ALASKA DEEP-DRAFT ARCTIC PORT EVALUATION

Joint Study of Federal and State

June 20, 2012
Opportunity and Constraint

- Warming of Arctic region is leading to new maritime opportunities.
- Thawing of permafrost (due to warming) may constrain land routes and necessitate greater use of maritime transportation.
Contents

• Need for assessment
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Need for Assessment

The Arctic coast is experiencing increased vessel traffic, a reason for concern for the State of Alaska and federal agencies.

An Alaskan Arctic port would serve as a major infrastructure asset and the northernmost port for the US Coast Guard (USCG), the US Navy, and the National Oceanic and Atmospheric Administration (NOAA) in protecting and patrolling an important US coastline.
Two Major Polar Routes

[Image of a map showing two major polar routes.]
History of Alaska Regional Ports Study

• Stakeholder Planning Conferences
  – 2008: 1st Alaska Regional Ports conference
  – 2010: 2nd Alaska Regional Ports conference
  – 2011: Arctic Deep-Draft Ports charrette

• Governor’s Support
  – Roads to Resources
  – Economic development
  – Hubs to support smaller communities
Other Exposure

• Arctic Imperative
• Northern Waters Task Force
• Institute of the North
• Climate change
• Law of the Sea Treaty
• Icebreakers
  – Canada and Russia have them and are building more
  – US has one (Healy)
• Offshore oil and gas exploration
### USACE and DOT&PF - Alaska Deep Draft Arctic Ports Study

#### Scope of Work

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<td>Define Study Area</td>
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Timeline

• Study
  – Choose site(s) by end of 2012
  – Start engineering, economic, and NEPA analysis in 2013

• Federal Initiative
  – 3X3X3 Rule

• State Initiative
  – Funding designated for study – 3 years
  – Encourage economic development
  – Capital budget includes port infrastructure - $4 million
Legislative Intent

• “Study and identify potential arctic deepwater port sites. A deepwater Arctic port would be a long-term vital asset to national security and to the State’s economy.

• It would provide a new, northernmost port for the US Coast Guard to protect and patrol the State’s arctic waters. Such vessels require a minimum of -35 feet.”
Purposes of Arctic Ports for Alaska

- Sovereignty/Homeland Protection
- Resource protection
- Offshore oil and gas exploration/development
- Search and rescue/Incident response
- Onshore resources export
- Community supply and economic activities
- Fisheries
Tyranny of Arctic Coastal Geography

• Few natural harbors with wind and wave protection
  – Marine structures must withstand significant ice forces
• Water depth is generally shallow in Alaska’s Arctic shore areas
  – Dredging will likely be necessary, on-going
Key Takeaways

• Multiple ports likely necessary to serve many needs
• No single governmental entity likely to cover full costs of arctic port: federal, state or local.
• Resource user(s), may bring economies of scale to help finance.
  – Today’s push for minerals and energy could expand opportunities
  – Some form of private participation seems desirable (AIDEA, P3’s or ?).
• Need to shift federal focus to national security need versus economic purpose
More Information

• State website and email
  – dot.jhq.arcticportstudy@alaska.gov

• Federal website and email
  – Akregports@usace.army.mil