

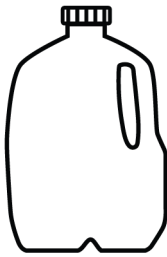
# About the PAMP Surcharge

The Port pays for its regular operations and maintenance not with taxpayer dollars but through a tariff paid by shippers. Unlike trade tariffs, implemented by government to inflate the prices of imported goods to give domestic products a leg up, the shipping tariff is a basic service charge for the use and upkeep of the dock.

Separate from the tariff, the Assembly approved a surcharge to shippers that will go into effect on Jan. 1. It is a modest fee, based on weight, that will go solely to pay for Port modernization. The surcharge is small enough that even if it was passed directly to consumers, it would amount to less than a penny on a gallon of gas or a loaf of bread.

To pay for the Port's necessary modernization, the city raises funds by selling revenue bonds to citizens. Money raised from the bonds pays the contractors for building the project. The surcharge funds are used to pay back the interest and principal on the bonds over the long term (20-30 years).

Effective January 1, 2025

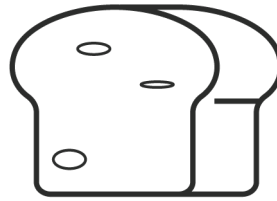


**\$.02**

**Gallon of Milk**

8.6 lbs

Per Ton Surcharge: \$4.80

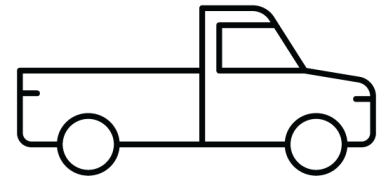


**\$.002**

**Loaf of Bread**

1 lb

Per Ton Surcharge: \$4.80

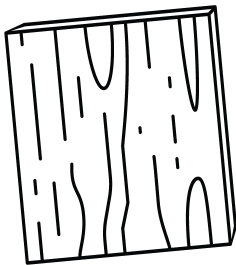


**\$12.00**

**Pickup Truck**

5,000 lbs

Per Ton Surcharge: \$4.80

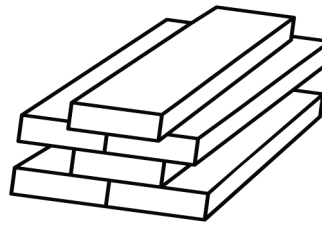


**\$.10**

**Plywood** (1/2 inch sheet)

40 lbs

Per Ton Surcharge: \$4.80

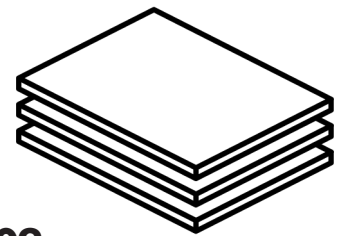


**\$.03**

**Wood** (2x6 inch x 8 ft)

12 lbs

Per Ton Surcharge: \$4.80

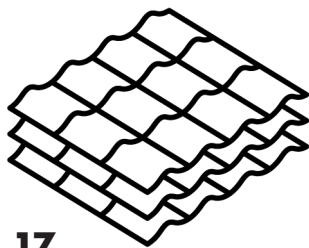


**\$.09**

**Drywall** (1/2 inch x 4x8 ft)

39.2 lbs

Per Ton Surcharge: \$4.80



**\$.17**

**Roofing shingles**

70 lbs

Per Ton Surcharge: \$4.80

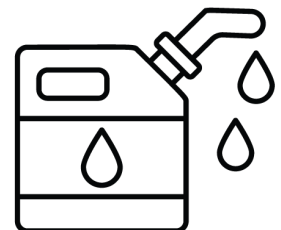


**\$.02**

**Bag of cement**

40 lbs

Per Ton Surcharge: \$0.79



**\$.005**

**Gallon of gasoline**

1/42 of a barrel

Per Barrel Surcharge: \$0.19

# Major Milestones for the Port of Anchorage Modernization Program (PAMP)

## Where we're at today:

- New alignment on the path forward between Administration, Assembly, and Port users.
- Refreshed comprehensive plan of finance, including Assembly-approved surcharge — a modest fee to cover modernization costs set in dialogue with users. (If passed directly to consumers, it would amount to less than a cent on a loaf of bread or gallon of gas. See opposite side for more details.)
- \$50 million in federal Port Infrastructure Development Program funding. Special thanks to our congressional delegation Sen. Sullivan, Sen. Murkowski, and Rep. Peltola for making it possible.

## What's coming next:

- Issuing an RFP for the construction of a new Terminal 1.
- Issuing an RFP for the design of Terminal 2.
- In early December, issuing \$180 million in revenue bonds.

## Why is the Port so critical?

- Alaska's key cargo gateway, handling 5x more inbound marine cargo than all other Southcentral ports combined.
- Supports \$14 billion in commercial activity including retail, freight, fuel, cement, and groceries.
- Serves 90% of Alaska's population across more than 150 communities.
- Handles 50% of all in-bound Alaska cargo, touching nearly every sector of our economy.
- One of 18 Department of Defense-designated strategic U.S. ports, it plays key national defense role. From JBER troop deployment to jet fuel transport, military operations across the Arctic, Europe and Indo-Pacific rely on it.
- Assets include 60,000 tons of cement storage, 3.1 million barrels of fuel storage, and 60 acres of cargo yard.
- Critical lifeline for disaster recovery and resilience as Southcentral's primary access point for reliable, timely supplies and support in a crisis.

