



# *2020 Sustainability Report*

Annual Report of the WE CAN! Sustainability Task Force



**Port of Vancouver USA**  
3103 NW Lower River Road  
Vancouver, WA 98660

360-693-3611  
info@portvanusa.com



# 2020 SUSTAINABILITY REPORT

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# I. INTRODUCTION

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## PURPOSE OF REPORT

The purpose of this report is to describe the sustainability efforts of the Port of Vancouver (port, POV) for calendar year 2020 as part of the port's commitment to developing and operating a sustainable port. This report includes a description of the port's approach towards sustainability, how sustainability management was undertaken during our 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 River; 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 108 years after its inception, the Port of Vancouver's marine trade and industrial business operations continue to grow. The port's strategic location along the Columbia River at the nexus of river, road and rail, as well as its unique ability to handle break bulk and heavy lift cargo, and diversification of cargos continues to position the port well in the global marketplace. In 2020 the port earned \$50.4 million in total revenue, a 15% increase from the previous year and the highest annual revenue in port history and handled 7.4 million metric tons of cargo.

The Port of Vancouver is primarily an export marine port, posting 4 to 5 times more exports than imports on average. Grains (wheat, corn and soybeans) continue to be the largest export commodity at the Port of Vancouver by volume, followed by copper concentrate, scrap metal, bentonite clay, and other bulk materials. Top imports include wind energy, steel, dry and liquid bulks and autos.



By diversifying commodities, the port is not reliant on any one industry and is able to have a continuous flow of business even during times of economic disruption. The port weathered the storm of COVID-19 in 2020 with its diverse tonnage and cargo mix, reflecting trends in the national and global market for materials essential to many industries and these are the materials that primarily make up the bulk of products that move through the Port of Vancouver. Proficiency in bulk and break-bulk cargoes allowed the port to leverage its best assets, including the ability to handle large-sized shipments, such as wind energy components. This advantage, along with extensive laydown space for storage, a highly-skilled work force and excellent transportation connections including river, road and rail, equipped the port to weather the economic disruption of the COVID-19 pandemic.

The port has over 50 tenants, 5 marine terminals and 13 berths. The port's 50-plus tenants offer a wide range of products and services, from fruit processing and plastic molding to food transportation and metal and electronics recycling. Industrial occupancy at the port continues to exceed 99%, even through the pandemic. According to the most recent economic impact study (Martin Associates, 2018) nearly 4,000 jobs are directly generated by marine and industrial activities at the port with business activities contributing \$132.4 million in state and local taxes, which support public services such as schools, police and fire protection.

In 2018 the port updated its Strategic Plan, the first comprehensive plan update undertaken in 10 years. Throughout the Strategic Plan process, the port reached out to more than 100 stakeholder groups, including business and labor partners, tenants, staff and community organizations; convened four advisory panels; interviewed a broad cross-section of our community; held seven public workshops and two public open houses; and reviewed hundreds of public comments. The plan balances the core work and purpose of a port – providing sustainable economic benefit to the community – with the vital need for a healthy environment. The goals and strategies developed in the strategic planning process guide the focus and direction of the port's work. The sustainability targets developed for 2020 incorporate relevant goals and strategies from the Strategic Plan to ensure alignment of port efforts. Targets taken from the Strategic Plan are indicated by the following label: *"(Strategic Plan Strategy/Goal)"*.

Three publicly elected commissioners represented the interests of the population of the Port District in 2020; Eric LaBrant, Don Orange and Jack Burkman. They worked closely with port employees and stakeholders to ensure the port continued to provide economic benefit to our community by attracting new customers, tenants and cargoes, and retaining and growing current tenant and customer operations, innovating efficient operational 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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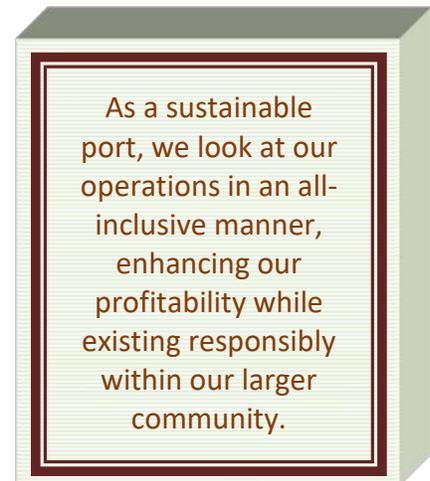
### WHAT SUSTAINABILITY MEANS TO US



The port is committed to the health of the economy, our community and environment. The concept of sustainability has been in practice at the port prior to our formalized efforts. While terms may evolve, our commitment to responsible resource use, protection of the environment, and making business decisions that recognize the balance between the actions we take 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 economy or the community. 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. Those values 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, industrial and waterfront 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. The vision of the port is to build a community connected to a world of economic opportunity that supports a healthy environment, trade and living-wage jobs.



### 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 2020 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 Strategic Plan, Mission, Goals and Values
- Be reasonable
- Be achievable
- Have measurable benefits where practical
- Consider the triple bottom line



## PROGRAM SCOPE

As a public port, we have numerous tenants, customers, users, and stakeholders. It was important for the port to define the scope and boundaries of the sustainability program. The port's program covers those operations the port has operational 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.

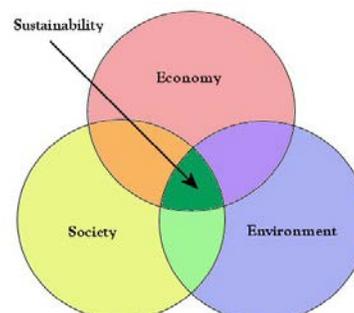
The port believes it is important to reach out to those outside of its organizational boundaries into our community to encourage sustainability among its stakeholders and lead by example. Numerous port publications to the port's voting district, tenants, employees and stakeholders highlight the port's 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 our sustainability goals, attainable and measurable steps, called year-end targets, were established for each goal for 2020.

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

After setting the 2020 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 Achieved**



**Target Not Met**



**Target Carried Over to 2021**



# III. 2020 SUSTAINABILITY GOALS

## ECONOMIC SUSTAINABILITY GOALS AND YEAR-END TARGETS



The Port of Vancouver is an economic engine to the southwest Washington region. The port provides economic stability to our region by producing revenue to our state and local services. The port's strategy to ensure economic sustainability strives to provide longevity of economic diversity and funding through a sustainable, healthy mix of cargo, tenants and revenue generation. The efforts toward economic sustainability were divided into two goals and 26 year-end targets.

### GOAL: DIVERSIFY REVENUE SOURCES

**TARGET:** Support a diverse revenue base through tax, industrial, marine, commercial, and grants, when strategically appropriate. *(Strategic Plan Strategy)*

**STATUS:** The port continues to focus on diversification of revenue sources.

- **Tax:** Direct jobs at the port and tenant facilities total nearly 4,000 people and contribute \$132.4 million in state and local taxes, which support public services such as schools, police and fire protection. A 0.602% increase to the port's tax levy was successfully approved in 2020. Twenty-one percent of revenue generated in 2020 was from collected taxes. Property tax funds are used exclusively for payment of debt service, environmental remediation and capital projects, such as rail and dock improvements. No tax dollars are used to pay staff salaries or salaries and expenses associated with our Board of Commissioners.
- **Industrial:** Industrial occupancy at the port continues to exceed 99%. The port's 50-plus tenants offer a wide range of products and services, from fruit processing and aluminum extrusion to food transportation and metal recycling. Twenty percent of revenue generated in 2020 derived from industrial revenue.
- **Marine:** A diversified portfolio of revenue sources and the exceptional expertise of our maritime partners helped not only carry the port through difficult economic conditions but achieve the highest revenue year in the port's history. The project cargo boom in 2020 was perhaps the most significant, but other less noticed contributions solidified the port's position. Steel scrap exports were the highest in five years, led by demand in Asia and ample supply in the United States. A countercyclical cargo, steel scrap helps fortify the port's balance sheet in times of economic distress. Sodium hydroxide (also known as caustic soda or lye) is used as a disinfectant in



detergents and soaps was up 15% in 2020 compared to 2019. Nearly 90,000 Subaru automobiles moved through the port in 2020, with a record number of 3,350 autos received on a single vessel in October. Last, the arrival of the layberth of the USNS Brittin and USNS Fisher at Berth 13/14 allowed the port to utilize a previously underused asset and do so with business that is unaffected by economic downturns – further shielding the finances of the organization from recession. Fifty-three percent of revenue generated in 2020 derived from marine revenue.

- Commercial: Progress continues with development of the Terminal 1 waterfront project. Dock work, signed leases, and lease extensions all represent significant progress toward the port’s goal to contribute to a destination waterfront in Vancouver.
- Grants: The port was the recipient of \$5,850,030 in awarded grants in 2020 for security cameras, Terminal 1 soil stabilization and Vancouver Landing upgrades, and hazardous materials training. Since 2007, over \$72 million in grants and loans have been awarded for port projects. Six percent of revenue for 2020 came from grants and other sources.

