



WE CAN!

Sustainability Report

2024 Annual report of the WE CAN!
Sustainability Task Force



Port of Vancouver USA

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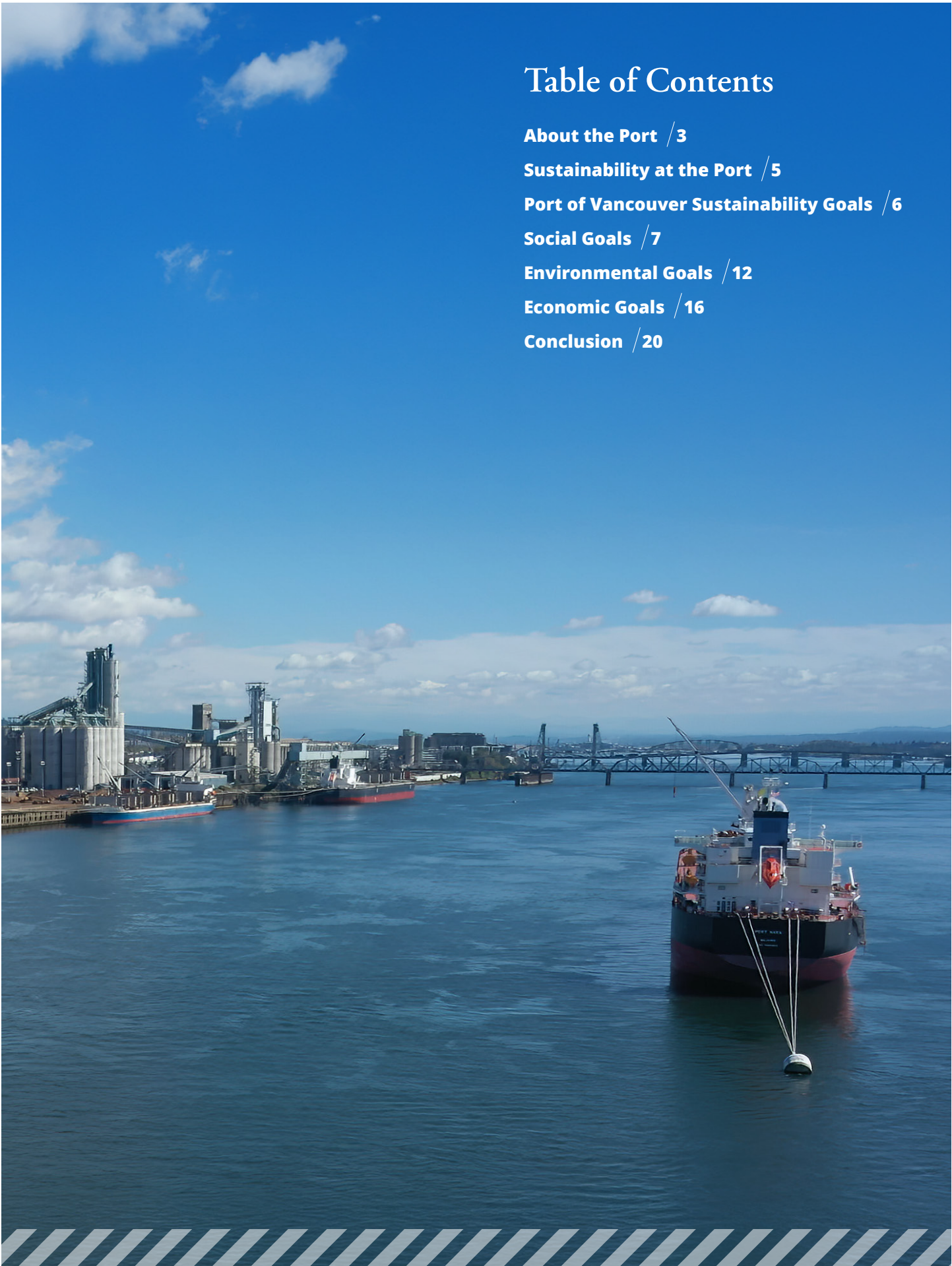
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Port Background

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 Washington with the Port of Vancouver being the third oldest port in the state.

Now, more than 110 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 transportation corridors, as well as its unique ability to handle break bulk and heavy lift cargo, and its diversification of cargos continues to position the port well in the global marketplace. In 2024 the port earned approximately \$55 million in total revenue and handled 7.49 million metric tons of cargo.

In 2018 the port updated its Strategic Plan, the first comprehensive plan update undertaken in 10 years. 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. As a key strategy in the Strategic Plan, the port created its Climate Action Plan in 2021 under the direction of the port commissioners and following a robust stakeholder engagement process. This Climate Action Plan provides the commissioners and port staff with a menu of different actions that the port will take over the coming years to reduce greenhouse gas (GHG) emissions and ultimately achieve **carbon neutrality by 2050**. The long-term sustainability goals presented in this report incorporate relevant goals and strategies from the Strategic Plan and Climate Action Plan to ensure alignment of port efforts.



