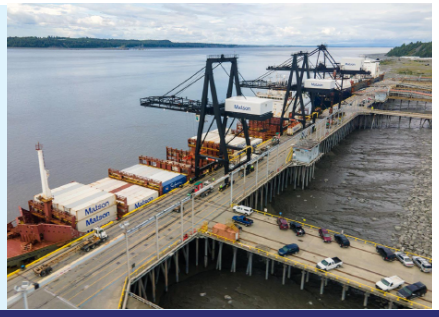
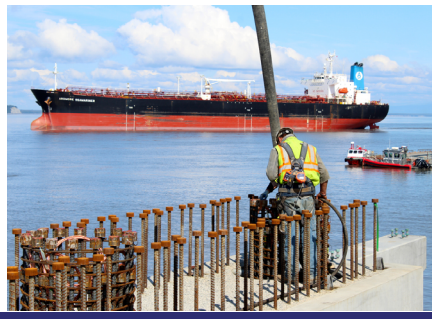
Port of Alaska
MODERNIZATION
PROGRAM





May 2026

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 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.

The first of four terminals, the Petroleum Cement Terminal, was completed in 2022. The foundations of the remaining three terminals that make up Port of Alaska are corroded and have begun to split apart. Steel sleeves have been installed to help maintain their functionality, but they have also nearly reached their design life. The Port has already begun imposing operational restrictions on the older terminals and future operational restrictions will eventually affect operations.

PAMP will be funded through a combination of federal and state grants, and Port of Alaska revenue bonds repaid through a tariff surcharge. Projects can begin when funding requirements are met, and delays will likely translate to increased costs.

Operations continue at the Port throughout construction.

Celebrating project progress

Cargo Terminals

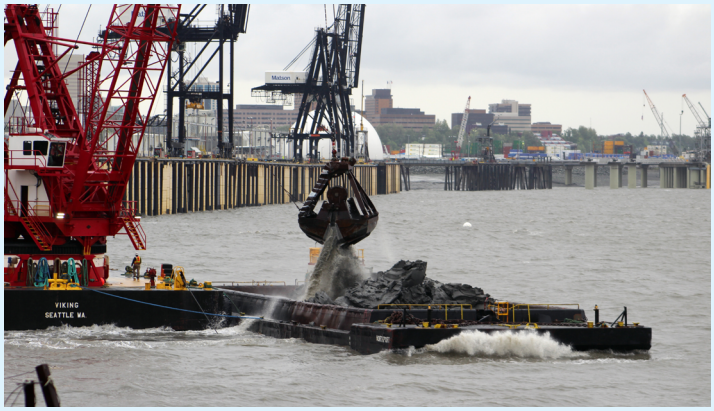
Cargo activities operate year-round, providing 90% of Alaska residents with life-sustaining necessities like food, consumer goods, building materials and cars. Replacing existing Port cargo facilities is key to ensuring the continued vitality of Alaska.

T1 was awarded a Ports and Infrastructure Development Grant in 2024 at $50M.

Cargo Terminal 1 (T1)will be constructed first, south of the existing terminals, in order to allow operations to continue uninterrupted. Engineers have completed final design of T1, and construction is underway. Port of Alaska will fund construction of T1 using Port of Alaska Revenue Bonds and a federal grant of $50M unless State of Alaska and/or additional federal grants are awarded. Design and construction for Cargo Terminal 2 (T2) is planned, and construction will start shortly after. The existing cargo terminals will be partially demolished as a part of this project.

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. Both cargo terminals will support general cargo handling and operations and mooring for military and cruise ships.

Cargo activities operate year-round.



NES1 marine-based dredging widens the shipping canal making it safer for vessels to dock at the Cargo Terminals.

North Extension Stabilization - Step 1

The North Extension Step 1 (NES1) project was completed at the end of 2025. The project successfully stabilized a critical section of the failed North Extension directly adjacent to the shipping lane. Crews completed the first two years of the project by adding cement to the new shoreline to strengthen it, removing the sheet pile wall, and partially excavating the fill. Then, in 2025, crews completed the project by excavating the remaining fill and creating the new shoreline alignment. The new alignment is much safer and will provide more easily navigable berthing for vessels at the cargo terminals during and after construction.

