



# 2010 ALASKA REGIONAL PORTS CONFERENCE SUMMARY

ANCHORAGE, ALASKA • NOVEMBER 18, 2010



In January 2008, the first Alaska Regional Ports Conference was held with local, state and federal agencies, private transportation businesses and tribal entities to discuss the issues impacting Alaska's ports and harbors. The overwhelming mandate from this group was the need for ongoing collaboration, comprehensive planning and leadership.

The US Army Corps of Engineers and Alaska Department of Transportation and Public Facilities took this on and commissioned a study to establish the baseline information needed for a statewide plan.



On 18 November 2010, over 150 stakeholders from around the state came together to discuss agency progress since 2008, review the findings of the 2010 Alaska Regional Ports Study, and develop criteria for a statewide investment approach for Alaska's Ports and Harbors.

**This is the first time that a list of port needs statewide have been assembled in one document.**



# 2010 Conference Goals

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- Outline agency progress since the 2008 conference
- Request updates from Port Stakeholders (USACE, ADOT&PF, Denali Commission, NOAA, USCG, AMSA and meeting participants)
- Present outcomes of the 2010 Alaska Regional Ports Study
- Discuss public/private partnerships as a mechanism to support investment in port and harbor projects
- Develop ranking criteria and feedback for baseline statewide project needs list assembled through survey of communities, harbormasters, private industry and ADOT&PF, USACE and Denali Commission



# Lead agencies presented progress since 2008 and current projects

## Introductory Speakers included:

- **Col. Reinhard Koenig** - Commander, Alaska District
- **Dorothy Cook** - President, Native Village of Eklutna
- **Sarah Barton** - Facilitator, RISE Alaska
- **Frank Richards** – Deputy Commissioner, ADOT&PF
- **Patricia Opheen** – Chief, Engineering Division, Alaska District
- **Mike McKinnon** – Transportation Program Manager, Denali Commission



Col. Koenig



# Key stakeholder agencies shared their plans for Alaska's Ports and Harbors

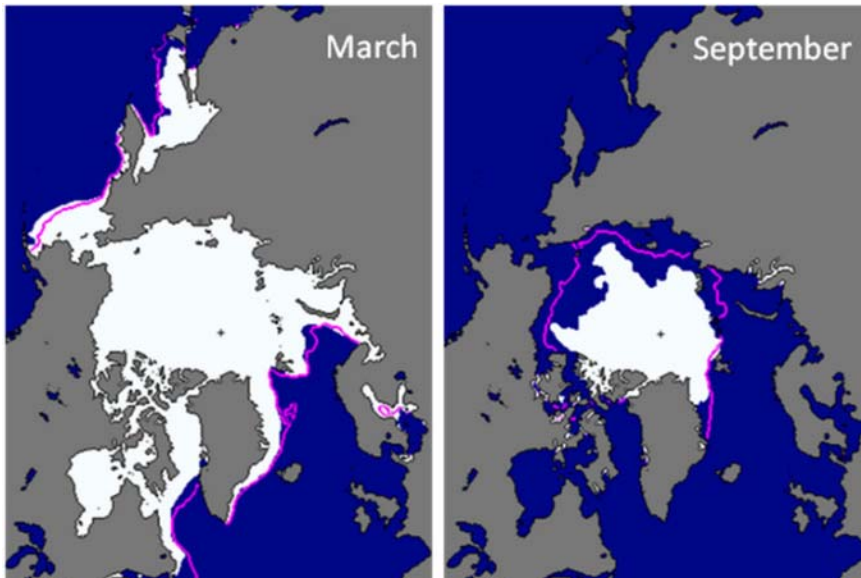
- **Captain Jason Fosdick** – U.S. Coast Guard District 17
- **Amy Holman** – Alaska Regional Coordinator, NOAA
- **Captain Bob Pawlowski** - NOAA (RET), MNI; Legislative Liaison to Denali Commission
- **Jeff Ottesen** - Director of Program Development, ADOT&PF



