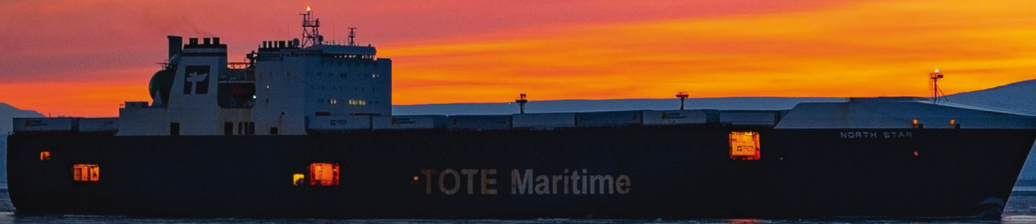


ALASKA: *Inspiring Awe and Innovation*



This 10th edition of our special Alaska supplement explores the state's beauty, resources, and challenges presented by its location, geography, and climate. The logistics providers that excel in this state rely on grit, dedication, and expertise to move products to, from, and within the state safely and efficiently.

The state of Alaska offers so much. “Alaska is beautiful, and that drives tourism,” says Chris Rye, vice president of operations with TOTE Maritime Alaska. “In the summer, Alaska gets daylight for 20 hours a day. The winter has fewer daylight hours, but also has the Northern Lights.” With more people working remotely, it’s possible some, and particularly those who enjoy the outdoors, will seize the opportunity to relocate to Alaska. “My colleagues there love it,” Rye adds.

At more than 663,000 square miles, Alaska is about one-fifth the size of the 48 lower states combined. East to west, it measures about 2,500 miles, or roughly the distance from Savannah, Georgia, to Santa Barbara, California.

Substance accompanies Alaska’s size and beauty. “The state also has enormous energy, mineral, and seafood resources,” says Alex McKallor, executive vice president and chief operating officer with Lynden, a provider of logistics and transportation solutions.

“Alaska is strategically important to the United States,” says Jason Totah, president of logistics provider Odyssey International and Odyssey Alaska. Along with its reserves of oil and other natural

resources, Alaska is home to multiple military bases.

The Frontier State presents multiple logistical challenges. “Outside of war zones, Alaska is the world’s most challenging logistical laboratory,” says Darren Prokop, Ph.D., professor of logistics with the University of Alaska Anchorage.

In *Inbound Logistics*’ 10th edition of its supplement spotlighting Alaska, we explore the state’s resources and the challenges presented by its location, geography, and climate. We also highlight the logistics providers committed to serving their Alaskan clients with grit, dedication, and expertise to move products to, from, and

within the state safely and efficiently.

For many logistical purposes, Alaska is basically an island. It’s connected to Canada and the continental United States by a single road and lacks a robust manufacturing industry in-state that could supply goods. More than 90% of Alaskans rely on ocean shipping services for everyday necessities.

“Almost everything is brought to Alaska from the lower 48 states, typically by ship several times each week,” Totah says, adding that Odyssey provides reliable ocean service between Seattle and Anchorage.

Odyssey, which annually moves cargo valued at \$60 billion, operates terminals in Anchorage, Fairbanks, and Kenai-Soldotna and provides a range of ocean freight consolidating and freight forwarding, trucking, logistics, and warehousing and distribution services.

Weathering the Cold

The extreme Alaskan weather—average January temperatures in Fairbanks range from -17° to 1° Fahrenheit—along with heavy snowfall and seasonal flooding adds to the challenges.

Most equipment purchased to operate in Alaska has to incorporate heaters that can warm the engine blocks and ensure they turn on when needed, no matter the temperature, Totah notes.

The salt spread across the roads to melt snow wears away at equipment. Some parts of the state, like the North Slope and Prudhoe Bay, are accessible by road only in winter, when the ground is frozen.

Alaska’s population is not only small—about 740,000 people—but half live in the three cities of Anchorage, Fairbanks, and Juneau. The remaining residents are scattered in villages across the state.

Another challenge “is the lack of transportation infrastructure,” McKallor says. Most of the state isn’t connected to the road system, so many shipments must combine multiple transportation modes. “Lynden applies new approaches to connecting these remote communities,” he says.



