



---

# 2014 Sustainability Report

---



Port of Vancouver USA

---

Annual Report  
WE CAN! Task Force

---

## 2014 SUSTAINABILITY REPORT

### Table of Contents

---

I.	Introduction.....	3
	Purpose of Report.....	3
	Port Background.....	3
II.	Sustainability at the Port.....	5
	What Sustainability Means to Us.....	5
	History of the Port's Sustainability Program.....	6
	Program Scope.....	6
	Sustainability Reporting Framework.....	7
	Goals, Strategies and Targets.....	7
	Results Indicators.....	8
III.	2014 Sustainability Goals.....	9
	Economic Sustainability Goals, Strategies and Targets.....	9
	Social Sustainability Goals, Strategies and Targets.....	16
	Environmental Sustainability Goals, Strategies and Targets.....	21
	Other Sustainability Success Stories.....	26
IV.	Conclusion.....	27
	Year-End Summary.....	27
	Next Steps.....	27

# I. INTRODUCTION

---

## PURPOSE OF REPORT

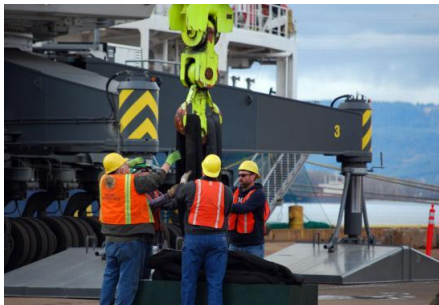
The purpose of this document is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2014 as part of the port's commitment to developing a sustainable port. This report includes a description of the port's approach towards sustainability, how sustainability management activities were undertaken during our formal sustainability efforts, and the progress made towards accomplishing our sustainability goals. The port is dedicated to sharing information about its sustainability priorities, goals, initiatives and performance. This report illustrates our commitment to good governance, transparency and responsibility to our community, employees, stakeholders and the environment.

## PORT BACKGROUND

The Port of Vancouver was created in 1912 by the people of Vancouver. Back then, many businesses were located on the waterfront for easy access to the ships that plied the waters of the Columbia; but these were private businesses. Public ownership of the waterfront became imperative so that all citizens would reap the benefits of access to waterborne trade across the public shoreline. On April 6, 1912, a special election established the Port of Vancouver. There are now 75 port districts in the state of Washington with the Port of Vancouver being the third oldest port in the state.



Now, over 100 years after its inception, the Port of Vancouver's marine trade and industrial business operations continue to grow. The port is over fifty percent complete in delivering the West Vancouver Freight Access Project, a dedicated dual rail carrier access unit train facility that will result in increased efficiency of rail service, with an estimated forty percent reduction in mainline congestion and delays by the project's anticipated completion in 2017, lowering costs for U.S. manufacturers and farmers, and freeing up tracks for both passenger and freight rail movements. The WVFA project will



help unclog a bottleneck caused by trains coming into the port and alleviates the stalling of national rail lines to the west coast. An important piece of the project is the completed loop track at Terminal 5 that enables the port to stage 100-plus rail car unit trains within the interior of the port without blocking the mainlines. Other important features of the project include the creation of a new rail grade-separated entrance into the port that will avoid bisecting mainline traffic, expanding the rail corridor throughout port property, and a new grade-separated access road into Terminal 5.

The port collaborated with other river ports and federal and state agencies to complete the Columbia River Channel Deepening Project. This 20-plus year project makes the port more accessible for larger ships with greater cargo capacity, creating an opportunity for new maritime business. The parties are now working

towards effective maintenance of the channel at its new depth.

Each day, approximately 2,300 people are directly employed by business at the port. The port has approximately 50 tenants, five marine terminals and 13 berths. In 2014 the port earned \$37.5 million in operating revenue and handled 6.6 million metric tons of cargo, making 2014 the best revenue and tonnage year in its 103-year history.

Three publicly-elected commissioners represent the interests of the population of the Port District; Nancy Baker, Jerry Oliver and Brian Wolfe. They work closely with port employees and stakeholders to ensure the port continues to provide economic benefit to our community by attracting new cargos, increasing cargo volume, innovating more

efficient cargo handling practices, and keeping a vigilant eye on the environment of both the land and the river that serves it.

The port is dependent on a healthy environment, dedicated labor force, economic vitality, and sound leadership to ensure it remains a unique and vibrant center of trade.

