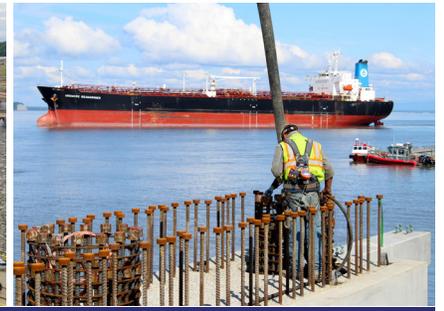


Port of Alaska MODERNIZATION PROGRAM



April 2023

Safeguarding Alaska's most critical port for future generations

The Port of Alaska is a critical transportation hub for the state of Alaska. Interior Alaskan communities, military facilities, mining operations and rural Native Alaskan villages rely on the Port for consistent access to critical supplies. Food, consumer goods, building materials and cars all pass through the Port. Replacing existing Port facilities is key to ensuring the continued vitality of Alaska and ensures food security for Alaskans.

The foundations of the four terminals that make up the Port of Alaska have corroded and begun to split apart. Steel sleeves have been installed to help maintain their functionality, but they have a limited benefit. The original terminals were constructed between the late 1950s and 1970s and today, engineers estimate that they will begin applying restrictions to Port operations by 2025 – sooner if there is a large earthquake.

The goal of the Port of Alaska's Modernization Program (PAMP) is to replace Anchorage's aging docks and allow the Port to continue its three critical functions:

- Serve as Alaska's key inbound cargo gateway.
- Operate critical national defense infrastructure.
- Support the movement of consumer goods, industrial development and disaster recovery.

PAMP will be funded through a combination of federal and state grants, Port of Alaska funds and a potential tariff surcharge. At a cost of \$1.9 billion, the program is not yet fully funded.



Operations continue at the Port throughout construction.



Celebrating project progress

New PCT is open for business!

Crews completed the new Petroleum and Cement Terminal (PCT) in 2022. Completion of this terminal represents a significant milestone in PAMP. The new PCT is the first terminal completed and ensures the Port can meet Alaska's fuel and cement needs into the future. The PCT was completed using a combination of Port of Alaska, state and federal funds.



Approximately 87% of the cement used for construction in Alaska comes through this new terminal.

The PCT is a pile-supported dock that serves as one of the Port of Alaska's two petroleum terminals and is Alaska's only dock equipped with a bulk cement unloading and transfer system. The new PCT will replace Petroleum, Oils and Lubricants Terminal 1 (POL1), which was built in 1965. POL1 is severely corroded and suffered significant structural damage during the magnitude 7.1 earthquake in November 2018. It will be demolished as part of the replacement of Cargo Terminals 1 & 2.



Aerial view of construction (top) and the completed project (bottom).

Design is underway for Cargo Terminals

Cargo activities operate year-round, providing 90% of Alaska residents with life-sustaining necessities like food, consumer goods, building materials and cars. Replacing existing Port cargo facilities is key to ensuring the continued vitality of Alaska.

Preliminary design of the cargo terminals was completed in late 2022. Engineers will now start working on the final design. The team is applying for federal grants to fund building the terminals. Once full funding is obtained, crews will begin construction of Cargo Terminal 1 in 2025 and Cargo Terminal 2 in 2028.

The new terminals replace the existing ones with seismically capable structures built 140 feet seaward of the existing structure to reduce sedimentation impact, improve berthing safety, and allow for continued Port operations during construction.



Cargo activities operate year-round.

Other projects

Constructing a new Administration Building

Construction of the new Administration Building is underway. The existing Administration Building is located on the original deteriorated cargo terminal platform and will be demolished during cargo terminal construction. The new Administration Building is being constructed onshore and is anticipated to be completed in early 2024. Timely relocation of Port administration functions to the new building is critical to clearing the area for construction of the new cargo terminals.



Crews break ground on the new Administration Building.

Federal grant moves NES1 forward

The North Extension Stabilization - Step 1 (NES1) project is underway and will stabilize a critical section of the failed North Extension directly adjacent to the shipping lane. Crews will cut sheet pile, remove fill and add cement to strengthen the remaining soil. The new alignment will result in a much safer and more easily navigated berthing for vessels at the cargo terminals during and after construction. Construction is anticipated to begin in summer 2023.



In 2022, the Port received a \$68.7 million federal grant for NES1. It was the largest Ports and Infrastructure Development Grant that year.



Existing North Extension sink hole.

Planning for future projects

While the PCT, Cargo Terminals 1 and 2, Administration Building and NES1 are the most critical projects for keeping goods flowing into Alaska, the team continues to plan for the remaining projects, which include:

Petroleum Terminal

Once funding is secured, crews will replace the existing Petroleum, Oil and Lubricants Terminal 2 (POL2) with a new Petroleum Terminal (PT). The modernized PT will accommodate larger, more modern petroleum shipping vessels year-round.

North Extension Stabilization – Step 2 (NES2)

Crews will demolish the failing sheet pile system and stabilize the shore for the rest of the North Extension. This area is not expected to affect Port of Alaska operations.

