

**ANCHORAGE, ALASKA
AO No. 2023-60(S)**

1 **AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY APPROVING**
2 **THE MODIFIED BASIS-OF-DESIGN CONCEPT SUBMITTED BY THE PORT OF**
3 **ALASKA MODERNIZATION PROGRAM AND DESIGN ADVISORY BOARD**
4 **THAT WILL GOVERN THE PHASE 2 MODIFIED CONCEPT FOR THE PORT OF**
5 **ALASKA GENERAL PURPOSE CARGO TERMINALS.**
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8 **WHEREAS**, a design concept was adopted in 2021 (AO No. 2021-56) for Terminal
9 2 that minimized cost by providing only trestles for TOTE's roll on roll off (RO/RO)
10 operations, but this design lacked any multi use capabilities rendering Terminal 2
11 essentially exclusive to the current user. The design is discontinuous, providing no
12 platform space to unload/load cargo vessels by any means other than RO/RO,
13 rendering cargo operations other than TOTE's difficult or impossible to
14 accommodate at Terminal 2. It is the opinion of the Port and the Design Advisory
15 Board that the best interest of the public will be better served if the essential features
16 of the new general-purpose cargo terminals provide the maximum berth
17 accommodation for a variety of vessels including, but not limited to, those of the
18 primary stakeholders, TOTE and Matson; and,

19 **WHEREAS**, Assembly review and approval of any changes that meaningfully
20 impact user's operations or impact project cost is required in order to advance the
21 next steps in the PAMP design process for the cargo docks;

22 **WHEREAS**, the modified cargo dock design, as proposed, utilizes a common
23 industry design with a contiguous dock face extending uniformly the entire length of
24 the two terminals, allowing any vessel the same opportunity to use either terminal,
25 with full cargo service available; and,

26 **WHEREAS**, the modified cargo dock design, as proposed, will be designed for a 75
27 year life span, which requires the cargo dock design to consider vessels that have
28 called at POA historically as well as vessels that may call in the future; and,

29 **WHEREAS**, vessels calling on the Port of Anchorage are diverse, including
30 container ships, military warships, cruise ships and ships using standard industry
31 and military roll-on roll-off (RO/RO) configurations. The trend is also toward larger
32 ships; and,

33 **WHEREAS**, the modified cargo dock design, as proposed, accommodates the
34 current fleet and provides flexibly to service additional and larger vessels in the
35 future; and,

36 **WHEREAS**, the configuration of the modified cargo dock design, as proposed,
37 meets USACE requirements for the berth line angle and minimizes the amount of
38 additional maintenance dredging required; and,

1 **WHEREAS**, the modified cargo dock design, as proposed, will be designed to be
2 resilient by establishing the wharf deck elevation at +44 MLLW to accommodate sea
3 level changes and a 500-year storm surge event enabling the Port to support federal
4 and state disaster response/recovery activities with either or both terminals; and,

5 **WHEREAS**, the modified cargo dock design, as proposed, has been thoroughly
6 evaluated internally and by the Design Advisory Board following the process
7 established by the Assembly in 2020, which is codified in AMC 11.50.035; and,

8 **WHEREAS**, the Administration and the DAB believe it is in the best interest of the
9 public that both terminals be constructed with a continuous and contiguous dock
10 face, a uniform width and 100-foot gantry cranes capable of being used along the
11 full length of the Terminals 1 and 2, as depicted in attached Exhibit "A"; and,

12 **WHEREAS**, there is universal agreement that Cargo Terminal 1 should be
13 constructed with a continuous dock face of sufficient width to allow use of 100 gauge
14 gantry cranes, and

15 **WHEREAS**, time is of the essence for establishing the basis of design for Cargo
16 Terminal 1 and there is time to allow additional consideration of the issues pertaining
17 to Cargo Terminal 2; now, therefore,

18 **THE ANCHORAGE ASSEMBLY ORDAINS:**

19 **Section 1.** The Phase 2 Modified Basis-of-Design for the Port of Alaska general
20 purpose cargo Terminal 1 is hereby modified to incorporate a continuous and
21 contiguous dock face, a uniform width and 100-foot gantry cranes capable of being
22 used along the full length of Terminal 1; and

23 **Section 2.** The basis-of-design for the Port of Alaska general cargo Terminal 2 shall
24 remain unchanged pending further action by the Assembly.

25 **Section 3.** This ordinance shall be effective immediately upon passage and
26 approval by the Assembly.

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Chair of the Assembly

32 ATTEST:

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36 Municipal Clerk
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