Port Governance

The Port of Vancouver has publicly elected commissioners representing the interests of the population of the Port District. They work closely with port staff and stakeholders to ensure the port continues to provide economic benefit to our community. We see these benefits by attracting new customers, tenants and cargos, and retaining and growing current tenant and customer operations, innovating efficient operational practices, and keeping a vigilant eye on the environment. 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.



Port of Vancouver Commissioners Don Orange, Jack Burkman, and Eric LaBrant.

2024 Year in Review



78,000 SUBARUS IMPORTED

**100% OFFSET
OF ELECTRICAL
USAGE**

in port utility-controlled buildings

4,000

JOB GENERATED

by marine and industrial activities



38,000

METRIC TONS

of wind components moved



over

60%

of port new hires were from underrepresented groups



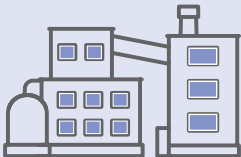
15th

**CONSECUTIVE
CLEAN FINANCIAL
AUDIT**

50

**TENANT
BUSINESSES**

100% industrial occupancy



received over

\$30.6M

in federal and state grants

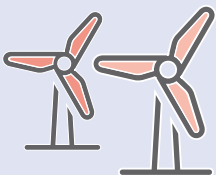
\$70M

spent on goods & services in the region to operate the port

97,000

HOMES POWERED

by wind turbines crossing port docks



0.0

**LOST TIME
INJURIES**

Sustainability at the Port

As the port continues to support economic vitality, we are also working towards an environmentally sustainable future for the port and our community. This balance of protecting the economy, environment, and community is central to our culture and values. In 2008, the “WE CAN!” project was initiated to inventory previous sustainable efforts and accomplishments and begin working towards measurable, consistent changes to improve upon the programs already in place and identify opportunities for future growth.

Our Mission:

To provide economic benefit to our community through leadership, stewardship and partnership in marine, industrial, and waterfront development.

Our Vision:

To build a community connected to a world of economic opportunity that supports a healthy environment, trade and living-wage jobs.

As part of these efforts, six sustainability goals were developed with the following guidelines in mind:

- Support the port’s Strategic Plan and Climate Action Plan
- Be reasonable
- Be achievable
- Have measurable benefits where practical
- Consider the triple bottom line

Social Sustainability

The societal part 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.

Environmental Sustainability

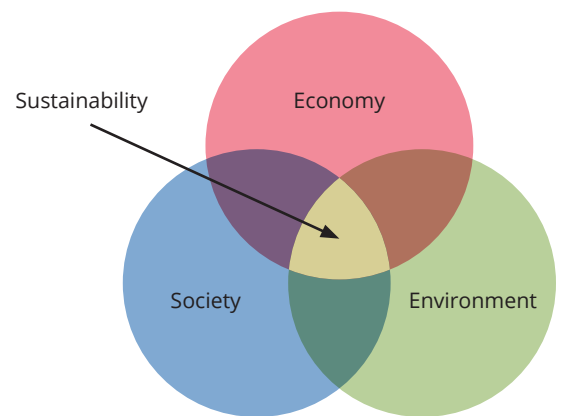
The port’s environmental values demonstrate our commitment to environmental sustainability:

- 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.

Economic Sustainability

The port 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.



Port of Vancouver Sustainability Goals

Social Sustainability Goals

- Foster positive and productive relationships with stakeholders
- Sustain a productive and vital workforce

Environmental Sustainability Goals

- Minimize environmental impacts
- Encourage a healthy climate and clean air

Economic Sustainability Goals

- Diversify revenue sources
- Maximize operational profitability



Social Sustainability Goals

GOAL: Foster Positive and Productive Relationships with Stakeholders

Implement the Vision of a Destination Waterfront at Terminal 1.

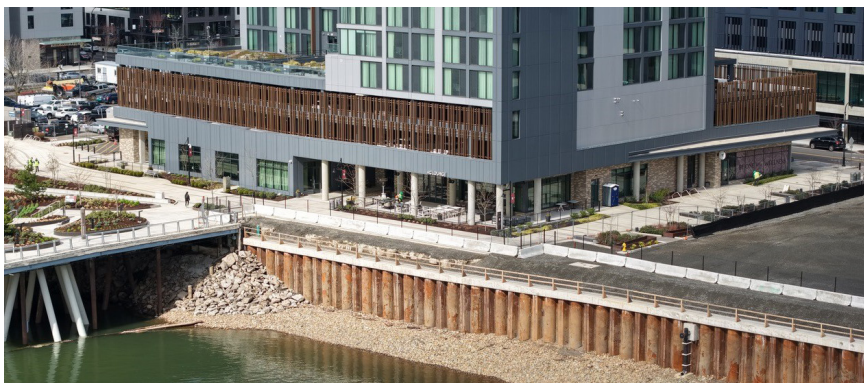
When fully developed, the Terminal 1 project will provide office, retail and commercial space; a public market; hotel; residential apartments; low- and high-dock access; restaurants; and connection to the city's popular Renaissance Trail. At full build-out, Terminal 1 is expected to create 3,000 new jobs to support commercial activity and generate nearly \$93 million in state and local taxes over a 25-year period, providing incredible benefit to residents, visitors and local businesses. As part of the Terminal 1 redevelopment project, in 2024 the port:

- Successfully secured the Phase 2 environmental permits for the dock replacement that allowed the port to work on the installation of the wall within the October - January in-water work window. Phase 2 will be completed in early 2025.
- Placed fish-friendly rock "fish mix" at the base of the wall to encourage safe habitat for migratory fish in the Columbia River.
- Continued the designs for the LEED Goal Terminal 1 public market.
- Worked with Visit Vancouver Washington to conduct an economic impact study regarding river cruises in Vancouver. The study was completed in April 2024.
- Lincoln Property Company (LPC) continues construction on Lots 7, 8, and 9.

In September 2024, LPC held a ribbon cutting celebrating the completion of the vertical construction at their mixed use development (ZoomInfo Building). The remaining work is to complete the interior finishes for final users of the building.

Provide Trails and Public Access Opportunities on Port Properties.

Grant funding opportunities for port trail systems are evaluated by the port's Grant Committee annually. The Terminal 1 Renaissance Trail started construction in 2021 with two prior grant funding awards totaling \$985,00. This first phase (segment 1) of the Terminal 1 Renaissance Trail was completed in 2022. The portside trail system along Lower River Road/SR-501 was awarded a \$280,000 grant for design of segment 4 in 2021 and a \$315,000 grant for design of segment 5 in 2022 from the federal highway administration administered through the Southwest Washington Regional Transportation Council. Port trail systems, which are part of the 50-mile Regional Renaissance Trail system, have received a total of over \$2.4 million in grant funding. The port will continue to seek funding for remaining port trail segments. In 2024, design for the Renaissance Trail segments 4 and 5 was completed, with construction set to begin in 2025.



Terminal 1 is a Leadership in Energy and Environmental Design (LEED) Gold planned development, and all current and future building are required to to be a minimum LEED Gold Certified.

Strengthen Community Outreach and Communication.

The port continued to work to increase opportunities to engage with our community. We supported a number of positive interactions with an estimated 3,000 internal and external port stakeholders in 2024, including three in-person port lectures at the Kiggins Theatre that attracted over 600 attendees. Over the last 9 years, we have had 25 speakers. Additionally, the port conducted 10 public tours totaling 450 participants.

The port continued to support the Vancouver Parks, Recreation and Cultural Services' Friday Night Movie event where approximately 400 of our neighbors showed up for a movie in Fruit Valley Park. During the movie, the port handed out 300 free ice-creams to attendees.

Supported the following community organizations:

- iUrban Teen Program
- Metropolitan Hispanic Chamber of Commerce
- Vancouver Downtown Association
- Columbia Springs
- Greater Vancouver Chamber of Commerce
- East Vancouver Business Association
- Labor Roundtable
- Chinese Lunar New Year Celebration
- Vancouver Public Schools

Conducted the fourth year of the Community Fund program, providing funding to four recipients:

- Four Days of Aloha Festival - \$2,500
- WHY Community - \$1,500
- Vancouver Symphony Orchestra - \$3,000
- Partners in Careers - \$3,000



In 2024, the port continued to utilize a wide variety of mediums to reach a diverse audience about port programs and activities.

- Distributed port newsletters including Solstice, Tenant Bulletin and Point of View to key stakeholders. The port also distributed the twice-yearly Community Report to over 99,000 property owners in the port district to update them on port news and happenings.
- The port conducted a community ad campaign producing 6.43 million views that resulted in 22,800 new website visits - a 214% increase in site traffic from the previous year.
- Through active engagement and strategic audience-building efforts, the port increased activity and followers across multiple social media platforms in 2024. LinkedIn audience grew by 44 percent, Instagram grew by 18 percent and Facebook grew by 11 percent.
- The annual port digital holiday card launched in November 2024 and highlighted the port's bustling industrial ecosystem, marine terminals that handle commodities moving around

the globe, the ongoing transformation of Terminal 1 and the port's commitment to stewardship and community. The card was promoted through several channels including social media and a targeted email campaign, resulting in more than 44,000 views – almost double the viewership of the previous year.

- In partnership with C-TRAN, the New Year's Eve campaign received 52,563 video views, with a 97% rate of complete viewings. Clark County Fair received 43,857 video views with a 97% rate of complete viewings. Audio streaming spots for both campaigns resulted in more than 96,400 views. The campaigns are aimed at keeping people safe by offering free use of public transit to/from the fair and during the holiday.
- The port ran a 30-second commercial with website promotion to build awareness of the port projects on TVW Public Affairs TV in Olympia which resulted in 778 showings and 11,131 pre-video website acknowledgments.

Social Sustainability Goals

GOAL: Sustain a Productive and Vital Workforce

Recruit and Retain Talented and Diverse Staff Who Support Effective Internal and External Communications, Continuous Improvement and Innovation of Port Business and Services to the Community.