## II. SUSTAINABILITY AT THE PORT

---

### WHAT SUSTAINABILITY MEANS TO US

The port is committed to the health of the economy, our community and environment. The concept of sustainability is not new to the port. While terms may evolve, our commitment to responsible resource use, protection of the environment, and making business decisions that recognize the balance between the decisions we make today and the consequences those decisions will have on the future have been in place for years.



While there are several definitions of sustainability, the simplest way of thinking about sustainability is to think of future generations, and make them a pledge that they will have all the freedoms and luxuries we had in our lifetimes. It means we find alternative ways of doing the same things we do now without creating harmful effects to the environment. The Port of Vancouver strives to meet this definition through our short and long-term sustainability efforts.

#### Mission Statement:

The Port of Vancouver provides economic benefit to our community through leadership, partnership and stewardship in marine and industrial development.

We define sustainability through our values which give rise to our policies, our ethics and our port culture. They commit us to environmental stewardship, safe work environments, and socially-responsible behavior in our workplaces and our community.

Sustainability ties into our core values. The port's mission statement is to provide economic benefit to our community through leadership, stewardship and partnership in marine and industrial development.

Leadership means looking ahead for land and transportation opportunities and making sure our community's industry and waterfront property is protected for our future. Stewardship means taking care of the public's investment, being good stewards of our environment. Partnership is working with others to ensure continued success and viability.

## HISTORY OF THE PORT'S SUSTAINABILITY PROGRAM

In 2008, the port initiated the "We Can!" project. Through this project, the port inventoried previous sustainable efforts and accomplishments and began working toward measurable, consistent changes to improve upon the programs already in place and identify opportunities for future growth.

The port's effort began by forming a cross-departmental task force, the We Can! Task Force, to be the champions of the port's sustainability initiatives. Each department at the port designated an appointee to represent the unique needs and opportunities of their respective departments. The task force members, along with their departments, developed the 2014 sustainability goals and targets for the Port of Vancouver. The task force set goals with the following guidelines in mind. Goals must:

- Support the port's Mission Statement, Goals and Values
- Be Reasonable
- Be Achievable
- Have Measurable Benefits (where practical)



As a sustainable port, we look at our operations in an all-inclusive manner, enhancing our profitability while existing responsibly within our larger community.

## PROGRAM SCOPE

As a public port, our tenants, customers, users, and stakeholders are numerous. It was important for the port to define the scope and boundaries of the sustainability program. The port's program covers those operations that the port has actual power of control over. Organizational boundaries are defined by operational control; therefore, facilities or operations meeting any of the following criteria were included:

- wholly owned and operated/controlled by the Port of Vancouver;
- the Port of Vancouver has full authority to introduce and implement operating



- policies (i.e., holds the operating license);
- the Port of Vancouver has full authority to implement operational and health, safety and environmental policies.

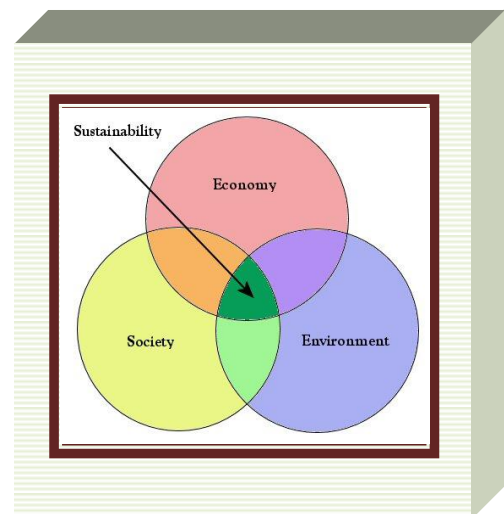
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. In addition to speaking engagements, articles in numerous port publications to tenants, the port's voting district, employees and stakeholders from the environmental community also highlight the port's sustainability efforts and project updates to encourage others to begin thinking sustainably.

## SUSTAINABILITY REPORTING FRAMEWORK

The port's task force chose the globally recognized and respected Global Reporting Initiative's G3 Guidelines reporting framework to guide them through the process of goal setting and sustainability reporting. Over the years, the team has adapted the framework to meet the port's specific needs.

The framework divides sustainability into three dimensions of sustainability:

- Economic
- Environmental
- Social



## GOALS AND YEAR-END TARGETS

In order to achieve sustainability goals, attainable and measureable steps, called year-end targets, were established for each goal for 2014.

- **Goals** – Identify the “big picture” of what the port is trying to achieve
- **Targets** – Attainable and measureable steps that can be taken by the end of the calendar year to achieve the ultimate goal

After setting the 2014 goals and targets, the We Can! Task Force tracked the progress to measure the port's sustainability success.

