

# Don Young Port of Alaska Modernization Program

IEUOC Update – January 16 2025



# Achieving Parity between Cargo T1 and T2

Anchorage Assembly Ordinance No 2024-103 requires an explanation of components necessary to achieve parity between Cargo Terminal 1 and 2 including:

- Design Components
- Recommended Timing
- Estimated Cost



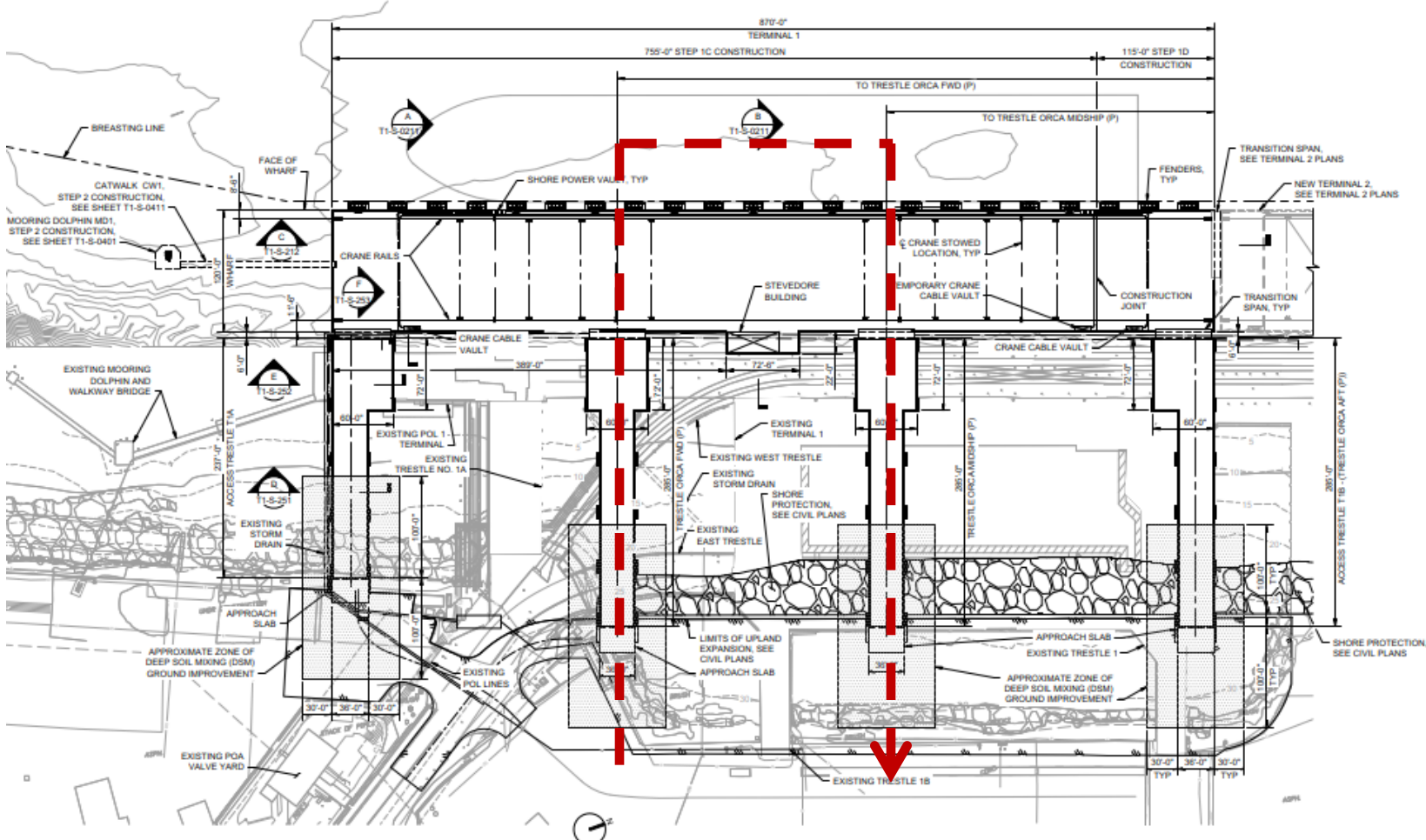
# Design Components

Achieving parity requires Cargo Terminal 1 be constructed to allow RO/RO to operate on the new Cargo Terminal 1. This requires:

- Two additional trestles aligned specifically to TOTE's port-side trailer-truck access portals
- Associated wharf interfaces, abutments, approach slabs, ground improvements, and paved truck access lanes.



# TOTE Operations requiring additional trestles



# Recommended Timing

- Least impactful time to implement is after construction on the new Cargo Terminal 2.
- T1 and T2 are being permitted as one project. Permits are expected this spring.
- The addition of two trestles now would most likely delay the start of T1 construction



# Potential Conflict

- The Port and MOA are currently considering adding fuel transfer capability to T1.
- Fuel transfer capability may be in conflict with TOTE's RORO operations.
- Both options are currently in the feasibility stage.
- A comparative evaluation in the future may be necessary to determine which capability to add.



# Estimated Cost

- The estimated cost to implement this change is \$140M.
- Assumes construction in 2033 to 2034 after Cargo Terminal 2 construction.
- Excludes design and permitting cost.
- Cost based on an interpolation of the Designer's Cargo Terminal 1 cost estimate.



A photograph of a shipyard at dusk. The sky is a mix of purple, pink, and blue. In the foreground, a body of water reflects the sky and the lights of the shipyard. The shipyard itself is filled with various structures, including cranes and buildings. Some buildings have the name 'Matson' on them. The overall scene is industrial and serene.

Thank you