The port worked with the port’s diversity, equity, and inclusion (DEI) consultant to create an action plan building upon the results of the 2023 port-wide DEI survey. The plan will help guide work in 2025 and beyond to inform ongoing efforts to build a positive and supportive organizational culture.



The port successfully completed two procurement digital ad campaigns in 2024, significantly expanding outreach to small and diverse businesses. The second campaign, which ran for four weeks, generated over 124,000 views and 3,700 clicks, with a click-through rate of 3.03%—three times the industry standard. Spanish-language ads had the highest engagement, with nearly 44,000 views and a 3.48% click-through rate, while English ads followed closely with over 37,000 views and a 4.80% click-through rate. Ukrainian and Russian ads also performed as expected, with over 440 combined clicks.

In total, the 2024 procurement outreach campaign achieved:

- Total Ad Views: 241,973
- Total Reach: 86,470
- Total Clicks/Engagements: 8,049
- Overall Click-Through Rate: 3.33% (industry standard ~1%)

With an increased budget, the port will continue its digital ad campaign to maintain strong engagement with small and diverse businesses. The campaign will follow a similar structure as 2024 while optimizing ad reach and frequency. Additional improvements will focus on refining messaging and expanding awareness through strategic ad placements.

In 2024 service awards were given to **SEVENTEEN EMPLOYEES**.

Port staff achieved an overall **0.0 INJURY RATE** for the year 2024, continuing a strong safety trend since 2019. Additionally, the Facilities and Security Departments have had **NO TIME LOSS** or restricted duty claims since 2020.

Hosted the port’s **LARGEST EVER TAKE YOUR CHILD TO WORK DAY EVENT**, with over 50 children and grandchildren of port employees getting a close-up view and hands-on experience of the multiple trades and career paths at the port and in the maritime industry.

REPLACED 3 AGING AUTOMATED EXTERNAL DEFIBRILLATORS UNITS with 3 new units that can be used on both adults and children and can switch between English and Spanish instructions.

OVER SIXTY PERCENT of port new hires in 2024 were from underrepresented groups.

The port’s average turnover rate remained low in 2024 at **UNDER 10 PERCENT**.



Support the Development of a Skilled Workforce to Align with Regional Needs and Increase Job Opportunities Across the Port District.

The port increased training through supporting internships and apprenticeship programs.

- In collaboration with WPPA, nonprofit Municipal Research and Services Center (MRSC) and Washington Labor and Industries, developed a state-wide training in alignment with the new Apprenticeship Utilization law which took effect July 1, 2024.
- Promoted Washington State University-Vancouver, Clark College, Workforce Southwest Washington, and K12 workforce opportunities and programs with tenants and partners through various channels.
- Sponsored one intern at the port through the Future Leaders Project, a partnership with Washington State University, the Columbia River Economic Development Council, and Workforce SW Washington, to give first generation and underrepresented students exposure to maritime job opportunities and to network with high level decision makers.
- Continued involvement in the Future Leaders Project, mentoring for the Carson College of Business, Distributive Education Clubs of America (DECA) Program Judging, hosting VSD interns, and providing tours and shadowing opportunities for students and, including the Washington State School for the Blind.
- We continued to support the implementation of a Crane Mechanic Training Program to ensure an adequate supply of qualified ILWU crane mechanics. The last six mechanics completed the program in 2024.



Continued a comprehensive internship program with partners from WSU-Vancouver, Texas A&M Maritime Academy, Cascadia Tech Academy, and Massachusetts Maritime Academy.

In 2024, the port hosted:

- Three Maritime interns
 - Economic Development intern
 - Contracts intern
-

To support training for labor trades, the port brought on three apprentices from the Laborers Union (Local 335) and one from the Operating Engineers Union (Local 701) for seasonal support. Since the program began, the port has hired three full time laborers and one operating engineer in the Facilities department through the port's summer apprenticeship program.

The port's internal apprenticeship program was updated to align with the 2024 Apprenticeship Utilization Requirements (AUR) legislation. The new legislation took effect July 2024 and requires a certain percentage of apprentices are utilized meeting minimum project cost triggers, replacing the port's former apprenticeship incentive program. Port staff provided expertise and training on apprenticeship utilization to ports across the state alongside WPPA in response to legislative changes, supporting implementation and compliance efforts. The Public Works Contract Manager incorporated AUR into applicable projects beginning in late 2024. Port staff will be responsible for ongoing AUR tracking/reporting with contractors for each project this is included in.



Build Partnerships to Advance and Communicate Shared Goals.

