



2010 Sustainability Report



Port of Vancouver USA

Annual Report
WE CAN! Task Force

2010 SUSTAINABILITY REPORT

Table of Contents

| | | |
|------|--|----|
| I. | Introduction | 1 |
| | Purpose of Report | 1 |
| | Port Background | 1 |
| II. | Sustainability at the Port | 3 |
| | What Sustainability Means to Us | 3 |
| | History of the Port's Sustainability Program | 4 |
| | Program Scope | 4 |
| | Outreach | 5 |
| | Sustainability Reporting Framework | 5 |
| | Goals, Strategies and Targets | 5 |
| | Results Indicators | 6 |
| III. | 2010 Sustainability Goals | 7 |
| | Economic Sustainability Goals, Strategies and Targets | 7 |
| | Social Sustainability Goals, Strategies and Targets | 10 |
| | Environmental Sustainability Goals, Strategies and Targets | 15 |
| | Other Sustainability Success Stories | 19 |
| IV. | Conclusion | 21 |
| | Year-End Summary | 21 |
| | Next Steps | 21 |



I. INTRODUCTION

PURPOSE OF REPORT

The purpose of this document is to describe the sustainability efforts of the Port of Vancouver (port) for calendar year 2010 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 second year of 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 Port of Vancouver 2010 Sustainability Report illustrates our commitment to good governance, transparency and responsibility to our community, employees, stakeholders and the environment.

15,500
The estimated number of local jobs supported by port activities.

PORT BACKGROUND

The Port 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 largest port in the state.

The port's marine trade and industrial business operations are growing. In 2010, the port completed the loop track at its Terminal 5 associated with its West Vancouver Freight Access project. The loop track project included the construction of seven and a half miles of new rail track, allowing the port to stage entire unit trains containing 100-plus rail cars. The project will help to unclog a bottleneck partially caused by unit trains coming into the port that had to be broken into smaller segments and alleviates the stalling of national rail lines through the Vancouver main line.

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. In 2010, the port announced that Farwest Steel



would purchase 22 acres of land to construct a facility which could bring up to 225 jobs to the area at build-out.

Projects such as the ones described above bolster the local economy by creating short and long-term jobs. Each day, approximately 2,300 people are directly employed by businesses at the port. The port has over 50 marine tenants, five marine terminals and 13 berths that handled 5.7 million metric tons of cargo in 2010.

Three publicly-elected commissioners represent the interests of the population of the Port District. They work closely with port employees so that 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.

89
*Number of community meetings
and events attended in 2010.*

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 alternatives to using non-renewable resources, and find 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.



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 communities.

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.

Mission Statement:

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



HISTORY OF THE PORT'S SUSTAINABILITY PROGRAM

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

\$1.6 billion
*The estimated amount of regional
economic benefit from port
activities.*

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 thirteen-member task force also developed the 2010 sustainability goals 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)
- Follow a Standardized Sustainability Framework

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 only those operations that the port has 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.



OUTREACH

The port believes it is important to reach out to those outside of its organizational boundaries to encourage sustainability among its stakeholders and lead by example. During 2010, the port included sustainability outreach in its Environmental Forum. The port also presented a speech to other ports in Washington State highlighting the success of the port's sustainability efforts at the Washington Public Ports Association annual environmental meeting. In addition, the port spoke at the annual fall workshop of the Pacific Northwest Public Purchasing Association's 2010 fall workshop about the port's sustainability efforts and the role public purchasing has on organizational efforts. Articles in numerous port publications to tenants, the port's voting district, employees and environmental stakeholders also highlighted 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.

The G3 framework divides sustainability into three dimensions of sustainability:

- Economic
- Environmental
- Social

GOALS, STRATEGIES AND TARGETS

In order to divide sustainability goals into achievable and measurable steps, strategies and targets were established for each goal.

- **Goals** - Identify the "big picture" of what the port is trying to achieve
 - **Strategies** - Actions the port can take to help reach the goal
 - ✓ **Targets** - Logical steps that can be taken by the end of the calendar year to achieve the strategy

60%
The port purchased renewable energy credits equivalent to 60% of its estimated energy consumption in 2010.

After setting the goals, strategies and targets, the We Can! Task Force met quarterly during 2010 to track the progress of the 2010 targets.