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*TARGET:* Develop and preserve multi-modal transportation access.

*STATUS:* Continued support for the Lower Columbia River Channel maintenance efforts, including the support of a dredging bill which would allow the USACE to provide critical maintenance of the channel as a federal action, exempting state and local permits,

- Continued support for a replacement I-5 bridge with a multimodal approach that would support the region’s transportation needs. In 2020 the port assumed a leadership role on the project by serving on the Executive Steering Group,
- Partnering with the City of Vancouver in implementing elements of the Westside Freight Mobility plan, including moving forward with planning work on the 32<sup>nd</sup> street extension and restoring funding for the SR-501 pavement rehabilitation project after it was frozen by the Governor due to COVID-19,
- Worked to identify potential grants in 2020 for the extension of the port’s multi-use path, northwest of Gateway Avenue, to connect in with other completed segments. Work to pursue grants identified will occur in 2021,
- Began construction work on the extension of the Renaissance Trail west of the city’s waterfront park to include the property between the new AC by Marriot and the port’s Vancouver Landing renovation project,
- Partnering with others on the Columbia River High, Wide and Heavy Corridor to establish a transportation corridor that can accommodate high, wide and heavy cargo and connect global markets to western North America critical to our regional economy,
- Worked proactively with state Departments of Transportation from Washington, Oregon, Idaho and Montana to coordinate successful transportation of 76-meter long



wind blades (the longest to have traveled from the west coast) and wind components through these states and into Canada,

- Began efforts to bring Berth 17 (former Alcoa dock) into marketable use,
- Continued efforts to implement a plan for the port's maritime area, the Terminal Rehabilitation and Improvement Program (TRIP),
- Provided support for the Greater Portland Comprehensive Economic Development Update. Provided input as to the importance of freight mobility and trade to the region, as well as alignment around other regional values such as equity and environmental stewardship. A Comprehensive Economic Development Strategy allows the port to compete for federal grants and other funding.

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*TARGET:* Develop port economic spending study.

*STATUS:* While the port performs a study to calculate the economic benefits tied to the port's marine and industrial activities every 4-5 years, which was last performed in 2019, in an effort to track some of the port's annual benefits, port staff developed a database tracking the port's spending on goods and services in 2020. The database study found that the port spent just over \$56 million in 2020 on goods and services to maintain its operations. Over \$21 million of which was spent in Vancouver or Clark County, another \$7.5 million was spent in the Portland-Vancouver metropolitan area, and \$11.2 million was spent in Washington state. In total \$40 million of the \$56 million the port spent in 2020 was spent in the region or state while \$16 million was spent nationally.



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*TARGET:* Work with industry associations, policy makers, and elected officials at the local, state and federal levels to continue supporting the critical role of navigation for international trade and the regional economy. (*Strategic Plan Strategy*)

*STATUS:* In 2020, the following work was completed:

- Port staff traveled to Washington D.C. for PNWA Mission to Washington to advocate for ports. Additionally, port staff made two virtual advocacy trips to D.C. Port staff also maintained regular communication with Federal Congressional Delegation regional offices.
- Port staff traveled to Olympia to advocate for ports: once with POV-only staff; once for WPPA Ports Day; once with the Greater Vancouver Chamber of Commerce and once with Clark County Transportation Alliance. Advocated for ports in Olympia virtually, including testifying for ports on the Tax Increment Finance bill and on the dredging bill that would allow the US Army Corps of Engineers to maintain the Columbia River channel without additional state approvals.



- The port conducted a port tour for Governor Inslee staff as well as virtual tours with Senator Murray and Senator Cantwell staff.
- The port continued to air thirty-second television spots on TVW, the state's public affairs network in Olympia. Spots were an overview of the port and Terminal 1 to try to build awareness of this important project with elected officials.
- Port staff met with elected officials at the local, state, and federal level to discuss sustainability and environmental elements of our legislative agenda.
- The port continues to take an active role in the Lower Columbia River Channel Maintenance Project (LCRCMP). Achievements in 2020 included preventing vessel draft restrictions in low water for the second consecutive year, completion of acquisition of property known as the Vik property critical for continued channel maintenance efforts, created a Dredge Material Management Plan for maintaining the channel for the next 20 years, began federal and state permitting necessary for plan approval.
- Working with our state delegation in Olympia requesting funding for the Terminal 1 project.

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**TARGET:** Develop tools to analyze and report the financial viability of the movement of individual commodities. *(Strategic Plan Strategy)*



**STATUS:** The port used tools it created to evaluate the financial viability of different business opportunities to inform decision-making. Established process for updating the financial forecast which included check-ins with key customers to better understand the 90 to 120-day commodity forecasts. Created reports to analyze labor and transportation costs as compared with revenue.

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**TARGET:** Act as a resource and regularly reach out to existing tenants to assess business, workforce, and facility needs, and to provide support for opportunities. *(Strategic Plan Strategy)*



**STATUS:** In 2020, in addition to customary outreach efforts, the port conducted several events and programs to support our business partners: a virtual Tenant Town Hall Meeting, a virtual Holiday Tenant Event, a Rent Relief Policy in response to the difficult economic conditions brought on by COVID-19 and resource information in our quarterly tenant newsletters. Staff worked with the State Department of Commerce to market the COVID-19 business resources available to our tenants and other businesses in the community and developed a COVID-19 resource page on the port's website. Port staff continue to be in close contact with each port tenant to monitor their needs and connect them with resources to help them succeed in trying times.

“The incredible support from our clients and customers has enabled us to grow even faster than we had predicted,” said David McCalib, CEO of Printforia. “In our search for a second location to expand into, we’re grateful to have found an accommodating partner in the port. We look forward to bringing in more employment opportunities and growing alongside the area we now call a second home.”

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**TARGET:** Implement the vision of a destination waterfront at Terminal 1. (*Strategic Plan Goal*)

**STATUS:** In 2020 progress continued with development of the Terminal 1 site:

- Construction on the AC Hotel by Marriot commenced with a completion date planned for second quarter 2022.
- Vancouver Landing design was finalized, and construction began with anticipated completion date of fourth quarter 2021.
- Continued support for the Night Market Vancouver through outreach and the use of Warehouse '23.
- Agreement finalized with Vancouver Rotary Foundation to partner on the development of a walkway at Terminal 1 (Rotary Way) commemorating the Rotary's 100<sup>th</sup> anniversary in 2021.
- Discussions continued with LPC West who was selected as the port's development partner on the northern portion of the site (blocks A and C) for a mixed-use development, including commercial, office, residential and parking. A lease and construction commencement are anticipated in 2021.
- A dedicated website for Terminal 1 was launched in early 2020. The website provides background information and status updates on the development's progress.
- Sought funding for the demolition/deconstruction of former Red Lion/Warehouse '23 building at Terminal 1 to make way for a future dock replacement and new marketplace building.
- Continued Terminal 1 branding efforts through the Waterfront Views e-newsletter, promotional items, website updates and signage.



When fully developed, the LEED Neighborhood Plan gold level-certified project will provide office, retail and commercial space; a public marketplace; hotel; residential apartments; low- and high-dock access; restaurants; and continuation/connection to the city's popular Renaissance Trail. At full build-out, Terminal 1 is expected to create 800 new jobs to support commercial activity and generate nearly \$93 million in state and local taxes over a 25-year period.

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*TARGET:* Seek funding opportunities to expand the Renaissance Trail as well as the portside trail system. *(Strategic Plan Strategy)*



*STATUS:* Grant funding opportunities for POV trail projects are evaluated by the port's grant committee. The committee evaluated grant opportunities for \$6.5 million in Renaissance Trail improvements (trail, landscaping, utilities, lighting) and extension of the portside trail system which is planned to ultimately connect to Vancouver Lake and Frenchman's Bar parks. The port continued design of the Renaissance Trail in 2020 and anticipates construction to begin in 2021. To date the Renaissance Trail project has received \$500,000 in state funding and \$485,000 in federal funding.

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*TARGET:* Implement process for the evaluation of grants and alternative funding opportunities.



*STATUS:* In 2020, the work of the Grant Committee included grant research, administration and management activities for 12 active grants totalling \$6,859,750. The newly implemented (in 2019) process for review of projects and selection of grants for which to apply was also under review by the committee as well as others to ensure the new process was as efficient and smooth as possible. This led to the addition of a Project Lead for larger grant projects to serve the role of grant manager to coordinate and delegate the work to committee members as necessary. Since 2007, the port has received over \$72 million in grants and loans for port projects.