Develop a program in which port employees provocatively participate in environmental stewardship programs, business development activities, education and workforce development, and other volunteer activities

- Employees are encouraged to proactively participate in environmental stewardship programs, business development activities, education and workforce development, and other volunteer activities. Some examples include: tuition reimbursement program, annual budgeted business development training, Leadership Clark County participation, student job shadowing and workforce development training, Vancouver Public School's school supply drive and Fort Vancouver Seafarers Center donation drive.
- Assumed a leadership role with Interstate Bridge Replacement Program (IBRP) by having seats on the Executive Steering Group, the Equity Advisory Group, the Staff Level Group, the Climate Group and the Technical Modeling Group. Staff also served on IBRP committees for both the Vancouver Chamber of Commerce and the Columbia River Economic Development Council.
- Served in leadership positions in the Washington Public Ports Association (WPPA) and the Pacific Northwest Waterways Association (PNWA) in areas of Environmental, Finance, Government Affairs, Economic Development and Public Outreach.
- Partnered with local organizations such as Greater Vancouver Chamber of Commerce, Columbia Springs, Columbia River Economic Development Council, Washington State University Vancouver, Metropolitan Hispanic Chamber of Commerce, and Vancouver's Downtown Association through event sponsorship and other programs.
- Worked with community partners on joint legislative priorities. Partnered with the ports of Ridgefield and Camas-Washougal to advocate on legislative issues critical to the three ports.
- Hosted a visit by a representative of the Port of Tacoma who wanted to learn how they too could conduct a public lecture series like ours.
- Port staff joined Columbia Land Trust staff and 28 other volunteers on a sunny February day to plant over 850 bareroot trees and shrubs along the perimeter of Cranes' Landing (formerly known as port Parcels 4 and 5) a 527-acre site north of the Vancouver Lake flushing channel. This site is used as stopover habitat during migration and for foraging by over-wintering birds, including thousands of sandhill cranes. Since Columbia Land Trust began managing the site in 2016, including providing these perimeter trees and shrubs for visual privacy the cranes prefer, the site has seen a twofold increase in the average number of cranes that visit each winter season.

Environmental Sustainability Goals

GOAL: Minimize Environmental Impacts

Maintain the Port's Sustainability Program to Ensure That the Port Operations are Based on Economic, Environmental, and Social Values.

The 2024 WE CAN Task Force was made up of 17 members representing all port departments. Together, our sustainability team focuses on how we spend our money, how we treat our neighbors, and how we protect our environment.

Strengthen Community Connections by Actively Engaging with our Environmental Stakeholders.

2024 environmental outreach initiatives included:

- Creating and distributing the summer and winter Solstice newsletters dedicated to providing environmental updates.
- Writing 13 stories to educate and increase awareness among community members and media on various port environmental topics, sustainability, grant awards, cleanup projects, Terminal 1 upgrades, and more.
- Continued outreach to schools and the community regarding Vancouver Lake through programming provided by the Lower Columbia Estuary Partnership (LCEP) through joint funding by the port, the City of Vancouver, and Clark County. In 2024, LCEP hosted multiple field trips, with a total of 323 students participating.
- Continuing routine meetings with tribal entities on environmental topics.



Protect Air Quality, Water Resources, and Land Managed by the Port Through Deliberate and Proactive Efforts in All Aspects of the Port's Operation.

The port continued to implement stormwater management practices that included innovative strategies to protect water quality. In 2024, the port:

- Continued programs and efforts in stormwater management resulting in particulate levels that were well below the Department of Ecology permitted benchmarks.
- Completed 90% design for the Department of Ecology-funded Terminal 3 and 4 Stormwater Projects which will improve port stormwater quality through the installation of a pretreatment system on Terminal 3 and a polishing system on Terminal 4.
- Shut down our pump and treat system in late 2024. Since its installation, the system treated more than 15 billion gallons of contaminated groundwater and removed approximately 1,300 pounds of contaminants. The port will continue monitoring groundwater and the pump and treat system will be maintained in reserve ready condition to ensure our groundwater and nearby aquifers are protected now and in the future.

Our facilities team continued to work to reduce idling time by port fleet vehicles and equipment. In 2024, idling time was reduced by 12.16% across the fleet, resulting in sizable reductions in fuel use (saving approximately \$12,090.72), maintenance needs, and greenhouse gases.



Efforts to encourage wildlife success and diversity at natural areas in and around the port included:

- Continued to provide attractive nesting habitat for purple martins, as we have for the past 11 years. Purple martins, a rare migratory bird that winters in South America and moves north into the U.S. and Canada in the summer, have special nesting requirements that include occupying gourds at least 10-feet high which are located in open areas with close proximity to water. Due to species recovery, state biologists are no longer counting the number of hatches. Eight additional nesting gourds will be added in 2025.
- Implementing a pilot pollinator habitat at the mitigation bank in partnership with the Vancouver Bee Project. Pollinators are vital to the health of our environment, most notably, their importance to our food supply. The habitat was planted in November and is approximately 4,000 square feet. Additional pollinator-friendly seed mix was used along the T4 stormwater bank.
- Removal of debris from the culverts and banks of the flushing channel in order to keep water flowing from the Columbia River into Vancouver Lake to improve the water quality of the lake. All wood debris removed is ground for mulch to be used around the port.

Our port team continued to improve our internal processes with sustainability in mind, including:

- Digitizing over 1,195 archival records, including documents and plans, into the port's online Records Center. New records management software is currently in the implementation phase and will continue into 2025, which will aid in the port's efforts. Efforts will continue to digitize all archived documents.
- Reducing paper purchasing by 7 percent in 2024 vs 2023, totaling 5 fewer boxes of paper at a cost savings of over \$200.
- Recycling any unused or out of date electronic equipment, 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.