RESULTS INDICATORS



The following Results Indicators symbolizing performance towards year-end targets have been selected to provide the reader with an easy-to-read format when viewing the Goals, Strategies and Targets tables in Section III of this report.



Target Exceeded



Target Achieved



Goal/Target Not Met



Target Carried Over to 2011

1,070,000
The estimated kWh saved as a result of the port's lighting retrofit program since 2009.

III. 2010 SUSTAINABILITY GOALS

ECONOMIC SUSTAINABILITY GOALS, STRATEGIES AND TARGETS

The Port of Vancouver is an economic engine for 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. This section on economic sustainability goals is divided into two distinct areas: Economic Performance and Indirect Economic Impact.

ECONOMIC PERFORMANCE

| Economic Performance | | | | |
|---|---|---|-----------|--|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Secure funding to support port projects | Apply for available grants applicable to port projects | Develop list of projects appropriate for federal funding | ★ | List developed; actively seeking funding and/or implementing grant requirements. |
| | | Advocate for FY2011 state appropriation for the WVFA project | ★ | Helped secure TIGER II (\$10M) grant; advocated for a high speed rail and state FMSIB grant (approx. \$18M total) which were also awarded. |
| | | Apply for and actively pursue transportation funding from federal and state resources | ★ | Applied for the following grants/appropriations: Port Security; Port Security Grant A; TIGER II; FMSIB; ARRA; WVFA 129; WVFA 117 Track 1 and 2; and FRA. |
| | | Identify tenant and POV opportunities for air quality grants when available | ★ | Available air quality grant opportunities were evaluated from federal, state and local sources. Tenants were provided information regarding opportunities to evaluate fit with scoring criteria. |
| | Complete financing alternatives study with Moffatt & Nichol | Complete study and initiate financing | ★ | Moffatt & Nichol delivered Financial Assessment report June 2010. Report recommended RRIF program as the primary financing option. |



INDIRECT ECONOMIC IMPACTS

| Indirect Economic Impacts | | | | | |
|--|---|---|--|--|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary | |
| Maximize job and revenue generating activities | Maintain strong relationships with existing tenants and customers | Plan and host annual tenant breakfast |  | Tenant breakfast was planned and hosted by POV. Most invitations were sent out via email, saving paper and postage. | |
| | | Plan and host annual tenant holiday open house |  | Open house was planned and hosted by POV. Most invitations were sent out via email, saving paper and postage. | |
| | Maintain transportation corridors essential to goods movement | Participate in state efforts for freight programs |  | Traffic studies were completed for the remaining undeveloped portions of T5 and P1A. | |
| | Maximize Marine and Industrial business | | Complete construction of Terminal 5 loop and yard tracks as part of West Vancouver Freight Access Project (WVFA) |  | Construction of Terminal 5 loop and yard tracks was completed in 2 nd quarter. |
| | | | Complete Grain Subdivision - Phase A as part of West Vancouver Freight Access Project (WVFA) |  | Construction of Grain Sub - Phase A was completed in 3 rd quarter. |
| | | | Continue to permit and develop Terminal 5 for project/wind cargo per 2010 requirements |  | In late 2010, permits were secured to begin work on the last section of laydown, amounting to 44 acres. Development work started in 2011. |
| | | | Study wind energy tower washing facility to better serve customers |  | Study was completed 2 nd quarter. A system for washing towers to meet customer needs has been developed. |
| | | | Formulate 3 year sustainable dredging plan |  | Marine, Facilities and Environmental departments worked together to formulate a three year dredge plan. |
| | Maintain transportation corridors essential to goods movement | Participate in Columbia River Crossing Coalition and be represented on the board of directors |  | Regularly participated by attending the Coalition meetings. Port representative served as the Performance Measure Committee Chair. | |



INDIRECT ECONOMIC IMPACTS (cont.)

| Indirect Economic Impacts (cont.) | | | | |
|--|---|--|---|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Maximize efficient and productive uses of personnel time | Provide personnel with efficient use of technology in the workplace | Install new conference room communication/presentation systems |  | Work for system installation was initiated in 2010 and will be completed in 2011. |
| | | Send monthly reminder on sustainable technology use |  | Reminders were sent out informing port staff of the opportunities of sustainability. |
| | | Evaluate and recommend RFP for banking services |  | Joint RFP for banking services with Clark County and City of Vancouver 6/2010. Port selected Wells Fargo and will implement services 1/2011. |
| | | Promote and expand the use of electronic media to deliver POV payments |  | 57 out of 219 customers now receive electronic invoices each month, an increase of approximately 47% from 2009. |
| | | Promote and expand the use of electronic media to collect receipts |  | 23 out of 219 customers make electronic payments each month, an increase of approximately 90% from 2009. |
| | | 100% of e-mailed invoice are not printed |  | The Port now has the software and process in place to electronically scan vendor invoices into the Doclink document management system without printing. |



