The Bottom Line for a Sustainable Port

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Managing Director, Environmental Affairs and Planning
Defining ‘Sustainability’

- Meeting the needs of the present without compromising the needs of future generations (Bruntland Commission, 1987)

- [A business] that creates profit for its shareholders while protecting the environment and improving the lives of those with whom it interacts (Savitz, 2006)
Characteristics of a Sustainable Port

• Steward of natural resources (wildlife, air, water, soil)

• Sound finances (capital, investment, bond rating)

• Socially responsible (community, customers, employees, electeds)
Sustainability = Triple Bottom Line

- Social Responsibility
- Environmental Responsibility
- Financial Responsibility
Green Port Policy

- Protect the community from harmful effects of port operations
- Distinguish Port as leader in environmental stewardship and compliance
- Promote sustainability
- Employ best available technology to minimize environmental impacts
- Engage and educate the community
Strategic Benefits of Sustainability

- Builds community and political support; aids project approvals
- Keeps Port ahead of regulations, requirements
- Enables terminal development and modernization; business growth
Environmental Responsibility

- Green leases
- Soil, sediment, groundwater cleanup
- Biological inventories
- Clean Air Action Plan
- Shore-side electricity
- “Green” purchasing
- Storm water management
- Wetlands restoration
- Solar projects
- Green fleet
Financial Responsibility

- Marine terminal upgrades
- Jobs
- Incentives (Green Flag)
- Use of state and federal funds for infrastructure
- Recycling
- Energy conservation
- LEED buildings
Community Responsibility

- Job creation
- Air quality improvement
- Traffic management
- Public outreach/education
- Communication
- Transparency
- Small business inclusion
- Urban forest
Sustainable Design, Construction, Operation

- Good for business
- LEED certification
- Conservation of water, energy, etc.
- Sustainable materials
- Native landscaping
- Green purchasing
- Recycling
- Translates to bottom line
Challenges and Choices

- Return on investment (revenue vs. non-revenue)
- Today’s world - reductions/loss of federal, state and local funding
- Use of fees
- Staying competitive
- Environmental responsibility
## Competitive Consequences

### Container Fees

<table>
<thead>
<tr>
<th>Fee Description</th>
<th>Date</th>
<th>LA/LB</th>
<th>Prince Rupert</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean Truck fee</td>
<td>Oct. 1, 2008</td>
<td>$35/TEU; $70/FEU</td>
<td>-</td>
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<tr>
<td>Infrastructure fee</td>
<td>Jan. 1, 2009</td>
<td>$15/TEU</td>
<td>-</td>
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<tr>
<td>PierPass fee</td>
<td>2008</td>
<td>$50/TEU</td>
<td>-</td>
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<tr>
<td>Alameda Corridor</td>
<td>Jan. 1, 2009</td>
<td>$18.67/TEU</td>
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<tr>
<td>Air quality / Reduce Congestion</td>
<td>Jan. 1, 2009 (pending)</td>
<td>$30/TEU; $60/FEU</td>
<td>-</td>
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</tbody>
</table>

### TOTAL Fees

| Total                  |            | $148.67/TEU | $0            |

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**Fee Free. NOW.**

*No clean truck fee, no infrastructure fee, no rail congestion, no box fees.*

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Questions to Ponder

- Level playing field

- National or international requirements for environmental programs

- Capital investment for non-revenue producing roadway or bridge projects

- “Doing the right thing” with environmental investments amid greater economic and competitive pressures
Sustainability Requires Triple Bottom Line