



ABOUT THE PORT OF VANCOUVER USA

The Port of Vancouver USA, the second-largest port on the Columbia River and an invaluable partner to a broad range of shippers and manufacturers, is a thriving West Coast seaport offering the most direct cargo shipping route from the Pacific Rim to North America through its **Advantaged Supply Chain**.

Unique to the Port of Vancouver USA is its **capacity for growth** – both on the marine and industrial sides. The port has invested millions of dollars to develop the infrastructure and site requirements needed for companies to transport their cargoes and conduct their businesses in the most efficient and cost-effective manner.

The port has worked diligently to provide **outstanding customer service** and to ensure that what's important to shippers and tenants – whether specialized equipment, skilled labor, warehousing, sustainability programs, or collaboration on site selection, funding or logistics – is available to meet their needs now and in the future should they wish to expand.

QUICK FACTS & HIGHLIGHTS

- The port, which celebrated its 100th anniversary in 2012, is the third largest port in the state of Washington.
- It has five marine terminals that provide 13 deepwater shipping berths.
- The port handled 4.6 million metric tons of cargo in 2012, more than 57 percent in grain exports. However, an increase in the number of grain elevators on the Columbia Snake River System and an increase in agricultural exports from countries such as Australia resulted in less wheat moving across Port of Vancouver docks in 2012. And because wheat is the port's number one export by volume, the decrease in wheat exports is directly reflected in the 18.5 percent decrease in the port's overall tonnage from 2011. Other port exports such as bentonite clay, copper concentrate and jet fuel increased, while wind energy components and wood pulp decreased.
- A lease between the Port of Vancouver and BHP Billiton, the world's largest mining company, is expected in December 2013. Because of strategic infrastructure investments by the port, the port's Terminal 5 was selected in 2010 by BHP Billiton as the preferred site for a new potash export facility. At full build-out, BHP Billiton plans to ship eight million metric tons of potash through the Port of Vancouver annually.

- Work is complete on phase one of the port's new Centennial Industrial Park. Thanks to a \$5.7 million economic development grant from the Washington State Legislature, infrastructure improvements on 58 acres of the 108-acre site were completed in June 2013, months ahead of schedule. Specific improvements to the light industrial property include final site preparation, installation of underground utilities, construction of roadways and sidewalks, and the creation of a state-of-the-art stormwater management system. These investments will support future development of approximately 550,000 square feet of manufacturing, production, warehouse and ancillary office space. The project is expected to attract an estimated \$100 million in private-sector investment and create as many as 500 new jobs for the local community. Parcels at Centennial Industrial Park are available for sale or short- or long-term lease.
- In 2011 the port secured \$25 million in federal grants (including a \$10 million TIGER II grant and a \$15 million FRA High Speed Intercity Rail Program (HSIRP) grant) for its \$275 million West Vancouver Freight Access rail infrastructure project, an on-going, multi-year effort to improve the movement of freight through the port. It will make the port's rail facilities state-of-the-industry, and when complete in 2017 is expected to reduce congestion on the regional rail system by 40 percent.

MARINE ADVANTAGES

- The Port of Vancouver is a vital transportation hub in the Pacific Northwest. Located on the Columbia/Snake River System, the port is a transfer points for cargoes moving to and from the upper U.S. Midwest and Canada and the Pacific Rim and the world.
- In the mid-2000s, the port made an investment in two 140-metric ton Liebherr mobile harbor cranes that can work separately or in tandem. Because of this investment, as well as land available for staging and storing, the Port of Vancouver is one of the leading ports on the West Coast for the import of wind energy components.
- Top trading partners include China, Japan, Australia, Europe, South Korea and South America.
- The port specializes in bulk, break bulk and project cargoes. It has the equipment and space to handle a broad range of cargoes including direct transfer cargoes, automobiles, forest products, steel and aluminum products, liquid bulks, and numerous dry bulk and agricultural commodities.
- The port is a West Coast port of entry for Subaru of America.
- The deepening of the Columbia River shipping channel depth from 40 to 43 feet was completed in 2010, making it possible for the Port of Vancouver to accommodate Panamax-size vessels, i.e., 45,000- to 55,000-ton class ships fully loaded, so 8- to 10 percent more goods can be loaded onto each vessel, saving shippers' transportation costs. The project

was sponsored by the six Lower Columbia ports: Longview, Kalama, Woodland, Vancouver, Portland and St. Helens, Ore., and helps the ports better compete with other regions.