Odyssey annually moves cargo valued at \$60 billion, operating terminals in Anchorage, Fairbanks, and Kenai-Soldotna. The logistics provider offers a range of trucking, logistics, ocean freight, consolidating and freight forwarding, and warehousing and distribution services. Odyssey provides reliable ocean service between Seattle and Anchorage.

Indeed, since completing its first scheduled truck delivery to Alaska in the early 1950s, transporting a load of fresh meat from Seattle to Fairbanks, Lynden has deployed trucks, ships, barges, ferries, aircraft, and even hovercraft to help customers move shipments beyond Alaska's roads and to their customers.

"By leveraging our large service center network and multimodal capabilities, we can connect Alaska's people and businesses seamlessly to each other and to the world," McCallor says.

Air Transport Soars

"The limited road structure makes air transport more essential," says Adam Drouhard, managing director of cargo with Alaska Airlines.

What's more, the primary airport in Alaska, Ted Stevens Anchorage International Airport, is within about 9.5 hours flying time to 90% of the industrialized world. Perhaps not surprisingly, it routinely ranks among the busiest cargo airports in the world.

About 80% of air cargo freight from Asia that's destined for the mainland United States will move on air cargo freighters that lay over in Anchorage as part of "gas-and-go" operations. When the freighters are fully loaded, they need to refuel in Anchorage.

"The extra one or two hours of in-transit time is more than compensated for by the extra revenue earned by carrying more cargo," Prokop says.

"Alaska Airlines supports many markets and communities in Alaska and creates new supply chain channels where it needs to," Drouhard says. The fifth-largest U.S. airline based on passenger traffic, Alaska Airlines is the only passenger airline in the United States with dedicated cargo planes.

From its headquarters in Seattle, Alaska Air Cargo's fleet of 737-700 freighters delivers transportation flexibility and capability to, from, and throughout the state of Alaska.

Even as many logistics operations were tested over the past few years, "air cargo didn't miss a beat," Drouhard says. Indeed, Alaska Airlines airplane



Alaska Airlines is the only passenger airline in the United States to fly dedicated cargo planes. From its headquarters in Seattle, its fleet of 737-700 freighters delivers transportation flexibility and capability to, from, and throughout Alaska.

bellies were 80 to 90% fuller, he says. As in the rest of the world, e-commerce orders in Alaska "have been on fire," Drouhard adds, noting this boosted the air cargo market.

In addition to e-commerce orders, Alaska Airlines has long moved items essential for daily living, like food and pharmaceuticals. That included transporting COVID-19 vaccines through Project WarpSpeed and other partners.

"We move groceries and life-saving medicines every day," Drouhard says. "It's humbling to be part of these efforts."

Similarly, Alaska Airlines handles the movement of transplant organs throughout the state. "It requires much coordination, as well as understanding what's at stake at the end of the day: life and death," Drouhard says. "We strive to make sure these go off perfectly."

The airline also has led in its environmental efforts. Alaska Airlines was one of the first to compost and remove single-use plastic straws and citrus picks from its planes and lounges. It's the leading U.S. airline on the Dow Jones Sustainability Index, and was ranked first in fuel efficiency for seven consecutive years by the International Council on Clean Transportation, an independent, nonprofit research organization.