SOCIAL SUSTAINABILITY GOALS, STRATEGIES AND 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 and community goals, strategies and targets has been divided into two distinct areas: Labor Practices and Decent Work, and Social Equity.

LABOR PRACTICES & DECENT WORK

| Employment | | | | |
|--|---|---|---|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Recruit and retain excellent employees | Maintain clear expectations of employees | Determine which areas need procedure manuals and develop timeline |  | Performed a comprehensive review of procedure manuals and determined that the Employee Manual required revision. |
| | | Update job descriptions |  | All job descriptions were updated in 2010. |
| | | Complete updated Employee Handbook |  | A revised Employee Handbook was completed and made available to employees in 2010. |
| | | Update 2011 compensation program |  | Completed and delivered in 2010. |
| | Ensure hiring of qualified employees that have the tools to be successful | Develop process worksheet for new hires with timelines |  | Created a process worksheet with timelines for each new hire. |
| | | Port departments participate in new hire orientation for every new employee |  | As part of the new employee orientation process, Port departments participated in orientation for new hires. |
| | | Revise and replace employment application and process |  | Employment application and process revisions will occur in 2011. |
| | Maintain employee satisfaction in the workplace | Promote workplace flexibility |  | POV management was apprised of the options available to POV employees and approved the use of these options for some employees. |
| | | Develop employee satisfaction survey that will solicit >50% feedback |  | A revision to the method of survey distribution compared to 2009 resulted in survey response rate of greater than 90%. |
| | | Manage "Take Your Child to Work Day" for children of port employees |  | Worked with POV departments to arrange for a successful 2010 event. |
| | Track and implement annual and quarterly reviews | Develop and implement performance review process and forms |  | Development of the process and forms was completed in 2010; implementation will begin Jan. 2011. |
| | | Reduce late performance reviews |  | The number of late performance reviews changed little from 2009 compared to 2010. Efforts continue in order to reduce late times in 2011. |

LABOR PRACTICES & DECENT WORK (cont.)

| Health and Safety | | | | |
|--------------------------------|---|---|-----------|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Maintain safe work environment | Ensure employees are safe in their work environment | Conduct Material Safety Data Sheet (MSDS) audit | ★ | MSDS audit identified >400 chemicals used by POV employees. Updated all three MSDS logs and developed a process to ensure that future MSDSs are logged in each of the three MSDS logs. |
| | Ensure employees are safe in their work environment | Identify and implement safety initiatives | ★ | The Safety Committee purchased emergency kits capable to supporting 100 people for three days, installed signage of the location of kits, and notified/trained POV employees of the kit's locations and proper use. |
| Promote employee health | Ensure employees have access to health care | Manage benefit renewal process for 2011. | ★ | Benefits renewal completed in 2010. |
| | Ensure employees have access to health care | Develop Wellness initiatives for 2010. | ★ | Wellness initiatives for POV employees were completed for 2010, and will continue into 2011. Examples include POV-sponsored lunchtime walk/run activities and provided select employees the option to work from home. |

| Training and Education | | | | |
|--|--|--|-----------|--|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Equip staff to meet current and future needs of the port | Provide Leadership Development Training to all supervisors | Develop and complete supervisor quarterly trainings | ★ | Developed training curriculum and performed quarterly trainings. |
| | Provide training to employees necessary to perform duties | Define and implement training opportunities within training budget | ★ | In 2010 Human Resource staff assisted department directors plan and budget for training opportunities in 2011. |

| Labor/Management Relations | | | | |
|--|--|---|-----------|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Encourage collective bargaining among port employees | Participate in union contract negotiations | Complete competitive bargaining agreement for Local 4 | ★ | Successful bargaining agreement with Local 4 reached. |