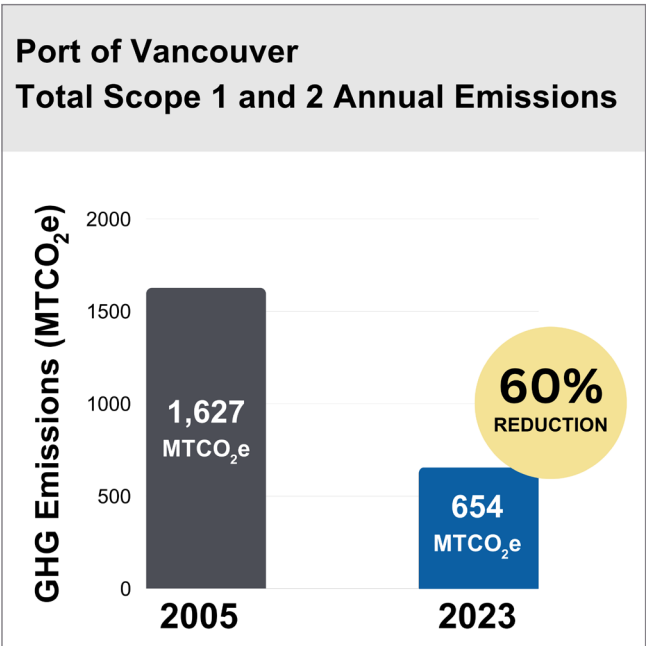
Environmental Sustainability Goals

GOAL: Encourage a Healthy Climate and Clean Air

Climate Action Plan

The port is dedicated to protecting regional environmental quality. Under the direction of the port commissioners and following a robust stakeholder engagement process, the port finalized a Climate Action Plan in 2021. This Climate Action Plan provides the Commissioners and port staff with a menu of different actions that the port will take over the coming years to reduce greenhouse gas (GHG) emissions by 50% by 2030, and ultimately achieve carbon neutrality by 2050.

Greenhouse Gas Emissions Reduction



As of 2023, the port has reduced Scope 1 and Scope 2 emissions by 973 MTCO₂e per year, which is approximately 60% from our 2005 baseline, ahead of our 2030 goal of 50%. This reduction is equivalent to GHG emissions from 232 gasoline-powered passenger vehicles driven for one year.

Energy Efficient Retrofits

Efforts to upgrade existing lights and heating, ventilation and air conditioning (HVAC) infrastructure in both port and tenant operated spaces continued in 2024:

- The port planned terminal lighting improvements at Terminals 2, 3 and 4 to replace metal halide and high-pressure sodium lights with energy efficient LED, including dimmers and motion sensors to reduce energy use when terminals are not in use.
- The port team replaced fluorescent with LED lights in building 2851.
- The exterior fluorescent lights on Building 2001 were replaced with LED lights and motion sensors.
- The port completed planning for the replacement of 14 natural gas-powered HVAC units with electric heat pumps in 2025. In total, the port has converted a total of nine natural gas-powered HVAC units to electric.



As we continue to electrify our port infrastructure, it is important to note that there are still greenhouse gas emissions associated with our region's electricity generation. Each year, the port offsets 100% of the GHG emissions associated with our electricity use through the purchase of renewable energy certificates (RECs). The RECs are generated at wind farms in the regions we ship wind components to.

Fleet Electrification

The port continues to electrify our fleet and industrial equipment.

In 2024, the port took delivery of:

- A Hyster J70XN electric forklift
- Two Ford F150 Lightning electric trucks
- Additionally, in 2024 the port ordered:
- A Toyota THDE3000-24 electric forklift using grant funding from the Washington State Department of Ecology
- Three Ford F150 Lightning electric trucks

To support our growing electric fleet, the port applied for a grant with the Washington State Department of Commerce Electric Vehicle Charging Program in 2023 to fund a portion of our planned additional vehicle charging infrastructure. The grant award was received in 2024, and the 10 additional charging stations are anticipated to be installed in 2025.

The port was awarded a \$22.5 million grant from the Environmental Protection Agency's Clean Ports grant program. Grant funds will be used to purchase two additional, all-electric mobile harbor cranes and associated infrastructure. Additionally, grant funds include installing shore power at Terminal 1.

Reducing Solid Waste

Reducing the waste generated during port operations reduces methane production from landfills. Efforts to reduce our solid waste in 2024 included:

- Collecting woody debris during maintenance activities to be chipped and used as mulch for landscaping.
- Recycling any unused or out-of-date electronic equipment, including encouraging staff to bring in electronics from home to be recycled instead of throwing them away.



Measuring GHG Emissions

There are three standardized ways of measuring GHG emissions:

Scope 1: Direct emissions from sources owned and controlled by the port.

Scope 2: Indirect emissions from purchased energy for facilities the port owns and purchases electricity for.