View of completed NES1.

Completed projects

Port of Alaska Administration Building

Construction of the new Administration Building began in 2022 and was completed in 2024. The original Administration Building, located on the original deteriorated cargo terminal platform, will be demolished during cargo terminal construction. The new Administration Building has been constructed onshore and Port staff moved in May 2024. The timely relocation of Port administration functions to the new building has made way for construction of the new cargo terminals.

The new Administration Building.

Petroleum and Cement Terminal

The Port finished construction of the Petroleum and Cement Terminal (PCT) in 2022 using a combination of Port of Alaska, state, and federal funds.

The PCT is a pile-supported dock that serves as one of Port of Alaska's two petroleum terminals and is Alaska's only dock equipped with a bulk cement unloading and transfer system.

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

The new Petroleum and Cement Terminal.

Planning for future projects

While the PCT, Cargo Terminals 1 and 2, Administration Building, and NES1 have been the main focus, the team continues to plan for the remaining projects, which include:

Petroleum Terminal

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.

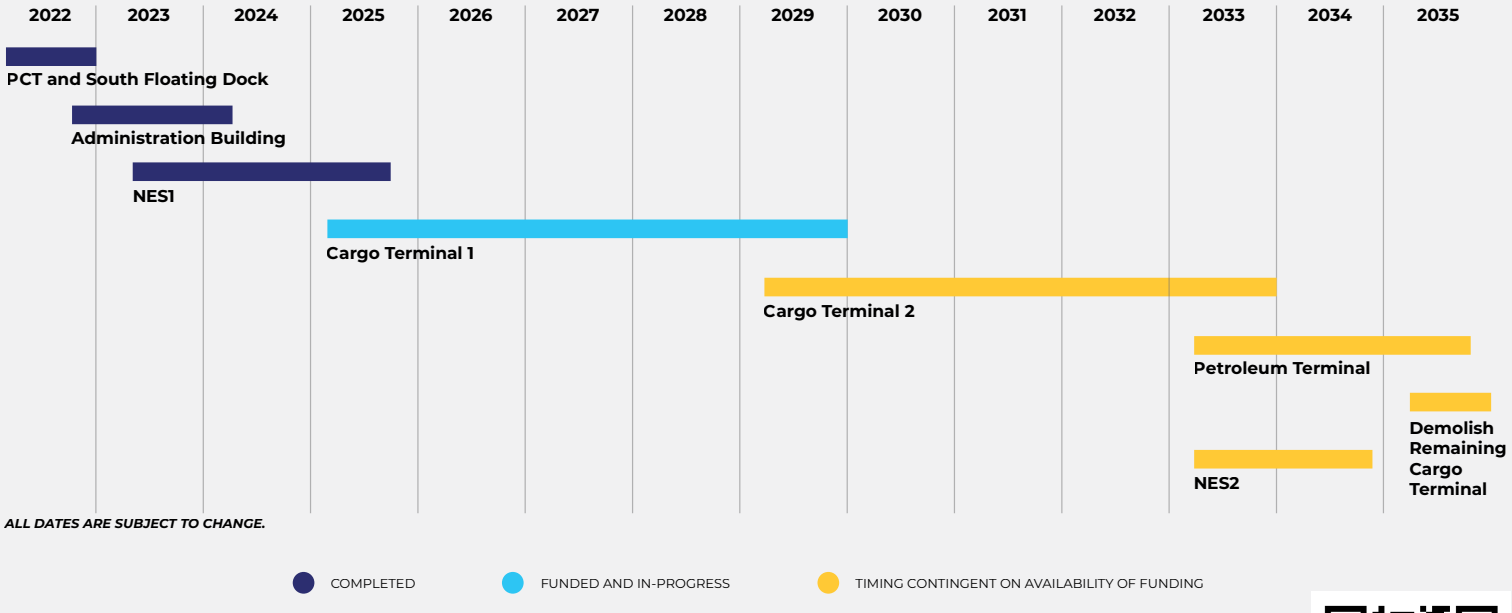
A challenging environment

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 flows limit the in-water construction season to just 6 months per year, essentially doubling the length of construction 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 in icy conditions.

Program construction timeline



Connect with us

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