## RESULTS INDICATORS

The following Results Indicators, which symbolize performance towards year-end targets, have been selected to provide the reader with an easy-to-read format when viewing Section III. of this report.



**Target Exceeded**



**Target Achieved**



**Target Not Met**



**Target Carried Over to 2015**





# III. 2014 SUSTAINABILITY GOALS

---

## ECONOMIC SUSTAINABILITY GOALS AND YEAR-END TARGETS



The Port of Vancouver is an economic engine to the southwest Washington region. The port provides economic stability to our region by producing revenue to our state and local services. The port's strategy to ensure economic sustainability strives to provide longevity of economic diversity and funding through a sustainable, healthy mix of cargo, tenants and revenue generation. The efforts toward economic sustainability were divided into two goals and twenty-two year-end targets.

### GOAL: DIVERSIFY REVENUE SOURCES

---

*TARGET:* Increase vessel calls and rail cars to the port.



*STATUS:* Vessel calls in 2014 increased nearly 35 percent compared to 2013 numbers to 452 calls. Rail cars were up 23 percent in 2014 compared to 2013 numbers. In an effort to increase rail commodities, a memorandum of understanding with the North Dakota Department of Agriculture allows the port to provide dedicated rail service to move North Dakota agricultural products west in would-be empty boxcars returning from energy shipments.

*TARGET:* Support growth and redevelopment opportunities at Terminal 1.



*STATUS:* The port is undertaking a historic development, the Waterfront Legacy Project, at Terminal 1, its birthplace on the Columbia River. In 2014, the port partnered with the City of Vancouver to construct the deep utilities in advance of roadway construction that will pave the way for redevelopment. The port will continue to work with current tenants and will work to develop a master plan for this site anticipated for completion in 2015.

## Economic Sustainability Goals (cont.)

---

*TARGET:* Support the development of renewable energy projects.



*STATUS:* Through the port's ongoing wind energy cargo expertise, the port offers customers with the innovation of efficient logistics necessary to develop renewable energy projects. In 2014, the port handled 25, 228 metric tons of inbound windmill components, up from 7,469 in 2013. In addition, the port purchased 5,451 renewable energy certificates for 2014 from wind energy sources, equivalent to 100% of the port energy use for 2013. Since 2008 the port has purchased 32,977 renewable energy certificates which is equivalent to avoiding over 23 metric tons of carbon dioxide emissions.

---

*TARGET:* Complete critical elements of the West Vancouver Freight Access (WVFA) Project to ensure cargos can efficiently utilize the transportation systems at the port and not bisect the mainline rail traffic.



*STATUS:* Construction progress of the WVFA project continued in 2014, with over half of the project completed. The concrete entrance structure was constructed in 2014. The final track work within the structure is anticipated to be completed in 2015. The Great Western Malting Drumhouse was demolished to make way for a new rail corridor into Terminal 2 from the new entrance. An educational kiosk was constructed to memorialize the drum house at the overlooking Amtrak station. The WVFA project was awarded the Vancouver Business Journal's Top Project award for 2014.

---

*TARGET:* Utilize newly developed Customer Deal Analysis Tool to provide a dependable and non-subjective assessment to evaluate risk, profitability and longevity of potential new tenants/customers.



*STATUS:* The tool was used successfully for several potential new tenants at Centennial Industrial Park (CIP) and other locations. The tool was expanded to provide break-even cost information on a lot-by-lot basis. The tool was also presented to the Washington State Auditor's Office to illustrate the use of state-of-the-art tools to analyze opportunities responsibly.

---

## Economic Sustainability Goals (cont.)

---

*TARGET:* Work with clients to increase cargo volume with new commodities or growth of existing commodities.



*STATUS:* Total tonnage at the port was up 47 percent at 6.6 million metric tons, a record-setting year for the port. Much of the increase was fueled by huge gains in steel and wind energy components. Steel slabs, a new commodity for the port in 2014 grew steel imports by 495 percent over 2013. Wind energy components were up 234 percent, grain increased 37 percent, and Subaru imports grew 18 percent over 2013 volumes. Planning began on two key tenant expansion projects in 2014. Subaru of America is adding a 15,000 square foot building expansion, and Sunlight Supply Inc. plans to build a 285,000-square-foot facility at the port's Centennial Industrial Park.

---

*TARGET:* Develop and execute strategy to ensure future truck access to/from I-5.