SOCIAL EQUITY

| Government Affairs | | | | |
|--|---|--|---|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Ensure electeds (federal, state and local) are informed of port activities | Provide electronic updates, invites and other information | Provide legislative updates on WVFA project |  | Compiled packets and materials for state and federal legislative visits. |
| | | Host Columbia River Channel Deeping ceremony |  | Ceremony hosted at Port of Vancouver's Terminal 3 in October 2010 to celebrate the completion of the channel deepening project. |
| | | Host ground breaking ceremony for Terminal 5 rail loop |  | Ground breaking ceremony for the on-time and on-budget completion of the Terminal 5 rail loop on the former Alcoa/ Evergreen property was hosted in August 2010. Governor Gregoire was the guest speaker. |

| Media and Communications | | | | |
|---|--|--|---|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Communicate with the media electronically | On-line news releases and media communications | Provide news releases and media communications on-line and drive marketing and communications to website |  | Initiated efforts, but implementation will occur in 2011. |
| Develop electronic public information templates | Use electronic means whenever possible to communicate updates regarding port projects, issues and policies | Develop electronic letterhead and forms for transition into Centennial |  | Initiated efforts, but implementation of Centennial electronic letterhead and forms will occur in 2011. |
| Develop and maintain an effective, interactive web site | Maintain web site as an effective means of stakeholder information | Conduct semi-annual audits of website to maintain accuracy/currency |  | Initial audit was completed. The audit findings indicated that the port's website requires a major revamp in order to accommodate additional electronic content. A more detailed audit is scheduled for 2011 to further assess website needs. |
| | | Increase use of website as POV library/ focal point for marketing, outreach and communications |  | While the current website continues to be a useful tool for marketing, outreach, and communications, an audit in 2010 noted the need for a major website overhaul to improve these functions. A full scale website audit will occur in 2011 to better assess website needs. |



SOCIAL EQUITY (cont.)

| Public Outreach | | | | |
|---|---|--|---|--|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Develop relationships and open communications with key stakeholders | Communicate and participate regularly with organizations | Participate/attend Fruit Valley School and Neighborhood meetings and events |  | POV's speakers bureau included participation at neighborhood meetings and events. POV participated in the Junior Achievement Educational Program at Fruit Valley School. |
| | | Plan and coordinate up to three Executive Director's Community Cabinet meetings |  | Two were held in 2010; a third was not deemed necessary. |
| | | Plan and execute Speakers Bureau and neighborhood outreach program |  | Presentations performed for a variety of organization. |
| | Communicate development, transportation and mitigation projects, etc. to public | Produce and distribute port district-wide newsletter, environmental newsletter, tenant newsletter (electronically when applicable) |  | POV produced five newsletters in 2010: 1. Community Report (2x/yr.) 2. Portfolio (4x/yr.) 3. From Our Piers (12x/yr.) 4. Solstice (2x/yr.) 5. Economic Update (new in 2010, sent 1 time). All but one of these publications were distributed via email to conserve paper and reduce costs. |
| | | Conduct community/stakeholder survey |  | Conducted a survey in September 2010 prior to the Commissioner Forum intended to solicit input from the community and inform the Commissioners of community members' thoughts and opinions of the port and port activities. |
| | | Prepare media/community outreach plan for major POV announcements |  | Completed the 2011 media/community outreach plan in 2010. |
| | | Expand time and dates of VIP tours for stakeholders |  | Increased the time and date of VIP tours to include weekends and evenings. |
| | | Attend/present/hold environmental group meetings |  | POV presented at one WPPA, one NWPPA and one environmental forum and held the environmental forum at POV for environmental stakeholders to learn about port programs and projects |

| Emergency Public Communications | | | | |
|---|---|----------------------|---|--|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Develop an emergency notification/mgmt plan | Develop an emergency plan that is port wide, and coordinated with emergency services, agency partners and the community | Update current plan. |  | Emergency Plan updated to include revisions to roles and responsibilities and contact information. |



ENVIRONMENTAL SUSTAINABILITY GOALS, STRATEGIES AND 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 goals, strategies and targets has been divided into five areas: Materials; Energy; Water; Biodiversity; and Emissions, Effluents, and Wastes.