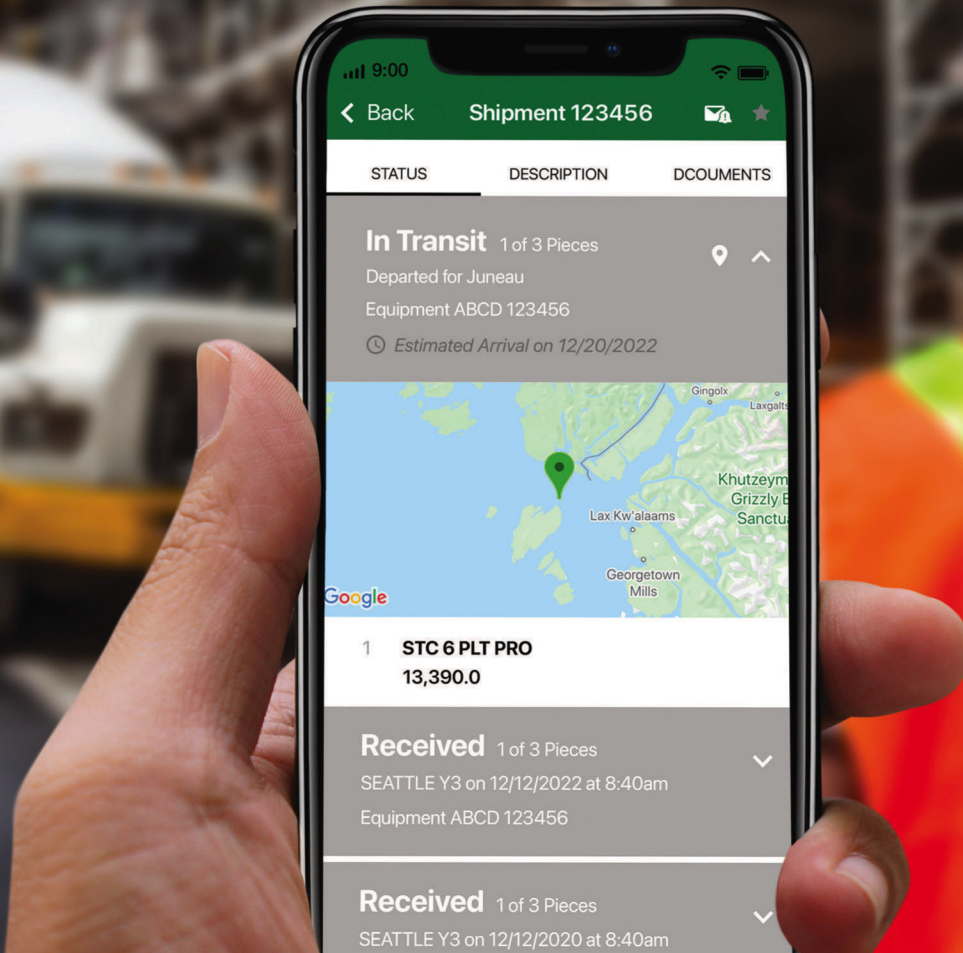
In 2023, Alaska Airlines will add two 737-800 aircraft to its Alaska Air Cargo fleet, for a total of five scheduled freighters connecting Alaska to the mainland United States. The planes will be converted from existing passenger aircraft and will offer more main deck and belly-load space, as well as higher fuel efficiency than the three 737-700 planes currently in use.

Streamlining Operations

That's not the only change. Alaska Air Cargo is partnering with IBS Software to upgrade its cargo management system to iCargo, also during early 2023. Among other changes, this will enhance terminal operations and the mobile application. Shippers also will be able to manage their accounts through a new online portal.

Other logistics providers also offer air transport in Alaska. Lynden's Hercules cargo planes fly scheduled service to the Alaskan towns of Bethel, Nome, Kotzebue, St. Mary's, Emmonak, and McGrath from the company's hub in Anchorage. From Bethel, Lynden's hovercraft service supplies villages on the lower Kuskokwim River.

In addition to moving shipments from mainland U.S. to southcentral Alaska, Span Alaska, a division of Matson



PLANS CHANGE. DEADLINES DON'T.

With Lynden you can choose the mode – air, land, or sea – that best fits your schedule and budget. Important shipment? Track it from anywhere using Lynden's mobile app, or choose to receive email updates as the status changes.

Download at www.lynden.com/mobile

 **LYNDEN**[®]
Innovative Transportation Solutions

Logistics, offers overnight or two-day air service from Anchorage to Fairbanks and the Kenai Peninsula. Some of the westernmost villages are only accessible by air or ocean, so Span Alaska offers air cargo service to those points to ensure total state coverage.

The proposed Anchorage Pacific Air-to-Sea Service (ANC PASS) will likely enhance air cargo's viability and coverage. Under the proposal, shipments would fly via air charter from Asia to Anchorage, transload in Anchorage to ocean vessel (or truck for ANC PASS+), then head to Seattle/Tacoma, where they'd be transloaded to truck for final delivery. A study found cargo from Asia could travel to West Coast distribution facilities in as few as six to seven days, with the worst-case maximum of 15 to 19 days.

"ANC PASS can offer shippers a medium-speed, medium-cost, transpacific option," says Jim Szczesniak, airport director at Ted Stevens.

