

From: [Patrick Bannon](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] Public comment for April 26 - Bellevue Downtown Association
Date: Tuesday, April 26, 2022 4:05:54 PM

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

Good Afternoon Commissioners and Executive Director Metruck,

I'm reaching out on behalf of the Bellevue Downtown Association to share our gratitude and strong support for the opening of the cruise season. I was signed in for today's public comment but unfortunately had to leave the Teams meeting before my name was called.

I also want to commend the Port's ongoing work to connect and engage constituents in East King County. Thanks to the hard work of the Commission and staff, our membership is well informed about your work and the Port-related issues that will shape our future economy. On sustainability, we appreciate the Port's commitment to work with cruise partners to make Seattle the cleanest and most energy efficient port in North America.

We are excited to see cruise travelers come to the Eastside, stay at Bellevue hotels, and enjoy our dining, shopping and recreation amenities. The return of the cruise industry will have a direct, positive impact on our local economy and jobs. While we can't see the cruise ships from our waterfront like our Downtown Seattle neighbors, we share in experiencing the benefits and welcome the increase in visits.

Thank you again for your leadership to safely restart cruise season.

-Patrick

Patrick Bannon | President | Bellevue Downtown Association
patrick@bellevuedowntown.com | m: 206.992.4534 | o: 425.453.3113

From: [Iris Antman](#)
To: [Commission-Public-Records](#)
Subject: Re: [EXTERNAL] PUBLIC COMMENT for April 26, 2022
Date: Monday, April 25, 2022 9:00:16 PM

Dear Commission,

Here is my testimony:

As a member of Seattle Cruise Control, I appreciate that Commissioner Cho acknowledged our opposition to cruise and the environmental degradation it creates. I understand that the cruise ship owners are the ones getting rich and I believe, clearly putting profit over people.

However, the Port as a special purpose government entity, has a special responsibility. For the last 20 years one of the Port's goals has been to expand cruise. In light of the climate crisis and impending environmental disaster this needs to change. By continuing to support, bolster and expand cruising, the Port is not mitigating the environmental impacts of cruise, as Comm. Cho suggests, but rather exacerbating them. To suggest that shore power and scrubbers and banning dumping of any waste in Puget Sound are making a significant enough difference to offset increasing GHG emissions, water and air pollution, and damage to the oceans and marine life, is not accurate.

These mitigation efforts, though helpful, account for a fraction of the GHG emissions and other pollution that cruise ships cause to the air, water, and climate.

It is a good thing to support the Career Launch program and the development of the workforce but the Port needs to find other sources of revenue rather than using this as justification to continue and expand the cruising industry.

Thank you,
Iris Antman
206-384-9123

On Mon, Apr 25, 2022 at 3:58 PM Commission-Public-Records <commission-public-records@portseattle.org> wrote:

Hi Iris,

Did you mean to attach a document for written comment?
Not seeing it in the email.

Thanks,

Commission Public Records

-----Original Message-----

From: Iris Antman <antwomaniris@gmail.com>

Sent: Sunday, April 24, 2022 7:25 PM

To: Commission-Public-Records <commission-public-records@portseattle.org>

Subject: [EXTERNAL] PUBLIC COMMENT for April 26, 2022

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

Hi folks,

I'd like to submit written testimony for the meeting on April 26. Unfortunately, I have another appt. at the time of the meeting and so can't attend.

My testimony relates to the harms of the cruise industry.

Thank you.

Iris Antman

206-384-9123

From: [Robin Briggs](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] public comment April 26
Date: Monday, April 25, 2022 5:39:49 PM

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I appreciated Commissioner Cho's comments on cruise ships at the recent Port Commission meeting. It is helpful to better understand what the Commissioners are thinking. I was one of the commenters Commissioner Cho was addressing, so I thought I would take the opportunity to respond.

It is true that the money that cruise brings to Seattle is helpful to many local people. It is also true that the Port is making some steps to mitigate the harmful impacts of cruise. However, it seems that the Port is largely helpless to do meaningful mitigation. Shore power will make the pollution impact while the ships are docked less, but as one commenter noted, this is 1.25% of their total emissions. Even if every other Port on the coast does the same, most of the emissions will remain.