BIODIVERSITY

| Biodiversity | | | | |
|---|--|---|---|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Protect and enhance natural environment | Conduct wildlife inventories and surveys | Perform Great Blue Heron Rookery Inventory |  | Three Great Blue Heron rookeries on port property were inventoried during nesting season. One of the rookeries was active, with a total of 5 active nests out of 23 observed. A nearby rookery had no active nests out of 16 nests. The third rookery appeared to be abandoned in 2010. |
| | | Complete Songbird Survey Parcel 6 |  | 2010 songbird survey completed and shared with Vancouver Audubon. |
| | | Perform Bald Eagle monitoring |  | Bald eagle monitoring performed in 2010. Eagles successfully reared one eaglet at the Columbia Gateway nest. |
| | Develop Wetland Mitigation Bank | Begin construction of Wetland Mitigation Bank by year end 2010 |  | Delays experienced by the company which is developing the Bank pushed construction to 2011. |
| | Ensure green spaces and landscaping are included in development projects | Measure money spent on green spaces/landscaping in development projects |  | This requirement was not applicable this year due to the lack of development projects requiring green spaces/landscaping. We will measure in 2011 as T5 continues to be developed. |
| | | Evaluate development projects for opportunities above regulatory requirements |  | Facilities evaluated the feasibility of including a landscaped area adjacent to the bridge associated the WVFA project and determined that a landscaped area and costs were appropriate; this landscaped area was not a regulatory requirement. Proposals for the work will be requested in 2011. |

EMISSIONS, EFFLUENTS, AND WASTE

| Emissions, Effluents, Waste | | | | |
|---|--|---|---|--|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Reduce stormwater pollutants entering MS4 | Install treatment BMPs in areas with heavy contaminant loads | Design, permit, and construct Terminal 2 berm renovations |  | The bioswale was upgraded to a bioretention system and construction was completed. Sampling results will be available in 2011. |
| | | Construct new street sweeper decant facility |  | Temporary facility constructed. |
| | | Pilot stormwater treatment system study on downspouts |  | Improvement and expansion of a pilot downspout treatment system were completed in 2010. After modifications to improve flow rates, over 83% of copper and 96% zinc contaminants were removed from the stormwater. |
| | | Improve bulk material handling BMPs to ensure proper handling procedures |  | Marine and Environmental Departments worked together to draft a bulk handling procedure for metal shreddings at Terminal 2. |
| Reduce total greenhouse gas emissions | Reduce excessive idling on port property | Expand the POV anti-idling campaign to include purchase and installation of No-Idle Zone signs for key tenant idling areas. |  | An anti-idling campaign was developed in 2009 for the port with cooperation of Southwest Washington Clean Air Agency. Seven anti-idling signs were purchased in 2009 and twenty-five more were purchased in 2010 to expand the program into key areas of idling. |
| | | Distribute anti-idling flyers to educate tenants, guests, customers of anti-idling initiative |  | Information to tenants was distributed through the tenant breakfast/presentation, newsletters, flyers and the port's website. |
| | | Promote No-Idle Zone campaign on terminal by communicating with terminal users. |  | Installed signs in 2010 and held informal discussions with truck drivers and longshore workers. |
| | | Conduct survey of port departments and maritime tenants to develop baseline and gather constructive ideas |  | Terminal Operations is working with stevedores and truck operators to address idling topics. Surveys and continued idling outreach will be continuing in 2011. |
| | Reduce total greenhouse gas emissions | Participate on Cascade Sierra Solutions Board |  | POV staff, Katy Brooks, participated on Cascade Sierra Solutions Board and ultimately elected Vice President of Board. |
| | | Work with Ecology to install emission control devices on applicable diesel equipment under the Clean Diesel Grant |  | Ecology has reevaluated the POV fleet for appropriate devices after information became available of malfunctioning of devices elsewhere. Anticipated installation date is in 2011. |
| | Support the development of renewable energy projects | Purchase renewable energy credits equivalent to approximately 60% port-owned energy use |  | The port purchased 5,832 renewable energy certificates from wind energy sources, equivalent to 100% of the port energy use for 2010. |



EMISSIONS, EFFLUENTS, AND WASTE (cont.)

