

The Anchorage Times, Thursday, January 20, 1983

Port profits reflect cargo shift

The Port of Anchorage's revenues increased 11 percent between 1981 and 1982 — from \$2,708,566.84 to \$3,001,175.35 — according to port director Bill McKinney.

In a year-end report, McKinney noted that general cargo tonnage increased 13 percent, while bulk petroleum shipments decreased 17 percent in 1982. However, he said, that amounted to an overall tonnage increase of 7 percent over the previous year.

He attributed the decrease in petroleum shipments to two factors: a new pipeline from the Tes-

soro Co.'s refinery at Nikiski to Anchorage and the establishment of a refinery at North Pole.

"Previously, the bulk of the oil, gas and their by-products used here and in the Interior was shipped through the port after refining Outside," said McKinney. "Now, the line from the Kenai Peninsula is piping in both oil and gas. And the North Pole refinery is processing quite a few products, including jet fuel, using crude (oil) from the trans-Alaska pipeline."

The largest percentage increase in any category of shipping

through the port was for lumber. Imports of boards, plywood and similar wood products increased nearly seven-fold — from 2,268 tons to 14,288 tons — over the one-year period. That's because, McKinney said, buyers are stockpiling large quantities in Alaska while Outside market prices are depressed.

The grand total of 1.6 million tons of all cargo shipped through the port in 1982 includes 1.2 million tons of general cargo and 365,997 tons of petroleum.



Anchorage Daily News/Tom Alvarez

Shipping resumes

Containers were unloaded Sunday afternoon from the Sea-Land vessel Portland, which was the first Sea-Land vessel to arrive since the Teamsters strike was settled last week.

The Anchorage Times, Monday, November 15, 1982



Alice Puster of The Times

ALASKA-BOUND CARGO

A Sea-Land Services Co. truck pulls away with its load from the Sea-Land vessel Portland, the first Sea-Land ship to arrive in Anchorage since Alaska Teamsters Local 959 went on strike

against the shipping firm last month. The Portland arrived over the weekend, and Sea-Land plans to resume its normal three-times-a-week shipping schedule.

The Anchorage Times, Wednesday, November 17, 1982

Most goods come through port

The port now handles about 75 percent (about 1.2 million tons per year) of the general cargo trade to and from Alaska. It is self-supporting, netting \$1 million annually.

The port's 2,750-foot dock is equipped with half a dozen cranes, provides berths for two scheduled major carriers, Sea-Land and Totem Ocean Trailer Express, each of which brings two ships a week to Anchorage. An adjacent city-owned petroleum dock provides room for a variety of oil tankers.

Besides the municipal port, the waterfront has several private docks and is also headquarters for five petroleum tank farms.

The port provides employment, directly and indirectly, for 650 people. Alaska's marine shipping operates at a serious disadvantage in that the ships arrive 90 percent full and leave southbound only 10 percent full. The Anchorage port competes with those at Seward and Valdez and must receive the political and economic backing of the municipality and the state if it is to remain a hub of commerce. The politics involved in determining the future of the Alaska Railroad, which the federal government plans to relinquish in 1983, will have a significant impact on the port's future.

The Anchorage Times, Thursday, December 9, 1982

Port rolls out expansion

by Carl Gidlund
Times Writer

Port of Anchorage Director Bill McKinney tonight will unveil a development plan that calls for \$22 million in improvements and a 42-acre expansion of the 115-acre facility during the next 17 years.

Funding would be obtained through a combination of state assistance, revenue bonds and cargo fees from shippers.

The plan, prepared by the Anchorage/Seattle engineering firm of Tippetts-Abbett-McCarthy-Stratton, predicts that if several interior Alaska development projects come to fruition, the amount of tonnage shipped through the port — currently 1.6 million tons a year — will double by the year 2,000.

Those projects include building of the Sestina power network, development of the Beaufort coal field, progress on the Alaska Natural Gas Transportation System, continued offshore and North Slope petroleum development, an increase in the state's salmon enhancement program, refinery development, and export of liquefied natural gas.

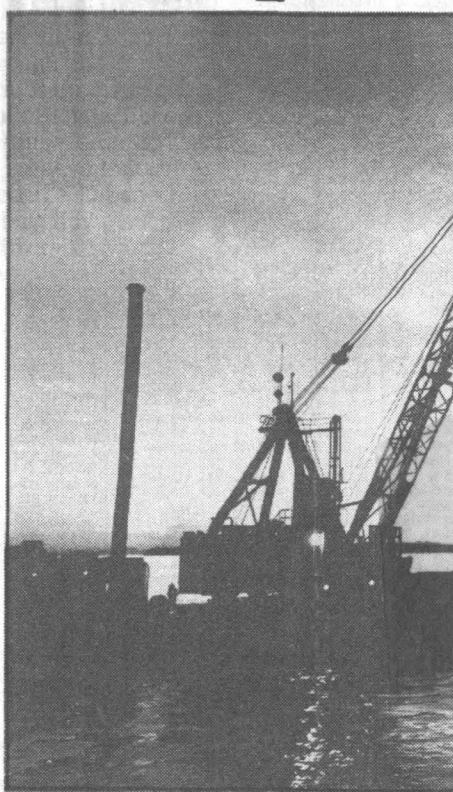
Even if those projects fail to materialize, however, the study predicts a 50 percent increase in tonnage by the year 2,000, based on normal population growth. The population of the region served by the port will increase from the current 226,000 to 445,000 during that period, according to the study.

