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# 2015 Sustainability Report

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Port of Vancouver USA

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Annual Report  
WE CAN! Task Force

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# 2015 SUSTAINABILITY REPORT

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# I. INTRODUCTION

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## PURPOSE OF REPORT

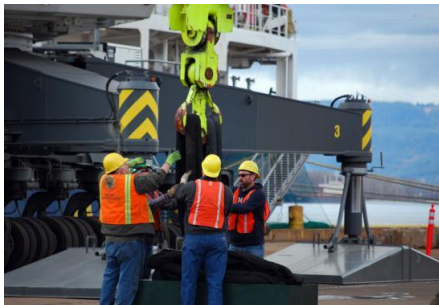
The purpose of this document is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2015 as part of the port's commitment to developing a sustainable port. This report includes a description of the port's approach towards sustainability, how sustainability management 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.

The port has approximately 50 tenants, five marine terminals and 13 berths. According to the most recent economic impact study (Martin Associates, 2014) approximately 3,237 jobs are directly generated by marine and industrial activities at the port with business activities contributing \$102.7 million in state and local taxes. In 2015 the port earned \$38.2 million in operating revenue and handled 6.95 million metric tons of cargo, making 2015 the best revenue and tonnage year in its 104-year history.

Three publicly-elected commissioners represented the interests of the population of the Port District in 2015; Nancy Baker, Jerry Oliver and Brian Wolfe. They worked closely

with port employees and stakeholders to ensure the port continued 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

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### 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 2015 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.

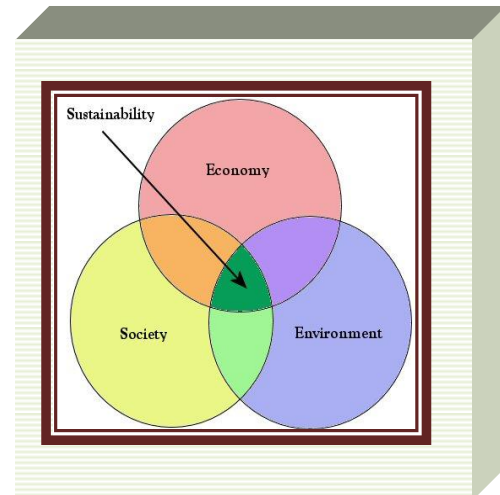
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. In addition to speaking engagements, articles in numerous port publications to tenants, the port’s voting district, 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 2015.

- **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 2015 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 2016**





# III. 2015 SUSTAINABILITY GOALS

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## 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-six year-end targets.

### GOAL: DIVERSIFY REVENUE SOURCES

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*TARGET:* Pursue redevelopment opportunities at Terminal 1 for a vibrant waterfront.



*STATUS:* The port is undertaking a historic development, the Terminal 1 Waterfront Legacy Project, at its birthplace on the Columbia River. In 2015, the port selected a preferred concept for a successful development that is envisioned to include hotel, mixed use and open/public spaces. The port is utilizing existing facilities by leasing them to new port tenants; AbSci became the first tenant to lease space at the former Red Lion hotel which is planned for a new biotech facility. Further planning and permitting efforts are expected in 2016.

*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. The wind energy market has been cyclical, rising and falling as tax credits renew and expire, the port

## Economic Sustainability Goals (cont.)

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continues to support tax credits to encourage wind energy growth. In addition, the port purchased 8,789 renewable energy certificates for 2015 from wind energy sources, equivalent to 100% of the port energy use for 2014. Since 2008 the port has purchased 41,766 renewable energy certificates which is equivalent to avoiding over 27,000 metric tons of carbon dioxide emissions.

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*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 2015, with only a few project elements remaining until final completion (expected in 2017). The concrete entrance structure (“the trench”) was commissioned in 2015, seeing the first BNSF engine utilizing the new grade separated entrance.

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*TARGET:* Expand the use of the Opportunity Analysis tool (previously known as the Customer Deal Analysis) – a comprehensive evaluation tool by which all departments provide a summary evaluation of the risks and benefits of the deal. It is intended to provide a thorough analysis by all departments so that the port’s executive leadership can evaluate and approve/deny/condition the deal based on the information contained in the Opportunity Analysis.