Capt. Pawlowski

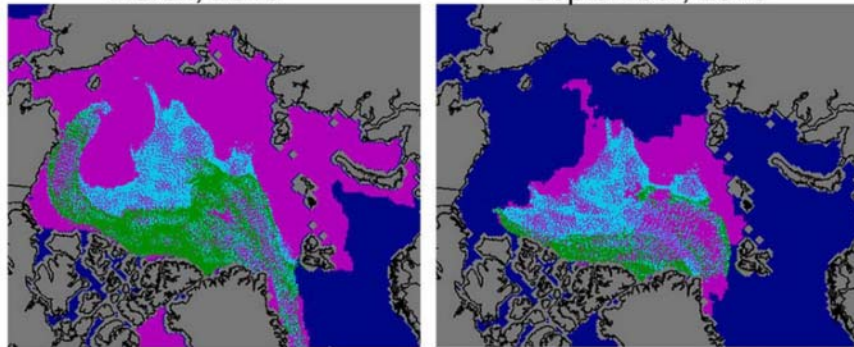






March, 2010

September, 2010



■ First-year ice (<1 year old)
 ■ Second-year ice (1-2 years old)
 ■ Multiyear ice (>2 years old)

**TRANSITION**—was a **common theme**, including Arctic ice caps, funding capabilities, organizational leadership, climate change, and fuel costs. Additional discussions focused on barge landings, NOAA data collection, and public/private sector relationships.



# State and Federal Leadership presented perspectives on Port and Harbor investment

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## Senator Mark Begich, U.S. Senate (via video)

- Ports, harbors, and infrastructure investment are key to the future of Alaska.
- Alaska is not ready to attract business due to lack of infrastructure. It is a young state.
- Congressional Adds may be out but proposed capital improvement projects list may be in.
- Resources are needed from Federal Gov't.

## Senator Bert Stedman, Co-Chair, Senate Finance Committee, Vice Chair, Northern Waters Task Force

- Challenge to get projects funded today
- Ownership shift is to communities
- Build local infrastructure with industry incentives



Sen. Stedman





Northern Economics presented the key outcomes of the Alaska Regional Ports Study, jointly commissioned by the Corps of Engineers and DOT&PF after the 2008 meeting:

**Strategic Trends Analysis**  
**Policy Recommendations**  
**Hub Analysis**  
**Project Needs List**



# Strategic Trends Analysis

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## Trend findings:

- International development in maritime operations and facilities
- Future “mega-ships” – shipping line consolidation
- Trends in demand for Alaska maritime operations and facilities and the link to resource extraction
- Port Privatization, Global Terminal Operators
- Assessment of shipping and port development issues in Alaska
- Port and harbor investment needs and financing opportunities
- Importance of intermodal connections
- Need for harbors of refuge and emergency response



# Policy Recommendations

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## Impediments and recommendations to Policy in the following areas:

- **Planning** – regular multi-year process
- **Project Ranking and Prioritization** – systems approach
- **Funding or Financing** – agency coordination to maximize investments
- **Stakeholder Policies** – inter-agency task force establishment
- **Stakeholder Coordination** – information sharing
- **Legislation** – permit taxing by port authorities



