

**[EXTERNAL] PUBLIC COMMENT for December 13, 2021**

Patrick McKee &lt;patmckee@sbcglobal.net&gt;

Tue 12/13/2022 8:46 AM

To: Commission-Public-Records &lt;commission-public-records@portseattle.org&gt;

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

Good afternoon, Commissioners -

Pleased to learn the Port of Seattle was represented at COP 27 last month. Surprised though, to see a Commissioner tweeting from Egypt that the Port already has a green cruise corridor in the North Pacific. Feels a little premature: not only does no such thing exist, there's not even agreement with our purported cruise line partners on what such a thing is intended to be - only that it's a can we're kicking way down the road to 2050.

First of all, the Port's website notwithstanding, cruise lines are not our partners. They're basically tenants, right? We're involved in a series of business transactions with them, all non-essential, meaningful only for the 5000 jobs and 900 million dollars we're told they generate. We don't need partners who pay workers as little as \$2 an hour, who dump billions of gallons of sewage into neighboring waters, who are recognized around the world as climate heating polluters and corporate criminals. Cruise companies have shown they're going to do whatever they're allowed to get away with. Ideally, this is where you all step in.

Because the Port's actual partners are the citizens of King County and Washington. Our families live and work here; we elect commissioners, based on our estimation of their ability to serve our common interests.

I want to urge the Port to start representing these actual partners. What could we do in 2023 to begin curbing the deadly impacts of this non-essential industry while preserving those 5000 jobs? We could stop digging the hole deeper, for a start - address the so called insatiable appetite for cruise by capping Seattle sailings at 2019 levels. Impose cruise ship speed limits to increase fuel efficiency. Demand an expansion of sewage no-discharge zones. Restore on board monitors. Initiate a clear eyed public acknowledgement and assessment of the real effects and inequities of cruise, at home and in the global south. And then, we can get to work envisioning alternatives to cruise, and designing policies to encourage those.

Commissioners, there's a lot to do; you know the stakes, and the urgency of action. Your partners are depending on you.

Thank you. Happy holidays. Let's get started in 2023!

Patrick McKee  
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[EXTERNAL] PUBLIC COMMENT for December 13, 2022

Brian and Tracy Thompson <btsthompson@gmail.com>

Tue 12/13/2022 8:57 AM

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

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Please find written public comment attached.

I would also like to call-in via telephone to the meeting to provide verbal comment on the same topic, asking the Commission to order the Executive Director to rescind Executive Policy 29 and Policy HR-34, in hopes that the Commission would take-up the issue during New Business. Please let me know what number to call.

Sincerely,

Brian

Date: December 13, 2022  
To: Port of Seattle Commission  
From: Brian Thompson  
RE: Public Comment – Eliminate COVID Vaccine Requirements

## BACKGROUND

During his January 25, 2022 Executive Director’s Report, Mr. Metruck announced that in response to Port employees testing positive for COVID-19, including those “working the front line” (e.g. public spaces), teleworking, and those on paid time off, that he would require Contractors and Consultants working in “most non-public Port facilities” be fully vaccinated against COVID-19. This directive is now known as Executive Policy 29.

Incidentally, those Port employees, including those teleworking and on paid time off, would have already themselves been vaccinated against COVID-19 according to Mr. Metruck’s adoption of Policy HR-34, which this Commission endorsed in November 9, 2021 with Order 2021-11.

## COMMISSION

I appreciate that no similar order was issued by this Commission to endorse Executive Policy 29. A policy which, even if effective, would have no apparent benefit to Port employees “working the front line,” teleworking, or on paid time off. It is especially unfortunate, after the apparent failure of Policy HR-34 to protect Port employees, that Executive Policy 29 was implemented.

It is unfortunate because we see, with Agenda Item 11.b today, the Port’s expressed interest to be a model for equity, diversity, and inclusion, including Objective 13 to increase utilization of WMBE and DBE firms, and eliminate disparity of access to opportunities; Executive Policy 29 obstructs this goal.

## DISPARITY

Executive Policy 29 is a barrier to WMBE and DBE firms and creates disparity in access to opportunities. This is because larger firms may have sufficient staff who satisfy the terms of Executive Policy 29 in order to serve as contractors, subcontractors, consultants, or subconsultants to the Port. Further, for many reasons, some of which are chronicled in *Medical Racism: A New Apartheid* by Robert F. Kennedy, Jr., including the Tuskegee Study and Dr. Marion Sims, Executive Policy 29 creates a barrier to contracting of WMBE and DBE firms unwilling or unable to submit to vaccination.

## REQUEST

For the wellbeing of Port employees, contractors, and consultants, and to remove the barrier to WMBE and DBE involvement in Port contracts, this Commission should immediately order the Executive Director to end policies which require COVID-19 vaccination. This should include Executive Policy 29 and Policy HR-34.

