Access, Capacity and Expertise

The Port of Vancouver USA is located in Vancouver, Washington and serves as the premier Pacific Rim gateway to the United States and Canada. The port’s position at the crossroads of ocean-bound and river shipping lanes, interstate highways (I-5 and I-84) and Class I rail lines (BNSF Railway and Union Pacific Railroad) makes it the perfect port to serve clients with regional and global transportation needs.

The Port of Vancouver, located only 106 river miles from the Pacific Ocean, is situated on a 43-foot deep-draft shipping channel. It specializes in handling break bulk, bulk and project cargoes, with dedicated facilities for shipping automobiles, grains, mineral ores and agricultural commodities, among others.

Most direct, uninterrupted route from the Pacific Rim to the U.S. Rocky Mountain region, Midwest and Western Canada.
The Port of Vancouver USA received a grant of authority in 2016 from the federal Foreign Trade Zones Board as grantee to establish FTZs within the service area of Clark County, Washington. Under our Alternative Site Framework status, the timeline to apply for FTZ site designation is streamlined and can typically be approved within 30 days.
Terminal 2 accommodates break bulk and heavy lift cargoes from commodities such as steel and pulp, to wind, transformers, generators, and liquid and dry bulks. Our two Liebherr mobile harbor cranes can operate at any break bulk berth and have a lifting capacity of 140 metric tons each or 210 metric tons in tandem.
GRAIN ELEVATOR

MODES RECEIVED: River barges, single rail cars, unit trains and shuttle trains

BERTH 1 | Break Bulk

<table>
<thead>
<tr>
<th>LINEAR FEET DOCK LENGTH WITH DOLPHINS</th>
<th>FEET DOCK HEIGHT</th>
<th>FEET C.R.D. BERTH DEPTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>715 (217.93 meters)</td>
<td>34.5</td>
<td>43 (10.52 meters)</td>
</tr>
</tbody>
</table>

DOCK STRENGTH: 750 pounds per square foot

KEY COMMODITIES: Project cargo, steel, wind, transformers, modules and generators

BERTH 2 | Heavy Lift & Bulk Export

<table>
<thead>
<tr>
<th>LINEAR FEET DOCK LENGTH</th>
<th>FEET DOCK HEIGHT</th>
<th>FEET C.R.D. BERTH DEPTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>800 (243.84 meters)</td>
<td>30</td>
<td>43 (9.14 meters)</td>
</tr>
</tbody>
</table>

DOCK STRENGTH: 1,000 pounds per square foot

KEY COMMODITIES: Project cargo, steel, wind, transformers, modules and generators

BERTH 3 | Heavy Lift

<table>
<thead>
<tr>
<th>LINEAR FEET DOCK LENGTH</th>
<th>FEET DOCK HEIGHT</th>
<th>FEET C.R.D. BERTH DEPTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>750 (228.6 meters)</td>
<td>30</td>
<td>43 (9.14 meters)</td>
</tr>
</tbody>
</table>

DOCK STRENGTH: 1,000 pounds per square foot

KEY COMMODITIES: Project cargo, steel, wind, transformers, modules and generators

BERTH 4 | RO/RO

<table>
<thead>
<tr>
<th>LINEAR FEET DOCK LENGTH</th>
<th>FEET DOCK HEIGHT</th>
<th>FEET C.R.D. BERTH DEPTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>285 (86.87 meters)</td>
<td>15</td>
<td>43 (4.57 meters)</td>
</tr>
</tbody>
</table>

KEY COMMODITIES: Bentonite clay, copper concentrate and other dry bulks

FEATURES: 1,24,616 square-foot (11,577.21 m²) covered bulk storage with telescoping conveyor loader with outboard reach of 60 feet (18.29 meters)

CAPABILITIES: Direct transfer from rail to storage, bottom dump or top unloading

BERTH 5 | Liquid Bulk

<table>
<thead>
<tr>
<th>LINEAR FEET DOCK LENGTH</th>
<th>FEET DOCK HEIGHT</th>
<th>FEET C.R.D. BERTH DEPTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>400 (121.92 meters)</td>
<td>25</td>
<td>41 (7.62 meters)</td>
</tr>
</tbody>
</table>

KEY COMMODITIES: Various liquid bulks

BERTH 6 | Dry Bulk

<table>
<thead>
<tr>
<th>LINEAR FEET DOCK LENGTH</th>
<th>FEET DOCK HEIGHT</th>
<th>FEET C.R.D. BERTH DEPTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>800 (243.84 meters)</td>
<td>30</td>
<td>43 (9.14 meters)</td>
</tr>
</tbody>
</table>