# Hub Analysis

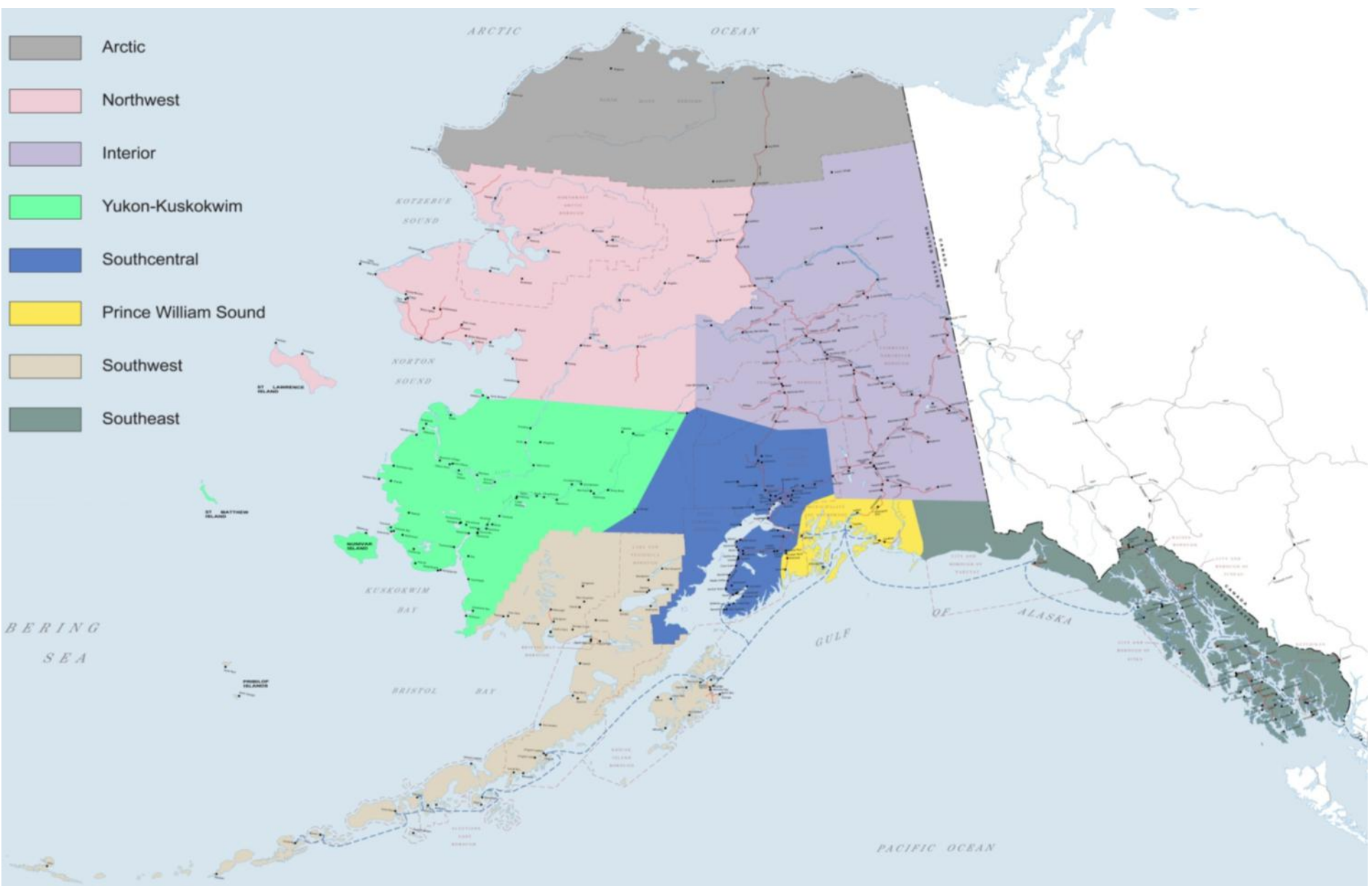
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**Based on existing traffic, eight Regions were identified:**

- **Arctic** (Barrow, Prudhoe Bay)
- **Interior** (Nenana, Koyukuk, Tanana)
- **Northwest** (Kotzebue, Nome, Port Clarence)
- **Prince William Sound** (Seward, Valdez, Whittier)
- **Southcentral** (Anchorage, Homer, Port MacKenzie)
- **Southeast** (Juneau, Ketchikan, Sitka, Haines, Skagway)
- **Southwest** (Kodiak, Dutch Harbor, Adak, Dillingham, Naknek)
- **Yukon-Kuskokwim** (Emmonak/Alakanuk, Bethel)

**Hubs (in parentheses) provide a focal point for Regional investment.**





- Arctic
- Northwest
- Interior
- Yukon-Kuskokwim
- Southcentral
- Prince William Sound
- Southwest
- Southeast



