

[EXTERNAL] Take Action to Reduce Cruise Harms!

Iris Antman <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:03 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Iris Antman
antwomaniris@gmail.com

Seattle, Washington 98118

[EXTERNAL] Take Action to Reduce Cruise Harms!

Sally Bartow <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:03 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Sally Bartow
sallybartow@comcast.net

Mercer island, WA, Washington 98040

[EXTERNAL] Take Action to Reduce Cruise Harms!

Jim Bernthal <noreply@adv.actionnetwork.org>

Sat 4/6/2024 5:18 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Jim Bernthal
jimbernthal@hotmail.com

Seattle, Washington 98118

[EXTERNAL]PUBLIC COMMENT for October 27, 2020

Sharon Chafin <memesharon48@gmail.com>

Fri 4/12/2024 8:20 PM

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

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

Hello...

I don't know if this has been covered so.....

As a volunteer in the airport I find it increasingly disturbing to find our elevators dirty and with trash, many times, thrown on the floor. They are probably (?) cleaned from time to time, but the elevators themselves are definitely not welcoming! Add to that they seem to be constantly in repair status. I actually got stuck in one a few months ago! Luckily, we had the number for maintenance and they were right on it! Yay MAINTENANCE!

While I'm (sorry) complaining....sure would be nice to have a better cell lot. After visiting the one in Tampa, FL with their REAL restroom building, and their big screen w/incoming flights, I am so disappointed in ours. Yes, they have better weather, but we should figure that out?

Thanks for the ear!

Sharon Chafin
USO Volunteer

[EXTERNAL] Take Action to Reduce Cruise Harms!

Cynthia Ervin <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:03 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Cynthia Ervin
cynthervin@msn.com

Seattle, Washington 98115

[EXTERNAL]Take Action to Reduce Cruise Harms!

Sandra Jones <noreply@adv.actionnetwork.org>

Fri 4/12/2024 2:06 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Sandra Jones
sandra.jones2278@comcast.net

Bellevue, Washington 98004

[EXTERNAL] Take Action to Reduce Cruise Harms!

Breck Lebegue <noreply@adv.actionnetwork.org>

Sat 4/6/2024 1:02 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

As a public health physician and past cruiser who got COVID on my final cruise, I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in

the context of total emissions/pollution generated to give a true picture of their effectiveness. Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Breck Lebegue
brecklebegue@gmail.com

Steilacoom , Washington 98388

[EXTERNAL] Take Action to Reduce Cruise Harms!

Cynthia Levine <noreply@adv.actionnetwork.org>

Sat 4/6/2024 1:03 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

- Cynthia Levine

Cynthia Levine
cynthia@thelevines.com

Seattle, Washington 98107

[EXTERNAL] Take Action to Reduce Cruise Harms!

Irswt8n@gmail.com <noreply@adv.actionnetwork.org>

Sun 4/7/2024 2:52 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

lrswn8@gmail.com

,

[EXTERNAL] Take Action to Reduce Cruise Harms!

Shannon Markley <noreply@adv.actionnetwork.org>

Sat 4/6/2024 5:05 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Shannon Markley
markley.shannon@yahoo.com

Shoreline, Washington 98177

[EXTERNAL] Take Action to Reduce Cruise Harms!

Scott McClay <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:59 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Scott McClay
scottmc@riseup.net

Seattle , Washington 98106

[EXTERNAL] Take Action to Reduce Cruise Harms!

Patrick McKee <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:02 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Patrick McKee
patmckee@sbcglobal.net

Mercer Island, Washington 98040

[EXTERNAL] Take Action to Reduce Cruise Harms!

Anne Miller <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:03 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Anne Miller
annemiller2733@gmail.com

Seattle, Washington 98122

[EXTERNAL] Take Action to Reduce Cruise Harms!

Grace Norman <noreply@adv.actionnetwork.org>

Thu 4/4/2024 3:24 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Grace Norman
grace.norman@gmail.com

seattle, Washington 98104

[EXTERNAL] Take Action to Reduce Cruise Harms!

Sarah Ostheller <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:02 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Sarah Ostheller
chik.zilla@gmail.com

Tacoma, Washington 98408

[EXTERNAL]Take Action to Reduce Cruise Harms!

Ayana Parrott <noreply@adv.actionnetwork.org>

Fri 4/12/2024 10:31 AM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I endorsed and attended the "Save Our Seas" demonstration at Pier 66 on April 6th with my 10-year-old daughter, other concerned children, families, and community members. We are all devastated by the cruise industry's impact on our environment and are demanding improvements for the future of our children. I urge you to take action to immediately reduce the harm caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from

the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness. Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Ayana Parrott
aparrott@live.com

Seattle, Washington 98178

[EXTERNAL] Take Action to Reduce Cruise Harms!

Wade Phillips <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:03 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Wade Phillips
wadephi@gmail.com

Seattle, Washington 98115

[EXTERNAL]Take Action to Reduce Cruise Harms!

Natalie Pierson <noreply@adv.actionnetwork.org>

Wed 4/17/2024 3:11 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Natalie Pierson
natalie.kelly@gmail.com

Seattle , WA

[EXTERNAL] Improve the Land Stewardship Plan

Lauren Sewell <sewelllauren@gmail.com>

Sat 4/6/2024 11:36 AM

To: Calkins, Ryan <Calkins.R@portseattle.org>; Cho, Sam <Cho.S@portseattle.org>; Felleman, Fred <Felleman.F@portseattle.org>; Hasegawa, Toshiko <Hasegawa.T@portseattle.org>; Mohamed, Hamdi <Mohamed.H@portseattle.org>; Commission-Public-Records <commission-public-records@portseattle.org>; Aviation Environmental Information <EnvironmentSEA@portseattle.org>
Cc: info@treeactionseattle.com <info@treeactionseattle.com>; info@defendersofhighlineforest.org <info@defendersofhighlineforest.org>

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

Dear Commissioners and Staff,

The Port's Sustainable Airport Master Plan and Real Estate Strategic Plan recommend replacing an estimated 110 acres of forested land in residential neighborhoods near the airport with polluting industrial development. A 55-acre parcel inside North SeaTac Park is at risk. So are 17 acres directly south of Tub Lake Bog, 26+ acres in the Riverton Heights community, and over 27 acres in southwest SeaTac - all close to homes and schools.