That leaves us in the position of, as Commissioner Cho said in the meeting, taking their money, because if we don't take it, some other community will. That may be true, but it is also the same reasoning used to justify many bad actions. Twenty years from now, will Port Commissioners still feel good about the decisions the Port is making today?

Cruise is not interested in cleaning up its act. The climate crisis will continue to get worse, and the number of unhappy residents showing up at Port Commission meetings and voting on climate as an issue in Port elections will grow also. The larger a role cruise plays in the Seattle economy, the more painful this inevitable clash will be.

Robin Briggs

From: [Elizabeth Burton](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] written public comment for 4/26/2022 meeting
Date: Monday, April 25, 2022 9:59:02 PM

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

Hello, I am submitting the following as written public comment for the 4/26/22 Commission meeting.

Dear Commissioners and Port Staff,

Seattle Cruise Control appreciated hearing Commissioner Cho's perspective on cruise, which he expressed during the last Commission meeting; we also appreciate the benefits of expanding workforce training for the next generation.

However, we are concerned that Commissioner Cho's conviction that the Port is successfully mitigating the environmental harms of cruise is profoundly ill-informed. The following is a partial list of serious environmental harms for which the Port's mitigation is currently wholly ineffective.

- Greenhouse gas emissions: Shore power eliminates a trivial amount of the greenhouse gasses emitted by Seattle's cruise ships; currently, less than one-half of one percent. Once shore power is available and fully utilized at all of Seattle's cruise berths, this might rise to one and one-quarter percent.
- Air pollution: scrubbers reduce sulfur emissions, but result in billions of gallons of warm, acidic, toxic wastewater being dumped into the ocean.
- Water pollution: the Port restricts dumping in Puget Sound, but as soon as the ships cross the Canadian border, they dump close to 4 billion gallons of scrubber waste, sewage, bilge water, and greywater directly into Canadian waters each year.
- Interference with whales' echolocation due to underwater noise; ship strikes of whales: not mitigated
- Anti-fouling contamination of marine ecosystems: not mitigated

There are also non-environmental harms that the Port does not mitigate, including exploitative, unhealthy, and dangerous working conditions for crew, a high rate of onboard sexual assaults, and continued spread of Covid-19.

This is only a partial list. Academic researchers from around the world have compiled a comprehensive summary of cruise tourism's harms to the environment and to human health, based on over 150 peer-reviewed articles; we urge all Commissioners and Port staff working on cruise to familiarize themselves with this: [Environmental and human health impacts of cruise tourism: A review](#), by Lloret et al.

In light of these numerous, significant, and hard-to-mitigate harms, we would like to see the Port use the upcoming Cruise Study Session as an opportunity to take a realistic look at the trade-offs the Port is making by continuing to promote and expand cruise.

Cruise lines are able to make huge profits because they burn the cheapest and dirtiest fossil fuel, and because they fly flags of convenience, allowing them to exploit and underpay their workers, and avoid paying U.S. taxes. The Port's workforce development program is currently the direct beneficiary of these practices, which violate the Port's Century Agenda values of environmental stewardship and equity.

We hope this information is helpful, and we hope that instead of continuing and furthering your dependence on cruise, you will devote substantial resources into developing different, more sustainable, just, and equitable revenue sources, to benefit our youth, our region, and our world.

Sincerely,
Elizabeth Burton, PhD
on behalf of Seattle Cruise Control

References:

Shore power currently eliminates less than one-half of one percent of Seattle's cruise GHG emissions: calculations posted on [Greenhouse Gas Emissions](#) on Seattle Cruise Control website.

Four billion gallons of water pollution in Canadian waters and description of scrubber wastewater: from [Regulating the West Coast Cruise Industry: Canada at the Low Water Mark](#), by Stand.earth and West Coast Environmental Law, p. 8. A reported 31 billion litres dumped during the entire Alaska cruise season is equivalent to 8.2 million gallons. Seattle hosts a little less than half of Alaskan cruises, hence responsible for approximately 4 million gallons.