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*TARGET:* Extend contracts with existing customers and tenants. *(Strategic Plan Strategy)*



*STATUS:* Year-end occupancy rate for 2020 was 99.89%. Contract extensions included Cadet Manufacturing, Sigma DG, and T1 Hotel. In addition to extensions, several tenants grew in 2020 and expanded their footprint on Port property including: Subaru of America, Jones Stevedoring, Trobella Cabinetry, Wickum Weld, Glacier Northwest, Columbia Waterfront, and Vancouver Warehouse. New tenants included Marks Design and Metalworks, Rocket Delivery, Printforia and Columbian Paper Distribution. The above activity resulted in more than \$14 million in future revenue.

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## GOAL: MAXIMIZE OPERATIONAL PROFITABILITY

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

*STATUS:* In 2020, the Washington State Auditor's Office (SAO) had no issues of concern with the port's internal controls to safeguard public assets for the eleventh consecutive clean audit for audit year 2019. At the Port of Vancouver, the SAO examined self-insurance; marine terminal revenue; payroll disbursements; procurement, including professional services, public works and accounts payable, including general disbursements and employee reimbursements; compliance with public work projects, including prevailing wages, change orders and retainage requirements; and IT security policies, procedures, practices and controls protecting financial systems and data. The port maintains excellent credit ratings, and for the preceding year, the port commission elected to take a 0.602% tax increase and available banked capacity allowed by Washington State law.



*TARGET:* Increase operating revenue.

*STATUS:* In spite of the COVID-19 pandemic, the port managed to maintain business operations and increase revenue. In 2020, the port had its highest returns in its 108-year history, with revenue of \$50.4 million, a 15 percent increase over revenues in the previous year and a 23 percent increase compared to the previous 5-year average. In 2019 the port's total tonnage was 8.285 million metric tons with total tonnage dipping a bit in 2020 to 7.368 million metric tons. Strategic investments and a diverse portfolio of commodities have positioned the port as a leader in the global marketplace.



*TARGET:* Issue debt at the lowest possible rate for financial stability.

*STATUS:* In October of 2020, the port issued \$18,665,000 of general obligation refunding bonds whose proceeds along with the port's contribution of \$292,097 were used to provide resources to purchase U.S. Government and State and Local Government Series securities that were placed in an irrevocable trust for the purpose of generating resources for all future debt service payments on \$17,360,000 of refunded debt. As a result, the refunded bonds are considered to be defeased and the liability has been removed from the governmental activities column of the statement of net position. The reacquisition price exceeded the net carrying amount of the old debt by \$2,315,750. This amount is being netted against the new debt and amortized over the remaining life of the refunded debt. This advance refunding was undertaken to reduce total debt service payments over



the next 8 years by \$671,500 and resulted in an economic gain of \$663,578. The port was able to negotiate the majority of cost savings in 2021 and 2022, years that are considered the port's leanest for overall cash flow.

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*TARGET:* Migrate essential servers and data to the Cloud.

*STATUS:* The port is migrating essential servers and data to supplement its disaster recovery plan. This project will continue into 2021 and finalize in 2022.

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*TARGET:* Continue to expand uses of technology to develop tools to support maintenance and management of port assets. *(Strategic Plan Strategy)*

*STATUS:*



- The entire maintenance department has now adopted the use of mobile data devices in the field (iPad and similar). The implementation of these devices department-wide has increased workplace efficiency by 25 percent.
  - Wi-Fi network expansion to allow remote field work in areas of weak signal such as the wastewater treatment plant area operated by port personnel.
  - Workstations added to the maintenance shop allowed employees to check emails, access safety training such as first aid, complete incident reports, and fill out electronic time sheets and other tasks that help keep them connected and efficient.
  - Provided equipment necessary to support staff required to work remotely during COVID-19 pandemic. Approximately 31,000 hours of virtual meetings were attended by staff in 2020.
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*TARGET:* Continue the development and implementation of the port's cybersecurity program to safeguard the port's technology and information assets.

*STATUS:* In 2020 the IT Department strengthened the port's cybersecurity efforts:



- Conducted annual commissioner cybersecurity workshop on how to detect phishing messages as well as staying vigilant when using email.
  - Continuing staff education on cybersecurity awareness including weekly cyber updates to employees about potential threats and mandatory cybersecurity training for all employees.
  - Formed cross-departmental cybersecurity team.
  - Provided cybersecurity updates and facilitated information sharing with other ports and partners.
  - Strengthened back-up of all networks and critical operating systems to minimize risks and business interruption from cyber-attacks.
-

*TARGET:* Seek ways to improve procurement processes.

*STATUS:* In 2020, staff developed two new procedures in contracting to help guide the departments working on contracts. Unit-Price contracting templates and emergency public works contracting procedures were developed in 2020. The process for emergency public works was applied to at least two contracts in the second half of the year. A solicitation utilizing the Unit-Price contracting templates and procedures will be issued in early 2021.



Began posting bid opportunities on social media sites in order encourage new companies to register on ProcureWare, the port's online site for vendor rosters and posting solicitations. Despite the challenges of the COVID-19 pandemic, the port issued 45 public works solicitations, 36 limited small works solicitations and 11 professional service solicitations in 2020.

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*TARGET:* Purchase test weights for mobile harbor crane testing to replace the use of water weights and perform testing in-house.

*STATUS:* The mobile harbor cranes are required by Washington law to be load tested annually. In the past, to achieve the specified weight for testing, the port would contract with a vendor to fill large bags with water. This service would cost over \$12,000 annually and would require advanced scheduling, which is difficult to do as ship schedules have a high degree of variability. By purchasing the metal test weights, the port is able to test the cranes on its own schedule between ships, save the annual fee, and not waste the 74,000 gallons of water used for the bags which and time needed to be filled twice per testing event (once for each crane).



*TARGET:* Integrate the goals of the port's Sustainability Program into other planning documents, such as the Annual Budget and Comprehensive Scheme of Harbor Improvements. *(Strategic Plan Strategy)*

*STATUS:* The port incorporated goals and strategies from the Strategic Plan into sustainability planning to better align the port's efforts with strategic direction of the port. These aligned Sustainability and Strategic Plan goals/strategies are discussed in each action item presented to commission. They are also included in department goal setting. Language was added to the port's Budget Book to reflect the triple bottom line approach to the port's budget process for prioritizing and implementing projects and spending. Items necessary to support sustainability targets were incorporated into the 2021 budget.

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*TARGET:* Submit draft Facility Security Plan (FSP) to the United States Coast Guard for review and approval.

*STATUS:* The draft FSP was written and submitted to the United States Coast Guard for review and approval. On November 5, 2020 the port received notice that the submitted FSP was approved and immediately activated the new FSP.

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*TARGET:* Develop and implement a proactive ten to twenty-year repair and replacement plan for building, fleet, rail, and infrastructure assets. (*Strategic Plan Strategy*)

*STATUS:* This project will span several years. All port buildings have been assessed for roofing and siding conditions. Replacement systems have been recommended and costs estimated. A long-term replacement plan has been developed based on the condition of the buildings. HVAC systems analysis is approximately 80 percent complete. Fleet and equipment repair/replacement plan is being developed and is approximately 75 percent complete. Rail system analysis is also approximately 75 percent complete. Future work also includes analysis of asphalt, water system, storm system and more. Nearly 50 percent of the Procurement Services solicitations issued during 2020 were in support of the repair and replacement plan for building, fleet, rail, and infrastructure assets

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*TARGET:* Implement necessary procedures and annual progress to digitize all archived documents by December 31, 2023.

*STATUS:* By implementing the State of Washington's "Scan and Toss" guidelines to eliminate non-archival paper records, the port plans to digitize all documents in our records room by 2023. This work protects the port's important documents, saves building space, reduces time necessary to locate records and supports remote access. In 2020, the port was able to eliminate approximately 900 pounds (90,000 sheets) of paper to support this goal of digitization and paper reduction.

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*TARGET:* Improve internal processes to promote efficiency.

*STATUS:* Several examples of improving port processes in 2020 include:

- Creating over a dozen electronic forms to replace traditionally hard-copy forms
  - Updates to the process used to assess new opportunities were implemented in 2020 to ensure all levels of the organization are involved in the decision-making process and a standardized process is followed for all new opportunities.
-

*TARGET:* Create risk assessment documents that include buildings; fleet; rail and infrastructure; staffing; information technology; financial; commodities and operational components. *(Strategic Plan Strategy)*

*STATUS:* The port has a responsibility to the community to respond to disasters and emergencies within its jurisdiction. The port is committed to being prepared to quickly recover and resume operations in the event of a significant disruption. In 2019, the port concluded a port-wide effort to develop, test and implement the Business Continuity and Resiliency Plan (BCRP) for the port. In February 2020, the BCRP Crisis Management Team started meeting and discussing the possibility of having to implement our BCRP due to the COVID-19 pandemic and what that would entail. March 2020, staff activated of our BCRP and have continued to provide continuity of operations throughout the pandemic, including administrative staff working remotely, commission and other meetings performed remotely, COVID webpage and staff resources section of intranet, staggered shifts for onsite maintenance staff, updated safety protocols for field work, a Crisis Management Team, providing 12,500 COVID-19 personal protective equipment items to International Longshore and Warehouse Union (ILWU), staff, Seafarers Center, and port tenants.



