



## UAA Professional Development Seminar Series

## Presented by Jm Jager, External Affairs, Port of Alaska

The Port of Alaska in Anchorage handles half of all Alaska inbound cargo, the other half of which is delivered to final destinations statewide from the Kenai Peninsula to Western Alaska, the North Sope, and even Southeast. The Port handled some 4.3 million tons of fuel and freight in 2019, and it is supporting normal operations and delivery schedules during the ongoing corona virus pandemic. The port is functioning well, but Alaskans face a looming cargo crisis which will start to impact their daily lives in the relatively near future probably after COVID-19 and before the zombie apocalypse.

Anchorage opened its first docks in 1961, shortly after statehood, when Seward was the gateway to Alaska, and cargo vessels were a lot smaller than they are today. deep-water dock to survive the 1964 earthquake and tsunamis; its docks were new and Upper Cook Inlet is tsunami-proof. Suddenly inbound cargo port, its docks supported reconstruction, oil development, military missions and statewide economic growth. These docks, with a lot of maintenance, have long exceeded their design life, and are expected to start failing due to loss of load-bearing capacity within the next eight years-possibly sooner if there is another big earthquakeeversity of Missouri School

has worked for Agence-France Presse, the Associated Press, the Anchorage Daily News and the Redding (California) Record Searchlight. He has taught journalism, was CIRI Corporate Communications Director, and supported development projects at The Boutet Company before joining the Port of Alaska and the Berkowitz administration.

Friday, March 27, 2020 11:45 am-12:45 pm Virtual Access via Livestream