DOZEN FACTS
Volume: handles half of Alaska’s inbound marine freight, half of which is delivered outside of Anchorage
Versatile
Connected: intermodal hub
U.S. Commercial Strategic Seaport

[Image of a military vehicle on a flatbed train]
Critical economic infrastructure
Location(1): population centers and markets
Location(2): Adjacent to cargo handling and transport infrastructure
Location(3): Upper Cook Inlet is virtually tsunami proof
Foreign Trade Zone
Corrosion
Time is running out . . .
Port modernization/dock replacement

- Improve operational safety and efficiency
- Accommodate modern shipping operations
- Improve resiliency – enable facilities to survive extreme seismic events and Cook Inlet’s harsh marine environment for at least 75 years
- Project construction will take at least seven years
Port Modernization Program

PHASE 2

NORTH EXTENSION

TERMINAL 3

TERMINAL 2 TOTE BERTH

TERMINAL 1 MATSON BERTH

NEW UPLAND EXPANSION

POL 2

PCT
Port Modernization Program

PHASE 3

NORTH EXTENSION

TERMINAL 3

TERMINAL 2
TOTE BERTH

TERMINAL 1
MATSON BERTH

PETROLEUM
TERMINAL (PT)

PCT
Port Modernization Program

PHASES 4 & 5

PHASE 4: NORTH EXTENSION STABILIZATION STEP 2

NEW RIPRAP SLOPE

DEMOLISH EXISTING SHEET PILE WALL AND REMOVE EMBANKMENT

NEW UPLAND EXPANSION

PHASE 5: DEMOLISH TERMINAL 3

TERMINAL 2 TOTE BERTH

TERMINAL 1 MATSON BERTH

PT

PCT
GOODS FOR ALASKA • SINCE 1961