



Goods for Alaska since 1961

3 -4 million
tons
annually



All
kinds
of
freight



Half of
Alaska's
inbound
freight



One-third of
Alaska's
inbound
refined
petroleum*

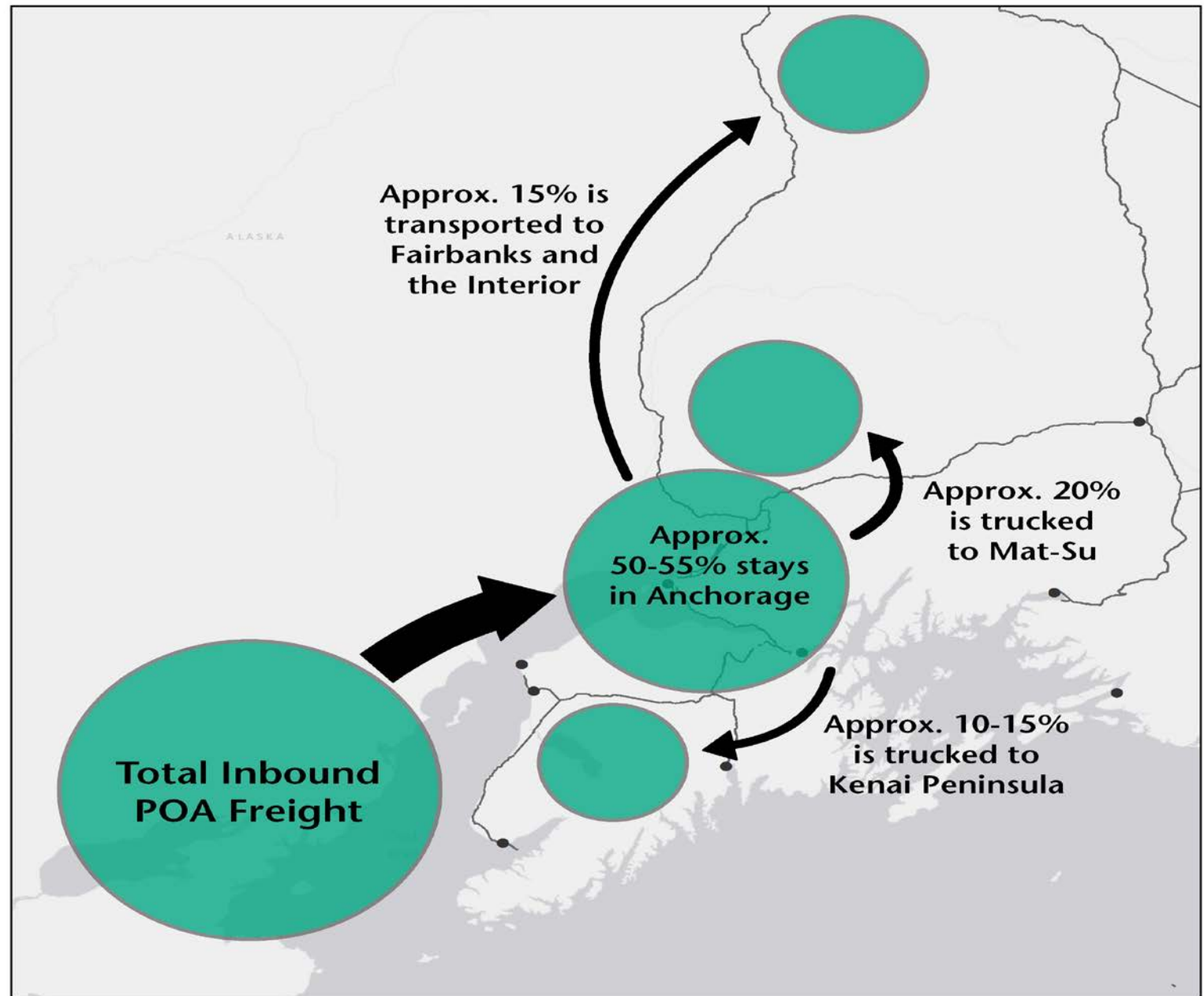


*90% of all refined fuel product entering thru Southcentral Alaska ports.

Not a
destination



Not a
destination



Port of Anchorage facilities include:

- Three general cargo terminals
- Two petroleum terminals
- Dry barge landing
- 125 acres cargo-handling area
- 3.4 million barrels fuel storage
- 60,000 tons bulk cement storage



Muni-owned
port that
provides
statewide
benefits



A National Strategic Seaport

- The only one in Alaska
- The only one with a direct road/rail link to USARAK installations
- 20+ years experience supporting Army movements—while simultaneously executing commercial operations
- DoD's Alaska fuel and consumer goods pipeline too!



1961



1964

Challenge



Existing Wharf Pile Conditions as of 2014

Terminal/POL	Age (years)	Minimum Thickness Observed	Percent Loss
Terminal 1	54	0.15"	67%
POL Terminal 1	50	0.15"	67%
Terminal 2	46 (average)	0.20"	55%
Terminal 3	40 (average)	0.18"	59%
POL Terminal 2	20	0.13"	71%

\$3 million annually for pile repairs

- Primarily a vertical capacity enhancement
- Does not improve Port's seismic resilience
- One-time fix that can't be repeated
- Jacket life span 10 to 20 years at best
- Existing dock sections will start closing in 10-15 years – regardless of seismic activity



Seismic hazard





Port has exceeded

- Design life
- Economic life

Alaska needs the Port of Anchorage . . . in Anchorage

- Proximity to Alaska population centers; concentration of skilled labor
- Intermodal transport hub that facilitates statewide cargo distribution via marine, road, rail, air and pipeline systems
- Docks leverage hundreds of millions of dollars of other port-related infrastructure
- Upper Cook Inlet geography eliminates tsunami hazard

Port modernization/dock replacement

- Improve operational safety and efficiency
- Accommodate modern shipping operations
- Improve resiliency to enable facilities to survive extreme seismic events and Cook Inlet's harsh marine environment for at least 75 years
- Project will take 7 years, utilize Alaska firms and employ some 300 Alaska workers during peak construction phases

ANCHORAGE PORT MODERNIZATION PROGRAM



FUNDED!



Who should pay and how?

Phase	Task	Cost	Construction
1	Northern Extension stabilization and replace POL 1 fuel and cement berth	\$127 million	2017-2018
2	Replace terminals 2 and 3	\$290 million	2018-2022
3	Replace POL 2	\$35 million	2019 or later
4	Complete Northern Extension Stabilization (remove additional 10 acres)	\$88 million	2019 or later
5	Terminal 3 demolition	\$8 million	2022 or later
Total		\$547 million*	

*Based on 15% design

Alternatives

- Do nothing . . .
- Statewide general obligation bond (repaid with State revenues)
- Muni/Port bond (repaid through cargo tariff increases)
- Federal grant(s) (to reimburse federal value for DoD, Arctic development, etc.)
- Something else?
- Several of the above

Questions



Steve Ribuffo, AMPE

Port Director

E-Mail: RibuffoS@muni.org

Phone: (907) 343-6201