*STATUS:* The tool has been used successfully for deals in which the port is spending capital for the project. Most of the deals were successfully evaluated by the leadership team without multiple iterations to answer questions raised in the final review and approval process improving staff effectiveness through the reduction of staff time.

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## Economic Sustainability Goals (cont.)

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*TARGET:* Increase rail cars to the port.



*STATUS:* After two years of double-digit year-over-year growth, rail car counts remained stable in 2015, with 55,874 railcars utilizing the Port's tracks in 2015.

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*TARGET:* Increase vessel calls to the port.



*STATUS:* Larger and heavier vessels are traversing the waters of the Columbia River. In the last decade the average cargo weight carried per vessel on the Columbia River has increased 70 percent, while annual vessel calls have decreased 25 percent on the river. Despite a 6.2 percent decrease in vessel traffic from 2015, the port recorded the highest annual total of cargo handled in its 114-year history: 6,937,714 metric tons; an increase over 2014 of 5.3 percent.

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*TARGET:* Maximize job and revenue generating activities.

*STATUS:* Longshore hours increased at the port 11.5 percent from 2014 to 2015 and exceed the port's 5 year moving average. Each maritime job created at the Port of Vancouver provides \$218,566 of economic impact annually. Each non-maritime industrial job totals \$143,076 of annual economic impact.



A study conducted in 2015 revealed the port's marine cargo activity and non-maritime real estate tenants accounted for 1,939 and 1,299 direct jobs respectively for the local community as of 2014. Job growth from the past previous five years was up 465 for maritime and 463 for non-maritime tenants. Job growth should continue to see increases as Sunlight Supply and the Centennial Industrial Park attract manufacturing jobs and Terminal 1 generates new opportunities for commercial and biotechnology jobs.

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## Economic Sustainability Goals (cont.)

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*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, efforts around the West Side Mobility Strategy in collaboration with the City of Vancouver continued. The study aims to recommend a strategy that will allow for continued job growth in Vancouver's western industrial area and port while maximizing the livability of neighborhoods along travel corridors. The existing conditions and future condition assessments were completed and alternative mobility scenarios were developed and began to be evaluated. The final study is anticipated in 2016.



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### GOAL: MAXIMIZE OPERATIONAL PROFITABILITY

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*TARGET:* Perform required annual testing of two Liebherr cranes without using water test weight bags in order to: save water use, allow more flexibility in schedule and lead-time without taking cranes out of service, and to save time and money.

*STATUS:* Annual crane load testing was performed on cranes in 2015 without the use of water test weight bags, saving over \$12,000 in vendor fees and 77,800 gallons of water. Previous years' testing required two days to test the two Liebherr cranes due to the time required to fill the bags to the required weight (4 hours) and caused undue stress for extended periods on the cranes while filling. The water bags would then be drained and refilled on the second crane. In 2015, a single smaller test tank, filled only once to test all three Port cranes, was used in conjunction with stevedore gear and materials on hand to achieve the required weights instead of using only water. With this protocol, the two Liebherr cranes can be tested in a single day, allowing more flexibility for



## Economic Sustainability Goals (cont.)

scheduling to prevent vessel interruption and down time without relying on vendor availability.

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



*STATUS:* In an ongoing effort to develop financial tools and resources that support departments and project accounting. The port will be implementing Microsoft Dynamics SL Web Apps to provide users another way to access, to review, analyze, and or enter information.

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*TARGET:* Identify opportunities for increased production and efficiency.



*STATUS:* A 6-ton Asphalt Hot Box was procured in 2015, allowing the port to better respond to road maintenance and other asphalt surface repairs. The Asphalt Hot Box is designed to hold asphalt at workable temperature. This allows crews the availability to workable asphalt when needed, reducing unnecessary trips to asphalt plants, eliminating waste of cold asphalt that is no longer workable, and improved response time to repairs. This equipment can also be used to heat used/ground asphalt and make useable asphalt product.

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*TARGET:* Explore opportunities to share in sponsorship of community events with key partners in order to participate in more events within the port's event and promotional budget.



