



HOUSE JOINT RESOLUTION 27

“Requesting the United States Department of Defense to invest in the Port of Alaska”

**Representative
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PORT OF ALASKA FACTS:

- The port handles over half of all inbound marine freight and 85% of all consumer goods for the entire state
- More inbound cargo-handling capacity than all other Southcentral Alaska ports combined
- The port is the state's critical hub-not only for cargo but also for disaster response
- The Port of Alaska is a foreign-trade zone



MILITARY USE:

- Jet fuel used at Joint Base Elmendorf-Richardson is received through the Port of Anchorage
- The port supports many major United States Department of Defense installations, including Joint Base Elmendorf–Richardson, Fort Wainwright, Eielson Air Force Base and Fort Greely
- Increased demand for jet fuel from the state's military bases have helped keep the Port losses from being more severe
 - Tankers carrying jet fuel into the port, now make up nearly half of the port's business
- Such units like the 172nd Stryker Brigade Combat Team, at Fort Wainwright, and an Airborne Brigade Combat Team, at Fort Richardson, require the ability to deploy by sea, as do numerous units that train in the state

STRATEGIC SEAPORT:

- Chosen as one of 19 commercial ports across the country classified as a National Strategic Seaport by the Department of Defense
 - The Port serves the nation as Alaska's only Department of Defense-designated strategic seaport
 - Chosen by U.S. Maritime Administration, U.S. Army Alaska and the Military Surface Deployment and Distribution Command and supported by U.S. Army Pacific and the United States Coast Guard 17th District's Marine Safety Office
 - Chosen due to the number of forces being positioned in Alaska and the limited seaport options in the region
- Nearly 20 percent of cargo, much of it is jet fuel, that crosses the docks of the port is defense related
- United States Army Alaska has railed unit equipment from Fort Wainwright to Fort Richardson for ship loading at the Port of Anchorage

RENOVATION NEEDS FOR THE PORT

- Upgrades to the Port will not be considered an expansion but simply a project to replace the pilings and docks
 - Severe piling corrosion threatens the port with collapse.
- Upgrades to the Port that ensure earthquake survivability
 - Without this upgrade, the Alaskan economy is imperiled since the state does not have cargo import capacity or infrastructure that could substitute for the Port of Alaska if it is indeed damaged by an earthquake or other natural disaster.
 - Seismic activity could break pilings
- United States Army Alaska has railed unit equipment from Fort Wainwright to Fort Richardson for ship loading at the Port of Anchorage