



# Port of Alaska Petroleum and Cement Terminal Construction Underway

Port of Alaska started construction of its new Petroleum and Cement Terminal (PCT) in late April. It will be built in two phases this summer and in 2021.

The PCT will be a pile-supported dock located south of existing docks, adjacent to ABI's cement-storage dome. It will replace Petroleum Oil Lubricants Terminal 1 (POL1), Port of Alaska's primary petroleum dock and Alaska's only bulk cement-handling dock. POL1 opened in 1965, is severely corroded, and suffered significant structural damage during the Nov. 30, 2018 M7.1 earthquake.

Port of Alaska officials intend to demolish POL1 and general cargo Terminal 1 – the port's two oldest docks – after the PCT is completed to make room for a new general cargo dock. The PCT must be completed before POL1 fails or is demolished to ensure that Port of Alaska has capacity to economically meet Alaska fuel and cement needs. The PCT and new general cargo terminals will accommodate modern shipping operations and improve



the port's operational safety, efficiency and earthquake resiliency. The general cargo dock designs, construction schedules and financing are still being determined.

Visit [PortOfAlaska.com/modernization-project](https://PortOfAlaska.com/modernization-project) for information about the Port of Alaska Modernization Program, or contact Jim Jager at Port of Alaska | [jim.jager@anchorageak.gov](mailto:jim.jager@anchorageak.gov) or 907-343-6205.



PCT construction activities are expected to continue until November and then resume next spring. The plan is to construct the PCT trestle and loading platform this year, and then return next year to build the mooring dolphins and install utilities and petroleum and cement handling infrastructure. The PCT should be completed and operational in late 2021.

Workers plan to drive some 200 piles between April and early August of this year. About 125 piles will be temporary and extracted between mid-August and Sept.



Pile extraction is a relatively quiet process. The schedule calls for six-day work weeks with most activities between 7 am and 7 pm, but tides may occasionally shift work hours outside of this window. Beluga whale and other marine mammal activities will also dictate pile-driving activities. Pile driving noise and vibration is expected to be similar or less (for some temporary piles that are smaller/shorter) than noise and vibration experienced during the 2016 test pile program.



PCT ( 2021)