*STATUS:* Ensuring access to the port from all available modes and efficient route alternatives for transportation allows for diversification of cargos and is essential to all goods movement. In 2015, implementation of the West Side Mobility Strategy in collaboration with the City of Vancouver will occur. This work will provide data for all modes and a strategy for n/s and e/w movements to accommodate freight, residential and commercial use in the most urbanized west portion of Vancouver. Also, the port continued to advocate for funding improvements between the port and I-5 on SR 501, and improvements to the Mill Plain Interchange through joint efforts with the City, Regional Transportation Council and regional leaders.

---

*TARGET:* Develop/enhance diversified and robust sales and marketing efforts.



*STATUS:* A new sales and marketing department was created. Sales team members focus on different market sectors to ensure market coverage and grow knowledge base. A sales commission structure was developed to encourage success.

## GOAL: MAXIMIZE OPERATIONAL PROFITABILITY

---

*TARGET:* Increase available property for economic development.



*STATUS:* Because the port has nearly 100 percent of its property currently leased (lease rate of 99.4 percent in 2014), adding additional property to develop/lease is key to provide for economic growth. The port completed the Centennial Industrial Park and is working to lease or sell lots for development. In addition, the port is exploring other opportunities in its port district for economic growth, including its own Terminal 1 redevelopment.

---

*TARGET:* Coordinate payroll information and benefits systems to increase efficiency.



*STATUS:* Payroll provider and Department of Retirement Systems now coordinate to share information automatically, eliminating significant processing time by port employees and eliminating potential for errors. The port was the first municipality to take advantage of this technology with the Deferred Compensation Program.

---

*TARGET:* Provide value-enhancing services to customers.



*STATUS:* In 2014 the port made progress eliminating several long-standing flooding problems for tenants at buildings 2100, 3201, 2305, and 3309. Providing permanent solutions for reoccurring maintenance needs eliminates the need for emergency call-outs to assist tenants to protect their equipment and improve safety.

---

*TARGET:* Implement electronic banking system for improved internal controls and streamline deposit processing.



*STATUS:* Worked with treasury service provider to provide port with processing of daily deposits. By treasury provider performing this service, it has reduced workload on both administration and finance/accounting departments and also improves internal controls. Daily volume of deposits by port employees has reduced from 20-30 checks per day to 0-5 checks per day.

---

## Economic Sustainability Goals (cont.)

---

*TARGET:* Evaluate effectiveness of cloud-based email for the organization.



*STATUS:* This project is started in 2014 with a small test group assembled to evaluate the value for the port (security, usability, cost, etc.). Implementation is expected in 2015 following addressing technology issues.

---

*TARGET:* Increase the number of customers and vendors supplying payments and invoices electronically.



*STATUS:* Continued to issue electronic invoicing and ACH payment form and informational packet regarding the ports invoicing process to all new customers. Request email invoicing from vendors. Customers receiving invoices through email = 80 percent. Vendors supplying invoices through email = 70 percent.

---

*STRATEGY:* Deliver Centennial Industrial Park as 'shovel ready' for light industrial development.



*STATUS:* The roads and utilities were completed in 2014 for the Centennial Industrial Park. The park is ready for development with two purchase and sale agreements completed in 2014 for purchase of nearly 30 acres of the 58-acre park. The port also anticipates constructing a building for lease on a lot in 2015-16.

---

*TARGET:* Encourage profitability and success through sustainable business practices.



*STATUS:* The port encouraged tenants through education and resources at the port's annual tenant breakfast. Guest speakers from Clark Public Utilities and Clark County offered tenants information on sustainable business practices and incentive programs available. Topics included energy efficiency, waste reduction, stormwater pollution prevention, water conservation.

---

## Economic Sustainability Goals (cont.)

---

*TARGET:* Develop financial tools to assist with cost monitoring.



*STATUS:* In an ongoing effort to develop financial tools and resources that support departments, developed expenses tracking tool on portal for external affairs department and others.

---

*TARGET:* Take proactive steps to avoid unnecessary barriers to productivity.



*STATUS:* Developed new automated system for task request for administrative staff assistance. Using an online request format allows staff to communicate their needs at any time and at their convenience. The newly created administrative task request functions much like the existing information technology (IT) task list in providing a record of requests (tasks, time spent, resources needed) to help be proactive with future planning. Acquired two new mowers (a Tier 4 field mower and a Zero-turn landscape mower). The new equipment made a significant improvement in efficiency and in the case of the Zero-turn yielded a dramatic cost savings for maintaining CIP, Gateway Avenue and the Parcel 1A walking paths.