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*TARGET:* Provide security services critical to port operations.

*STATUS:* In 2020 the port's Security Department; vetted 233,197 Transportation Worker Identification Cards (TWIC), processed 6,048 visitor escorts, handled 6,160 phone calls, dispatched mobile officers 3,599 times, assisted 190 vessels, and submitted 148 incident reports covering non-criminal, criminal and medical incidents. Due to internal COVID-19 protocols the United States Coast Guard (USCG) suspended in-person port audits for 2020. An administrative inspection checklist sent by the USCG was received, completed, and returned as requested. No additional inquiries were made by the USCG.



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*TARGET:* Pursue business opportunities that increase cargo volumes, maximize utilization of port assets, and achieve revenue goals. *(Strategic Plan Strategy)*

*STATUS:* Despite reductions in import and export volumes, vessel calls, and rail car counts the port recorded a record revenue year. The light, but sizeable wind turbine components that traversed port infrastructure in 2020 filled the 85-acres of outdoor laydown storage in Terminal 5 and almost doubled typical revenues collected from rental of the port's two mobile harbor cranes. The historic wind turbine component handling year at the Port of Vancouver translates not only to more revenue, but more work for the local workforce. By October 30, 2020, longshore laborers had accumulated more hours than the average annual hour totals for the previous 5 years.



The port also attracted layberth of two United States government vessels at Berth 13/14 in 2020. The previously underutilized maritime asset has proven valuable in service of our nation's Ready Reserve Force and has seen greater utilization than any single year in the previous decade.

Combined import and export volumes at the Port did decline in 2020 but compared to the previous 5-year average the reduction was a modest 5 percent. Rail counts were down, too – from 69,632 in 2019 to 63,310 in 2020. Vessel calls decreased by 37 from 397 in 2019 to 360 in 2020.

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## SOCIAL SUSTAINABILITY GOALS AND YEAR-END TARGETS



The social dimension of our sustainability deals with the impacts the Port of Vancouver has on the social systems within which it operates. We strive to be good citizens locally and globally, exhibiting ethical integrity in the global marketplace. This section on social sustainability is divided into two goals and 22 year-end targets.

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

*TARGET:* Increase opportunities to engage the community in mutual discussions and provide education about port activities, including port tours and the lecture series.

*(Strategic Plan Strategy)*

*STATUS:* While all scheduled in-person port tours and lectures were cancelled following the COVID-19 pandemic, the port found other ways to engage the community and provide education.



- Prior to the COVID-19 pandemic, staff spoke in-person to a PEO women's group and later in the year provided speakers to online meetings for Kiwanis and Lions clubs.
- External Affairs staff continued to attend online neighborhood association meetings to keep neighbors informed of port activities.
- Conducted virtual commission meetings since the beginning of the COVID-19 pandemic, with public comment accepted at all meetings.
- Prior to COVID-19 the port began showing commission workshops on CVTV for public viewing and providing links to recorded meetings are available on our website.
- A virtual port tour began development and will launch in 2021 to provide the community a chance to learn about the port and see it in action without the need to travel and attend a tour in-person.

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*TARGET:* Participate in school supply drive aimed at helping Vancouver students.



*STATUS:* The Write from the Start school supply drive was done online in 2020 due to COVID with the school district requesting financial donations so they could then purchase supplies needed. The port supported these efforts with social media posts and by encouraging port staff to donate toward the effort.

**TARGET:** Incorporate goals of the strategic plan into the port's operations and develop ongoing communications about staff's role in measuring progress. (*Strategic Plan Strategy*)



**STATUS:** The port concluded the process of updating its Strategic Plan and it was formally adopted by the port's commission in September 2018. Since its adoption, port staff have been incorporating the goals and strategies of the Strategic Plan into the port's operations, such as the port's budget, department goals, new opportunity evaluation criteria and sustainability planning. Ongoing communications about goal progress have been provided through mid-year and end-of-year report-outs for 2020 at port commission workshops. Workshop presentations are also available on the port's website. A new feature for 2020 goals reporting will include a written summary report also available on the port's website.

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**TARGET:** Use a wide variety of mediums, including social media, to reach a wide and diverse audience about port programs and activities. (*Strategic Plan Strategy*)

**STATUS:** The port continued to increase its presence on all social media platforms. From 2019-2020 Twitter followers were 3,684, an increase of 2.2%; LinkedIn followers were 3,066, an increase of 50.1%. The port launched a Port of Vancouver Instagram account and gained over 900 followers in 2020.

The port utilized a variety of port-generated publications to inform and update stakeholders about port activities. These included:



- Community Report newsletter: distributed twice a year to 95,700 residents of the port district to update them on port news and happenings.
- Waterfront Views, distributed to 1,200 stakeholders.
- Point of View, distributed 12 times a year to 1,300 stakeholders.
- Solstice, distributed twice yearly to 800 stakeholders.
- Portfolio, distributed four times a year to 112 port tenant contacts.
- Ran paid advertising on all platforms including posts and videos. Results were: 41,000 impressions; 11,100 clicks; 36,500 video views.
- Five videos ran on the port's YouTube channel: 2020 Holiday Card, Economic Stability, Goldwind blades July 2020, Goldwind blades May 2020 and Tenant Resources in April 2020. Results were: 16,700 views.
- Terminal 1 website launched in January; provides background information and status updates on the project's progress as well as Terminal 1's history, overall timeline, funding partners, commitment to sustainable development, key partners, and upcoming events.
- Annual holiday card launched in December. This year's format featured a pop-up story book theme where the port was able to share its journey through the

challenging year that was 2020; promoted through the port's social media and distributed to over 1,300 contacts via MailChimp. Port staff also distributed it to their own contact lists via email. Staff received genuinely positive feedback from community members, stakeholders and constituents.

- Placed four different spots on Comcast for rotation throughout the year which resulted in 4,245 showings and 2,093,767 impressions
- One general port spot aired on TVW 549 times; there was also a five-second logo acknowledgement with link to our website that resulted in 775 clicks to our website. This represents at 2.28% click-through-rate.

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*TARGET:* Pursue opportunities to share port knowledge and resources with community partners to advance shared goals. *(Strategic Plan Strategy)*

*STATUS:*

- Port Commissioners and staff served on multiple boards and committees at local, state, and regional levels to advance shared goals, including Columbia River Bridge Replacement Project's Executive Steering Group, president of the Southwest Washington Contractor's Association, secretary of the Greater Portland Comprehensive Economic Development board and many others.
- As part of our response to COVID-19, staff worked with the Washington Economic Development Association (WEDA) and CREDC to inform tenants of the federal and state programs such as the Paycheck Protection Program and others. We also assisted CREDC in vetting applications for the state grants handed out to assist businesses in Vancouver.
- Created Community Fund and provided \$5,000 in 2020 to three local projects and programs: Partners in Careers, the Clark College Foundation, and the Vancouver Public Schools, Career and Technical Education program. All projects were given an additional year to complete their projects due to the COVID-19 pandemic.
- Participated as a strong partner with sister ports in Clark County to share resources and advance shared goals. Attended the Three Ports Meeting in a virtual format.
- Continue strong partnerships and routinely participated in Washington Public Ports Association, American Association of Port Authorities, and Pacific Northwest Waterways Association activities to share knowledge with other ports and partners.
- A new Terminal 1 website was launched to share project history, updates and resources with the public.
- Provided state and federal advocacy to advance the port's legislative priorities.



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*TARGET:* Identify ways to improve safety on Lower River Road for pedestrians, bicyclists, and vehicle traffic.



*STATUS:* The port requested a speed limit reduction on portions of Lower River Road . This request gained City of Vancouver and WSDOT approvals with key areas of concern lowered to 35mph. The port’s request with the city to stripe ped/bike path crosswalks with green paint across port property intersections have been placed on indefinite hold due to budget. The port will look to budget this work in 2022 if wanting to proceed with ped/bike safety improvements.

