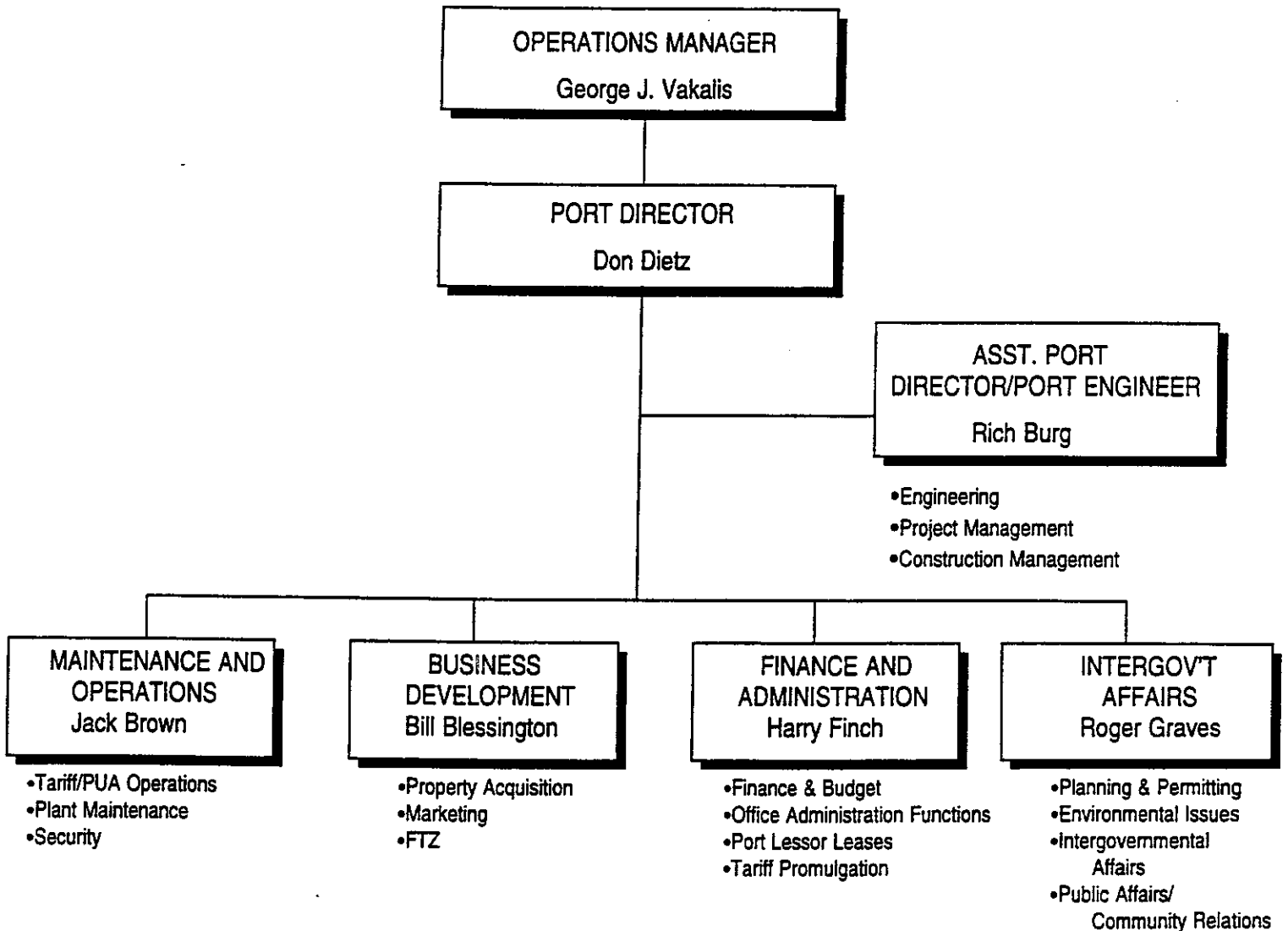


**PORT OF ANCHORAGE**

# PORT OF ANCHORAGE ORGANIZATION CHART



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# PORT OF ANCHORAGE UTILITY PROFILE

## ORGANIZATION

The Port of Anchorage is organized into three primary divisions: Administration, Port Development and Operations & Maintenance. The Administrative Division is responsible for day-to-day business functions and management, construction management and engineering, and real estate management. The Port Development Division is involved with planning and permitting, marketing, Foreign Trade Zone management, environmental issues and public and intergovernmental affairs tasks. The Operations & Maintenance Division is responsible for Port customer relations, management of vessel movements and dockside activities, general upkeep and operation of the facilities and equipment, and security.