[Ocean Transport Provides Reliability](#)

About 90% of goods (outside of petroleum) heading into Alaska travel by ocean. The Port of Alaska in Anchorage handles about half of all inbound freight into Alaska and is one of 17 commercial strategic seaports in the United States, supporting military operations in Alaska, the Arctic, and across the Pacific Rim.

Reliable service in Alaskan shipping operations is critical. If a part breaks or fails to work, trying to expedite a replacement can be a nonstarter, given limited supplies. For instance, Odyssey often has just a four-hour window to restock a cruise ship. "You can't have problems," Totah says.

Along with cruise ships, Odyssey frequently works with oil and gas producers. Again, reliability is critical, given that the potential cost of downtime due to a delay can hit six figures per day, Totah notes.

TOTE Maritime Alaska, which has been serving customers in Alaska since 1975, operates two cargo ships that transport goods to and from Tacoma, Washington, to Anchorage, Alaska,



COURTESY OF LYNDEN

Shipping to Alaska: Ten Factors to Consider

- 1) Alaska is a logical refueling point between Asia and mainland United States.
- 2) Alaska is about 9.5 hours flying time to 90% of the industrialized world.
- 3) The sheer beauty of the state draws more than one million visitors each year.
- 4) Alaska is strategically located as a key trans-shipment hub for businesses targeting Asian, European, and North American markets, says McKallor of Lynden.
- 5) It's likely one of a few places in which you can travel on ice roads.
- 6) The size of the state and lack of infrastructure mean many shipments must travel by a combination of transportation modes. Logistics providers need to be experts in connecting these together to offer a seamless experience.
- 7) In addition to harsh weather, Alaska is home to 70 potentially active volcanoes. Every year, more than 5,000 earthquakes rock the state. Carriers have to plan for contingencies in case the weather or topography—or both—decide not to cooperate.
- 8) Alaska is, for most logistical purposes, an island.
- 9) One challenge with most ocean shipments to and from Alaska is the inability to fill backhaul trips. Boats carrying food, apparel, and other items to Alaska typically return empty, as do the tankers hauling commodities from Alaska. Fronthaul shippers bear the entire cost of the roundtrip, boosting prices on many retail items.
- 10) Parts of the state are so remote, GPS and cell service is questionable. Truckers and other drivers need to be prepared to handle any event on their own.



Fast Way to the Last Frontier

For 43 years, Span Alaska has connected the Lower 48 to all of Alaska with a weather-tested network of highway, vessel, barge, and air transportation.

At our consolidation center—just minutes from the Port of Tacoma—we load dedicated containers to each of our final-mile service centers, eliminating extra handling and costly delays.

Benefit from:

- Consistent, weekly service even in extreme conditions
- Secure loading with custom-fit dunnage
- LTL, FTL, Chill, Freeze, and Freeze Protection options
- Solutions for flatbed, breakbulk, and hazardous cargo



rate@spanalaska.com | 800 257 7726 | www.spanalaska.com

twice-weekly. Rye also recognizes how critical reliability is. “It’s such a tight supply chain and Alaskans rely on consistent service,” he says. “We operate safely, but reliably.”

TOTE Maritime’s Orca Class ships were built for the challenging conditions of the Gulf of Alaska. As important, its telematics technology provides end-to-end visibility of shipments.

TOTE’s unique roll-on, roll-off (RORO) ships enable shippers to drive their cargo directly onto the ship. Another benefit: the ships can accommodate blended cargo and keep all goods within their trailers. What’s more, cargo can be safely loaded without using forklifts and cranes, Rye says.

During the pandemic, when access to Canada was limited, many Americans from mainland United States who wanted to get to Alaska could ship their vehicles and RVs on TOTE, and fly in to meet them in Anchorage. “It’s like an extension of the highway to Alaska,” Rye says.

TOTE offers a range of equipment, including 53-foot, refrigerated, and insulated trailers. “When the weather drops to below-zero temperatures, insulated trailers maintain the temperature without freezing,” Rye says.

TOTE also moves construction and military equipment, using vessels that accommodate over-the-road trailers and over-sized freight equipment. Just as important, its telematics technology provides end-to-end shipment visibility.

Preventing Stockouts

Alaska’s size, geography, and weather can make distribution centers and centralized warehouses expensive and impractical to operate. As a result, shippers from the lower 48 states need to coordinate and consolidate shipments to arrive on time to prevent stockouts at stores.