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

*STATUS:* The port organized the following in 2020:

- The annual Waterfront Appreciation lunch was retooled due to COVID-19. Staff assembled 250 appreciation bags containing port-branded items for ILWU members, clerks and supervisors. An attached card from CEO Julianna Marler thanked members for their exemplary work during the pandemic.
- Launched the port’s first Community Fund and awarded \$5,000 to three community organizations connected to education and international relations. Awards went to Partners in Careers, Clark College Foundation and Vancouver Public Schools Career and Technical Education. Due to the pandemic, the port has allowed each organization an additional year to complete their projects.
- Staff continued to attend neighborhood association meetings via Zoom, Teams and WebEx to update neighbors on port news and milestones.
- Retooled twice-monthly commission meetings to Zoom format so the public could continue to provide video or phone-in public comment. Meetings are also available for viewing on-demand through CVTV.
- The port earned three communications awards from the American Association of Port Authorities. Awards were received for the new Marine Facilities Guide, the Community Report newsletter and for new branding guidelines for Terminal 1.
- Staff participated with Clark County in the virtual launch of the Lewis and Clark Trail System connecting Washougal to LaCenter. Staff highlighted Terminal 1 Renaissance Trail work and the SR501/Lower River Road bike/pedestrian path which are part of the larger trail system.
- Staff worked with partners Goldwind Americas and Potentia Renewables to organize a media event when the longest wind turbine blades to enter a U.S. West Coast port arrived at the port. The event (with COVID precautions in place) generated seven news stories from five television stations. This equated to \$3,875 in earned advertising value and \$13,598 in publicity value.
- The port continues to support the Fort Vancouver Seafarers Center with donations of personal care items, mugs, puzzles and clothing donated by staff as well as community members. The Vancouver Heights Methodist Church delivered 500 mugs, 300 pairs of socks, hot cocoa and other snacks to the Seafarers Center



before Christmas. Seafarers Center volunteers produced 1,000 care bags for visiting seafarers during the 2020 holiday season.

- Staff supported an effort by student boat builders in Oregon and Washington schools, the Columbia River Maritime Museum and Shaver Transportation in launching a mini boat near the Interstate Bridge that floated down the Columbia River to Astoria.

Staff continued to support community organizations that are involved in economic development, job creation and workforce development as these organizations moved annual events to virtual formats during the COVID-19 pandemic.

- Prior to the COVID-19 pandemic, the port helped sponsor the Vancouver's Downtown Association annual Van-Tastic Awards, honoring downtown businesses and entrepreneurs with 100 attending.
- The Parks Foundation of Vancouver held a drive-through event for 300 cars at its annual Booville (Halloween) family-oriented event. The port provided branded bike lights to be included in the gift bags for each child.
- The Greater Vancouver Chamber of Commerce (GVCC) moved its annual business and leadership awards event to an online format. The port supplied 150 branded drink coasters to be included with each box dinner for attendees.
- The Hooked on Nature dinner and auction supporting Columbia Springs took place online and also included meal boxes. The port provided branded bamboo cutlery in keeping with the environmental theme of the event.
- The port was a sponsor of the GVCC's online Legislative Outlook event which allowed staff an opportunity to talk with and host state senator Ann Rivers at our virtual table.
- Prior to the COVID-19 pandemic, the port sponsored a table at the Martin Luther King, Jr. breakfast in support of the iUrban Teen program with 250 attending.

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*TARGET:* Upgrade commission room audiovisual equipment.



*STATUS:* The port went out for solicitation to upgrade the commission room audiovisual equipment to enhance communication and improve audio-visual capabilities in 2019 with work concluded in 2020. The work included the upgrading of workstation monitors, microphones, wall speakers, a new flat panel display, an ADA compliant assistive listening system and integration of the audio-visual system with the City of Vancouver Television (CVTV) equipment.

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## GOAL: SUSTAIN A PRODUCTIVE AND VITAL WORKFORCE

*TARGET:* Actively promote employee diversity. (*Strategic Plan Strategy*)

*STATUS:* The port strives to promote diversity in the workplace.

- We continue to advance a diverse workforce through a recruitment process that is objective and provides equal opportunity. Job postings are advertised on diverse job boards, removing barriers to the application process, structured interviews to remove potential bias,
- Again in 2020, the port partnered with Laborers Local 335 to encourage diversity within the union and workplace. Female laborers and operators have been provided exposure to predominantly male-dominated fields through the apprenticeship program,
- Continued to advance an organizational culture that supports diversity and creates an environment that retains employees. Employee turnover remains low at less than ten percent,
- Compiled and monitored data related to current workforce compared to local community,
- Delivered online diversity and harassment prevention trainings to all employees.
- Planned work for 2021 includes an update to our Affirmative Action plan and creation of a Diversity, Equity and Inclusion committee,
- Included an updated list of diversity certifications on the port's procurement site to be more consistent with Federal certifications as well as Washington and Oregon State certifications. By the end of 2020, 250 out of 2,748 vendors registered on the port rosters as minority or disadvantaged businesses. This does not include those who didn't register as a minority or disadvantaged business or have not been certified as one.



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*TARGET:* Evaluate effectiveness of the port's Wellness Program while providing cost effective wellness initiatives for employees.

*STATUS:* The port has developed an Employee Wellness Program. This program included an employee-lead committee that consisted of eight employee volunteers. In 2020 the Wellness Committee was able to deliver quarterly newsletters to staff, several online wellness trainings, flu shots on-site at the port, and a passport wellness initiative with incentives. The Wellness Committee was able to partner with our medical insurance provider to provide support through expertise and financial incentives provided through the passport wellness initiative.



*TARGET:* Recruit and retain valued employees.



*STATUS:* The port's average turnover rate remained low in 2020 at under 10%. The port's turnover rate is less than the average turnover rates for private, public, for-profit and not-for-profit institutions. The port promotes a work-life balance with flexible schedules for compatible employees and remote access for working from home when appropriate. Opportunities for growth and education are provided as well as staff appreciation activities.

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*TARGET:* Work with the International Longshore and Warehouse Union (ILWU)/Pacific Maritime Association (PMA) Joint Accident Prevention Committee and POV Safety Committee to promote safety while performing work on the marine terminals.



*STATUS:* The port worked with safety committees and coordinated with POV facilities department to address safety concerns and ideas, such as repair and maintenance of grounds and structures and posting of safety flyers in restrooms and public areas. Keeping maritime workers safe is a priority, with over 450,000 labor hours recorded by local ILWU Longshore workers and the addition of dozens of new longshore workers to Vancouver, the POV was ranked as the single busiest port on the US West Coast in the first half of 2020 when workload is measured against the number of registered longshore workers.

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*TARGET:* Develop staff recognition program. (*Strategic Plan Strategy*)



*STATUS:* Recognition of long-term POV employees was provided through employee service awards. Service awards were given to twenty-three employees at the service awards presentation held in 2020 to celebrate their years of service with five, ten, fifteen and 20 years of service to the port through the end of 2019.

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*TARGET:* Increase safety training opportunities and accessibility.



*STATUS:* The port continued to transition to the ease of online safety training of employees in 2020 utilizing risk management software the port purchased in 2018. In addition to several existing online, on-demand safety and human resources courses for new hires and existing employees, in 2020 the port added asbestos, hearing conservation and CPR to the offering of online trainings. Integration of additional courses will continue as our workforce transitions to the ease of online training.

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To further equip port staff with the knowledge to identify and minimize damages caused by hazardous materials spills, the port received grant funding through the Department of Ecology to train up to 25 staff members in the facilities and security departments for 24-Hour initial Hazardous Waste Operations and Emergency Response (HAZWOPER) training, 8-Hour refresher training, and spill drills to demonstrate knowledge gained through training.

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*TARGET:* Host successful Take Your Child to Work event.



*STATUS:* Due to the COVID-19 pandemic, the planned Take Your Child to Work event that was scheduled for April 23, 2020 was cancelled. The event is anticipated to occur again once it is safe to do so.

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*TARGET:* Develop a program in which port employees proactively participate in environmental stewardship programs, business development activities, education and workforce development, and other volunteer activities. *(Strategic Plan Strategy)*



*STATUS:* Employees are encouraged to proactively participate in the above activities. Examples in 2020 include: tuition reimbursement program, annual budgeted business development training, Leadership Clark County participation, student job shadowing and workforce development training. In 2020 a leadership development training program was delivered to managers/supervisors and staff, although truncated due to the COVID-10 pandemic. Future trainings are planned for 2021. Additionally, staff volunteered individually around the community with other groups and efforts.

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*TARGET:* Participate in the Great Washington ShakeOut event on 10/15 at 10:15 a.m. to educate port staff how to prepare to survive and recover from earthquakes.



*STATUS:* Due to the COVID-19 pandemic the port did not participate in the Great Washington ShakeOut event and earthquake drill but did share details of the event through its social media channels.

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*TARGET:* Provide a venue and attention for safety initiatives brought through the POV Safety Committee.



*STATUS:* The POV Safety Committee, made up of elected representatives of each department, continued to meet throughout 2020 (virtually following COVID-19 pandemic) to provide a venue for identifying and resolution of safety issues. Some of the items accomplished under the safety committee in 2020 include: Performed additional drinking water sampling at key port buildings above and beyond requirements to ensure safe drinking water, maintain First Aid and CPR training for staff, addressed a portion of a raised sidewalk located in the parking lot south of the south admin building, completed labeling of electric panels due to Arc Flash Risk Assessment, removed outdated emergency food supplies and replaced with new food supplies, installed guardrail on the three sides of the inlet weir platform located just south of the city stormwater pond, west of tanks 2231, posted “No Access” signs on upstream and downstream catwalk access to dolphins at Berth 17 to prevent a person from walking on the catwalk, replaced 2016 Emergency Response Guidebooks in each fleet vehicle with updated 2020 Emergency Response Guidebooks, requested speed limit reduction on portions of Lower River Road gained City of Vancouver and Washington State Department of Transportation (WSDOT) approvals, and provided educational material each week during the month of June for National Safety Month (topics included Mental Health, Ergonomics, Safety Culture and Safe Driving). Per the Occupational Safety and Health Administration (OSHA) report for 2020, the port recorded a low total incident rate.