*STATUS:* In 2015 the port co-sponsored events with the CREDC, Vancouver Chamber, Greater Portland, Inc., Building Industry Assoc., and Washington Council on International Trade in order to reach 1,500 community partners.

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*TARGET:* Assess vehicles and equipment for upgrades and replacements to ensure safety and increased efficiency.

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## Economic Sustainability Goals (cont.)



*STATUS:* Vehicles and equipment were assessed for upgrades and replacement opportunities. Assessments included opportunities for improved safety features, lowered maintenance costs, increased useable production time/less time spent on maintenance, improved dependability, and improved moral. 2015 replacements focused on service and security vehicles, some of which were in excess of twenty years old and costly to maintain. In addition, the port added a new five-yard loader to its fleet which meets the Tier 4 pollution control standards.

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

*STATUS:* This project started in 2014 with a small test group assembled to evaluate the value for the port (security, usability, cost, etc.). Since then more employees have been added to the study. Further implementation is expected in 2015 following addressing technology issues.

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*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 = 85 percent. Vendors supplying invoices through email = 70 percent.

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*STRATEGY:* Consolidate expenses and leverage opportunities related to advertising and outreach efforts.

*STATUS:* In 2015 the port negotiated with trade publications and newspapers to get free online advertising with the purchase of paid print advertising.

## Economic Sustainability Goals (cont.)

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*TARGET:* Provide support to tenants to ensure success.



*STATUS:* The port provided tools to tenants at the port's annual tenant breakfast. Topics included services the port provides to tenants including permitting handbooks, security, safety, and spill control equipment.

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



*STATUS:* A new CMMS was procured in 2014 with internal implementation occurring in 2015. The CMMS provides for the efficient management of staff time and resources, allowing for more effective evaluation of workload, budget forecasting, task progress tracking, and equipment/vehicle maintenance history and costs. The port plans improvements to the system in 2016 including integration with the port's fuel system and payroll, as well as use by port tenants.

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



*STATUS:* In 2015 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 maintains excellent credit ratings, for the fourth year in a row the port commission elected not to take a one percent tax increase allowed by Washington state law.

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## Economic Sustainability Goals (cont.)

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*TARGET:* Update the 2010 Economic Impact Report to reflect current economic value of the POV.



*STATUS:* The 2010 Economic Impact Report was updated by Martin and Associates in 2015. The 2015 report indicated port is generating \$2.9 billion in total annual economic value across the region through cargo handled at the port's marine terminals and revenue generated by industrial tenants, an increase of more than 81 percent from the economic value generated by the port in 2010. Growth of non-marine tenants and maritime activity at the port increased direct jobs by 900 and spurred a \$42.9 million in increase in direct personal salary income since 2010.

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*TARGET:* Invest in personnel and resources to ensure the Port remains globally competitive.



*STATUS:* The Sales Department subscribed to PIERS Trade Intelligence database, as well as added two positions: Market Research Analyst and Marketing Support Specialist. Investing in personnel and the PIERS database significantly increased the department's awareness of shifting market trends. Adding another professional focused on supporting our tenants increased response to tenant needs and distributed workload across section.

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*TARGET:* Utilize Microsoft Customer Relationship Management (CRM) software to enhance relationship building communication with customers, and track revenue generating activities.



*STATUS:* The Sales Department continues to implement Microsoft CRM as a tool to optimize daily work processes, manage customer relationships, and analyze sales performance. Early operations have been encouraging. By centralizing customer communications and information, the CRM program will allow the Sales department to meet its goal of better tracking sales contacts and opportunities.

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## Economic Sustainability Goals (cont.)

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*TARGET:* Improve the port's invoicing and collection process.



*STATUS:* Increased employee hours dedicated to collection services to improve the average days outstanding on debts. The average days outstanding have been reduced to 32 days in 2015 from 46 days in 2014 average.

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*TARGET:* Improve the port's invoicing process and customer relations



*STATUS:* Continue to issue electronic invoicing and ACH payments and provide informational packet regarding the ports invoicing process to all new customers. Customers remitting electronic payment = 46.

---

*TARGET:* Identify opportunities for increased production and efficiency.