Scope 3: Indirect emissions from the port's tenants, suppliers, and other aspects of its value chain. These emissions are out of the port's direct control.

Economic Sustainability Goals

GOAL – Diversify Revenue Sources

Strengthen the Port's Financial Stability

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. In 2024, the Port of Vancouver reported a total operating revenue of \$55.167 million.

By diversifying commodities, the port is not reliant on any one industry and is able to enjoy a continuous flow of business even during times of economic disruption.

Grants: In 2024, the port was awarded:

\$22.5 MILLION FROM EPA CLEAN PORTS ZERO EMISSIONS TECHNOLOGY DEPLOYMENT GRANT

for two electric mobile harbor cranes, crane infrastructure, and shorepower at Terminal 1

\$7.8 MILLION WA STATE DEPARTMENT OF ECOLOGY STORMWATER CONSTRUCTION GRANT

for the Terminal 2 stormwater treatment system

\$45,000 FEMA PORT SECURITY GRANT

Program grant for cybersecurity improvements

\$200,000 FROM THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

for the design of an overpass at Terminal 5

Since 2007, the port has received over \$120 million in grants and loans for port projects.

The shorepower infrastructure at Berth 17 continues to support a Maritime Administration (MARAD) logistics support vessel, the SS Curtiss, which started its long-term layberth at the port in 2023. Prior to the dock's rehabilitation and usage as a layberth in service of our nation's Ready Reserve Force in 2023, the deep water berth had been an unused asset in the port's portfolio prior to 2023.

The port spent just over \$89.5 million in 2024 on goods and services to maintain its operations. Approximately \$35 million of which was spent in Vancouver or Clark County, another \$18.6 million was spent in the Portland-Vancouver metropolitan area, and \$17.3 million was spent in Washington state. In total, \$70.9 million of the \$89.5 million the port spent in 2024 was spent in the region or state, while \$18.6 million was spent nationally.



Continue to Play a Key Role in Maintaining Navigability of the Columbia River System Including Berthing Systems, Anchorage, Turning Basins, and the Shipping Channel.

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.

Continued work with industry associations, policy makers, and elected officials:



Port staff served on the Executive Steering Group, Equity Advisory Group, Freight Working Group, Public Affairs Council and Climate Technical Working Group for the Interstate Bridge Replacement Project. Additionally, port staff served in leadership roles for the Southwest Washington Contractors Association, American Association of Port Authorities, Lower Columbia Estuary Partnership, Coalition of America's Gateways and Trade Corridors, and Columbia River High, Wide, and Heavy Corridor Coalition.

Support Growth and Economic Opportunities for Existing Tenants and Strengthen Outreach.

The port has over 50 tenants, 5 marine terminals and 13 berths. The port's tenants offer a wide range of products and services, from fruit processing and plastic molding to food transportation and metal and electronics recycling. These businesses are vital contributors to the local economy, providing employment opportunities and bolstering the tax base. Industrial and commercial occupancy at the port remained strong at 100% at the end of 2024.

Continued tenant outreach included: recruiting port tenants to join the port tenant cybersecurity network, the Maritime Transportation System Information Sharing and Analysis Center, conducted three tenant events - covered topics: terminal projects, environmental projects, security, workforce development, social media tools, manufacturing support, Interstate Bridge Replacement Project, and tenant business showcases - hosted tenant holiday social, and a summer waterfront appreciation event that had approximately 200 attendees.

Actively worked to support Washington Public Ports Association (WPPA) and partners to protect the Tax Increment Financing (TIF) tool which was passed into legislation in 2022. The port is utilizing TIF to build accessible and affordable infrastructure at Terminal 1. Continued work to protect TIF throughout 2024 and into the 2025 session.



Economic Sustainability Goals

GOAL – Maximize Operational Profitability

Develop and Communicate a Long-Term Strategy for the use of Property Taxes and Debt Financing Policies and Tools

For the 15th consecutive year, the State Auditor's Office had no issues of concern with the port's internal finance controls to safeguard public assets.

Key infrastructure projects conducted at the port include ongoing construction of the Terminal 1 dock and plans for a public market, development of Terminal 5 berth facilities, and planning for Terminal 6. Design work continues for the Berth 8/9 improvements and Terminal 5 rail and road improvements, along with redevelopment efforts at Berth 7 and Terminals 2 and 3. The port remains focused on maintaining existing public assets amid significant infrastructure investments.

Debt service obligations include \$6.22 million for bonds and \$5.31 million for revenue bonds, with plans to issue additional debt in 2025 to fund key Terminal 1 projects.

Our security and information technology teams continued to provide service critical to port operations, including:

Vetting 189,037 Transportation Worker Identification Cards (TWIC); processing 2,321 visitor escorts; handling 4,410 phone calls, dispatching mobile officers 3,357 times; assisting 401 vessels; and submitting 182 incident reports covering non-criminal, criminal, medical, and emergency events.