Underwater noise, ship strikes, anti-fouling contamination, exploitative working conditions, sexual assaults: from [Lloret et al.](#)

Continued spread of Covid-19: some recent articles:

From maritime attorney Jim Walker's blog, [cruiselawnews.com](#):

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Jan. 4, 2022: [Vision of the Seas and Rhapsody of the Seas: Royal Caribbean's "Plague Ships"](#)

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Jan. 9, 2022: [MSC Meraviglia Arrives Back in Port Canaveral With 169 Crew Members and Sixty Guests Infected with COVID-19](#)

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Jan. 10, 2022: [Royal Caribbean Adds Jewel of the Seas to its Fleet of "Plague Ships"](#)

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Jan. 11, 2022: [Royal Caribbean Adds Fourth Cruise Ship, Serenade of the Seas, to its Fleet of Floating Quarantine / Medical Facilities](#)

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Jan. 14, 2022: [Majority of Royal Caribbean Crew Stuck on "Plague Ships" are Symptomatic](#)

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Feb. 11, 2022: [Over 30% of Crew Members on Silversea's Silver Cloud Test Positive for COVID-19](#)

Reports from the Miami Herald:

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Jan. 6, 2022: [Third Royal Caribbean cruise ship hit with COVID-19 outbreak](#)

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Jan. 6, 2022: [Norwegian Pearl returns early to Miami as crew members test positive for COVID-19](#)

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Jan. 25, 2022: [What can occur when COVID-19 turns cruise vacations into nightmarish voyages?](#)

Cruise Ships Turned Away due to Covid

-

Dec. 23, 2021, The Maritime Executive: [Caribbean Ports Turning Away](#)

Cruise Ships Over Omicron Fears

- Jan. 7, 2022, Caribbean National Weekly: [Cruise Ships Turned Away from Grenada Over COVID-19 Concerns](#)
- Feb. 3, 2022: Cute video: Cruising with Don: [Multiple Ships Turned Away From Port](#)

More recent reports:

- Mar. 28, 2022, L.A. Times: [Guests and crew members test positive for COVID-19 aboard Princess Cruise ship](#)
- March 31, 2022, Wall Street Journal: [Cruise Lines Won't Catch a Wave](#), "Roughly two-thirds of cruise ships sailing in U.S. waters right now have reported Covid-19 cases on board, according to the Centers for Disease Control and Prevention."
- April 4, 2022, Cruiselawnews: ["Lots of Covid-19" on Recent Princess Cruise Sailings](#)

From: [Erin Meyer](#)
To: [Commission-Public-Records](#)
Cc: [Hurley, Kathleen](#)
Subject: [EXTERNAL] Letter of Support: 4/26, Port Commission Meeting, Item 10c
Date: Friday, April 22, 2022 4:36:21 PM
Attachments: [Urban Kelp Project Letter of support Seattle Aquarium.pdf](#)

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

Greetings,

Attached you'll find a letter of support from the Seattle Aquarium for item 10c on the Port Commission Meeting agenda for April 26, 2022. If you have any questions or trouble accessing the file, please let me know.

Thank you,
Erin

Erin Meyer, Ph.D.

Director of Conservation Programs & Partnerships
Pronouns: she, her, hers

Seattle Aquarium
t: (206) 693-6099
1483 Alaskan Way | Pier 59 | Seattle, WA 98101-2015
[SeattleAquarium.org](#)

Inspiring Conservation of Our Marine Environment



1483 Alaskan Way, Pier 59
Seattle, Washington 98101-2015

(206) 386-4300
SeattleAquarium.org

April 22, 2022

Re, Authorization for the Executive Director to Execute an Agreement with the Seattle Aquarium for a Project Investigating Urban Kelp Forests in the Amount Not-to-Exceed \$120,000; and that the Commission Exercises its Authority Under RCW 53.19.020(5) to Determine a Competitive Solicitation Process is Not Appropriate or Cost Effective for this Action.

Dear Commissioners Calkins, Cho, Felleman, Hasegawa, and Mohamed:

Thank you for the opportunity to highlight the emerging new partnership between the Port of Seattle and the Seattle Aquarium to advance understanding of the health and trends of urban kelp forests. The partnership is punctuated by our shared commitment to kelp forest conservation and restoration and our shared interests in revitalizing and activating the Seattle Waterfront. It presents a unique opportunity to put the Seattle Aquarium's expertise in kelp forest ecosystems, underwater survey techniques, and technology to work to advance urban kelp forest restoration. Together with our expertise in public engagement, this is a truly exciting opportunity to advance science, awareness, and actions in support of urban kelp forest ecosystems that would not be possible with other partners. Furthermore, the work will generate new knowledge and enhance understanding of where kelp is found along this urban environment and why, which will inform the Port of Seattle's ongoing nearshore habitat restoration efforts. And all of these efforts and knowledge, combined with the Aquarium's work elsewhere in the state, will help us better understand coastal and kelp forests resilience.