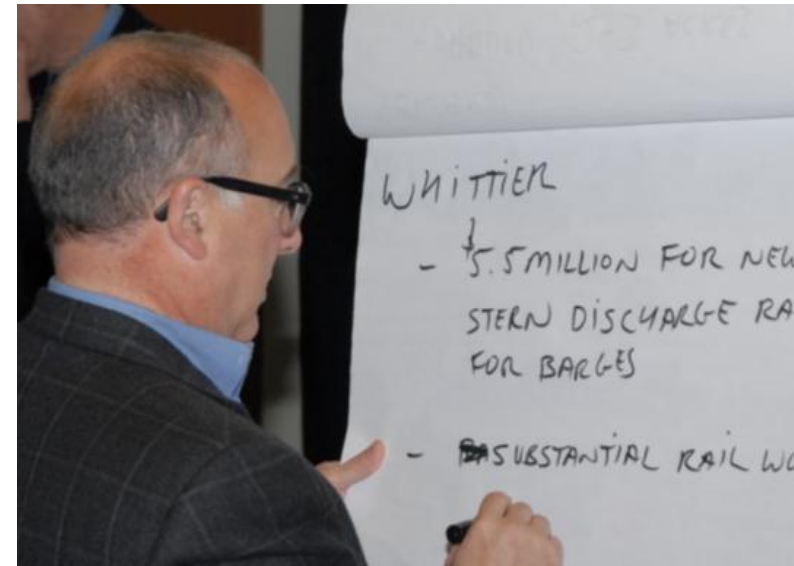
# Comprehensive Statewide Ports and Harbors Project Needs List

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- **This is the first time that statewide ports/harbors needs are on one list, providing a baseline for a future plan.**
- Needs list (sorted by region) includes data from:
  - USACE, Alaska District
  - ADOT&PF
  - Denali Commission
  - Port Facility Survey to Communities, Harbor Masters
- List of 900+ projects demonstrates tremendous need for infrastructure investment around the state
- List increases visibility of possible synergies or unnecessary overlap among agencies



# BREAKOUT 1: individuals met to review progress since 2008 throughout the state and by various agencies.



# Selected Comments from Participants – Progress since 2008

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- Northern Waters Task Force has studied and guided how the northern area will be developed, managed, permitted, etc.
- Arctic Marine Shipping Assessment looked at climate change and site selection of ports
- Better engineering data (rock quarry study) and better understanding of sea ice
- ARRA funds have substantially benefited Ports and Harbors
- Denali Commission Barge Landing Study (Phases 1 and 2)
- Community progress noted in Anchorage, Haines, Homer, Dillingham, Emmonak, Kalskag, Kodiak, Kotzebue, Bristol Bay, Port MacKenzie, Seward, Sitka, Tyonek, Whittier, and Valdez



# BREAKOUT 2: individuals met by region to identify criteria, select top projects and outline next steps forward



# Selected Comments from Participants – What criteria should determine which projects are selected for investment?

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CRITERIA (all regions)	RANK
Public Safety	1
Economic Development	2
Regional Support / Impact to Communities	3
Existing Infrastructure Needs	4
Operations and Maintenance	5
Cost / Benefit	6
Sustainability	7
Intermodal Access / Location	7

1 to 7, Highest to Lowest Criteria





# Comments from Participants – Top Projects Selected and Rationale

## Arctic/Northwest

TOP PROJECTS	RATIONALE
Barrow Harbor	Search & Rescue, need, location, meets strategic regional needs
Kaktovik	NOAA facility – location near Canada
Nome Harbor	Volume and traffic
Cape Blossom Deep Water Port	Economics, reduction of enforcement, efficiency, no lightering
Swan Lake Harbor	Moorage of fleet, completion of project
Nome Causeway (add'l C-Cell)	Unmet demand
Red Dog	Strategic, existing infrastructure
Deering	Access to resources



# Comments from Participants – Top Projects Selected and Rationale

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## Southcentral

TOP PROJECTS	RATIONALE
Anchorage Port Expansion	Serves large population, project started
Cook Inlet Navigation	Need navigation improvement
Port MacKenzie Expansion	Serves state population, project started
Port MacKenzie Rail Station	
Homer Deep Water Dock	Benefits entire sub-region
Tyonek Ferry Dock and Terminal	



