



Port of Seattle Commission
PO Box 1209
Seattle, WA 98121

October 22, 2019

RE: Request for supplemental RFP for proposed T46 cruise ship terminal

Dear Commissioners:

For the sake of transparency and accountability, and in the interest of ensuring the Port of Seattle Commissioners, staff and the public have the information necessary for making an informed decision about the proposed Terminal 46 cruise ship terminal, we request that the Port Commission issue a policy directive directing the Port of Seattle staff to issue a supplemental request for proposals (RFP) on or before October 30. A supplemental RFP is necessary because the initial RFP neglected to require the disclosure of critical information that the public has a right and reason to know. A supplemental RFP is appropriate despite the deadline for responses to the Port of Seattle's Terminal 46 cruise ship terminal Request for Proposals (RFP) passing on September 18, 2019. We ask that the Port of Seattle suspend the selection process and issue a supplemental RFP requesting the following information from the qualifying bidders:

Criminal and Civil Liability Disclosure

- All qualifiers must disclose any and all violations of criminal federal, state, and local laws and regulations occurring within the last fifteen years, as well as any and all civil liabilities and lawsuits. This applies especially to Carnival Corporation, most recently indicted by the U.S. Department of Justice in the *US v Princess* case for violating environmental laws and being caught for violating its terms of probation for illegally dumping waste into the ocean, including in Glacier Bay National Park.

Environmental Impact Disclosure

- All qualifiers must submit a comprehensive Life Cycle Assessment (LCA) report detailing the volume and types of fuels used and emissions/pollution to be

emitted by the type of cruise ships expected to use Terminal 46 for a period of thirty years.

- All qualifiers must conduct an inventory of current and projected emissions based on the proposed changes at Terminal 5 and Terminal 46, using the EPA's current Methodologies and Best Practices for estimating Greenhouse Gas emissions, including but not limited to CO₂, NO_x, SO_x, PM_{2.5}, PM₁₀.
- All qualifiers must conduct a study of air dispersion modeling for the Terminal 46.
- All qualifiers must disclose their estimates of the total amount of their discharges for the years 2009-2018, including sewage, greywater, oily bilge water, solid waste and hazardous waste.

Human Rights

- All qualifiers must commit, in writing, to honor the Free, Prior and Informed Consent (FPIC) regional tribes and engage in government-to-government consultation, including the Duwamish.

Racial and Economic Justice

- All qualifiers must commit, in writing, to progressive hiring/employment practices - i.e. goals for local hires, new apprenticeship opportunity/positions for groups under-represented in the trades, unionized contractors, etc. - to the degree that the law allows and where not already included in Port contracting regulations.
- All qualifiers must commit, in writing, to housing/transportation subsidies for low-wage employees.
- All qualifiers' proposals must be aligned with and consistent with the City of Seattle's environmental and climate-related goals and objectives.
- All qualifiers' proposals must adopt the same internal requirement that the City of Seattle development projects be assessed through a progressive "social" or "racial equity" lens. See: [City of Seattle's Race and Social Justice Initiative Racial Equity Toolkit](#).

The qualifiers' responses to the supplemental RFP must be published and available to the public at least six weeks before the start of any public comment period. The selection process schedule should be adjusted accordingly.

Sincerely,

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