

---

## 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

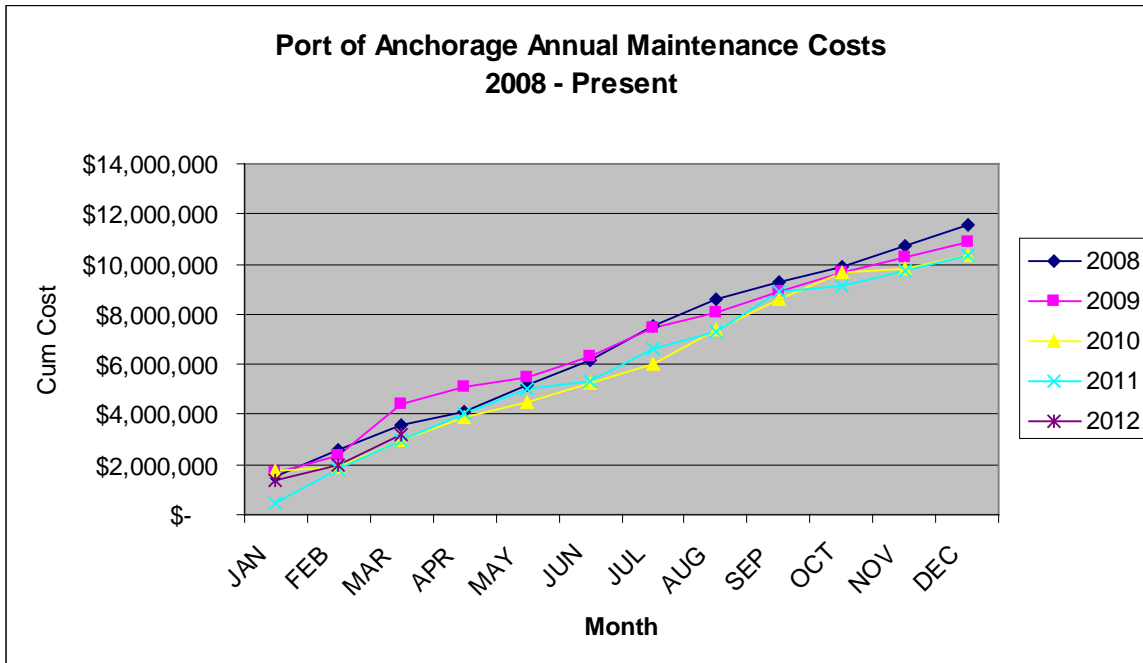
Progress in achieving goals will be measured by:

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

Members of the Southwest Alaska Pilots Association, who bring all large commercial vessels into the Port of Anchorage, expressed concerns over what they are seeing as a decrease in keel clearances as they cross the Knik Shoal north of Point Waranzof. Safe navigation of the shipping channels is the responsibility of the U.S. Army Corps of Engineers. The Port informed the Corps of this issue. They now have it under investigation for future dredging efforts.

**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.**

All required facility and equipment inspections are up to date. Annual Operations and Maintenance expenditures are within 1 percent of planned through the end of the first quarter.



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

As a member of the Project Oversight and Management Organization, George is aware of the latest status information on this issue. The Corps of Engineers' independent review of the project is ongoing; as is work to provide a design for the North End, scaled-back project area. Additionally, plans are underway to initiate a new 20-year master plan for the purpose of re-validating future infrastructure needs when compared to the master plan accomplished in 1999.