
Port of Anchorage

Anchorage: Performance. Value. Results.

Mission

Maintain the quality of the Port's infrastructure to meet the needs of container, petroleum and general cargo marine transportation companies to ensure the timely delivery of consumer goods and commercial cargo.

Core Services

- Provide Port users with a marine terminal and staging yards free of defects.
- Provide Port petroleum terminal operators with an operable and efficient valve yard and petroleum docks.
- Provide clean and safe roads and transfer yards for use by commercial and port-based vehicles.

Accomplishment Goals

- Repair and replace damaged fender panels and repair deteriorated dock piles.
- Periodically inspect valve yard valves and piping.
- Inspect dock surface and common areas to ensure cranes, equipment and personnel can operate with minimal threat of damage.
- Effectively oversee management of the cost and schedule associated with the Port of Anchorage Intermodal Expansion Project (PIEP).

Performance Measures

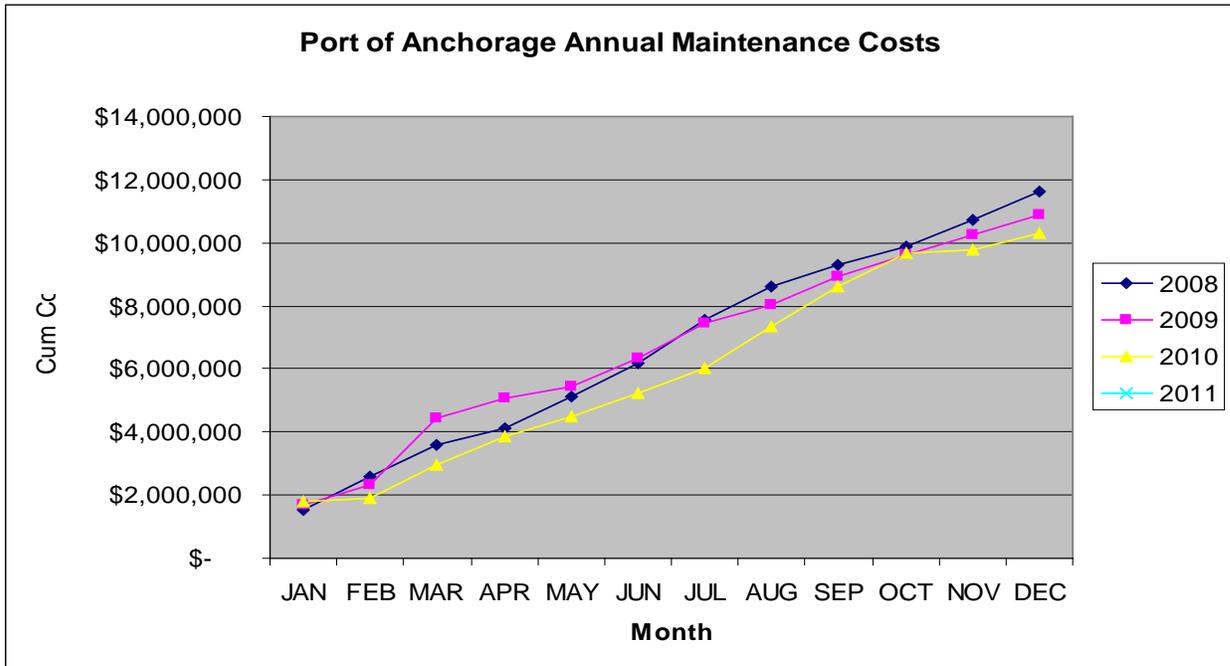
Progress in achieving goals will be measured by:

Measure #1: Solicit feedback from port users, vessel, tanker and barge Captains regarding dock and infrastructure condition or problems.

The Port staff meets regularly and on an ad hoc basis with all Port tenants on a wide variety of issues (repair needs, security, dock scheduling, temporary land lease arrangements, tariff issues, etc.). We relied on this open communication to deal with any conflicts that would arise. We assumed that this style of open communication and mutual problem solving, coupled with the fact that there are no issues with Port user deliveries to their customers throughout our area of operation, was sufficient evidence both Port users satisfaction and a successful supply chain system. We are constructing a survey instrument that we can administer on a semi-annual basis in order to measure satisfaction levels.

Measures #2 and #3: Maintain open communications with crane repair crews and operators for input on crane infrastructure condition. Constantly survey common and leased Port property for hazards or surface repairs. Periodically engage outside professionals to inspect the overall infrastructure.

Infrastructure and equipment inspections are accomplished on daily, weekly, quarterly, semi-annual, and annual bases. The chart below identifies annual O&M expenses against programmed. The baseline year was 2008. Actual 2009 and 2010 (YTD) expense curves are shown below.



Measure #4: Track actual PIEP cost and schedule execution against planned.

PIEP cost and schedule information can change several times in a year, depending upon funding availability, weather, and materiel deliveries. The Port maintains a cash flow sheet that is crossed with the construction requirements in order to follow production efforts. Further, Port staff teleconferences twice weekly with U.S. Maritime Administration (MARAD) leadership to discuss project issues, and weekly meets face to face with MARAD's local construction management team—Integrated Concepts and Research Corporation (ICRC). Additionally, Port staff visits the construction site as needed. Port staff communicates with the Municipality administration as needed to keep them abreast of progress and any issues that may arise.