---

*TARGET:* Replace and implement a new computerized maintenance management system (CMMS).



*STATUS:* A new CMMS system was selected and procured in 2014. The transition to the new system will occur in 2015.

---

*TARGET:* Develop system for ensuring timely and routine cleaning of port administration vehicles.



*STATUS:* Vehicles are now scheduled to be cleaned quarterly, in addition to as-needed, by the administrative team. Scheduling the vehicles in this manner keeps vehicle's cleanliness predictable and maintains the overall condition of the vehicles over time. The administrative team's assuming responsibilities provides a valuable resource and frees time of others.

---



## Economic Sustainability Goals (cont.)

---



*TARGET:* Transition all utility bills to payment via P-card, saving processing time/money and receiving cash back dividends.

*STATUS:* All utility bills have been transitioned over to P-card payments. No processing of payments saving the port \$45 per disbursement. Additionally, cash back dividends are paid to the port through the use of the P-card.

---



*TARGET:* Maintain clean financial audits and strong financial health.

*STATUS:* In 2014 the Washington State Auditor's Office had no issues of concern with the ports internal controls to safeguard public assets. Audit results on federal grant compliance also yielded no deficiencies or instances of noncompliance. Other indicators of strong financial health: the port's operating income was the highest in its 103-year history at \$37.5 million, the port maintains excellent credit ratings, for the third year in a row the port commission elected not to take a one percent tax increase allowed by Washington state law.

## SOCIAL SUSTAINABILITY GOALS AND YEAR-END TARGETS



The social dimension of sustainability deals with the impacts the Port of Vancouver has on the social systems within which it operates. This section on the social sustainability is divided into two goals and eighteen year-end targets.



### GOAL: FOSTER POSITIVE AND PRODUCTIVE RELATIONSHIPS WITH STAKEHOLDERS

*TARGET:* Drive stakeholders to the port's main website as the easiest and fastest way for business and community members to access the information they need.



*STATUS:* Launched new newsletter (Port Point of View) with stories that drive readers back to website for more information. Launched new Q&A section on website and promoted at BOC meeting, Twitter and at community meetings as a place to find answers. Launched Twitter (106 followers so far) which directly links to stories on port website. Began adding more links in port blogs and newsletters to drive readers back to original website content.

*TARGET:* Increase the number of individuals who receive information about the port in an electronic form.



*STATUS:* Reached new audiences with new electronic newsletter, Port Point of View. Launched Twitter and have over 100 followers so far. Launched LinkedIn with over 300 followers and provided staff with workshop on how to share port news on LinkedIn. Updated and added names to electronic contacts list.

## Social Sustainability Goals (cont.)

---

*TARGET:* Develop a training program for security department to bring standardization and consistency across all shifts.



*STATUS:* A training program has been developed and will continue implementation into 2015. This will improve the relationship with staff/visitors/vendors/customers, etc. entering the terminal by ensuring that the same information is given and that each group is held to the same standards.

---

*TARGET:* Continue to provide opportunities for port employees to engage in community volunteerism.



*STATUS:* Successes included port staff participation in Jr. Achievement and Lunch Buddy program. Staff also participated in personal care item drive for the Seafarers Center which provides holiday bags for seafarers visiting POV. Will carry into 2015.

---

*TARGET:* Explore opportunities to sponsor community events with key port partners thus stretching port event and promotion dollars further.



*STATUS:* This was a major focus of outreach efforts in 2014 to try to raise the port's profile to site selectors and others who could do business with the port. Examples include partnering with the Chamber of Commerce on their annual business leadership awards dinner, sponsoring a dinner with sustainability focus with the Business Industry Association, and sponsoring two events with the CREDC focused on education and workforce of tomorrow. Port also co-sponsored two concert series at Esther Short Park and participated in targeted tours with NW Environmental Business Council and StormCom.

## GOAL: SUSTAIN A PRODUCTIVE AND VITAL WORKFORCE

---

*TARGET:* Perform a scheduling and staffing analysis for the security department.



*STATUS:* The port partnered with the Washington State Auditor's Office to provide a security staffing model to assist with projection scheduling in order to project how many staff are needed for projects to provide adequate staffing levels and lower overtime.

---



*TARGET:* Develop safety training requirements for each port position.

*STATUS:* This effort will continue into 2015.

---



*TARGET:* Increase economic benefit through supporting tenant job growth.

