

## Economic Profile

Port of Seattle Terminal 91  
Seattle, Washington

### BEFORE

Petroleum storage and naval activities

### AFTER



Maritime services, pedestrian and cycling trail, and shore power technology

**CLEANUP OVERSEEN BY**  
Washington State Department of Ecology and  
U.S. Army Corps of Engineers

The Port of Seattle Terminal 91 facility was first used for petroleum storage in 1913. From 1942 to 1976, the U.S. Navy expanded and operated the facility for fuel transfer and naval operations. These activities contaminated soil, sediments, surface water and structures with hazardous metals, polychlorinated biphenyls, munitions and other contaminants.

The Port of Seattle, which now owns the facility, is cleaning it up under the RCRA Hazardous Waste Cleanup Program with oversight from the Washington State Department of Ecology. The Port's ongoing cleanup has included water treatment and removal of contaminated structures and soil. The U.S. Army Corps of Engineers also investigated the facility and removed munitions from 2010 to 2012.

Today, the facility is home to a cruise ship terminal with clean energy technology, seafood companies, shipping companies, and a pedestrian and cycling trail. Ten on-site businesses provide 445 jobs paying an estimated \$40 million per year in employee wages.



ANNUAL SALES

**\$70 million**



EMPLOYEES

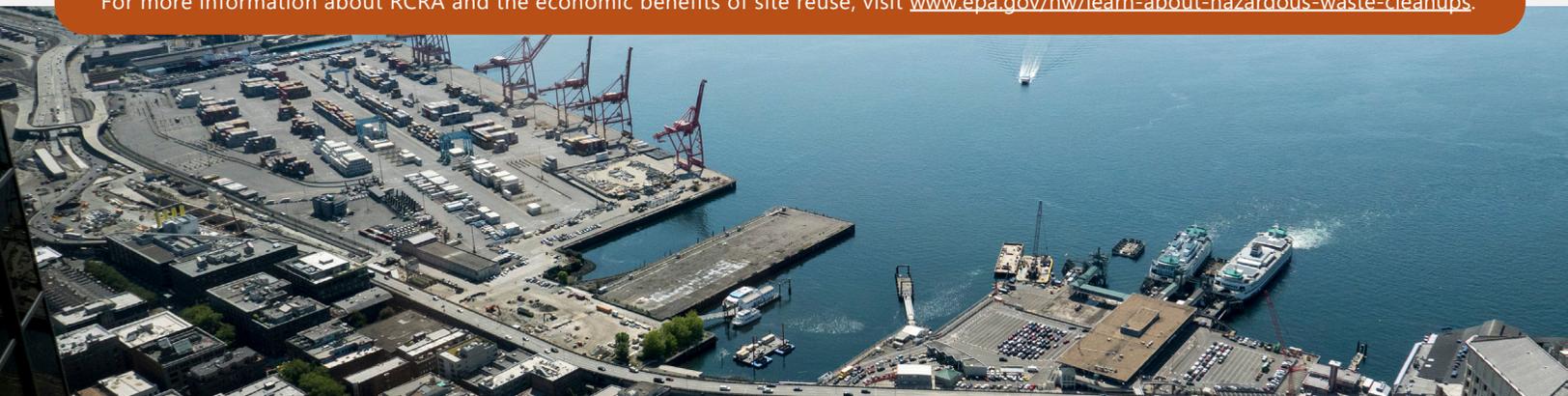
**445**



ANNUAL WAGES

**\$40 million**

For more information about RCRA and the economic benefits of site reuse, visit [www.epa.gov/hw/learn-about-hazardous-waste-cleanups](http://www.epa.gov/hw/learn-about-hazardous-waste-cleanups).





TODAY, THE FACILITY IS HOME TO A CRUISE SHIP TERMINAL WITH CLEAN ENERGY TECHNOLOGY, SEAFOOD COMPANIES, SHIPPING COMPANIES, AND A PEDESTRIAN AND CYCLING TRAIL. TEN ON-SITE BUSINESSES PROVIDE 445 JOBS PAYING AN ESTIMATED \$40 MILLION PER YEAR IN EMPLOYEE WAGES.

In 2009, the Smith Cove Cruise Terminal opened at the facility. The terminal is designed to use shore power, allowing docked cruise ships to connect to Seattle's energy grid and eliminating the need to idle their diesel engines. This significantly improves air quality in the area and reduces emissions. An average cruise ship plugged into shore power at the terminal for a typical amount of docked time saves the greenhouse gas equivalent of a car driving about 30 road trips from Seattle to New York. The success of shore power at the terminal has spurred the development of similar projects at other Seattle piers. This is key to the Port of Seattle's goal to be carbon neutral by 2050.

In addition to serving passenger cruise lines, the Smith Cove Cruise Terminal operates a large-scale venue for events such as conferences, trade shows and company parties. Other businesses at the facility include fishing and shipping companies such as Glacier Fish Company, Anthony's Seafood Company and Independent Packing Corp. Elliott Bay Trail, a cycling and pedestrian path, runs along the perimeter of the facility and offers views of the Puget Sound to the public.

With 445 employees and \$70 million in annual sales, the former Port of Seattle Terminal 91 facility is a great example of the ability of the RCRA Hazardous Waste Cleanup Program to combine cleanup with productive use. The cleanup and redevelopment of the facility is helping the Port serve Seattle's economy, provide recreational opportunities and contribute to achieving its climate goals.



The Smith Cove Cruise Terminal contributes over \$17 million in annual sales to the local economy. It uses an innovative shore power system to reduce the emissions of docked passenger cruise ships.



Elliott Bay Trail, a 10-mile seaside cycling and pedestrian trail, runs along the facility's boundary.