# Comments from Participants – Top Projects Selected and Rationale

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## Southeast - Juneau

TOP PROJECTS	RATIONALE
Cruise Ship Dock	Economic Development
Small Boat Harbor Moorage Replacement	Preservation
Auke Bay Breakwater	Public Safety
Douglas Dock Reconstruction	Preservation



# Comments from Participants – Top Projects Selected and Rationale

## Southeast – Sitka, Haines and Skagway

TOP PROJECTS	RATIONALE
Skagway Ore Terminal	Public Safety and Customer Demand
Barge Facility (Haines)	Public Safety and Customer Demand
Ore Loader (Skagway)	Optimize Use of Dock
Small Boat Harbor (Skagway)	Resolve Waiting List
Enhance Cruise Ship Dock (Haines)	Resolve Waiting List
ANB Harbor	O&M, Safety, Traffic, Cost, Jobs
Dredging Skagway	O&M, Safety, Economic Opportunity, Cost, Jobs
Lutak Dock	O&M, Safety, Economic Opportunity, Traffic/Demand, Jobs



# Comments from Participants – Top Projects Selected and Rationale

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## Southeast - Ketchikan

TOP PROJECTS	RATIONALE
Bar Harbor South	Failing timbers, safety
Tongass Narrows South Harbor	Needed moorage, safety, efficient operations
Launch Ramps and Float Repair Projects	





# Comments from Participants – Top Projects Selected and Rationale

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## Southwest

TOP PROJECTS	RATIONALE
Adak Small Boat Harbor	Trans-Pacific Traffic
Naknek Dock	Economy, Public Infrastructure, O&M, Redundancy, Repair, Support fishing fleet
Kodiak Deep Draft Cargo Terminal	Attract larger vessels, 1 of 3 deep drafts in state
Dutch Harbor Navigation Improvements	Safety
Unalaska Little South America Harbor	Safety
Centralized Coast Guard Presence	Improved infrastructure for Adak, St. Paul, Dutch Harbor
Dillingham Small Boat Harbor	O&M, Public Infrastructure
Dillingham Bulkhead Erosion Project	Losing Utilities
Dillingham Rock Revetments & Backwater	Economic Development, Increase value of BB fishery

# Comments from Participants – Top Projects Selected and Rationale

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## Prince William Sound

TOP PROJECTS	RATIONALE
Valdez Small Boat Harbor Expansion	Economic
Whittier Boat Harbor Expansion	Needs rework of existing structure
Valdez Navigational Improvements	Economic
Seward Float Replacement	Safety
Seward AKRR East Dock	Regional
Whittier Industrial Dock/Harbor	
Whittier General Repairs	Economic



# Comments from Participants – Top Projects Selected and Rationale

## Interior / Yukon-Kuskokwim

TOP PROJECTS	RATIONALE
Nenana Bank Stabilization	Life/Safety
Bethel Seawall	
Place Tie-Back (Bethel)	Actively working on year 8
Emmonak Ramp Staging	Demand, design and funding in place
Alakanuk Co-Locate	Safety
Aniak	
St. Mary's	Gravel export, great need, supporting infrastructure



# Next Steps

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- Secure Funding for Top Projects
- Update Needs List with Communities and Regions
- Finalize Alaska Regional Ports Report
- Initiate Exploratory PPP Task Force in January
- Investigate Regional Evaluation of the Needs List
- Develop project priority list through ADOT&PF
- Consider 2012 Conference
- Develop Draft Statewide Ports Plan
- Invest in priority ports and harbors



The 2010 Alaska Regional Ports Study is a huge step in the right direction. But, similar to a compass, it provides the heading only. Just as a compass needs a sextant and chronometer to calculate latitude and longitude, we need to address the relationship of all parts (agencies, regions and fund sources) to design a rational statewide Ports and Harbors Plan.

We have a way to go, but the heading is set.



Conference documents and summary  
are posted online at

<http://www.poa.usace.army.mil/en/cw/AKPortsStudy.htm>

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