The map in figure 16 of your [Land Stewardship Plan](#) indicates that you are not reconsidering these proposals.

Adding more polluting sources in this densely-populated community will harm people. Removing air cooling and purifying city trees here will harm them more. Doing both at once - in this lower-income, diverse, and highly-impacted community where levels of pollution and heat are already high and trees are already scarce - is deeply unjust.

Commissioner Felleman made two important comments on the Land Stewardship Plan on March 12th. He suggested including an inventory of already-developed Port-owned land in this plan to identify existing uses that can be intensified and potentially avoid "sprawling to another site." And he suggested that "adjacency to community areas" - presumably of Port development plans - could assist in your equity analysis.

The Port should not swap out any large area of air-purifying forest with industrial sprawl in our near-airport community. But you appear to still plan to remove most of the forest on the land you own here.

Therefore, we reiterate our call to you, expressed in the [Community Forest Consensus](#) now signed by nearly 3,700 community members, to protect all community forest in the near airport community. And we also ask that you implement the suggestions that Commissioner Felleman made at your March 12th meeting.

Thank you,

Lauren Sewell, 98144

[EXTERNAL] Take Action to Reduce Cruise Harms!

Vivien Sharples <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:03 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Vivien Sharples
vivs@igc.org

Seattle , Washington 98112

[EXTERNAL]Take Action to Reduce Cruise degradation!

Marc Smason <noreply@adv.actionnetwork.org>

Fri 4/12/2024 12:11 AM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Marc Smason
worldmusicetc@gmail.com

Seattle, Washington 98144

[EXTERNAL] Take Action to Reduce Cruise Harms!

Nichole Snyder <noreply@adv.actionnetwork.org>

Sat 4/6/2024 12:03 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

Nichole Snyder
nichole.lsnnyder@gmail.com

Mercer Island, Washington 98040

[EXTERNAL]Take Action to Reduce Cruise Harms!

XinTong H <noreply@adv.actionnetwork.org>

Thu 4/11/2024 10:14 PM

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

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

Commission_Testimony Port Meeting,

Dear Port Commissioners and staff,

I urge you to take action to immediately reduce the harms caused by Seattle's cruise sector. Giant cruise ships pollute our waters and air, endanger our health and our climate, exploit onboard workers, and overwhelm destination communities.

I urge the Port of Seattle to take the following actions:

- 1) Annually reduce the number of sailings, until there is zero water, air and climate pollution. The "Green Cruise Corridor" claims that it may eventually reduce emissions, but we need to start now!
- 2) Lobby the WA state legislature to expand the mission of WA ports to include stewardship. The Port should advocate to update state law so that ports are no longer mandated to continually grow business at the expense of the environment and our health. The current mission is obsolete and dangerous in light of the climate and environmental crises we now face.
- 3) Support the proposed U.S. Clean Shipping Act, which would end emissions from all ships by 2040 and would also electrify ports to stop health-harming pollution. This law would apply to freight and cruise ships, and contains reduction benchmarks. The "Greenest Port in North America" should champion the effort to raise the bar for all US vessels.
- 4) Reject false solutions and speak out publicly about the need for true solutions. LNG fracked gas is proven to be as bad or worse for the climate than traditional fuels, yet cruise companies sailing out of Seattle make claims that LNG cruise ships are environmentally friendly. "Engine scrubbers" that turn air pollution into water pollution should not be allowed along the Seattle-Alaska cruise route; instead of using scrubbers, cruise companies could simply pay for a higher grade of available fuel. "Net zero" and "carbon neutral" are goals that allow climate pollution to continue and are not in line with keeping global warming below 1.5 degrees - we need actual zero emissions vessels and targets.
- 5) Approach discussions, goals, studies, and presentations about the cruise sector in an honest, holistic, and unbiased way. When economics are discussed, there should be a transparent breakdown of the purported financial benefit to our region, AND a breakdown of negative costs caused by the industry directly, and the costs of exacerbating the climate crisis. Emissions from the the flights associated with cruise passengers, and from the ships' entire journeys, should be counted in the greenhouse gas inventories. Environmental accomplishments must be framed in the context of total emissions/pollution generated to give a true picture of their effectiveness.

Take responsibility for the four billion gallons of annual water pollution dumped along the SEA-AK route.

6) Work in collaboration to support regional solutions that could reduce harm immediately. The entire Seattle-Alaska route should be a "no discharge zone," to stop the dumping of sewage, toxic engine scrubber waste, garbage, oily bilge water, and greywater. The "Alaska Rangers" onboard observer program needs to be funded by passenger fees, and expanded to enforce environmental regulations along the entire route.

The destructive impacts of cruises are enormous & fundamental to the industry's current business model: cruise profits depend directly upon externalizing the costs of pollution & exploitation. Seattle should lead the way for all North American ports to immediately to immediately reduce harms, while exploring ways to equitably transition away from this devastating form of toxic tourism.

Please consider this to be a written comment as part of public comment at the next Port Commission meeting. Thank you.

XinTong H
Xinnophone@gmail.com

Seattle , Washington 98104