- Conducting two cybersecurity tabletop exercises mimicking a major cybersecurity breach.
- Strengthening staff education on cybersecurity awareness including weekly cyber updates to employees about potential threats and mandatory cybersecurity training for all employees.
- Establishing a Disaster Recovery site in Yakima, Washington. Yakima County will host the port's equipment, with anticipated installation completion in Q1 2025.

Pursue Opportunities That Utilize the Port's Property and Infrastructure Investments to Create Jobs and Support the Economy.

In 2024, the port performed the following efforts toward pursuing business opportunities:

- In partnership with Vancouver Bulk Terminal, the port initiated the rehabilitation of the Berth 7 bulk facility to support the export of more than 2.5 million metric tons of soda ash produced by global market leader, Solvay. The state-of-the-art facility will feature enclosed storage, modern conveyance systems, and efficient ship loading design, supporting Solvay's expanded operations in Wyoming while reinforcing the port's position as a leading 'green energy gateway' on the U.S. West Coast. This strategic partnership includes a 30-year agreement, providing long-term high-volume consistency.
- Completed the development of Parcel 1A with multiple strategic leasing agreements including Kelly Pipe, Southland, and Farwest Steel.
- Continued working with long-term developer to develop ground-up innovative concepts for new light industrial development on port lands. Development will include sustainability design standards to align with the port's Climate Action Plan.

The port continues to maximize the use of rail infrastructure to support the efficient movement of commodities. On average, trains are three to four times more fuel efficient than trucks, 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 on average, each rail car carries three semi-truck loads of cargo). The port experienced a 16% increase in 2024 of rail cars handling port-related cargo compared to 2023.

Additionally, the Federal Railroad Administration (FRA) performed several walking inspecting of the port's railroad infrastructure and found zero defects in 2024, resulting in an excellent rail audit in 2024.



Develop a Rolling 20-Year Comprehensive, Scheduled Maintenance Plan to Maximize Operational Capacity, Efficiency and Life Expectancy of Port Assets.

The port completed another year of implementing the repair and replacement plan for port assets. 2024 work included:

- Replacement of fluorescent with LED lights resulting in a rebate of over \$20,500 for Building 2851.
- On-going and regular maintenance of the port's rail line, result in no maintenance related derailments.
- Continued replacement of aging fire sprinkler system riser valves.
- Completion of 12 building inspections.
- Successfully completing the list of requirements from the City Fire Marshall's office, ensuring full compliance with all fire safety standards in port buildings.
- The auction of 13 vehicles and equipment on December 18, 2024, resulting in a surplus check in the amount of \$71,714.00. All vehicles and equipment that were auctioned contained gas/diesel combustion engines.
- Receiving two Ford F-150 Lighting electric trucks, replacing gasoline-fueled trucks.
- Receiving one Hyster J70XN Electric Forklift.
- Planning for the replacement of 14 gas HVAC units with electric heat pumps.
- Replaced the exterior fluorescent lights on Building 2001 to LED with occupancy sensors.
- Enrolling three mechanics in the Ford Pro Battery Electric Vehicle (BEV) systems troubleshooting courses.
- Upgrading Ford Pro scanning tools as a prerequisite for the Ford Pro BEV courses.
- Removal of an antiquated/inefficient air compressor that served our Mechanic Shop with a new energy efficient air compressor outfitted with a variable frequency drive. This air compressor was repurposed after being left behind by a former tenant costing nothing to the port to acquire it.

In 2024 we implemented an oil dispensing system in our Mechanic Shop.

Proper oil storage and dispensing play a crucial role in maintaining the integrity of the Port of Vancouver's fleet operations and maintenance. A modernized pneumatic oil dispensing system will provide the port with the following benefits over its current fleet maintenance practices.

- Preserving Lubricant Quality:
 - Lubricants can degrade over time, affecting their performance. Proper storage prevents this.
 - Rotating inventory on a first-in, first-out basis ensures that older stock is used before its shelf life ends.
- Environmental Considerations:
 - Indoor storage is ideal, as it allows better control over environmental conditions.
 - A clean, dry environment at a stable, moderate temperature is best.
 - Less apt to leak or spill as current practice require transporting a secondary container 80 feet over the Mechanic Shop floor.
- Contamination Prevention:
 - Dust, dirt, and airborne particles can contaminate lubricants.
 - Fluctuating temperatures cause thermal siphoning, leading to air movement in sealed containers.
- Organized Dispensing Systems:
 - Modern dispensing systems prevent cross-contamination by properly identifying different types of oil.
 - They make it easier to organize, store, and dispense various oils from the same station. In summary, meticulous storage and handling contribute to longer lubricant life, cost savings, and efficient maintenance practices.



Conclusions

The Port of Vancouver is looking toward 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. 2024 was the 16th year of the port's formal sustainability reporting. In 2024, 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 steps to achievement
- Tracked progress and identified challenges
- Communicated the port's sustainability initiatives
- Maintained a sustainability page on the port's website

Overall, the 16th 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 multiple steps to achieve these goals. 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. It takes all of our port staff working together with our partners to achieve our sustainability goals. We sincerely thank everyone for their continued support!