## HISTORY

The Port of Anchorage commenced operation in September 1961 with a single berth. 38,000 tons of cargo crossed the Port's dock that first year. 2,623,000 tons crossed the dock in 1993 and this ranked the Port as 16th in the nation in 1993 for the movement of container TEUs (twenty foot equivalent units). Today this regional Port is a major economic factor and the strongest link in the transportation chain which enables Alaskan residents west of Yakutat to take full advantage of the benefits of inexpensive waterborne commerce.

## SERVICES

Cargo handling services and facilities at the Port serve 80% of Alaska's population living west of Yakutat. Approximately 90% of the consumer goods and foodstuffs sold within the Railbelt move through this facility on a year-round basis. Container service is provided twice weekly from Puget Sound by two domestic ocean carriers and is augmented seasonally by one additional container vessel per week and barge activities. Bulk shipments are both domestic and international, involving imports of basic commodities such as cement, refined petroleum products, automobiles and construction materials. The Port serves as the primary export facility for the state's largest petroleum refinery in North Pole and as the major export terminal for frozen and canned seafood products that are packed in Anchorage, Valdez and on the Kenai Peninsula.

## REGULATION

Port of Anchorage Dock Revenue rates are established in the Port of Anchorage Terminal Tariff #4 and Terminal Preferential Use Agreements. Changes to the tariff and rate adjustments to the Preferential Usage Agreements require approval by the Anchorage Port Commission, the Anchorage Assembly and the Federal Maritime Commission.

Port Industrial Park Revenue is derived from long-term leases of properties in the Port Industrial Park. The leases provide for five-year rate adjustments. Leases and lease options are subject to Municipal Assembly approval.

### **ENVIRONMENTAL MANDATES**

The Port complies with a broad range of local, state and federal environmental standards, including all provisions of the Clean Water Act, Clean Air Act, National Pollution Discharge Elimination System (NPDES), Endangered Species Act and Coastal Zone Management Plan.

### **PHYSICAL PLANT**

Real Estate:

- 103 acres of developed uplands
- 400 acres of economically developable tidelands to the north and south of the existing Industrial Park and dock area
- 1,000 acres of submerged lands offshore from tidelands holdings
- 1,503 total acres

Terminals:

- Three general cargo terminals, 2,109 ft. of dock face, container, roll on\roll off, bulk cement and breakbulk capabilities
- Two Bulk Petroleum Product Terminals with 600 feet each of berthing space and 2,000 bbl./hr. pipelines
- Operating depth at all facilities: -35' MLLW
- Maximum vessel tonnage: 60,000 DWT
- Maximum length and breadth: No limit
- On-dock Transit Shed with 27,000 square foot heated storage/office space

Cargo Handling Equipment:

- Rail mounted, electric Container Cranes:
  - 30 ton (2)
  - 40 ton (1)
- Portable Cranes to 150 tons available
- Forklifts to 30 tons available

U.S. Port of Entry: Foreign Trade Zone service available

**PORT OF ANCHORAGE  
WORKFORCE PROJECTIONS**

	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>
<b><u>DIVISION</u></b>							
Administration/Engineering	7	7	7	7	7	7	7
Operations/Maintenance	12	12	12	12	12	12	12
Port Development	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>	<u>2</u>
<b>Total</b>	<b><u>21</u></b>	<b><u>21</u></b>	<b><u>21</u></b>	<b><u>21</u></b>	<b><u>21</u></b>	<b><u>21</u></b>	<b><u>21</u></b>