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*TARGET:* Hold an onsite blood drive.



*STATUS:* The port has been partnering with the American Red Cross to provide blood drives onsite for nearly 20 years. 2020 was no exception. Despite the COVID-19 pandemic, the port was able to work with attendees and the American Red Cross to hold a successful blood drive while following all necessary precautions to avoid the spread of COVID-19.

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*TARGET:* Assess buildings for fire sprinkler alarm system/control panel upgrades to increase reliability, communication and response of fire monitoring systems in port buildings.



*STATUS:* The assessment identified replacement of fire sprinkler alarm panels/ monitoring systems in 14 buildings around the port. Upgrades will make the systems more reliable and reduce the number of false alarms which consume labor and fuel to chase false alarms. The upgrades will also allow alerts to be sent via cellular connection vs. telephone lines which often led to disruption in service upon tenant disconnection following tenant move outs. Upgrade work is anticipated to occur in 2021.

*TARGET:* Establish an apprenticeship program for port trade employees. (*Strategic Plan Strategy*)



*STATUS:* The 2020 apprenticeship program ran from June 10 through October 31 and brought three apprentices from the Laborers Union, LiUNA 335, on board. The port's use of the apprenticeship program is an outstanding way for younger generations of union workers and journeymen to gain knowledge and experience at the port. Apprentices have assisted with paving, gutter repair/installation, landscaping, and roof repairs to name just a few tasks. Two apprentices have been permanently hired from the seasonal program – one in 2019 and one in 2020.

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*TARGET:* Develop and implement electronic incident reporting process.



*STATUS:* In 2020 it was determined that the port's risk management software did not fit the security department's needs for incident reporting for the wide range of possible incidents that can occur on port property. The port will continue to search for a program that can meet these needs in 2021. The port will continue to use the current software for its ability to notify users via text messages to individuals should there be an emergency event as part of a mass notification system. The port has imported employees, tenants, and a few surrounding businesses into this system.

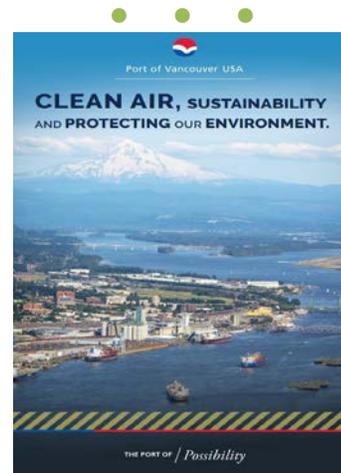
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## ENVIRONMENTAL SUSTAINABILITY GOALS AND YEAR-END TARGETS

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 26 year-end targets.



### GOAL: MINIMIZE ENVIRONMENTAL IMPACTS

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

*STATUS:* Training for staff was provided in 2020 for critical areas management, stormwater pollution prevention, environmental management system (EMS) awareness, the port's restrictive covenant areas, and wildlife encounter procedures. Five key members of port staff are also Certified Erosion Sediment Control Leads (CESCL) in addition to other internal and external 'awareness level' stormwater training for additional staff members. Six members of port staff keep up Hazardous Waste Operations and Emergency Response (HAZWOPR) 40-hour training certifications. The port received grant funding from the Department of Ecology in 2020 to provide HAZWOPER training for 25 additional staff to equip port staff with the knowledge to identify and minimize damages caused by hazardous materials spills.



*TARGET:* Pursue continuous improvement and implement necessary measures to ensure safe drinking water from the port's water system through the implementation and management of the port's Environmental Management System (EMS).

*STATUS:* The following was concluded in 2020 as part of the port's EMS:

- The port issued its Consumer Confidence report for the water system in 2020 to inform its water users of its continued compliance with state and federal health standards for safe drinking water. The port went above these requirements and tested for additional parameters.



- Design continues to replace the chlorine gas system to a safer liquid chlorine system. There were no chlorine releases from the system in 2021.
- A monitoring well located in the wellhead protection area was decommissioned that was deemed no longer necessary to reduce potential pathways for contamination to reach groundwater.
- The wellhead protection zone was expanded from the 6-month zone of contribution to the 10-year zone, increasing wellhead protection activities to a broader area. Awareness signs to alert when entering the zone will be installed in 2021.
- Completed staff training and tenant education on the port's Environmental Management System.
- Inspected and replaced as necessary track mats under rail that prevent drips/leaks from reaching the ground surface.

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*TARGET:* Identify opportunities to support the health of Vancouver Lake.

*STATUS:* The port continues to support Lower Columbia Estuary Partnership on educating West Vancouver students about healthy watersheds, plant species and animals at Vancouver Lake. To keep water flowing from the Columbia River through the flushing channel culverts and into the lake, port crews removed over 30 yards of debris from the culverts and banks of the flushing channel in 2020 cleaning events. Trash racks are inspected weekly and cleared of debris as needed. Port crews modified the equipment used for cleaning events to be more effective in low water situations to keep debris from reaching the trash racks. The port also provided flushing channel access to the Friends of Vancouver Lake to provide treatment to control Eurasian milfoil following a port contribution of \$50,000. Efforts such as these help to keep the lake usable for swimmers, kayakers, windsurfers and others who enjoy this wonderful and popular local attraction.



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*TARGET:* Seek ways to improve the stewardship of our industry and region by sharing knowledge and technology. *(Strategic Plan Strategy)*

*STATUS:* The port routinely shares knowledge and technology information with other ports and partners to improve the stewardship of our industry. Some examples include:

- Port staff serves as co-chair of the Washington Public Ports Association's Environmental Technical Committee, sharing environmental information across ports in Washington.
- The port had discussions with Washington Green Schools (WGS) to develop a pilot project with Washington high school students involving the Grattix and stormwater education once kids are back in the classroom. WGS is a non-profit



supporting students and schools to be leaders for a healthy environment in nearly 1,000 public schools across Washington.

- Shared knowledge with the Port of Camas-Washougal on the port's sustainable development strategies to consider for their mixed-use future development.

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*TARGET:* Implement stormwater management practices that include innovative strategies to protect water quality, such as targeted treatment media, enhanced Grattix boxes, and floating treatment wetlands. (*Strategic Plan Strategy*)

*STATUS:* Stormwater strategy elements implemented in 2020 included:

- Completed jet cleaning of stormwater lines at Terminal 3 started in 2019 to remove sediments accumulated over time. This work included the cleaning of over 13,000 linear feet of pipe, 23 manholes and catch basins and 20 trench drains and videoing nearly 12,000 feet of storm lines to identify future maintenance and operational needs.
- Completed a study to determine the effectiveness of the port's floating treatment wetlands (designed and constructed in-house) to determine future steps.
- Completed a study of the Terminal 2 biofiltration treatment system to understand maintenance needs and to maximize its continued treatment success. Based on results a large maintenance event is planned for 2021 on this system to replace treatment media and plants.
- In-house design and construction of a custom Grattix to fit the unique needs of an A-frame warehouse to treat roof runoff. If successful, two more identical units are planned for the opposite side of the roof.
- Maintained stormwater features to ensure peak operability. This included replanting 29 Grattix boxes with over 350 plants.
- Fit new street sweeper with graphic wrap with stormwater educational messaging linking the efforts of terminal sweeping with a healthy Columbia River.



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*TARGET:* Reduce paper consumption and office supply use.

*STATUS:* The port saw a decrease in paper and office supply use due to efforts to work efficiently and remotely. Paper purchasing was reduced by 33% in 2020 vs. 2019 totaling 20 fewer boxes of paper at a cost savings of \$1,230. Many departments created user-friendly, electronic fillable forms to help reduce the need for printing and to support a paperless process conducive to working remotely, including Contracts, Finance, Operations, Environmental, Administration and Safety Depts. Virtual meetings, including commission meetings, eliminated paper associated with sign-in sheets, agendas, presentation materials, etc. Other examples include, reducing paper used in banking



transactions through automation improvements including wire transfers, providing documents electronically for state auditor's office, printing fewer numbers of promotional materials for trade shows transitioning materials to predominantly online use, moving to electronic distribution of State Environmental Policy Act transmittals, and electronic safety forms for job hazard analysis and incident reporting utilizing iPads now utilized by field personnel.

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*TARGET:* Develop an electronic application for automation of drone use approval on the POV website.



*STATUS:* A multi-department team was assembled to create a comprehensive and consistent policy for drone use at the port in 2018. The port has benefitted from drone use to show port project progress, surveys (topographical, natural inventory), promotional videos, sales and marketing of port properties and facilities. An electronic application process will be added to the port's website to automate the application and approval process, and further policy training will be conducted.