Port Marketing and Development Manager Chris Gates said the study's assumptions of future cargo tonnage are based on projections of past consumer product shipping plus interviews with officials of nine industries considered key to future economic growth: coal, aluminum, cement, hard rock mining, petrochemicals, seafood and forest products.

Gates said the study found the port's character has changed drastically during the past 20 years. In 1962, he said, 90 percent of the cargo which passed through it was liquefied petroleum products which require a relatively small storage area; the balance was general cargo.

That situation has reversed completely, he explained, and the current situation of 80 percent general cargo calls for the additional 42 acres which would be used for bulk and containerized cargo storage during the next 17 years. The cost of obtaining the acres and constructing improvements would be about \$12.9 million.

However, he said, the area available for expansion is limited since the acreage which surrounds the



Dredging activity at the Port of Anchorage

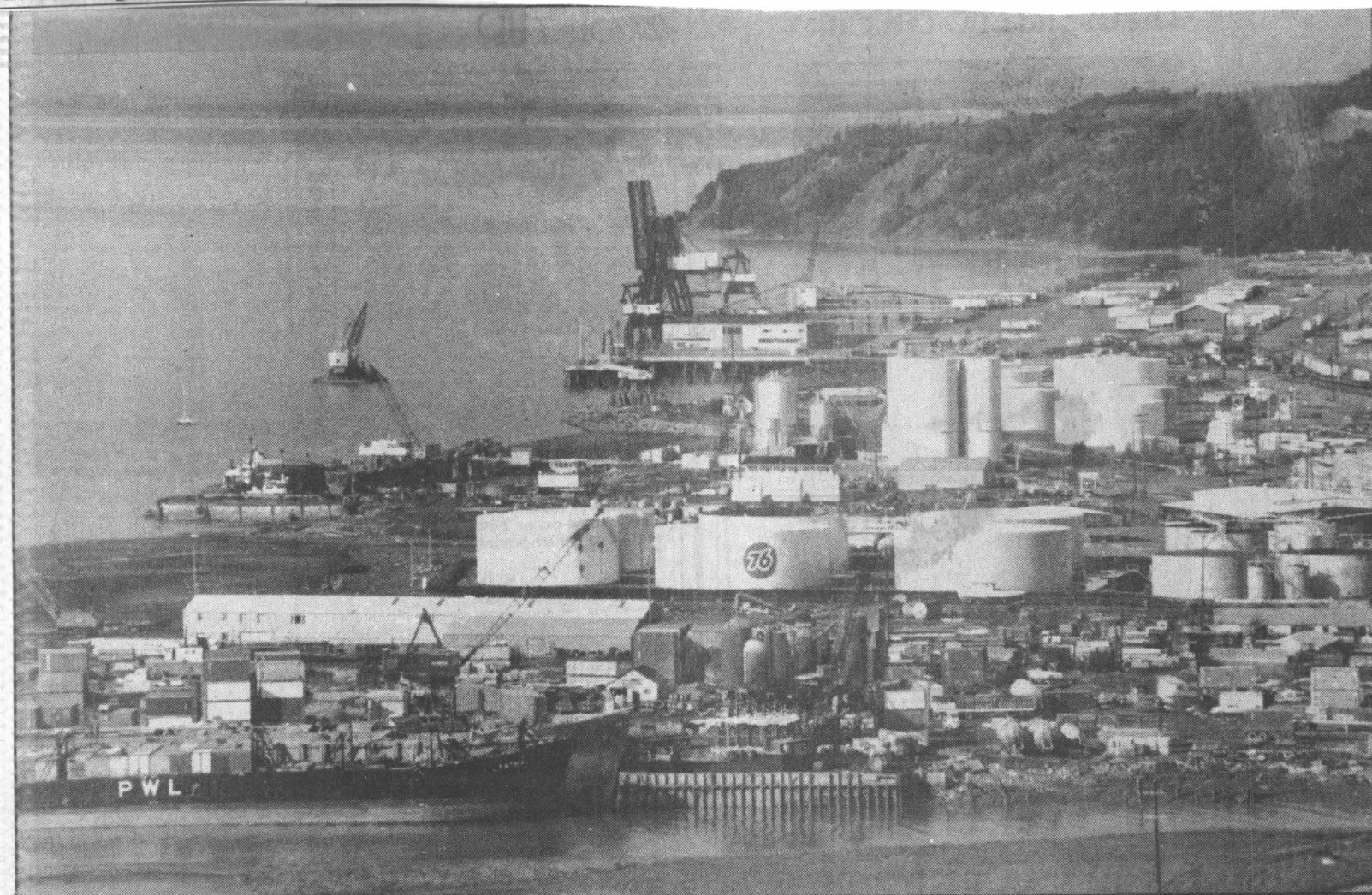
port is managed by the federal government reluctant to part with land it may need.

Port authorities have an option to acres from Elmendorf Air Force Base, to and are negotiating with both Elmendorf Alaska Railroad for a lease option on 9.3 acres. In the meantime, Gates said, the last developed parcels within the port's current being developed for storage.

A \$5.7 million berthing capacity improvement program would result in the addition of container terminal, to be built between 1990, and modification of all other berthing. That would include converting the current receiving terminal to accept bulk tainer cargo.

Improvements to "intermodal transfer — where shipping containers or trucks are

The Anchorage Times, Wednesday, November 17, 1982



The Anchorage Port, developed at a cost of over \$50 million, was built within walking distance of downtown