

Employment Impacts

Port of Alaska (PoA) is an economic lifeline for Alaska; freight moving through PoA is distributed to 660,000 Alaskans in more than 150 communities statewide. PoA is also an important source of jobs, directly and indirectly generating 800 full-time equivalent jobs for Alaskans and \$60 million in annual wages.

Unionized workers are a key part of the port employment picture

Unions with members working in port-related jobs include: Anchorage Municipal Employees Association; Anchorage Independent Longshore Union Local I; International Union of Operating Engineers 302; Teamsters 959; International Organization of Masters, Mates & Pilots; Marine Engineers Benevolent Association; American Merchant Officers Union (AMO); Seafarers International Union (SIU); United Steel workers; Laborer's International 34I; Piledrivers, Bridge, Dock Builders & Divers Local 252; and the International Brotherhood of Electrical Workers.

Port of Alaska's Direct Employment Impacts

More than 575 workers earn wages directly from port-related activities, with a full-time equivalency of about 450 jobs. Port operations involve a complex set of interrelated functions, requiring a large, skilled, and multifaceted workforce. Anchorage is alone in Alaska in its capacity to provide this critical workforce. Jobs at the port include:

- Longshoremen
- Stevedores
- Truck drivers
- Heavy equipment operators
- Tugboat crews
- Ships agents
- Ships pilots
- Port captains
- Engineers
- Mechanics
- Maintenance personnel
- Tank farm personnel
- Port managers
- Commercial operations managers
- Administrative specialists
- Clerical workers
- Port security staff
- Sales managers
- Custodians



Indirect and Induced Employment Impacts

Spending by port tenants, other port users, and the port-related workforce creates jobs and wages in Anchorage's support sector. These multiplier effects include indirect and induced jobs and wages. Indirect jobs stem from spending by port-related businesses in support of their operations. Induced jobs are the result of spending by the port-related workforce.



Indirect and induced jobs are all across the economy, including construction, transportation, retail and food service establishments, professional and personal services, local government, schools, finance, communications, among other sectors of the economy.

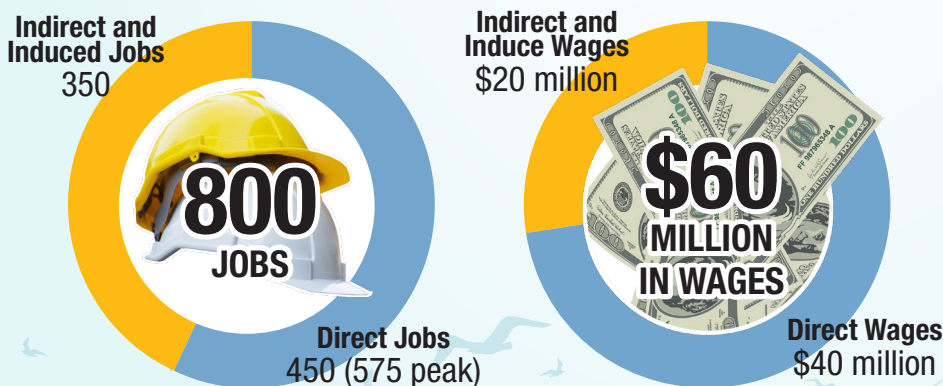
Modeling of the economic impact of PoA indicates the indirect and

induced employment impact in Anchorage totals 350 full-time equivalent jobs, with total annual wages of \$20 million.

Including direct, indirect, and induced jobs, PoA's employment impact totals 800 full-time equivalent jobs and \$60 million in annual wages. In a state economy that relies heavily on nonresident labor, PoA is an important source of jobs for Alaskans.

This employment footprint, while important, is a small slice of all the jobs affected by port operations. For example, jobs with freight consolidators or other freight receivers are not included in the estimates of direct, indirect, or induced employment. Nor are the thousands of jobs at businesses that rely on efficient and timely port operations and freight delivery.

Port of Alaska Employment Impacts



PoA is Alaska's main inbound, containerized freight and fuel distribution center. Its cargo operations support more than \$14 billion in statewide commercial activity. It is a designated U.S. Commercial Strategic Seaport that supports Department of Defense operations throughout Alaska, the Pacific Rim and the Arctic. It is Anchorage's only foreign trade zone (FTZ no. 160) that extends U.S. Customs benefits to businesses and sites throughout the surrounding community. PoA is key to state and federal disaster response and recovery efforts for events ranging from earthquakes to pandemics. And its fuel operations sustain Ted Stevens International Airport's growing air cargo business.

This port employment analysis was prepared by McKinley Research Group for Port of Alaska, June 2021.

Port of Alaska Economic Benefits



Port of Alaska is essential transportation infrastructure for Alaska, serving 90% of Alaska's population, and handling 80% of all vans and containers shipped into Southcentral.

In 2020, 4.7 million tons of freight and fuel passed through the port, including:

- More than 1.6 million tons of van and container freight
- 2.9 million tons of fuel, dockside and shoreside
- More than 100,000 tons of dry bulk goods

Four factors drive Port of Alaska's cargo handling efficiency and economic benefits:

- 1. Proximity to markets/population centers:** 40 percent of Alaskans live within 10 miles of Port of Alaska and 54 percent live within a one-hour drive of Anchorage docks.
- 2. Cargo transportation connections:** the Port is Alaska's intermodal transport hub that directly connects the state's primary marine, road, rail, air and pipeline cargo distribution systems.
- 3. Freight handling infrastructure:** Port of Alaska docks leverage/are leveraged by hundreds of millions of dollars of freight-related, public and private-sector infrastructure (e.g., LO/LO and RO/RO capacity, 60 acres of laydown, 3.1 million barrels of liquid fuel storage, 60,000 tons of bulk cement storage, etc.).
- 4. Necessary workforce:** Port of Alaska has the large, skilled work force to efficiently accommodate Alaska freight-handling logistics.