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**Port of Anchorage**

**1995**

**Operating Budget**



**PORT OF ANCHORAGE  
RECONCILIATION OF 1994 BUDGET TO 1994 PRO-FORMA**

	1994 <u>BUDGET</u>	1994 <u>PRO-FORMA</u>	<u>VARIANCE</u>	
<b>OPERATING REVENUE</b>	6,022,000	6,381,000	359,000	A
<b>OPERATING EXPENSE</b>				
Labor	1,429,000	1,429,000	0	
Supplies	92,000	94,000	2,000	
Other Services & Charges	1,125,000	1,367,000	242,000	B
IGC's	230,000	230,000	0	
Depreciation/Amortization	<u>1,902,000</u>	<u>1,911,000</u>	<u>9,000</u>	
Subtotal	4,778,000	5,031,000	253,000	
<b>NON-OPERATING REVENUE</b>	1,116,000	1,084,000	(32,000)	C
<b>NON-OPERATING EXPENSE</b>	1,396,000	1,396,000	0	
<b>NET INCOME (REGULATORY)</b>	<u>964,000</u>	<u>1,038,000</u>	<u>74,000</u>	
<b>ADJUSTMENTS FOR GAAP</b>	(572,000)	(553,000)	19,000	D
<b>NET INCOME GAAP</b>	<u><u>392,000</u></u>	<u><u>485,000</u></u>	<u><u>93,000</u></u>	

Explanation of Significant Variances:

- A) 1994 Petroleum Wharfage revenue, based on 1993 figures, now estimated to be greater than originally anticipated; initiation of user charges (new tariff item effective 2/94) for land side Petroleum Valve Yard transfers; and, appraisals for Port Industrial Park land rental rate adjustments and customer demand for additional cargo storage space higher than anticipated.
- B) Unanticipated Legal Services expense on ICC rate case.
- C) Tesoro Pipeline Right-of-Way Fee and interest on deposits less than anticipated.
- D) Adjustments in depreciation schedules resulting from the Ship Creek/South Tidelands leasehold exchange.

**PORT OF ANCHORAGE  
RECONCILIATION OF 1994 PRO-FORMA TO 1995 BUDGET**

	1994 <u>PRO-FORMA</u>	1995 <u>BUDGET</u>	<u>VARIANCE</u>	
<b>OPERATING REVENUE</b>	6,381,000	6,493,000	112,000	A
<b>OPERATING EXPENSE</b>				
Labor	1,429,000	1,438,000	9,000	
Supplies	94,000	99,000	5,000	
Other Services & Charges	1,367,000	1,177,000	(190,000)	B
IGC's	230,000	215,000	(15,000)	
Depreciation/Amortization	<u>1,911,000</u>	<u>1,968,000</u>	<u>57,000</u>	C
Subtotal	5,031,000	4,897,000	(134,000)	
<b>NON-OPERATING REVENUE</b>	1,084,000	1,106,000	22,000	
<b>NON-OPERATING EXPENSE</b>	1,396,000	1,367,000	(29,000)	D
<b>NET INCOME (REGULATORY)</b>	<u>1,038,000</u>	<u>1,335,000</u>	<u>297,000</u>	
<b>ADJUSTMENTS FOR GAAP</b>	(553,000)	(553,000)	0	
<b>NET INCOME GAAP</b>	<u><u>485,000</u></u>	<u><u>782,000</u></u>	<u><u>297,000</u></u>	

Explanation of Significant Variances:

- A) Increase in General Cargo Wharfage combined with 1994 changes in Petroleum Valve Yard fees and land rental rates being in effect for a full year in 1995.
- B) No Legal Services expense anticipated for ICC rate case in 1995.
- C) Depreciation adjusted to reflect anticipated plant in-service.
- D) Reduction in interest portion of debt service and retirement of certain long-term obligations in 1995.