*STATUS:* A 6-ton Asphalt Hot Box was procured in 2015, allowing the port to better respond to road maintenance and other asphalt surface repairs. The Asphalt Hot Box is designed to hold asphalt at workable temperature. This allows crews the availability to workable asphalt when needed, reducing unnecessary trips to asphalt plants, eliminating waste of cold asphalt that is no longer workable, and improved response time to repairs. This equipment can also be used to heat used/ground asphalt and make useable asphalt product.

In addition, the port added a new 5-yard loader to its fleet in 2015. The port previously only had a 3-yard loader in its fleet which is undersized for many jobs. Having a larger loader and two loaders working together will greatly reduce the wear on the port's small equipment used on large jobs and increase the efficiency of the jobs - such as placing a rail switch or panels.

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## Economic Sustainability Goals (cont.)

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*TARGET:* Share expenses related to increased outreach and communications with port partners whenever possible.



*STATUS:* The port partnered with the city and county in contracting with the Lower Columbia Estuary Partnership to organize a variety of events at Vancouver Lake in 2015. The LCEP program for 2015 brought 365 5th grade students to Vancouver Lake, drew 225 adults to a lake/park clean-up event, and 160 adults to on-lake paddling events. The port co-sponsored the Building Industry Association sustainability dinner with Parr Lumber as a way to spread 2015 sponsorship dollar further.

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## 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 twenty-seven year-end targets.



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



*TARGET:* Add a full-time and dedicated safety professional to POV staff in order to enhance the port's commitment to safety.

*STATUS:* In 2015 the port added a full-time position for a Safety, Risk and Emergency Manager to oversee all safety and emergency response activities at the port.



*TARGET:* Continue efforts to 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:* The port consistently adds links in port blogs, newsletters, press releases, advertising, etc. to drive readers back to original website content. The efforts appear to be working as website page views increased 2.6% in 2015 (159,249 views) compared to 2014 (159,249 views). In addition, the port had an increase in new visitors to the website by 4.8% in 2015 (43,981 new visitors) compared to 2014 (43,984 new visitors).

## Social Sustainability Goals (cont.)

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*TARGET:* Increase the number of positive interactions with port stakeholders via events, sponsorships, social media and outreach efforts.

*STATUS:* External Affairs conducted 6 public tours in 2015, up from 4 in 2014. Two tours were added for Vancouver's Slavic community. In total, 588 people attended a port tour in 2015. Staff spoke to 21 different groups about our waterfront project reaching a total of 589 citizens. We held the following special events in 2015: opening of the bike/pedestrian path, waterfront open houses (two), and celebration of the first train through the trench and WVFA project. Approximately 395 people attended these events. The port reached an additional 1,500 community partners and stakeholders through sponsorship of events such as the Chamber's business and leadership awards dinner, the Building Industry Association's sustainability dinner, two events with the Washington Council on International Trade, and CREDC's three ports luncheon.



*TARGET:* Integrate safety walk-throughs with tenants to provide added service/support to tenants thus strengthening existing business partnerships and improve overall port safety.



*STATUS:* Tenant integrated safety walk-throughs are scheduled to begin in 2017.

*TARGET:* Install a bike rack outside the main entrance of the POV Administration offices to encourage alternative transportation by POV visitors.



*STATUS:* A bike rack has been installed in front of the POV Administration offices for public use.

## Social Sustainability Goals (cont.)

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*TARGET:* Increase the number of individuals who receive information about the port through electronic formats, and at the same time increase the port's use of new media (video, podcasts, etc.) to better engage the public.



*STATUS:* The port posted two videos in 2015 that drew this response: Get to Know Your Port video: 174 views; Test Driving the Trench video: 126 views. The port had 138 LinkedIn followers in 2014 and that increased to 535 followers in 2015 which was a 287% increase. The port had 74 Twitter followers in 2014 and that increased to 1277 in 2015 which was a 1625% increase in followers.

---

*TARGET:* Implement training program for security department in order to bring standardization and consistency across shifts and improve the relationship with any person entering the terminal by ensuring that the same information is given and that each visitor is held to the same standards.



*STATUS:* The training program was developed in 2014 and implemented in 2015. Fine-tuning of the program will continue to ensure success.