The Seattle Aquarium is a respected authority on Puget Sound, the Salish Sea and the world's one ocean. Our passionate staff increases awareness and drive the change needed to conserve our marine environment through a compelling exhibit experience; conservation education programs for people of all ages and backgrounds; community outreach to marginalized populations; conservation research that advances understanding and informs decision making; ocean policy and advocacy initiatives at the local, state and federal levels; local and global species conservation projects; and more. In addition to applying our research expertise, there will be ample opportunity to engage our audiences throughout the project, highlighting the importance of kelp forest ecosystems, their presence along the waterfront, and how individuals can take action to support a healthy ocean.

The Aquarium owns a remotely operated vehicle, or ROV: a Blue Robotics BlueROV2, equipped with x4 1500 lumen lights and x3 image-stabilized GoPro cameras to collect benthic imagery; and a Ping Sonar Altimeter and a WaterLinked acoustic GPS system that provide precise ROV tracking information. One of the Aquarium's ROV pilots will use the ROV to do broad surveys of kelp forests and benthic ecosystems in and around Elliott Bay and Smith Cove. Video will be processed at the Aquarium's video post-processing and mapping station, equipped with 4K monitors and the processing power required to train machine learning algorithms. These analyses will generate metrics of percent-cover (including habitat type) along with abundances of individually conspicuous species. Once generated, these metrics will also be mapped onto existing habitat layers, enabling further analyses. Aquarium personnel have experience training machine learning algorithms and performing spatial and other statistical analyses, as well as conducting subtidal field operations including operating small vessels and conducting surveys via scientific SCUBA diving and ROV.

The opportunity presented with this unique partnership between the Port of Seattle and the Seattle Aquarium is incredible—putting the Aquarium's experience, expertise, resources, and engagement platform to work to support kelp forest conservation and restoration along Seattle's waterfront. We look forward to advancing this critical urban kelp forest project in partnership with the Port of Seattle.

Sincerely,



Dr. Erin Meyer
Director of Conservation Programs and Partnerships
Seattle Aquarium
(206) 609-6099
e.meyer@seattleaquarium.org

From: [Mary L Stephenson](#)
To: [Commission-Public-Records](#)
Subject: Re: [EXTERNAL] Alaskan public comment for 12th & 26th commission meeting
Date: Tuesday, April 12, 2022 7:20:35 PM

Good evening... I also wish to speak at the 26th meeting.

Please advise me of the link to sign in, time, etc. and know that calling from Alaska, I am one hour behind Seattle.

Q&A - this meeting they will also have a copy of my letter from this morning? As I want to refer to it but not read it. My 2+ minutes will on similar topic.

I will be calling from (907) 254-2121

Thank you.

Mary L Stephenson

On 4/12/2022 7:20 AM, Commission-Public-Records wrote:

Thank you Mary Stephenson,

We are in receipt of your written comments for the 4/12 Meeting. These will be distributed to commissioners and attached to the approved minutes.

Did you also want these written comments distributed for the April 26th meeting?

Best Regards,

Commission Public Records

From: Mary L Stephenson <mlstephenson2017@gmail.com>

Sent: Tuesday, April 12, 2022 5:02 AM

To: Commission-Public-Records

Subject: [EXTERNAL] Alaskan public comment for 12th & 26th commission meeting

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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

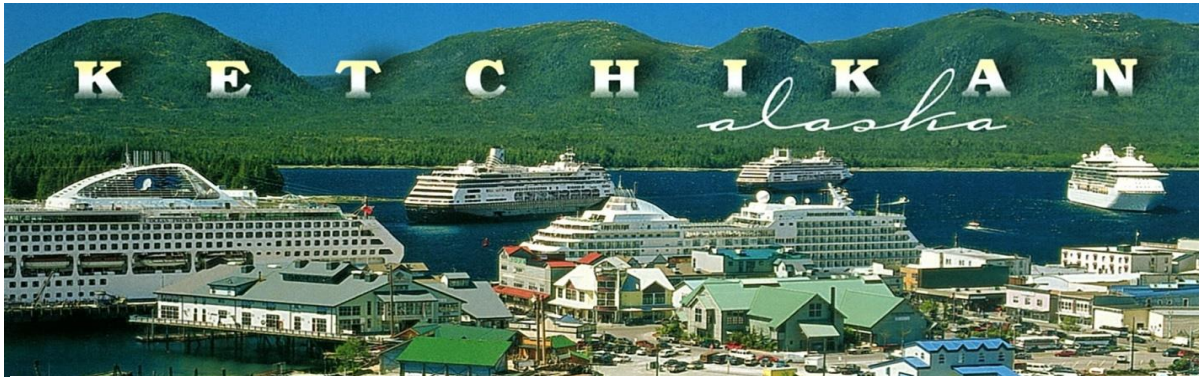
REPLY that it was accepted...thank you.