- Direct ship to barge transfers are possible, making it easier and more cost-effective to use the Port of Vancouver and inland waterways to import/export products to the Midwest and Canada.

INDUSTRIAL – ACRES OF OPPORTUNITY

- The Port of Vancouver provides both existing and potential light and heavy industrial tenants (and commercial real estate brokers) with a “one stop shop” for site selection options and logistics assistance – as well as assistance exploring grant and funding opportunities.
- The port has more than 2,000 acres of property including 800 acres of currently operating facilities; over 600 acres for future development, 570 acres for mitigation and a 157 acre wetlands bank.
- The port’s Centennial Industrial Park currently has 58 shovel-ready acres for short- or long-term lease (or sale), with another 50 acres to follow.
- The port is focused on attracting cluster businesses and their supply chains including aluminum extrusion, auto importing, brewing supplies, bulk cargo exporting, bulk food distribution, bulk liquid, bulk lumber and metal distribution, electronics recycling, grain exporting, lead products, metals recycling, maling, plastic injection molding, plumbing supplies, sand and gravel, and steel distribution. The port is currently home to more than 50 industrial tenants, including Great Western Malting, NuStar Energy, and United Grain Corporation.

COMMUNITY

- The Port of Vancouver’s mission is to provide economic benefit to our community through leadership, stewardship and partnership in marine and industrial development.
- More than 2,300 people are directly employed by businesses at the port, and port activities support nearly 17,000 jobs in the community.
- Port activities generate \$1.6 billion annually in economic benefits to the region.
- The Port of Vancouver is focused on environmental stewardship. As a result, it has set aside 570 acres for mitigation and habitat creation including a 157 acre wetland mitigation bank.
- It not only follows best practices in sustainability, but works with tenants to help emphasize the importance of environmental stewardship and sound environmental practices.

WEST VANCOUVER FREIGHT ACCESS PROJECT

- The West Vancouver Freight Access (WFVA) project is a concerted effort by the Port of Vancouver to create jobs and generate revenue by investing in freight rail infrastructure. With construction starting in 2007, the \$275 million project improves the ability to move freight not only through the port but also along the BNSF Railway and Union Pacific Railroad mainlines that connect the Pacific Northwest to major rail hubs in Chicago and Houston, and from Canada to Mexico. Projected to reduce current delays in rail traffic by as much as 40 percent, the project will lower costs for U.S. manufacturers and farmers, making them more competitive in global markets.
- Divided into 21 project elements, the WVFA project includes construction of a new dual carrier rail access into the port, enhancement of the port's internal rail system, relocation of port facilities and utilities to accommodate track realignment, and improvements to port roadways; all of which are aimed at accommodating growth of existing operations and attracting future private-sector development.
- With work on the project now more than 50 percent complete, much has been accomplished. A state-of-the-art unit train facility at the port's recently developed Terminal 5 was completed in June 2010. This \$14 million loop track serves as the project's western terminus, and the \$16 million in rail improvements completed in 2008 near the city of Vancouver's waterfront redevelopment of the former Boise Cascade property bookends the project on the east. Between these two project elements, work continues on adding nearly 28 miles of new track to serve current and future port customers.
- With completion anticipated in 2017, the West Vancouver Freight Access project is expected to attract more than \$500 million in private-sector investment and create between 1,000 and 2,000 new, permanent jobs. In addition, the project generates an anticipated 4,000 construction jobs over the life of the project.