| Emissions, Effluents, Waste (cont.) | | | | |
|-------------------------------------|---|--|---|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Decrease volume sent to landfill | Distribute paychecks and employee newsletters in reusable envelopes | Implement reusable/returnable envelopes for distribution of payroll items |  | POV is considering eliminating the need for envelopes entirely. However, this target has been deferred to 2011 to give POV additional time to seek viable alternatives. |
| | Improve port recycling program | Implement composting when method becomes available to service the port |  | POV Administration building will implement composting in 2011; the compost service provider will not service the secured area of the port. |
| | | Perform waste audit to measure recycling successes |  | A waste audit was performed by the port's waste service provider. Lowered total waste volume by 40 gallons/day, representing a decrease of approximately 36% since 2009. |
| | Minimize use of office supplies | Increase reliance on electronic media, filing and mail |  | Began emailing Commission agenda to stakeholders instead of sending agenda via USPS. |
| | | Reduce amount of paper used during SEPA public notifications by using electronic methods |  | Requested recipients of the port's SEPA mailing list to sign up for electronic notification. Eleven people have signed up, saving an average of \$14 in postage and 1000 sheets of paper. |
| | Recycle/reuse materials from building decommissioning | Deconstruct Rufener farm buildings to meet 75% reuse of removed materials |  | Materials from the project resulted in these material disposal methods: reuse = 78% of material, recycle = 19%, landfill = 3%. |
| | Reduce waste materials received by the port | Develop language for proposals that encourage the use of recycled/recyclable submittal materials |  | Language developed and included in all solicitations. Approximately 95% of submittal materials are recycled/recyclable. |
| | | Develop language for proposals that limit the volume of submittal materials |  | Language developed and included in all solicitations. Volume of submittals has decreased by more than 50% due to imposition of page limits and double-siding report requirements. |
| | | Reduce un-needed/unwanted mail received by port |  | Requests to take POV off mail lists resulted in more mail. Effort abandoned. |
| | Reuse/recycle materials from office equipment and electronics | Identify best option for outdated computer equipment from the upgrade project |  | Computer equipment donated to non-profit for refurbishment and resale. |

MATERIALS

| Materials | | | | |
|--|--|--|---|--|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Purchase materials that are cost effective and environmentally preferred | Purchase environmentally preferred products | Review copier leases and determine if recycled paper can be used for all copiers |  | POV confirmed that the leases do allow for the use of recycled-content paper. POV will begin ordering recycled-content paper in 2011. |
| | | Use environmentally preferred office supplies, when available |  | Environmentally friendly supplies are always ordered when available and cost efficient. |
| Reduce hazardous chemical usage | Reduce hazardous chemical used by port maintenance | Evaluate nonhazardous products to replace hazardous chemicals currently in use. |  | The port is continuing its efforts to trial nonhazardous alternatives in the maintenance shop. This work will continue into 2011 in order to find suitable replacement products that meet performance needs. |
| | | Measure amount of hazardous products replaced with nontoxic alternatives. |  | Because the port continues to evaluate nonhazardous products, the port has not measured the quantities of hazardous materials removed from use. |
| | Reduce toxic cleaners and products used by janitor | Work with Contracts Dept. to include appropriate language for nontoxic product use |  | New contract language finalized in 2010 requires janitorial company to use nontoxic/ environmentally preferred products. |
| | | Evaluate products to replace toxic chemicals currently in use. |  | An evaluation occurred in 2010 and the Port, through its newly created janitorial contract language, now requires non-toxic/ environmentally preferred cleaning products for all products used by the janitorial contractor. |
| | | Measure amount of toxic products replaced with nontoxic alternatives. |  | Due to the changes in the contract with the new janitor (effective in 2011), the Port will measure these quantities in 2011. |

ENERGY

| Energy | | | | |
|-------------------|------------------------------------|--|---|--|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Reduce Energy Use | Install energy efficient lighting | Complete energy conservation lighting upgrades in buildings 2401, 2707, 3221, 3231 |  | Lighting was upgraded in Buildings 2401, 2480, 3309. The upgrades resulted in 370,565 Kilowatt hours saved, resulting in an annual savings of \$16,371 for the port and tenants. |
| | | Evaluate building(s) for upgrade in 2011. |  | Buildings 3205, 2305, 3105, 2835, & 2845 have been evaluated for 2011 energy efficiency upgrades. |
| | Reduce inefficient use of lighting | Turn off common area lighting in main office building at the close of business |  | Administration common area lighting is shut off at the close of business. Staff turn off office lights when office is vacant. |
| | | Upgrade controllers in Terminal 4 lighting |  | A portion of the controllers were replaced in 2010, with the remainder replaced in first quarter 2011. |