KEY COMMODITIES: Bentonite clay, copper concentrate and other dry bulks

FEATURES: 1,24,616 square-foot (11,577.21 m²) covered bulk storage with telescoping conveyor loader with outboard reach of 60 feet (18.29 meters)

CAPABILITIES: Direct transfer from rail to storage, bottom dump or top unloading

C.R.D. = Columbia River Datum
Multiuse cargo docks allow the flexibility to efficiently handle a diverse mix of high and heavy project cargoes, steel, forest and agricultural products, along with plenty of on-dock warehousing. The port’s two Liebherr mobile harbor cranes can also operate at these berths.
RO/RO FACILITY

This high-volume, rail-served auto facility imports and exports automobiles via ship, road and rail. Berth 10’s floating dock and cargo staging area offers receiving and delivery of roll-on/roll-off cargo.
Terminal 5 represents a unique opportunity to develop a bulk facility with extensive road, rail and deep-water connectivity on the U.S. West Coast.

- Specifically designed and developed as a multi-million-ton bulk facility.
- 82 acres of shovel-ready property with permits currently in place.
- Features loop tracks that allow unit trains to be handled within the port’s internal rail complex.
- Three 8,500-foot-long tracks have been specially designed to accommodate multiple unit trains. There’s room to add tracks to meet future capacity needs.
- Positioned in a key location on the Columbia River with quick access to ocean-going vessel traffic and major north-south and east-west freight corridors.
- The port’s completed West Vancouver Freight Access rail project provides unmatched access and velocity into Terminal 5. The new rail lead provides a direct connection from the Class 1 mainline into the port.
- Superior rail connections and the 43-foot deep-draft Columbia River navigation channel provides a time-tested gateway between the U.S. Midcontinent and our Pacific Rim trading partners.
- Berth 17 can be redeveloped into an operational berth.

82 PROJECT-READY ACRES

Terminal 5 has space available for a new high-volume mineral bulk facility. Three 8,500-foot-long loop tracks were designed to accommodate multiple unit trains carrying a variety of bulk cargoes within the port’s 42-mile internal rail complex.
PORT RAIL CAPABILITIES

The Port of Vancouver is a major gateway to North America’s national and international rail networks, including BNSF Railway, Union Pacific Railroad, Canadian National Railroad and Canadian Pacific Railroad. The port's high velocity, state-of-the-art facilities are designed with our tenants’ operational efficiency in mind. Manifest and unit trains can directly access the port from mainline corridors.

PORT RAIL CAPABILITIES CONT.

- 42 miles of internal rail track
- 350,000 annual rail car capacity
- Three 8,500-foot loop tracks (Terminal 5)
- Five full unit train length bulk cargo tracks
- Rail expansion completed in 2018 increased Class 1 mainline velocity
- Connections to all seven Class 1 railroads in North America
- Two mainline rail leads
Local Rail Connections

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VANCOUVER

WASHINGTON

OREGON

COLUMBIA RIVER

Smith Lake

Bybee Lake

HAYDEN ISLAND

TOMAHAWK ISLAND

PORTLAND INTERNATIONAL AIRPORT

GOVERNMENT ISLAND

NORTH CHANNEL

SOUTH CHANNEL

Lewis and Clark Hwy.
Evergreen Hwy.
COLUMBIA RIVER

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Navigation and Barging

**Navigation**
- The port is located at the end of the 43-foot deep shipping channel on the Columbia River.
- A gateway to upriver barge ports on the Columbia-Snake River System.
- Vessel transit time from Astoria to Vancouver is approximately 6 hours.

**Benefits of Transporting Project Cargo on the Columbia-Snake River System**
- Vessel to barge direct transfer may reduce port fees and handling costs.
- LO/LO and RO/RO options available at several docks and unimproved shoreline locations.
- Navigation locks are 86-foot x 650-foot and can accommodate most any cargo limited by road and rail restrictions.

**Vancouver, WA To:**
- Boardman, OR: 23 Barge River Hours
- Lewiston, ID: 47 Barge River Hours

**Inland Route Height Clearances**
- 24-foot trucking clearance from Boardman to inland destinations such as Fort McMurray and as far east as Duluth.
- Multi-modal gateway to US Midwest and Western Canada.