**PORT OF ANCHORAGE  
STATEMENT OF REVENUE AND EXPENSES**

	1993 <u>ACTUAL</u>	1994 <u>PRO-FORMA</u>	1995 <u>BUDGET</u>
<b>OPERATING REVENUE</b>			
Dock Revenue	4,395,106	4,644,000	4,685,000
Industrial Park Revenue	1,555,817	1,652,000	1,723,000
Crane Lease/Rental Revenue	79,778	79,000	79,000
Other Operating Revenue	<u>5,787</u>	<u>6,000</u>	<u>6,000</u>
TOTAL OPERATING REVENUE	6,036,488	6,381,000	6,493,000
<b>OPERATING EXPENSE</b>			
Labor	1,388,134	1,429,000	1,438,000
Supplies	87,046	94,000	99,000
Other Services & Charges	844,759	1,367,000	1,177,000
IGC's	151,474	230,000	215,000
Depreciation/Amortization	<u>1,730,235</u>	<u>1,911,000</u>	<u>1,968,000</u>
TOTAL OPERATING EXPENSE	4,201,648	5,031,000	4,897,000
<b>OPERATING INCOME</b>	1,834,840	1,350,000	1,596,000
<b>NON-OPERATING REVENUE</b>			
Interest Income	961,583	974,000	996,000
Pipeline Right-Of-Way Fee	99,919	110,000	110,000
Other Non-Operating Revenue	6,320	0	0
Prior Year Expense Recovery	<u>19,013</u>	<u>0</u>	<u>0</u>
TOTAL NON-OPERATING REVENUE	1,086,835	1,084,000	1,106,000
<b>NON-OPERATING EXPENSE</b>			
Interest on Long-Term Debt	1,475,242	1,396,000	1,367,000
Other Non-Operating Expense	<u>1,000</u>	<u>0</u>	<u>0</u>
TOTAL NON-OPERATING EXPENSE	1,476,242	1,396,000	1,367,000
<b>NON-OPERATING INCOME</b>	(389,407)	(312,000)	(261,000)
<b>NET INCOME (REGULATORY)</b>	1,445,433	1,038,000	1,335,000
<b>ADJUSTMENTS FOR GAAP</b>	552,884	553,000	553,000
<b>NET INCOME GAAP</b>	<u><u>892,549</u></u>	<u><u>485,000</u></u>	<u><u>782,000</u></u>

**PORT OF ANCHORAGE  
STATEMENT OF SOURCES AND USES OF CASH**

	1993 <u>ACTUAL</u>	1994 <u>PRO-FORMA</u>	1995 <u>BUDGET</u>
<b>SOURCES OF CASH FUNDS:</b>			
Net Income GAAP	892,549	485,000	782,000
Depreciation/Amortization	2,283,119	2,464,000	2,521,000
Grants	1,630,000	4,930,000	2,371,000
Bonds	0	0	2,000,000
Amortization of Debt Discount	30,597	31,000	31,000
Principal Payments, Financing Leases	243,300	263,000	284,000
Principal Payments, Interfund Receivable	243,900	83,000	0
Other	0	66,000	44,000
<b>TOTAL SOURCES OF FUNDS</b>	<u>5,323,465</u>	<u>8,322,000</u>	<u>8,033,000</u>
<b>USES OF CASH FUNDS:</b>			
Additions to Plant	1,116,586	8,385,000	7,751,000
Bond Principal Payments	1,561,906	1,323,000	1,123,000
Equity Transfer Out	178,500	179,000	358,000
Net Effect of Changes in Balance Sheet Which Affect Cash	71,642	0	0
<b>TOTAL USES OF FUNDS</b>	<u>2,928,634</u>	<u>9,887,000</u>	<u>9,232,000</u>
<b>NET INCREASE/(DECREASE) IN CASH FUNDS</b>	2,394,831	(1,565,000)	(1,199,000)
<b>CASH BALANCE JANUARY 1,</b>	<u>10,144,318</u>	<u>12,539,000</u>	<u>10,974,000</u>
<b>CASH BALANCE DECEMBER 31,</b>	<u>12,539,149</u>	<u>10,974,000</u>	<u>9,775,000</u>
<b>DETAIL OF CASH BALANCE</b>			
Equity In General Cash Pool	2,921,583	2,987,000	1,788,000
Equity In Construction Cash Pool	6,701,571	5,071,000	5,071,000
Revenue Bond Reserve	2,915,995	2,916,000	2,916,000
<b>TOTAL CASH DECEMBER 31,</b>	<u>12,539,149</u>	<u>10,974,000</u>	<u>9,775,000</u>
<b>NON-CASH INVESTING, CAPITAL AND FINANCING ACTIVITIES</b>			
Plant Contributed From Other Funds	<u>1,416,767</u>	<u>0</u>	<u>0</u>

