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Mail - Commission-Public-Records - Outlook

[EXTERNAL] Comments for Port Commission meeting, July 9

Patrick McKee

Tue 7/9/2024 10:21 AM

To: ?Commission-Public-Records ; ?Mohamed, Hamdi  
; ?Felleman, Fred ; ?Cho, Sam ; ?Calkins,  
Ryan ; ?Hasegawa, Toshiko ?

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

Commissioners We're here again: the hottest Seattle July 9 on record. Around the world, each of the previous 13 months has been the hottest on record.

Daily intimations of catastrophe, like yesterday's report about the ongoing climate-related collapse of Washington's iconic cherry growing industry, fail to break through the anodyne normalcy of business as usual. The Port needs a more comprehensive dashboard.

Judging by the new 10 year berthing agreement with repeat environmental offender and corporate criminal Carnival Cruise, business as usual remains the order of the day at the aspiring Greenest Port in North America. What a tragic missed opportunity to actually, in the Commissioner's words, change the game now, when it matters: to address cruise GHG reductions, a scrubber ban, expanded dischargefree zones, the overwhelm at small destination ports. It only gets harder and more expensive from here.

Just last week the Canadian parliament passed anti-greenwashing legislation prohibiting deceptive "claims that promote the environmental and ecological benefits of a ... business activity that are not based on adequate and proper substantiation." Enforcing this sort of policy at the Port might get uncomfortable; trumpeting the greenest cruise fleet while carbon emissions increase year over year is inherently such a claim.

In May, the City of Edinburgh banned from city advertising spaces ads for cruise, airlines and airports, fossil fuel companies, and gasoline cars. They explained that "the promotion of high-carbon products is incompatible with net zero objectives," and that reaching the city's climate targets "requires a shift in society's perception of success". We can't change the game in any meaningful way until we acknowledge this.

Port of Seattle, follow these leads. Get out of the cruise greenwashing business. No more international promotional expenditures, no more hosting CLIA conferences, no more web pages touting "cruise accomplishments in sustainability". What message might that send to corporate cruise about the seriousness of your commitment regarding climate goals? To the tourism-consuming public? Or to staff negotiating future lease agreements?

Thank you,

Patrick McKee

323.336.3651

member, Seattle Cruise Control

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