The weekly replenishment of clothes and food from ocean shipments is critical. “We can serve as a company’s distribution center in Alaska, providing a statewide service network and last-mile delivery to virtually any part of the state,”



TOTE Maritime Alaska operates two cargo ships that transport goods to and from Tacoma, Washington, to Anchorage, Alaska, twice-weekly. The ships can accommodate blended cargo and keep all goods within their trailers.

says Michael Johnson, president, Span Alaska, a division of Matson Logistics. Span Alaska Transportation provides over-the-water shipping twice weekly via containership, or weekly via barge, from the Port of Tacoma, Washington, to the Port of Anchorage as well as Kodiak Island. Its team of expert logisticians then uses rail, road, and air to deliver shipments to their ultimate destinations.

Span Alaska is a leader in moving less-than truckload (LTL) and less-than-container (LCL) freight across Alaska. At its base in Auburn, Washington, Span Alaska Transportation operates a 93-door terminal on 15 acres.

From Anchorage, Span Alaska also offers southbound shipping to Kodiak, Dutch Harbor, and the Port of Tacoma once weekly. For shipments destined beyond Tacoma, Span Alaska leverages a network of premium truck and rail carriers to deliver Alaska-origin shipments to any location throughout the United States and Canada.

To ensure adequate inventories, especially given current supply chain shortages, Odyssey and some other companies have been back ordering supplies. Odyssey also has helped get some clients to change packaging materials to those that are more readily available.

“Odyssey prides itself on being agile,” Totah says. “If we need to, we’ll fly

someone to accompany a shipment or hand-carry a critical item to ensure it arrives at its final destination.”

Ensuring Reliability

Matson Navigation Company has been a leader in shipping through the Pacific Ocean since 1882 and its team has been serving customers in Alaska since 1964, says Bal Dreyfus, senior vice president, Alaska, with Matson.

In 2015, through the acquisition of the Alaska operations of Horizon Lines, Inc., Matson added the ports of Anchorage, Kodiak, and Dutch Harbor to its shipping network. Matson also invested millions in new equipment, including a 65-ton gantry crane for its Kodiak terminal. It’s the largest crane in Alaska and powered by renewable energy.

Matson operates three ships in the Alaska trade lane. The ships call in Anchorage and Kodiak twice each week and Unalaska once per week. Matson owns its own equipment and operates its own terminals in Tacoma, Anchorage, Kodiak, and Unalaska. Control of these assets allows Matson to operate reliably as close to its service schedule as weather and tides allow.

Matson, which is the only Jones Act containership operator serving Kodiak and Dutch Harbor, serves more Alaska ports than any other containership operator. Matson’s Alaska service offers a

Where does your cargo want to go?



Serving 100+ destinations across North America.

We're growing in 2022. With additional routes and 1200+ daily flights, you have more options to ship. And our nonstop transcontinental routes and seamless connections get your freight where it needs to be quickly and reliably.

For more information or to book your shipment online, go to alaskacargo.com. Or call us at **1-800-225-2752**.

Alaska[®]
AIR CARGO

ALASKA AND *Beyond*

SERVING 100+ DESTINATIONS ACROSS NORTH AMERICA



Matson operates three ships in the Alaska trade lane. The ships call in Anchorage and Kodiak twice each week and Unalaska once per week. Matson owns its own equipment and operates its own terminals in Tacoma, Anchorage, Kodiak, and Unalaska.

large inventory of refrigerated containers and expertise in cold-chain operations to ensure consistent product quality. Cold chain logistics solutions help keep Alaska seafood exports frozen.

Through its Alaska-Asia Express service, Matson offers direct service from Dutch Harbor, Alaska to Ningbo and Shanghai, China. Once at the Shanghai hub, shipments can transfer to 37 other cities in Asia through Matson's partner network, including in South Korea, Japan, and Taiwan.

Sustainable Shipping

Carriers increasingly are taking steps to reduce the environmental impact of their voyages to Alaska. For example, TOTE is in the process of converting its fleet to dual-fuel liquid natural gas (LNG) technology, which will cut greenhouse gas and sulfur emissions.

In 1993, Matson became the first container vessel operator to adopt a zero solid-waste policy. Its "Greentainer" program collects all non-food solid waste for transfer to recycling, waste to energy, or other environmentally regulated disposal facilities on shore. Other than food waste, no solid waste aboard its vessels is thrown overboard.