**PORT OF ANCHORAGE  
1995 OPERATING BUDGET DETAIL**

	1993 <u>ACTUAL</u>	1994 <u>PRO-FORMA</u>	1995 <u>BUDGET</u>
<b>LABOR</b>			
Wages	911,982	919,000	925,000
Overtime	29,817	33,000	33,000
Benefits	440,418	469,000	472,000
Other	<u>5,917</u>	<u>8,000</u>	<u>8,000</u>
Subtotal	1,388,134	1,429,000	1,438,000
<b>SUPPLIES</b>			
Office & Operating Supplies	14,724	18,000	19,000
Fuel	4,249	7,000	7,000
Repair & Maintenance Supplies	66,632	66,000	70,000
Other	<u>1,441</u>	<u>3,000</u>	<u>3,000</u>
Subtotal	87,046	94,000	99,000
<b>INTRAGOVERNMENTAL CHARGES</b>			
IGC's From Others	233,927	254,000	230,000
IGC's To Others	<u>(82,453)</u>	<u>(24,000)</u>	<u>(15,000)</u>
Subtotal	151,474	230,000	215,000
<b>OTHER SERVICES</b>			
Professional Services	151,387	215,000	297,000
Legal Services	0	268,000	0
Repairs & Maintenance-Contracted	68,936	101,000	89,000
Advertising/Marketing	40,213	60,000	60,000
Contract Services	158,796	175,000	181,000
Rentals/Leases	21,439	95,000	97,000
Utilities	295,817	315,000	315,000
Other	<u>108,171</u>	<u>138,000</u>	<u>138,000</u>
Subtotal	844,759	1,367,000	1,177,000
<b>OTHER EXPENSES</b>			
Depreciation/Amortization	2,283,119	2,464,000	2,521,000
Interest on Long Term Debt	1,475,242	1,396,000	1,367,000
Other	<u>1,000</u>	<u>0</u>	<u>0</u>
Subtotal	3,759,361	3,860,000	3,888,000
<b>TOTAL EXPENSES</b>	<u><u>6,230,774</u></u>	<u><u>6,980,000</u></u>	<u><u>6,817,000</u></u>

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**Port of Anchorage**

**1995 - 2000**

**Capital Improvement  
Budget/Program**

**PORT OF ANCHORAGE  
1995-2000 CAPITAL IMPROVEMENT BUDGETS FINANCIAL SUMMARY (000)**

<u>PROJECT CATEGORY</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>TOTAL</u>
LAND DEVELOPMENT	6,000		6,000	250	2,000		14,250
TERMINAL DEVELOPMENT	2,100	1,200	200	300	300	2,000	6,100
HARBOR DEVELOPMENT			448				448
REPAIRS & RENOVATIONS	1,212	1,150	150	150	150	150	2,962
EQUIPMENT	189	127	182	39	21	31	589
<b>TOTAL</b>	<b><u>9,501</u></b>	<b><u>2,477</u></b>	<b><u>6,980</u></b>	<b><u>739</u></b>	<b><u>2,471</u></b>	<b><u>2,181</u></b>	<b><u>24,349</u></b>

<u>SOURCE OF FUNDING</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>TOTAL</u>
G.O. BONDS							0
REVENUE BONDS	2,000						2,000
EQUITY/OPERATIONS	3,301	1,477	2,780	739	2,471	2,181	12,949
STATE GRANT	4,200		4,200				8,400
FEDERAL GRANT							0
LOAN							0
DIRECT APPROPRIATION							0
PVT INDUST PARTICIPATION		1,000					1,000
<b>TOTAL</b>	<b><u>9,501</u></b>	<b><u>2,477</u></b>	<b><u>6,980</u></b>	<b><u>739</u></b>	<b><u>2,471</u></b>	<b><u>2,181</u></b>	<b><u>24,349</u></b>