*STATUS:* The average industrial tenant employee count was 1,821 for 2014. This was up from 1,554 in 2013, demonstrating a 17 percent increase in tenant employees.

---



*TARGET:* Promote safe handling of cargo.

*STATUS:* The port is committed to safe transport of all commodities. In 2014 the port encouraged strengthening regulations for the safe transport of oil. The port also hosted nearly 20 members of the Washington Department of Ecology for a two-day spill prevention and preparedness meeting. Best management practices created for new cargo handling.

---



*TARGET:* Update and renew employee manual.

*STATUS:* This update will continue into 2015.

---

## Social Sustainability Goals (cont.)



---

*TARGET:* Keep injuries and accidents at or below 2013 levels.

*STATUS:* Despite safety efforts, 2014 injuries were above 2013 levels. Improvements are planned for 2015 to reduce injury levels including the addition of a full time safety professional.

---



---

*TARGET:* Support employee morale-boosting events.

*STATUS:* Successes include: annual employee service awards, ice-cream social for the commissioners, staff morale survey, apparel orders several times a year, organizing the coffee cart for port staff, and producing port birthday baby posters to celebrate staff birthdays.

---



---

*TARGET:* Increase employee recruitment.

*STATUS:* Recruitments have increased dramatically from 2013 to 2014. We had 13% turnover in 2014. This in part was from a number of retirements. Our recruitment efforts have increased around the new Sales and Marketing department, and the increase in rail/operations.

---



---

*TARGET:* Partner with the Washington Department of Labor and Industries to perform a voluntary safety audit for an independent assessment of port safety practices.

*STATUS:* The audit was completed first quarter 2014. Findings were immediately addressed.

---



---

*TARGET:* Review HAS/High Deductible Plan.

*STATUS:* This review has been moved to 2016.

---

## Social Sustainability Goals (cont.)

---

*TARGET:* Implement an alternative schedule for the security department.



*STATUS:* Implementation from a 5 day/8 hour to 4 day/10 hour and 3 day/12.5 hour work weeks for security department officers. This change reduces commute days and improves work/life balance by providing more days off in a row.

---



*TARGET:* Develop 2015 Benefits Committee team.

*STATUS:* A new benefits team will be assembled in 2016.

---



*TARGET:* Consolidate maintenance department trades into one location.

*STATUS:* Electrical shop and associated inventory was relocated into the building with other trades, providing better coordination and efficiency in a single location.

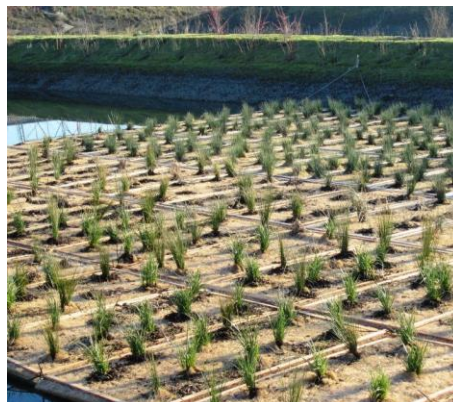


## ENVIRONMENTAL SUSTAINABILITY GOALS AND YEAR-END TARGETS

The port's environmental values demonstrate our commitment to environmental sustainability:

- Integrated Decision Making
- Sustainability
- Pollution Prevention
- Compliance

When developing the goals and objectives for environmental sustainability, the port considered impacts to, land, air and water. This section on the environmental sustainability is divided into two goals and seventeen year-end targets.



### GOAL: PROMOTE POLLUTION PREVENTION

*TARGET:* Implement stormwater strategy to enhance treatment at Terminal 4 stormwater pond.



*STATUS:* In 2014 a backflow valve was installed to prevent river water from entering the pond and continuous deflection system (CDS) units installed to pre-treat stormwater prior to entering pond. Floating treatment wetlands were also installed in 2014 at the Terminal 4 stormwater pond. Additional Grattix downspout treatment systems were installed in the Terminal 4 area.

*TARGET:* Participate and sponsor the completion of the West Coast Ports Sustainable Design and Construction Guidelines.



*STATUS:* The port was one of seven ports who worked together to complete the guidelines that identify opportunities for ports to integrate sustainable best practices into port development projects. American Association of Port Authorities made the guidelines available on their website to any port who wishes to use them.

## Environmental Sustainability Goals (cont.)

---



*TARGET:* Manage the Material Safety Data Sheet (MSDS) to Safety Data Sheet (SDS) conversion as part of Globally Harmonized System (GHS) initiative.

