

Port of Alaska MODERNIZATION PROGRAM



July 2023

The Port of Alaska is critical to food security for all Alaskans

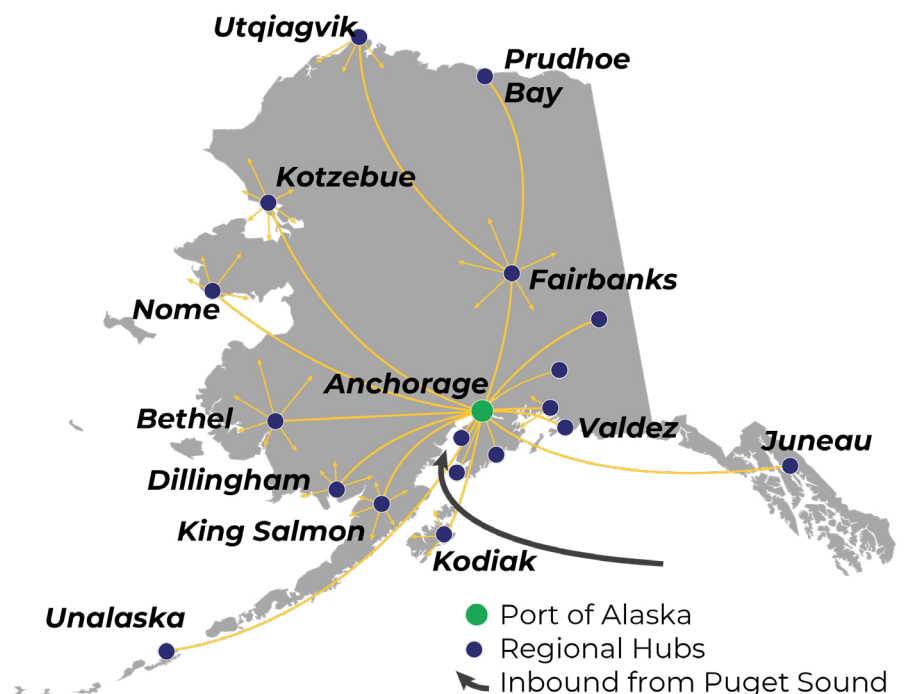


Imports are critical to food access and security in Alaska. A 2014 study found that 95% of the food Alaskans purchase is imported. The Port of Alaska is the primary import terminal for Alaska and handles more than 3.5 million tons of food and other consumable goods that Alaskans need and use every day to live, work and thrive.

Alaska has limited storage capacity for food and consumer goods, and most of the state only has about a one-week food supply if the Port of Alaska is not operational. Keeping the Port's critical infrastructure and terminals operational is essential to the well-being of all Alaskans.

Food distribution in Alaska

- Most of Alaska's food comes by container ship. Port cargo is then reloaded onto smaller vessels, trucks, trains or airplanes and distributed throughout Alaska.
- The Port of Alaska supports movement of consumer goods to supply 90% of Alaskans with life-sustaining necessities.
- Two shippers provide twice weekly shipments from Tacoma, Wash. to the Port of Alaska, typically a 66-hour journey.
- Port of Alaska freight distribution reaches approximately 660,000 Alaskans in more than 150 communities (2016).



Port of Alaska freight distribution.

Replacing Cargo Terminal 1 will ensure food security for Alaskans

The Port of Alaska Modernization Program (PAMP) was created in 2014 to provide four new terminals via a phased approach due to the size and cost of the projects. The next phase of PAMP will focus on protecting food security and maintaining import operations by first replacing Cargo Terminal 1, followed by Cargo Terminal 2.

The original cargo terminals were constructed in the 1960s and suffer from severe damage to the foundation pilings caused by corrosion and seismic forces. The pilings have exceeded their useful life, and multiple engineering investigations have highlighted the likelihood of wharf and trestle structure failure if a major earthquake were to occur.

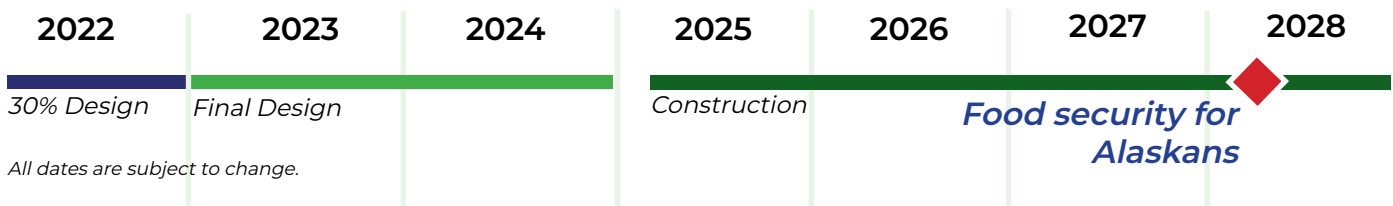
Alaska does not have cargo import capacity or infrastructure to adequately meet food distribution needs if the cargo terminals were to be significantly damaged by an earthquake or other disaster. Alaska's geographical isolation, and the Port's role as the cargo logistics hub and distribution center for much of the state, make the cargo terminals critical lifelines.

As the first cargo terminal to be replaced, the construction of a new Cargo Terminal 1 will ensure food security for Alaskans. The completion of Cargo Terminal 2 will protect the Port's ability to maintain current operational capacity for food imports.



*Construction of Cargo Terminal 1 is partially funded, but will require full funding before crews can begin building the new terminal. The project team is applying for local, state and federal grants, with the goal of securing full project funding to begin construction in 2025. The project is anticipated to take three years to construct and will be fully operational in late 2028. **Due to the critical nature of this terminal and the importance of maintaining food shipments in the event of an emergency situation, the project was designed so the partially constructed terminal can begin accepting container ships prior to being finished.** This will ensure food security for Alaskans by early 2028.*

Cargo Terminal 1 activities



Cargo Terminal 1

Aerial image of PAMP at completion. Note that the depiction of Cargo Terminal 2 includes a potential design modification.

Connect with us

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