Matson has also been an industry leader in installing ballast water treatment systems to prevent the spread of invasive species.

Matson recycled the last of its

steamships in 2021. It's committed to a 40% reduction in Scope 1 greenhouse gas emissions from its fleet by 2030. It's also set a goal of net zero total Scope 1 greenhouse gas emissions by 2050.

Although it was in operation for only part of 2021, Odyssey's Cloverleaf Sustainability Program reduced carbon emissions for clients by about 490,000 tons. To achieve this, Odyssey invested in a range of technologies, including alternative fuel vehicles, devices enabled by the Internet of Things (IoT), and telematics.

The company also created tools that help it work with customers to determine sustainable transportation modes, and partnered with its clients to identify intermodal options.

Alaska's Road Network

Of the goods arriving at the Port of Alaska via containership, approximately 25 to 30% is distributed throughout the state via rail and truck service. Alaska has one mile of paved road for every 640 square miles of land. In comparison, Minnesota has 22 square miles of land for every mile of road, while North Carolina has 14 square miles of land. About 20% of Alaska's roads are paved; in the other 49 states, the average is 91%.

Moreover, the road network is mostly in south central Alaska. Anyone traveling any distance in Alaska, including truck drivers, knows they're vulnerable to

extreme weather and topography, which can occur amidst long stretches without cellphone service or GPS service. As a result, "each trucker will stop to help another over lonely stretches of road," no matter which company they're from, Prokop says.

That's especially true when traveling Alaska's unique ice roads, which are built each winter to traverse land that's otherwise too soft to drive on. By traveling the ice roads, trucks can proceed from Fairbanks up the Prudhoe Bay oil fields near the Arctic Ocean. Otherwise, deliveries have to be made via expensive air freighters. At the same time, "the drive can be treacherous," Prokop adds.

Between about late September and through April, Span Alaska, one of the largest freight forwarders in Alaska, offers a "keep from freezing" or KFF service. Insulated containers for KFF goods maintain temperatures above the freeze point. "A significant portion of freight moves within these insulated containers," Johnson says.

At times, Span Alaska heats its containers to keep them from freezing. Examples of products shipped this way include water-based paints and adhesives, and certain pharmaceuticals.

Span Alaska, also recently initiated a chill/freeze offering and is growing this business to supply stores across Alaska, Johnson says. The chill/freeze service is primarily for perishable products, such as refrigerated groceries, produce, and meat.

Focus on Technology

Span Alaska also is "intensifying its focus on technology," Johnson says. Among other initiatives, it's implementing faster connections to carrier partners to automate the transmission of bills of lading and other documents. It's also releasing a new customer portal and redesigning its website to improve the user experience.

"Over the next year, we'll be redeveloping our entire operating system so it's easier and faster to connect to online," he adds.

DEDICATED. RELIABLE. **BUILT TO SERVE**

Since 1975, TOTE has provided reliable, twice-weekly service to Alaska and Puerto Rico, offering a best-in-class customer experience. With industry-leading transit time and custom-built vessels, TOTE is always ready to deliver.



ALASKA 1.800.426.0074
PUERTO RICO 1.877.775.7447

TOTEMARITIME.COM

The 54,000-square-foot Anchorage Service Center, which Span Alaska opened several years ago, is a “signature facility,” Johnson says. It boasts 88 dock doors and incorporates technology that allows Span to enhance customer service, streamline freight handling, and accelerate delivery timelines. The center handles about 60% of the freight Span moves through Alaska.

“Our Anchorage Service Center is a major hub in our Alaska multimodal network,” he says. “Owning our own assets, including trucks, containers, and facilities, makes our network seamless, responsive, and transparent.”

Coordinating Modes

Alaska’s logistics infrastructure must be built and maintained to withstand the state’s challenging weather and topography. For example, the Port of Alaska requires frequent dredging because it’s surrounded by waters that take in cold, silty glacial run-off.

Moreover, in a state as vast as Alaska, shippers need to rely on several modes of transportation and seamless handoffs between them. That’s why Span Alaska is advancing its shipment visibility technology—so customers can monitor their shipment every step of the way and be assured that the delivery will be on time, Johnson says.