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*TARGET:* Complete Phase I (east end) of Parcel 3 Berm construction. Include sustainable features in design where feasible.



*STATUS:* The berm is intended to create a buffer and transition from the industrial areas to the south to the park, open space and natural areas to the north, including over 500 acres of Sandhill Crane habitat. Port crews completed construction of the entire earthen berm structure (Phases 1 and 2) in 2020, ahead of anticipated completion of both phases. Existing port material was used to construct the structure.

The creative partnership with Clark County to create a water truck fill station at an existing water line near the project site in 2019 continued to save water truck trips during construction in 2020. This saved approximately 360 miles of travel by the water truck necessary to provide dust control water in 2020.

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*TARGET:* Develop an outreach program to discuss environmental stewardship at the port. (*Strategic Plan Strategy*)



*STATUS:* The port continued with its environmental outreach tools which include newsletters, blogs, speaking engagements, commission workshops, and social media. While tours were halted in 2020, the port began work to create a virtual tour which will also include outreach on the port's environmental stewardship. Other work included:

- Increase regular communications and engagement with tribal entities. Reached out to tribes to ensure that the education information developed for the display of an artifact discovered at Terminal 4 accurately represented tribal views.
- Created and distributed two issues of the Solstice newsletter dedicated to providing environmental updates and information.
- Created nine blogs on various port environmental topics, such as fill protocols, purple martins and the Wapato mitigation agreement.
- Generated 13 environmental-focused social media posts on Instagram, Facebook, and Twitter, promoting environmentally focused blog posts, events and news releases.
- Produced environmental content for 13 newsletters distributed by the port (including community newsletter, tenant newsletter, and T1 newsletter).
- Shared and forwarded social media posts from partners and stakeholders such as the City of Vancouver climate survey, Department of Ecology Earth Day and the Lower Columbia Estuary Partnership volunteer opportunities.
- Our sponsorship of the Columbia Springs online auction event allowed us to show our environmental video to all attendees.
- During 2020, the port posted 14 organic social media posts promoting environmentally focused blog posts, events and news releases.



*TARGET:* Develop port-wide pesticide policy.

*STATUS:* A draft policy has been created aimed at reduction of harmful chemicals from pesticide applications. In 2021, the port will work to finalize the policy.

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*TARGET:* Work with partners to create ecological benefit and improved operating and permitting efficiencies. (*Strategic Plan Strategy*)

*STATUS:*

- 2020 marked an important milestone year on the port's mitigation sites for its development projects. The mitigation sites have now met all agency performance and monitoring requirements. The port continues to voluntarily monitor and maintain these sites to exceed requirements and to ensure continued functionality and compliance.
- The port purchased advance mitigation credits from the Wapato Valley Mitigation and Conservation Bank to mitigate future in-water impacts for port development and streamline permitting times.
- The Columbia River Wetland Mitigation Bank (CRWB), a public/private joint venture between the port and Clark County Mitigation Partners, LLC that was constructed in 2011 has sold over 32 credits (from a total of approximately 50 available). These



credits support projects by the Port of Ridgefield, City of Vancouver, Bonneville Power, BNSF Railway, Woodland School District and many others. The port receives 20 percent of revenue credits sold and to date has generated nearly \$900,000. The port also receives a reduced price on wetland credits from the CRWB to support port projects, such as the Parcel 3 Berm Project.

- The port, along with other Washington ports, supported a National Marine Fisheries Service/United States Fish and Wildlife Service staff position dedicated to working on port projects. This is similar in concept to a position with the U.S. Corps of Engineers, also funded by ports. This position benefits ports by:
  - allowing access to agencies early to inform projects and ensure adequate protections are included in the project.
  - provides for a dedicated position familiar with the work that ports do, reducing time to get up to speed.
  - accelerates decisions on projects, such as those with in-water work permits, which can take considerable time to process.

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*TARGET:* Encourage wildlife success and diversity at natural areas in and around the port.

*STATUS:* Efforts to encourage wildlife success and diversity at natural areas in and around the port included additional efforts to increase purple martin populations in Southwest Washington, where they are rare. For the past nine years, the port has partnered with volunteers with the Ridgefield National Wildlife Refuge to provide attractive nesting habitat for the birds. In 2020, 32 nesting gourds were placed on port property, which resulted in 5 nests and a total of 18 hatched chicks (down from 20 hatches in 2019) that were then banded for future tracking. The volunteers were able to also document birds visiting port property that were hatched/banded in other locations including Ridgefield, Washougal, Lane County Oregon, proving the port as a desired destination. Staff raised money to donate to the Ridgefield National Wildlife Refuge through a Purple Martin Derby.



The completed the earth work for a vegetated berm being constructed on the port's Parcel 3 property adjacent to the Flushing Channel. Planting and irrigation work will occur in 2021. When complete, the berm will provide a visual and sound buffer to the park and natural areas to the north, including Cranes' Landing from the port's heavy industrial-zoned Parcel 3 property.

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*TARGET:* Protect land owned and managed by the port.



*STATUS:* The port is making significant progress in the cleanup of pollution released decades ago by a company that once occupied what is now port property. Since its installation, the port's pump and treat system has treated more than 14 billion gallons of contaminated groundwater. Cleanup work continues, and we will keep monitoring these efforts and working with WA Dept. of Ecology and other partners to ensure our groundwater and nearby aquifers are protected now and in the future. The port has successfully put over 250 acres of brownfield property back into productive use.

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*TARGET:* Reduce printing of contract file backup documentation.

*STATUS:*

- eRequester is an online tool that provides employees the ability to enter a request for the purchase of any equipment, material, good, or service to the contract team. The goal for 2020 was to achieve a paperless process utilizing the online tool. Approximately 97% of the requests for purchase orders were received through a paperless process and 100% of the purchase orders generated from the system were sent out electronically.
  - Work to do away with paper binders for public works construction projects began in late 2019 and was completed in 2020. The solicitation process and contract management is almost entirely electronic with the exception of public bid opening and receipt of bids, bonds, etc. Work to incorporate electronic bidding processes is planned for 2021.
  - Work to transition away from paper files for professional services contracts began in 2020 as well. Annually, the port manages approximately 10 professional services solicitations and over 65 active contracts with over one hundred task orders. Much of this work is managed electronically and the team aims to do away with printing the files to be saved as hard copies.
  - The grant process includes internal communication that is now all conducted electronically amongst departments. The team will continue to review for additional areas of reducing printing of paper where possible.
  - Early in 2020, in preparation for the audit, a SharePoint site was created for procurement files to be made available to the state auditor in an entirely electronic format to promote a reduction of paper as well as ease of use during the audit.
  - Also, during 2020, the processes for evaluation of consultant proposals transitioned to an electronic process. The evaluation process was one that included printing copies of consultant proposals received and distributing them to the evaluation team for any given solicitation. As we transitioned to a remote work environment, the process was re-written to eliminate paper proposals. The process now includes consultant proposals received via email, electronic files are created for the review process and scoring of proposals is also done online.
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## GOAL: ENCOURAGE A HEALTHY CLIMATE AND CLEAN AIR

*TARGET:* Develop a Climate Action Plan through analysis of internal programs and policies, regulatory and voluntary emission programs, and best practices, consistent with the port's commitment to sustainability. *(Strategic Plan Strategy)*

*STATUS:* Climate Action planning continued in 2020 with the selection of a consultant team to assist the port with the development of the Climate Action Plan. As part of this work, the team identified preliminary greenhouse gas reduction (GHG) opportunities collected from staff and from other climate action plans in the region. In 2021 the port intends to collect additional thoughts on GHG reduction opportunities from all stakeholders and perform an evaluation of reduction opportunities identified. A GHG inventory for port owned and controlled sources (Scope 1 and 2 sources) was initiated for calendar year 2019 and will conclude in 2021. An outreach and engagement plan that includes the creation of a webpage to document project information and collect stakeholder input was developed. Climate Action Plan is anticipated to be finalized mid-2021. The port continues to work on air quality and climate initiatives during the development of the plan.



The port took an active role in the Washington Public Ports Association's subcommittee focused on climate change. Topics of discussion and information-sharing include the regulatory landscape; greenhouse gas inventories and mitigation; and climate change adaptation.

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*TARGET:* Support renewable energy.

*STATUS:* Since 2008 the port has been supporting wind energy through the voluntary purchase of renewable energy certificates (RECs). For the 10<sup>th</sup> year, the port has purchased RECs equivalent to 100 percent of its estimated annual electrical usage for the buildings in which it controls the utilities. Since beginning REC purchases, the port's purchases supported wind energy generation that avoided the release of over 45,000 metric tons of carbon dioxide equivalent (CO<sub>2</sub>e) which is equal to the CO<sub>2</sub>e avoided by nearly 10 wind turbines running for a year or over 8,400 homes' electricity use.