WATER

| Water | | | | |
|--------------------------------------|---|--|---|---|
| Goal | Strategies | 2010 Targets | Indicator | Commentary |
| Protect Port's Drinking Water System | Install spill protection and procedures to reduce fluid dumping in Wellhead Protection Area | Install additional security cameras along port way |  | Due to the lack of available funds, cameras not installed in 2010, however the 2011 budget allows for the purchase of two additional cameras; these are intended to be installed in 2011. |
| | Update EMS for Port's drinking water system | Complete update to EMS by year end. |  | Outcome of 2010 EMS targets and objectives was reported to port staff. New targets and goals were developed for 2011. |



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 sustainability projects initiated before 2010 from which the port continues to gain benefit. In addition, successes were also gained from projects that were unplanned during development of the 2010 goals. Below are several examples of these successes.

- **Asphalt Reuse.** In 2010, the port continued its practice of reusing asphalt generated from port projects. In this year, the port reused approximately 4,000 cubic yards of ground asphalt as top rock at Terminal 5. The asphalt came from various projects around the port, such as the renovation work performed at the 2001 building in anticipation of the port's future tenant, SAPA Profiles, Inc.
- **Lighting System Upgrades** As a result of the port's ongoing efforts to upgrade lighting systems throughout the port's property, the port conserved greater than 1,070,000 kilowatt hours of energy through 2010. These savings equate to over \$47,000 in savings annually for the port and tenants. This project will continue in 2011 and is a collaboration between Clark Public Utilities and the port.
- **TCE Treatment System** Working with the Washington State Department of Ecology, the port continues cleanup of solvent-contaminated groundwater on its property, pollution left by a previous land-owner. To date, the port has removed more than 485 pounds of volatile organic compounds and treated more than three billion gallons of water. The port is using a groundwater pump and treat system which has helped decrease solvent concentrations by 50 percent. The decrease has enabled the removal of treatment systems in the Fruit Valley neighborhood. Frequent monitoring continues to track the cleanup progress.
- **Increased Recycling** The port has seen an overall increase over time of the amount of solid waste recycled by port employees. Since 2008, the port has teamed with Waste Connections to perform annual waste audits. These audits show that from 2008 to 2010, the percentage of waste recycled increased by an estimated 30%.

30%
*The additional amount of waste
being recycled by port employees
since 2008.*
- **Air Emissions Reductions** In 2009, the port rebuilt the port's railroad tamper engine, simultaneously installing air emission reduction technology intended to



reduce the quantity of particulate matter (PM) in the emissions of the engine by up to 25%. The tamper engine is still in use. The port received a grant from the Washington State Department of Ecology which paid half of the costs associated with this rebuild.

- **Carbon Emissions Reduction** Through the port's annual purchases of wind energy-generated Renewable Energy Certificates (RECs) since 2008, the port has avoided an estimated 10,423 metric tons of carbon dioxide emissions associated with the production of traditional electricity generation. This quantity is approximately equivalent to the emissions of 1,168,577 gallons of gasoline consumed.

233
*Gallons of gas saved annually when
comparing the port's hybrid vehicle
to the non-hybrid version.*



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 local community. By choosing to formalize sustainability efforts already underway at the port 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. In 2010, 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, identified strategies and began working toward year-end targets
- held quarterly task force meetings to track progress and identify challenges
- spoke to tenants, other Washington ports, employees about sustainability
- informed stakeholders of the port's sustainability efforts
- measured year-end progress toward 2010 targets

Overall, the second year of formalized efforts was successful. The WE CAN! Task Force, together with the departments they represent, set 23 port sustainability goals with associated strategies and developed 95 year-end targets for 2010. Of these 95 targets, the port met or exceeded 74 (82%), did not meet two targets, and the remaining 19 annual targets were postponed until 2011. The benefits to the port of achieving such a high percentage of the sustainability targets are apparent, with most targets resulting in a measurable or qualitative benefit. An unexpected benefit of a formal sustainability program is the change in culture and behavior surrounding sustainable actions, with many inspired efforts beyond what was identified as annual goals.

NEXT STEPS

The port plans on continuing the effort in 2011 and beyond. The WE CAN! Task Force will set new goals, strategies and targets and continue to make progress on deferred targets. Sustainability efforts will be included into department goals for 2011. Integrating sustainability into every aspect of the port's operation will promote the port's efforts to become a sustainable port.