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*TARGET:* Update Facility Security Plan (FSP) in 2015. Plan includes details regarding compliance with regulations and mitigating provisions to ensure facility security at all MARSEC levels.



*STATUS:* The FSP was updated in 2015 and approved by the US Coast Guard.

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## Social Sustainability Goals (cont.)

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



*STATUS:* Staff participated in tree plantings with Friends of Trees and with the Vancouver Watersheds Alliance, and also in litter pick-up with the Vancouver Watersheds Alliance. In addition, staff participated in Junior Achievement and the Lunch Buddy program with Vancouver Public Schools. At holiday time staff donated items to the Winter Hospitality Overflow program with St. Andrews and St. Paul churches, as well as The Friends of the Carpenter/Share House (items included personal care items, backpacks, laundry soap, sheets and jackets.) The port also donated thirteen bags of towels from the Red Lion leasehold to the three charities.

*TARGET:* Increase the number of positive interactions with port stakeholders via events, sponsorships, social media and outreach efforts



*STATUS:* The port's External Affairs department conducted six public tours in 2015 - up from four in 2014. Two tours were added for Vancouver's Slavic community. In total, 588 people attended a port tour in 2015. Staff spoke to 21 different groups about our waterfront project reaching a total of 589 citizens. We held the following special events in 2015: opening of the bike/pedestrian path, two waterfront open houses, and celebration of the first train through the trench and WVFA project. Approximately 395 people attended these events. The port reached an additional 1,500 community partners and stakeholders through sponsorship of events such as the Chamber's business and leadership awards dinner, the Building Industry Association's sustainability dinner, two events with the Washington Council on International Trade, and CREDC's three ports luncheon.

## GOAL: SUSTAIN A PRODUCTIVE AND VITAL WORKFORCE

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*TARGET:* Add a full-time and dedicated safety professional to POV staff in order to enhance the port's commitment to safety.

*STATUS:* In 2015 the port added a full-time position for a Safety, Risk and Emergency Manager to oversee all safety and emergency response activities at the port.

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*TARGET:* Use information provided in auditor's staffing analysis to modify security officer schedules for 2015.

*STATUS:* Officers are on three 12-hour shifts one week, and four 12-hour shifts the alternating weeks to reduce overtime, provides an additional body on each shift and a more efficient team.

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*TARGET:* Evaluate employee needs for additional training opportunities.

*STATUS:* Due to the increasing numbers of workplace and public shootings, a new training was offered to POV employees in 2015. The training is intended to help prevent and prepare for potential active shooter situations.

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

*STATUS:* The Southwest Washington Workforce Development Council and WorkSource Vancouver provided information to the port and its tenants in a workshop held at the POV administration offices on the services each agency provides. The agencies can assist with finding and training qualified workers which are the backbone of any successful business.

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## Social Sustainability Goals (cont.)

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

*STATUS:* This effort was completed in 2015 with the evaluation of job duties and corresponding training needs performed for each port position.

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*TARGET:* Update and renew employee manual.

*STATUS:* Key sections were updated in 2015 and further updates will continue into 2016.

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*TARGET:* Work with the ILWU/PMA Joint Accident Prevention Committee and POV safety committees to collaborate on key safety projects.

*STATUS:* The committees worked together to find solutions to safety concerns in 2015. A few examples of collaborative solutions through the committees include:



- A potential safety hazard was identified for crews working pulp cargo in buildings 3105 and 2305. The clerk's work station was located in an unprotected area in close vicinity of working forklifts. The POV, working with the stevedore and ILWU, placed concrete barriers to make a protected work space for the personnel.
  - A potential hazard was identified on the Berth 9 mooring dolphin in which mooring lines were getting snagged at the joint between the dolphin and the catwalk during vessel docking and undocking. Lines being pulled and getting caught have the risk of parting, creating risk of serious injury to personnel. POV installed guides to prevent lines from getting snagged when being pulled.
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## Social Sustainability Goals (cont.)

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*TARGET:* Retain valued employees.



*STATUS:* Recognition of long-term POV employees was provided through an employee service award presentation. Service awards were given to fifteen employees with five, ten, fifteen and forty years of service to the port.