*STATUS:* Training for conversion completed. New electronic system purchased to manage port SDSs. 1000+ product SDSs already uploaded into software. Resulted in 33% reduction of approved chemicals and eliminated 225 from inventory.

---



*TARGET:* Develop a hazardous material procurement process.

*STATUS:* Finalization of the procedure to manage the procurement of hazardous materials will occur in 2015.

---



*TARGET:* Reduce energy use.

*STATUS:* Several lighting upgrades to energy efficient systems (LED or energy efficient fluorescent with interior occupancy sensors) were completed in 2014. The following areas were upgraded: bldg. 2025 stevedore gear locker lighting, Terminal 2 east yard lighting, bldg. 2100C interior and exterior lighting, bldg. 3201C lighting, Gate 2 area lighting (eliminated use of temporary light plants). Since program's inception at the port, over a million kilowatt hours annually have been saved due to lighting efficiency improvements.

---



*TARGET:* Evaluate demolition projects for appropriate recycling provisions to require in demolition contract specifications.

*STATUS:* The demolition of the Great Western Malting drum house and warehouse 2155 were evaluated for demolition recycling provisions. A recycling requirement of 90 percent was established and included in contract provisions.

---

## Environmental Sustainability Goals (cont.)

---



*TARGET:* Replace wood rail road ties with concrete replacements. Concrete ties have a longer service life, greater strength and lower maintenance costs than wood ties.

*STATUS:* Efforts completed in 2014 include replacing approximately 2,000 wood ties.

---



*TARGET:* Increase volume of compost collected from port offices.

*STATUS:* Due to changes with the port's compost carrier, compostable pail liners and paper products were no longer accepted in 2014. The port switched to smaller compost collection buckets that could be washed daily by janitorial staff and eliminated paper products from its compost stream. Due to restrictions on paper products and new washing requirements of pails, this goal was abandoned.

---



*TARGET:* Explore opportunities to submit reporting documents to agencies electronically where possible.

*STATUS:* All stormwater, wastewater, air, dangerous waste, and emergency planning reporting documents are now submitted electronically. Additional opportunities continue to be explored.

---



*TARGET:* Successfully transition to a new janitorial contract/company providing green cleaning alternatives and waste reduction.

*STATUS:* New contractor was able to utilize products remaining from previous contractor resulting in no supply waste. New contractor programs include reduction of the number of chemicals, providing sustainable alternatives, equipment used reduces airborne particles, gel batteries and rubber bumpers to prevent building damage, added preventative measures to reduce landfill waste and improved dust/dirt collection.

---

## GOAL: ENCOURAGE THOUGHTFUL NATURAL RESOURCE MANAGEMENT

---

*TARGET:* Implement and provide outreach on bird-friendly building practices.



*STATUS:* Bird-friendly building design information is available at the front desk and on our website in an effort to make the information widely available. In addition we make this information available at events as well, such as the Building Industry Association dinner sponsored in part by the port. The new port security building completed in 2014 incorporated bird-friendly design into the large windows. Bird-friendly design is also being incorporated into the design standards for the Centennial Industrial Park with expected completion in 2015.

---

*TARGET:* Decrease waste volume sent to landfill.



*STATUS:* The sustainability committee sponsored a waste collection event for port employees to help properly recycle block foam and electronic waste following the Christmas holiday. Two carloads of equipment and foam were brought to recycling facilities. The event also helped to raise awareness of the importance of recycling these items to avoid environmental impacts and the appropriate facilities to take them.

The port also invited IMS electronics recycler at the port to provide a presentation to port commission regarding their special events to promote safe and sustainable recycling of e-waste during Earth Day celebration. At the close of the meeting, commissioners brought their own electronics in for recycling.

---

*TARGET:* Develop additional waterway protections.



*STATUS:* In addition to enhancing port stormwater ponds and implementing downspout treatment devices (Grattix), environmental team members created floating treatment wetlands to manage metals in stormwater at the Terminal 4 pond. Over 100 floating wetland cells were deployed in 2014. By constructing the floating wetlands in house, the port was able to save more than \$520,000 on the total project.

## Environmental Sustainability Goals (cont.)

---

*TARGET:* Provide training to staff on relevant environmental issues.



*STATUS:* Training for staff was provided for critical areas management, stormwater pollution prevention, environmental management system awareness, and recycling and other sustainability updates were provided to staff in 2014.