By volume wind component imports increased almost 2000% year-over-year. The port handled more wind energy components than any port on the US West Coast in 2020 and more wind energy cargoes than the port has ever handled in a single year. Amongst the 2,787 components handled via the port in 2020 included the longest wind turbine blades offloaded on the US West Coast. At 76-meters the blades require the utmost care and capability to be offloaded from a vessel, stored, and moved out of the port to their final destination to create renewable energy.

*TARGET:* Reduce waste sent to landfills.

*STATUS:* Diverting waste from landfills helps reduce greenhouse gas emissions by reducing energy consumption, reducing landfill methane emissions from decomposing trash, reduces need for virgin materials like trees and mined materials. In 2020 the port updated garbage and recycling stations throughout port buildings, including easy-to-understand signage and color-coded containers in an effort to make recycling easy and divert recyclable materials from the waste stream. Several departments eliminated individual garbage cans from office areas to further encourage waste reduction, using only communal waste stations for any waste generated and making throwing something away less convenient.



The port provided staff with recycling education and resources for commonly generated items such as packing foam, foam-packing peanuts, electronics and wrapping/packaging. Throughout the year, a total of 4.5 large plastic bags (30-gallon capacity) of foam packaging peanuts were taken to a packaging center to be reused as packing material, avoiding landfilling.

The port rented a concrete breaking attachment for our excavator to crush concrete removed during port projects to use as roadway and cargo laydown surfacing such as at T5 cargo laydown areas for wind components. By crushing and retaining concrete for future reuse, the port will avoid future purchase and landfill costs.

Any unused or out of date electronics equipment was donated to a recycler, keeping it out of landfills. Additionally, port staff were encouraged to bring in electronics from home for recycling instead of throwing them away as trash.

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*TARGET:* Promote alternative modes to commute to work through the championing of the port's Commute Trip Reduction program.



*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 an outdoor bike rack in front of its administration office for visitors. While the COVID-19 pandemic shuttered port administration offices for much of 2020 with administrative teams working remotely, security, terminal operations and maintenance teams continued to commute. The port created a program to reimburse staff for bus passes to encourage alternative modes to work. The port also continues to seek funding for additional trail sections of the multi-use bike/pedestrian path that currently connects Gateway Avenue to

the Mill Plain and Fourth Plain systems. Future additions are planned to connect the system to Vancouver Lake Park and Frenchman's Bar Park. At Terminal 1, design of the Renaissance Trail continued, with construction anticipated in 2021.

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*TARGET:* Maximize utilization of rail infrastructure to support the efficient movement of commodities. *(Strategic Plan Strategy)*

*STATUS:* The port's strategic location along the Columbia River at the nexus of river, road and rail, as well as its unique ability to handle break bulk and heavy lift cargo, and diversification of cargos continues to position the port well in the global marketplace. The port has invested in maximizing its rail infrastructure to move freight through the West Vancouver Freight Access project, completed in 2018. According to the Association of American Railroads, trains are three to four times more fuel efficient than trucks on average, reducing harmful emissions (greenhouse gas emissions are lowered by up to 75 percent) and highway gridlock (a single freight train can replace several hundred trucks). While in 2020 the port saw a 9 percent decrease in rail cars handling port-related cargo compared to 2019 due to the COVID-19 pandemic, the port continued its stringent maintenance of its rail system which adds to the system's dependability with no derailments attributed to poor maintenance and an excellent rail audit by the Federal Rail Administration in 2020. The port continues to advance discussions with BNSF Railway on an existing agreement to maximize rail use and ensure competitive rates. On average, the port moves approximately 65 percent of its cargo volume throughput by rail.



*TARGET:* Incorporate sustainable development and construction strategies in Terminal 1 redevelopment.

*STATUS:* The port is redeveloping 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. Sustainability was a forethought in planning efforts to ensure the development reflects the port's values. The port developed design and sustainability standards to guide the project with sustainable development in mind. The port received LEED Gold certification from the United States Green Building Council for its development plan for Terminal 1. Through robust energy efficiency requirements of all buildings, thoughtful waste management, reduction of single occupancy vehicles and promotion of electric vehicles, reduced travel for services, increase in native plantings, and providing a walkable community, the Terminal 1 development looks to promote clean air and a healthy climate. Vertical construction of the first new building utilizing the port's sustainable design standards for Terminal 1 began in 2020, the AC Hotel by



Marriot. The port's T1 design standards require all future buildings to be LEED Gold certified.

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*TARGET:* Assess vehicles and equipment for upgrades and replacements to ensure safety and increased efficiency. Evaluations will consider benefits to air quality – including alternative fuel assessments, improved safety features, lowered maintenance costs, increased useable production time/less time spent on maintenance, improved dependability, and improved moral.



*STATUS:* The port's Sustainable Fuels policy requires the port to consider if alternative fuels and vehicles are available to meet the port's needs prior to purchase. Fleet upgrades to the newest technology continue to be an important tool in reducing port emissions. One new piece of equipment was purchased in 2020. A new cargo van replaced the daily driving of a boom truck for electrical service needs which will now only be used when a boom truck is needed for a reach task. The cargo van is a more fuel efficient than the boom truck and accommodates the storage needs of tools and equipment necessary for daily service work by electrical staff. All newly purchased vehicles and equipment engines are Tier 4 compliant, increasing efficiencies and reducing emissions compared to older models. Since 2018 the port has upgraded seventeen vehicles and pieces of equipment.

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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 buildings: 2601, 2400 and 2100. These upgrades will save approximately \$449,100 kWh per year which is approximately \$30,000 of savings per year. 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:* Reduce idling by vehicles that are waiting at the security screening parking area adjacent to the main gate and main security building.



*STATUS:* Additional "No Idling Zone" signage in front of parking stalls in the screening area and adjacent to the main security building to remind people to turn off vehicles while waiting is scheduled for installation in 2021. Efforts to reduce wait times of vehicles sent to the screening area continues to be a priority.

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**TARGET:** Implement initial phase of HVAC digital control system upgrades for administration building.



**STATUS:** Implementation began in 2020. The digital control system saves time and energy by providing real-time information that allows technicians to respond to an issue in a timely manner before they can become bigger issues, allows for precise maintenance schedules based on actual equipment run time, assist with maintaining a steadier temperature in response to environmental changes, allows for alternative and holiday set-back schedules that will shut the HVAC equipment down when the space is unoccupied, and boosts energy efficiency through programmable operations and real-time information such as energy consumption.

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**TARGET:** Emphasize and increase marketing efforts to pursue innovative business opportunities and renewable, clean energy projects. *(Strategic Plan Strategy)*



**STATUS:** The port strategically positioned itself to handle large project cargo components over a decade ago when in 2009 it purchased a second Liebherr mobile harbor crane. The two mobile harbor cranes, ample outdoor storage, a skilled workforce, and supply chain flexibility distinguish the port as a premiere West Coast destination for wind components. These competitive advantages set the port apart from all other West Coast gateways in 2020, a historic year in terms of both volume of wind components handled and size of components handled. In 2020 the port received a record 2,787 individual wind energy components, the most of any West Coast port and enough to power over 112,000 homes. Amongst those components were the longest wind turbine blades be offloaded at any North American seaport. Measuring 76-meters (almost 250 feet). If set on end, the blades would rival the height of national monuments like the State of Liberty.

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**TARGET:** Evaluate and implement internal processes that benefit air quality and reduce greenhouse gases.



**STATUS:** In 2020, the port evaluated our processes for interviews of potential consultant teams during the selection process. Previously, interviews were conducted in person, with consultant teams driving and flying in from a variety of locations. In-person interviews have now transitioned to virtual, online interviews. Online interviews allow evaluators on staff to meet consultants in a virtual platform and hear presentations without the time, expense or emissions created from travel.

## 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. 2020 was the twelfth year of the port's formal sustainability efforts. In 2020, 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
- Tracked progress and identified challenges
- Communicated the port's sustainability initiatives
- Maintained a sustainability page on the port's website
- Measured year-end progress of 2020 targets

Overall, the twelfth year of the formalized efforts was successful. The WE CAN! Task Force, together with the departments they represent, set six long-term port sustainability goals and identified 74 year-end targets to support the 2020 goals. Overall, the port met 65 (or 88%) of its annual targets for 2020. Only nine annual targets were not accomplished by year's-end and postponed until 2021. The benefits to the port for 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 behaviors surrounding sustainable actions, with many inspired efforts beyond what were identified as formal goals and targets.

### NEXT STEPS

The port plans on continuing the effort started in 2008 into 2021 and beyond. The WE CAN! Task Force will evaluate long-term goals and set new targets for 2021 and continue to make progress for those targets that were deferred from 2020 into 2021. Sustainability efforts will continue to be aligned with the port's Strategic Plan, mission, vision and values and will be included in department/individual goals for 2021. Integrating sustainability into every aspect of the port's operation promotes the port's efforts to become a sustainable port.