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*TARGET:* Review & update POV Safety Manual Training programs, and Emergency Response Plan (ERP) as needed.



*STATUS:* Some of the programs that have been updated in 2015 include: Outdoor Heat Exposure, New Hire Orientation PowerPoint, Chemical Hazard Communication, Asbestos Operations and Maintenance Plan. This is an ongoing progress and will look to complete further plan updates through 2016.

---

*TARGET:* Investigate 'no passing' restrictions/striping with city of Vancouver for SR501 between mile post 2.33 and mile post 3.27 in response to several near-miss incidents.



*STATUS:* The city of Vancouver has been notified about this opportunity as the responsible party for such a change. Currently, they do not have a timeframe to review the request.

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*TARGET:* Update Emergency Supply Kits to be adequate for growing POV staff and replace out-of-date items.



*STATUS:* Emergency supply kits were replaced and inventory added as necessary to ensure emergency items are available for all POV staff.

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## Social Sustainability Goals (cont.)

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*TARGET:* Develop individual safety training requirements for each POV position.



*STATUS:* While many positions have been completed, the remainder of the personalized safety training requirements are currently being developed. The effort is anticipated to be complete for all POV positions in 2016.

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*TARGET:* Centralize safety apparel to ensure appropriateness and consistency of purchased equipment, provide inventory control, streamline process and maximize buying potential.



*STATUS:* Safety vests, rain gear, and hard hats all are being purchased by one person through one vendor to provide all benefits listed above.

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*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 fourth quarter 2015. All findings from the audit have been addressed.

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*TARGET:* Review HAS/High Deductible Plan.



*STATUS:* Review occurred in 2015, it was determined not to be appropriate timing for the POV to implement this plan. Annual reviews will continue to occur in order to continue to evaluate the appropriateness for the POV.

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## Social Sustainability Goals (cont.)

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*TARGET:* Develop 2015 Benefits Committee team.

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

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*TARGET:* Improve safety at POV through continued support of the employee safety committee.

*STATUS:* Some of the accomplishments of the safety committee for 2015 include: replenish 5-year emergency kits and supplies; updated 'Truck Safe' safety flyer to hand out to trucks entering the port; JetBlack personal cleaning device was purchased so POV employees can safely clean work dust off of clothing instead of using compressed air which can cause severe injury, and pavement restriping.

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## 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 eighteen year-end targets.



### GOAL: PROMOTE POLLUTION PREVENTION

*TARGET:* Participate in implementation review 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. In 2015, following the release of the guidelines, the POV along with the seven founding ports worked to re-evaluate the guidelines based on feedback received following field use.



## Environmental Sustainability Goals (cont.)

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*TARGET:* Develop a hazardous material procurement process.



*STATUS:* A procedure to ensure all new hazardous materials are vetted for appropriate handling, documentation and training protocols prior to purchase was developed and implemented for POV in 2015.

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*TARGET:* Reduce energy use.



*STATUS:* Lighting upgrades to more energy efficient systems (LED or energy efficient fluorescent with interior occupancy sensors) were completed at bldg. 3201D. Exit sign lights throughout the port are now being replaced with LED fixtures when in need of replacing. LED exit signage reduces energy use and is also brighter when compared to traditional exit sign lighting. Lighting analysis was also performed on the yard lighting of bldg. 3702. Since program's inception at the port, over a million kilowatt hours annually have been saved due to lighting efficiency improvements.

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*TARGET:* Evaluate the floating treatment wetlands (FTW) at the Terminal 4 Pond.



*STATUS:* The FTWs at Terminal 4 Pond were evaluated by POV staff. The plants in the FTWs are not yet fully established due to their young age. In order to provide the full treatment potential, the plants will need to mature further. During the 2015 evaluation, over 125 plants were replaced with species that were showing more favorable results.

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*TARGET:* Reduce paper consumption.



*STATUS:* Building off of previously initiated and ongoing paper-saving initiatives, further opportunities implemented in 2015 included conversion of all field inspections to electronic means.

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## Environmental Sustainability Goals (cont.)

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*TARGET:* Develop policy for the responsible reuse of recycled asphalt grindings.



