.

Seattle Cruise Control suggests that at your upcoming Cruise Study Session you include experts on the economic, social, and ecological impacts of cruise - people like Dr. Martha Honey, Ph.D. and Dr. Ross Klein, Ph.D who could widen your perspectives and allow for a diversity of voices to be heard. Please stop greenwashing cruise which is an unsustainable business. Countless lives and the web of life itself are at stake and we are running out of time. Thank you.

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<sup>1</sup> *Koyaanisqatsi* from the Hopi language meaning “life out of balance”, also the title of a movie in 1982 which depicted the apocalyptic collision between urban life, technology, and the environment.