## THE TIDE IS TURNING

Three weeks ago a California appellate court affirmed the striking down of San Diego School District's COVID-19 vaccine mandate. Then two weeks ago, the 6<sup>th</sup> Circuit Court of Appeals in Cincinnati upheld an injunction that protects around 10,000 unvaccinated active-duty, reserve, and National Guard service members in U.S. Air Force and Space Force from adverse treatment while they await exemptions from the military's COVID-19 vaccine mandate.

Further, just last week we saw congress pass the \$858 billion National Defense Authorization Act which includes a requirement for the Pentagon to end its COVID-19 vaccine requirement. Representative Adam Smith of our ninth Congressional District, in which Seattle-Tacoma International Airport is located, stated on the House floor that it is the right time to end the vaccine requirement.

## CDC DATA

Policy HR-34 and Executive Policy 29 were intended to contribute to the health of Port employees. However, information provided by the CDC does not support this approach.

Of the 10.1 million COVID-19 vaccine recipients who opted into the CDC's V-Safe App, 3.35 million individuals, over 33%, reported that after receiving the vaccine they were unable to perform normal activities, missed work or school, and/or required medical care. Based on this CDC data, it is apparent that receiving the COVID-19 injection can have serious consequences.

As seen yesterday on the CDC website, "Breakthrough infections will occur even when vaccination rates are high." And, "People who get vaccine breakthrough infections can spread COVID-19 to other people." Therefore, even 100% vaccination status in a population will not prevent spread of the virus.

From CDC data downloaded this morning for 2022-Quarter 3, of those who tested positive for COVID about 57% were vaccinated. However, over 61% of the COVID deaths that same quarter were among vaccinated individuals. As the percent of deaths is higher than the percent of cases among vaccinated individuals, this indicates that a vaccinated person who tests positive for COVID is more likely to die than an unvaccinated person.

## CONCLUSION

Policy HR-34 and Executive Policy 29 involve COVID-19 vaccine mandates, implemented with the intent to protect Port employees, should be rescinded to support the wellbeing of Port employees, contractors and consultants. Considering (i) the disparity the mandate presents to WMBE and DBE involvement in Port contracts, contrary to Port goals, (ii) recent actions across the country to strike down vaccine mandates, including Representative Smith's speaking in support of ending the DoD vaccine mandate, and (iii) in light of CDC data which contradicts perceived benefits of maintaining the mandate, the Commission should immediately order the Executive Director to cease these vaccine mandates.

**[EXTERNAL] Public comment for today's meeting**

Jordan Van Voast &lt;jordanvvv@gmail.com&gt;

Tue 12/13/2022 7:20 AM

To: Commission-Public-Records &lt;commission-public-records@portseattle.org&gt;

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

Dear Commission-Public-Records,

I plan to join you today in person at noon. Attached please find a copy of my written comments to the Commissioners.

thank you,  
wishing you peace

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

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Good afternoon Commissioners and Port staff, my name is Jordan Van Voast. As a member of Seattle Cruise Control, I am here once again to express my deep concern that given the fossil fuel dependent cruise industry's harmful impacts to air and marine environments, worker exploitation and the accelerating climate emergency, the Port of Seattle is failing in its mandate to promote the public good. We urge you to immediately begin phasing out partnerships with the cruise industry rather than continuing to expand it.

The economic benefit from cruise revenue at the Port is not worth [the many harms](#)<sup>1</sup> it creates. Cruising is a non-essential human activity. The Green Corridor is not a satisfactory response to greenhouse gas emissions and it does not ameliorate the multiple other harms of cruise. COP27 makes clear that the Paris target of 1.5 degrees may [no longer be achievable](#)<sup>2</sup>, but still **we must act**. Every fraction of a degree we limit global temperature rise means a huge reduction in suffering.

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It is widely acknowledged that most voters in King County don't pay much attention to the Port Commission, despite the Commissions' power to influence policy in the region. Last month, [70% of King County voters approved Charter Amendment 1](#),<sup>3</sup> shifting several County elections to even years when voter turnout almost doubles on average. On odd election years, when Port elections are held, voter turnout averages around [47%](#).<sup>4</sup> How can you uphold the public good when you don't have a majority of eligible voters participating in elections? **In the context of current national political debates about voter disenfranchisement, isn't this situation worth your immediate attention?**

Please visit our website at [seattlecruisecontrol.org](http://seattlecruisecontrol.org), think about the issues we've raised for the past three years and ask yourself, "What is in the best interests of the public?"

What will the children of the future say about us if we continue to focus narrowly on partnerships with the machines of capitalism that will always put profits before people? We are all connected. All of our actions Thank you.

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<sup>1</sup> <https://seattlecruisecontrol.org/green-corridor-is-a-greenwash/>

<sup>2</sup> <https://insideclimatenews.org/news/18112022/is-cop27-the-end-of-hopes-for-limiting-global-warming-to-1-5-degrees-celsius/>

<sup>3</sup> <https://aqua.kingcounty.gov/elections/2022/nov-general/results.pdf>

<sup>4</sup> <https://www.shorelineareanews.com/2022/11/king-county-council-chair-applauds.html>