*STATUS:* A policy was developed to allow the beneficial reuse of asphalt grindings generated from port projects on portions of port property in order to ensure compliance with local regulations while encouraging sustainable reuse where possible.

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*TARGET:* Evaluate available spill response supplies and locations.



*STATUS:* In an effort to provide expanded emergency spill response supplies to POV operations, tenants and customers, the port established eight spill response sheds in key locations that house spill equipment/supplies and a central sand stockpile dedicated for emergency use. The port will inventory and maintain supply levels.

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*TARGET:* Encourage alternate modes of transportation for commuting.



*STATUS:* The port continues to participate in commute trip reduction promotion activities such as ride match information, bike to work week, commuting challenges, etc. The port provides indoor bicycle parking and showers for alternate mode commuters and also installed a new bike rack in front of its administration office in 2015. Completion of a new trail segment in 2015 now connects the POV administration office to Mill Plain and Fourth Plain bike and sidewalk systems.

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*TARGET:* To reduce waste, use pitchers of water and cups to provide to guests at public tours instead of bottled waters.



*STATUS:* In 2015 POV stopped the use of plastic water bottles at port tours and instead used pitchers of water. This saved 300 water bottles from potentially going into the landfill.

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## Environmental Sustainability Goals (cont.)

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*TARGET:* Evaluate waste-reduction strategies.



*STATUS:* The port's recycling provider no longer accepts film plastics in the recycling stream, sending them to the trash. The port evaluated its generation of film plastics and determined the port's maintenance shop to be the largest generator. In order to avoid these plastics from winding up in the landfill, the port identified an alternative recycling option for the maintenance shop waste which now will go into the process of manufacturing composite decking products.

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*TARGET:* Implement new chemical approval process.



*STATUS:* An approval process was developed and implemented in 2015. All new chemicals are now approved by supervisor of the department in which they are to be used and the environmental and safety departments prior to purchase. This ensures the appropriate provisions and documentation are in place prior to purchase and use.

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*TARGET:* Reduce the hard-copy community newsletter from twice a year to once a year, thereby reducing the number of printed copies and associated printing costs by about 80,000.



*STATUS:* Port's community newsletter was mailed once in 2015, but because it was a larger, full color mailer, there was no real savings on printing or postage.

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## GOAL: ENCOURAGE THOUGHTFUL NATURAL RESOURCE MANAGEMENT

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*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, recycling and sustainability updates in 2015.

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

*STATUS:*



- The port presented information at the Lower Columbia Estuary Partnership's Science to Policy Summit on reducing stormwater impacts.
- The port spoke about environmental initiatives at the BIA Sustainability Showcase dinner.
- At the Washington Public Ports Association's annual environmental meeting, port staff provided information regarding port environmental information to other Washington ports.
- The port continues to share information with others regarding the Grattix and other stormwater technologies.
- The POV public tours include information on environmental stewardship and sustainability at the port, reaching approximately 300 people. In addition, approximately thirty high school students participating in the Columbia Springs/Clark County Skills Center's Green Jobs Program toured the port to learn about sustainability in the workplace.
- Social media posts were used to share environmental information (i.e. Earth Day, America Recycles Day, multi-use path opening, new bike facility, ongoing "We Can" sustainability efforts).
- The port communicated the commission's focus on sustainability priorities for the port's waterfront project at Terminal 1, speaking to approximately 589 citizens about the project.



## Environmental Sustainability Goals (cont.)

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*TARGET:* Consider sustainable development and construction strategies in POV development projects.



*STATUS:* The port has a unique opportunity to redevelop approximately 10 acres at the foot of the Interstate 5 Bridge on the shores of the Columbia River which is considered the birthplace of the port and still houses the first port warehouse which has been converted to a restaurant and meeting rooms. Sustainability is forethought in the redesign planning to ensure the development reflects the port's values. Request for proposals were issued indicating sustainability as a requirement for future development. Through this process the port has selected partners with similar sustainable development goals for the new waterfront development at Terminal 1.

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*TARGET:* Responsibly manage natural resource areas and industrial properties.