---

*TARGET:* Responsibly manage natural resource areas.



*STATUS:* Wildlife and mitigation site monitoring occurred 2014. Drainage improvements/maintenance was performed to protect port assets. Invasive weed eradication program continues effective against invasive species in natural areas. Partnered with USGS on locating a telemetry station on port property to monitor tagged Chinook and Coho salmon movements in the Columbia River.

---

*TARGET:* Provide outreach and education to stakeholders regarding environmental stewardship.



*STATUS:* The port had the honor of hosting four different groups for environmental tours in 2014 (Northwest Environmental Business Council, Washington Recycling Association, StormCon Conference, Port of Seattle stormwater tour). The port continues to share information with others regarding the Grattix and other stormwater technologies through conference presentations and individual communication.

---

*TARGET:* Develop a tree mitigation plan with City of Vancouver.




*STATUS:* The port reached agreement with the City of Vancouver, Friends of Trees and Vancouver Watersheds Alliance that allows for these two non-profit organizations to plant trees on behalf of the port throughout the city and provide the port with mitigation for future and/or current development. The port will encourage volunteer opportunities with these groups in 2015.

---

## OTHER SUSTAINABILITY SUCCESS STORIES

The port experienced other successes in sustainability that were not captured in the above goals. Some of these successes result from ongoing projects from previous years from which the port continues to gain benefit. In addition, other projects contributed to the port's sustainability efforts that were unplanned at the time of 2014 goal setting. Below are several examples of these successes.

- **Lighting System Upgrades:** As a result of the port's efforts to upgrade lighting systems throughout the port's property, the port conserves over one million kilowatt hours annually, an annual average savings of over \$100,000 for the port, port tenants and customers. This ongoing project will continue upgrading efforts and will work in collaboration with Clark Public Utilities.
- **TCE Treatment System:** Working with the Washington State Department of Ecology, the port continues to cleanup solvent contamination left from a previous owner. The port has removed more than 983 pounds of volatile organic compounds using a groundwater pump and treat system which has helped decrease solvent concentrations by over 50 percent. The decrease has enabled the removal of treatment systems in the Fruit Valley neighborhood and frequent monitoring continues to track the cleanup progress. Further improvements to the maintenance and operation of the pump and treat system concluded in 2014 resulted in a reduction of chemical usage by 97% and chemical costs of 91%.
- **Trails:** The port completed a 2,700 foot section of trail along SR-501 in front of the port's Parcel 1A and began construction on additional trail segments with plans to connect existing trail segments along SR-501 to provide safe pedestrian and bicycle access from Parcel 1A to the Mill Plain sidewalk system (corner of Mill Plain and SR-501). Centennial Industrial Park also provides a trail along the mitigation bank.



## IV. CONCLUSION

---

### YEAR-END SUMMARY

The Port of Vancouver is looking towards the future; the future of generations to come and the future of the port as an important economic engine of our community. By choosing to formalize sustainability efforts already underway and develop a means for continuous improvement and identification of new opportunities through the development of the WE CAN! Task Force, the port is taking positive steps toward becoming a sustainable port. 2014 was the sixth year of the port's formal sustainability efforts. In 2014, the port:

- took stock of current sustainability actions
- continued to rely on a cross-departmental sustainability task force (the WE CAN! Task Force)
- set goals and year-end targets
- held task force meetings to track progress and identify challenges
- communicate the port's sustainability initiatives
- maintained a sustainability page on the port's website
- measured year-end progress of 2014 targets

Overall, the sixth year of the formalized efforts was successful. The WE CAN! Task Force, together with the departments they represent, set 6 long-term port sustainability goals and identified 57 year-end targets to achieve in 2014 to support the goals. Overall, the port met or exceeded 46, or 81% of its annual targets for 2014. Only 11 annual targets were not accomplished or postponed until 2015. The benefits to the port of achieving such a high percentage of the sustainability targets are apparent, with many targets resulting in a measurable or material benefit. An unexpected benefit of developing a formal sustainability program continues to be the change in culture and behavior surrounding sustainable actions, with many inspired efforts beyond what was identified as formal goals and targets.

### NEXT STEPS

The port plans on continuing the effort started in 2008 into 2015 and beyond. The WE CAN! Task Force will evaluate long-term goals and set new targets for 2015 and continue to make progress for those targets that were deferred from 2014 into 2015. Sustainability efforts will be included into department/individual goals for 2015. Integrating sustainability into every aspect of the port's operation will promote the port's efforts to become a sustainable port.