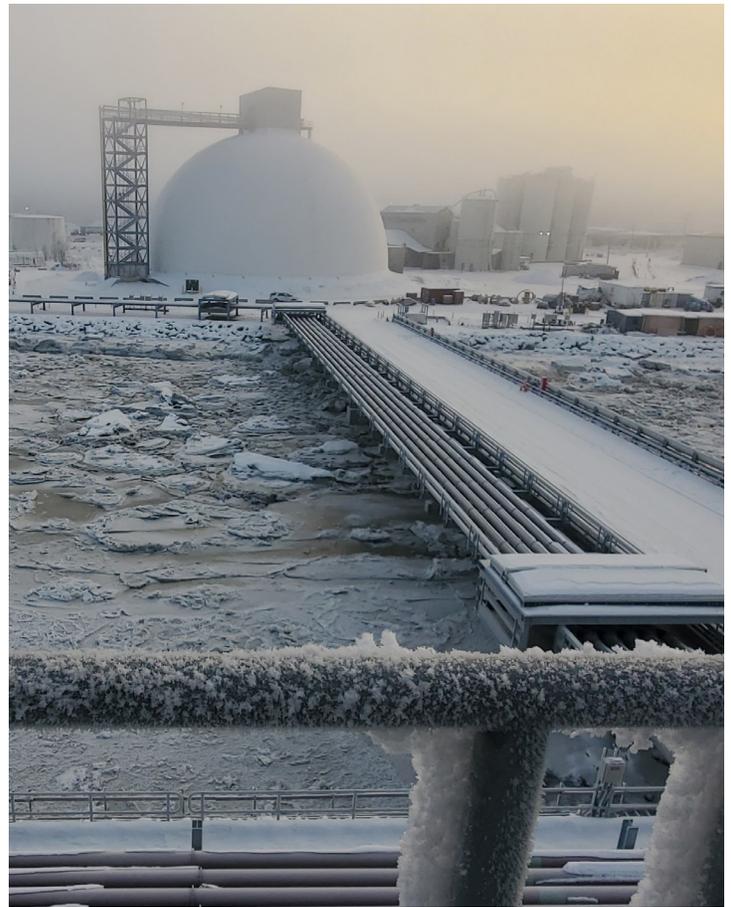
Demolition of the Remaining Cargo Terminal

Since the remaining cargo terminal does not obstruct Port operations or construction of the new cargo terminals, it will be demolished at the end of the program.

A challenging environment

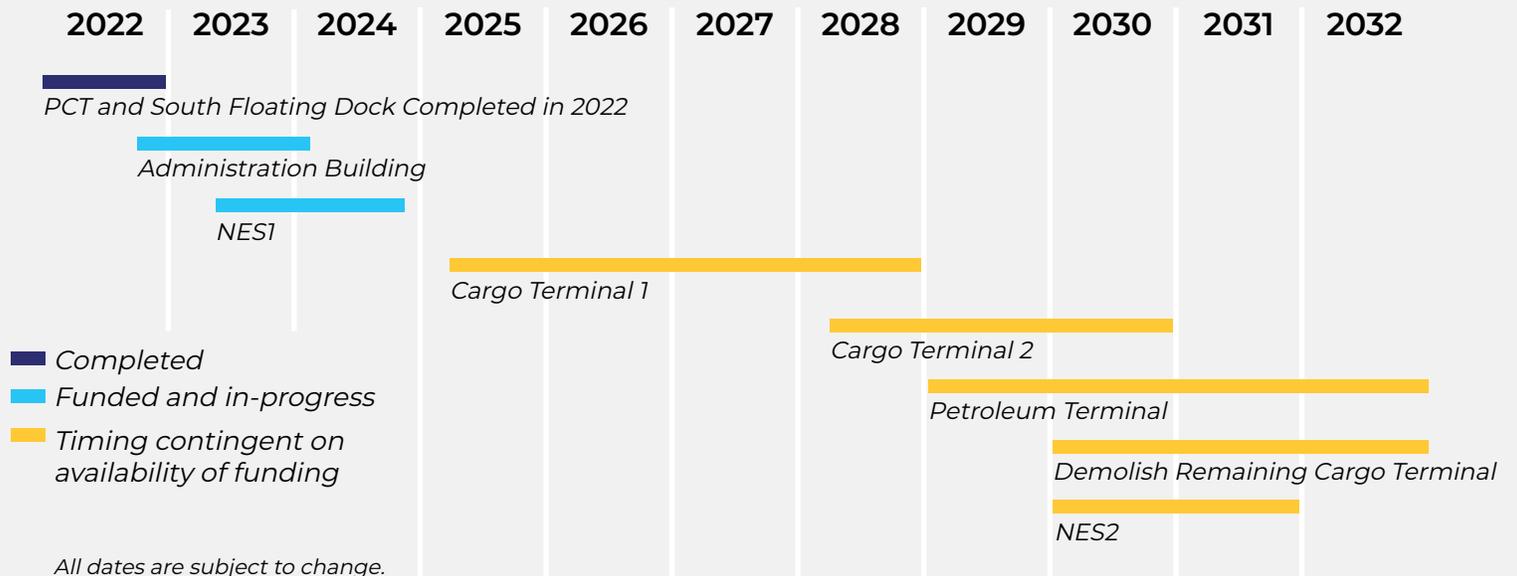
The Port of Alaska is strategically located adjacent to Alaska’s population center and acts as the primary road, marine, air, rail, and pipeline cargo distribution system. While its location is ideal for supporting the movement of goods and services, the environment presents challenges for construction.

- Ice floes limit the in-water construction season to just 6 months per year, essentially doubling the number of construction seasons compared to a similar project in a warmer environment.
- With a range of almost 40 feet, the tides in Cook Inlet are the highest in the United States, creating swift currents and necessitating a robust anchoring system for work vessels.
- The waterway is home to many marine mammals and fish, including the endangered Cook Inlet beluga whale, which requires special operations and restricts design flexibility and construction methods.
- Alaska is one of the most seismically active regions in the world and has more earthquakes than anywhere else in North America.



Petroleum and Cement Terminal bridge leading to the cement dome.

Program construction timeline



Connect with us

For more information about PAMP, visit our website: modernization.portofalaska.com
 Or send an email: portofalaska@anchorageak.gov