*STATUS:* Several efforts occurred in 2015 to support this target, including:



- Wildlife monitoring and mitigation site monitoring.
- Gourds in the Columbia River Wetland Mitigation Bank intended to provide habitat to purple martins were reevaluated with plans for improvements in 2016.
- The port signed an agreement in 2015 to transfer 540 acres to Columbia Land Trust to manage the property in perpetuity as a vital feeding, foraging and resting site for endangered sandhill cranes and other migratory species.
- The port's invasive weed eradication program continues against invasive vegetation species in natural areas.
- Performed mitigation work including four large woody debris structures placed along the Columbia River shoreline at POV Terminal 4 and riparian habitat improvement at Frenchman's Bar.

## Environmental Sustainability Goals (cont.)

- Responsible management of industrial properties includes best management practices and policies such as tenant environmental management program (TEMP), innovative stormwater management practices, proactive maintenance and replacement of assets.

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*TARGET:* Implement and encourage bird-safe building practices.



*STATUS:* The POV is planning for three new buildings to be constructed in 2016 (gear locker, terminal office, dockworker's support building). Bird-safe window treatments have been incorporated into the specifications for these buildings. The port continued to retrofit high-priority windows of its administration office for bird safety in 2015. Bird-friendly building design information is available at the front desk of the POV administration building and on the POV website in an effort to make the information widely available.

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*TARGET:* Support environmental initiatives of non-profit partners.



*STATUS:* The POV supports its partners in tree mitigation - Friends of Trees and Vancouver Watersheds Alliance - through promoting volunteer opportunities through postcards, announcements, blogs, tweets and newsletters, and supporting several tree planting events in 2015.

The POV and Clark County partnered with the Lower Columbia Estuary Partnership (LCEP) to raise awareness about Vancouver Lake. Through this partnership, LCEP launched the "Experience Vancouver Lake" program and has engaged 365 students from various local schools; hosted several events, during which participants cleaned the shoreline of litter and planted 270 trees and shrubs; and provided tools and resources to educate the community about the lake.

The POV provided support to Columbia Springs' efforts to support workforce development in green careers as a way to benefit the community through economic development. The partnership also


## Environmental Sustainability Goals (cont.)

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promotes good stewardship of our waterways which is a shared priority of both organizations. The port provided a focused tour of green jobs at the POV for the students participating in the Green Jobs Summer Camp.

## 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 2015 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 clean up solvent contamination left from a previous owner. The port has treated more than eight billion gallons of groundwater using a pump and treat system which has helped decrease solvent concentrations in the shallow aquifer by 95 percent and is now generally only located on a small portion of POV-owned property. The decrease has enabled the removal of treatment systems in the Fruit Valley neighborhood. 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 an ongoing reduction of chemical usage of 97% and chemical costs of 91%
- **Trails:** The POV is honored to be located in a unique and beautiful location in West Vancouver. The port has been working to provide extensions of our multi-use path to accommodate bicycles, pedestrians and others that will make it easier to share the incredible views of the Vancouver Lake Lowlands with outdoor enthusiasts. The port completed a 2,700-foot section of trail along SR-501 in front of Parcel 1A and another section between Mill Plain Road to the port's administrative offices on Lower River Road. One additional pending trail

segment will connect these existing trail segments along SR-501 to provide safe pedestrian and bicycle access from Gateway Avenue to the Mill Plain sidewalk system (corner of Mill Plain and SR-501). Centennial Industrial Park also provides a trail along the mitigation bank which is a favorite place for many dog walkers.



# IV. CONCLUSION

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## 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. 2015 was the seventh year of the port's formal sustainability efforts. In 2015, 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 2015 targets

Overall, the seventh 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 71 year-end targets to achieve in 2015 to support the goals.

Overall, the port met 61 (or 86 percent) of its annual targets for 2015. Only 10 annual targets were not accomplished or postponed until 2016. 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 2016 and beyond. The WE CAN! Task Force will evaluate long-term goals and set new targets for 2016 and

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continue to make progress for those targets that were deferred from 2015 into 2016. Sustainability efforts will be included into department/individual goals for 2016. Integrating sustainability into every aspect of the port's operation promotes the port's efforts to become a sustainable port.