Mary L Stephenson

Ketchikan Alaska 99901

(907) 254-2121

email: mlstephenson2017@gmail.com



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 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

From: [Jordan Van Voast](#)
To: [Commission-Public-Records](#)
Subject: [EXTERNAL] written testimony for today's meeting
Date: Tuesday, April 26, 2022 6:12:57 AM

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

Dear Commission-Public-Records,

Here is a copy of my testimony for today. See you at 11:30 (ish)!

thank you

Good afternoon Commissioners, My name is Jordan Van Voast. I'm a member of Seattle Cruise Control, although my comments do not necessarily reflect a consensus of our group. In light of the climate emergency, please rethink Port business strategies which continue to emphasize high carbon emission activities – namely cruise ships - based on revenue goals without adequately factoring long term scientific outcomes. On Saturday, a climate activist self-immolated outside the Supreme Court. While I do not condone his tragic method of expression, I mention him because people and entire ecosystems are dying without any choice due to our continued reliance and investments in the carbon intensive economy.

Most people understand that mass transit services are a critically important means to reduce our region's dependence on single occupancy vehicles and their impact on climate, and yet as a [recent story](#) in the Urbanist points out, the Port's role as a founding member of [Superyachts Northwest](#), stands in opposition to Sound Transit's most preferred option for the planned Ballard light rail station. Why? Because the Coast Guard, at the behest of the superyacht community, is demanding a 205 foot height clearance for any Ballard Bridge replacement in order to accommodate the toys of the ultra-rich. Apparently, the potential revenue from courting wealthy oligarchs via the superyacht industry is more important to the Port than incentivizing ridership in mass transit. The Port should immediately use its influence to work in collaboration with Sound Transit instead of catering to a very small handful of individuals whose carbon intensive lifestyles set a poor example for the changes our world needs now.

The Port of Seattle's mission is "to promote economic opportunities and quality of life (...) in an **equitable**, **accountable** and **environmentally responsible** manner. I appreciate the difficulty of your task in transitioning our region to a sustainable future and look forward to supporting the Commission in whatever way that I am able.

thank you,

Jordan Van Voast, L.Ac.

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

Jordan Van Voast, Licensed Acupuncturist
on Duwamish/coast Salish traditional land
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](#)

From: [Lindsay Wolpa](#)
To: [Commission-Public-Records](#); [Hart, Michelle](#); [Felleman, Fred](#)
Subject: [EXTERNAL] Support for Holocaust Remembrance Day Proclamation
Date: Tuesday, April 26, 2022 12:32:02 PM

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

Commissioners,

I had intended to try to deliver this message via public comment, but did not get my email in before the 9am deadline so I don't have the Teams link.

Having been a part of the port community for the last eight years, it means so much to me as a Jewish person to see this proclamation come forward. Having grown up in the northeast, my Judaism never felt as common here in the PNW. So seeing this come forward within our special purpose government means so much. I have always considered myself more a cultural Jew as opposed to a religious one, perhaps because of everything I have learned in my lifetime about the Holocaust. I am so lucky to practice my culture/religion as I wish, but know that is not the case around the world.

I am grateful for Commissioner Felleman's leadership with this proclamation and am reminded of our work together last summer around the ZIM San Diego incident -- that was such an important effort to combat an unspoken level of antisemitism that should have never occurred. It was work like this today as well as last summer that continues to make me so proud to be a part of the port family.

Very best,

Lindsay Pasternak Wolpa

Port of Seattle employee 2014-2021, Northwest Seaport Alliance employee 2021-present