In developing its business in Alaska,

Lynden has been driven by its customers’ need to “get beyond the road to reach their customers,” McKallor says.

Lynden’s service center network is one of the largest in the state. By leveraging its operating hubs and multi-modal capabilities, Lynden is “able to connect Alaska’s people and businesses seamlessly to each other and to the world,” he adds. Because Lynden offers a range of transportation options, customers can optimize their time and money when shipping to, from, or within Alaska.

Across its fleets, Lynden invests in new equipment and modifications to ensure their trucks, planes, and vessels are as aerodynamic and energy efficient as possible. Lynden companies consistently score among the most efficient fleets in the nation despite operating in some of the steepest terrain and extreme weather.

These efforts have led to Lynden being the first Alaska-based transportation company recognized by the Environmental Protection Agency (EPA) SmartWay Transport Partnership and the first trucking company to earn the Green Star Award for Alaskan businesses.

Matson coordinates truck, rail, and barge service connections throughout south central Alaska, Kodiak, and the Aleutian Chain, as well as the lower 48 states. Its equipment includes dry and refrigerated containers, open-top



COURTESY OF TOTE MARITIME ALASKA

10 Ports in Alaska

Anchorage, Port of Alaska
www.portofalaska.com

Haines Borough, Ports and Harbors
www.hainesalaska.gov/ports

Homer, Ports and Harbors
www.cityofhomer-ak.gov/port

Juneau, Docks and Harbor
juneau.org/harbors

Ketchikan, Ports and Harbor
www.ktn-ak.us/port-harbors

Nome, Deep Draft Arctic Port
www.nomealaska.org/port-nome

Seldovia, Harbormaster (seaplane dock too)
www.cityofseldovia.com/harbormaster-office

Sitka Harbors (total of 5)
www.cityofsitka.com/departments/Harbors

Unalaska Ports and Harbors
www.ci.unalaska.ak.us/portsandharbors

Valdez Small Harbor
www.valdezak.gov/146/Harbor



An Alaska Marine Lines barge, part of the Lynden family of companies, navigates the waters of Alaska. Alaska Marine Lines provides barge service to Southeast, Central, Western, and Arctic Alaska. Lynden companies consistently score among the most efficient fleets in the nation despite operating in extreme weather and steep terrain.

WE KNOW THE TERRITORY

Leverage Odyssey's Expertise and Infrastructure When Shipping to Alaska, Hawaii, Guam and Puerto Rico

With over 40 years of Freight Forwarding expertise, Odyssey Logistics & Technology provides clients with a full Door-to-Done® service offering for moving freight to and from U.S. offshore markets. Trust Odyssey for:

- Ocean and local transport
- Dry and temperature controlled freight
- Consolidation services
- Project logistics
- Warehouse distribution services



Get started today: odysseylogistics.com/ff



Span Alaska is a leader in moving less-than truckload (LTL) and less-than-container (LCL) freight across Alaska. It provides over-the-water shipping twice weekly via containership, or weekly via barge, from the Port of Tacoma, Washington, to the Port of Anchorage.

containers, insulated containers and flat racks. Technology offers end-to-end transit cargo visibility.

Rail Transport

The mainline track of the Alaska Railroad is about 470 miles long, anchored on the south by Seward and on the north by Fairbanks. It's one of a few railroads that handles both passenger and freight traffic, with more than a half million passengers riding Alaska Railroad trains each year.

Yet, freight generates more than half of its operating revenues. The Alaska Railroad moves major commodities, including petroleum products, chemicals, oilfield supplies, gravel, coal, and dry goods.

Supply Chain Education

Considering the challenges of moving shipments to, from, and within Alaska, it's not surprising that the University of Alaska Anchorage has offered a BBA in global logistics and supply chain management and an MS in global supply chain management for more than 20 years. Prokop says faculty have published widely, showing how Alaska meets its logistics challenges and uses logistics and supply chain management

to enhance its economy and the quality of life of its residents, and to maintain a key role in U.S.-Asia trade.

Since 2011, the Alaska Performance Scholarship (APS) program has awarded Alaskan high school students who excel more than \$98 million in scholarships they can apply toward in-state secondary education. In 2020 and 2021, more than one-third of students were eligible for the scholarships.

A primary goal of the program is to keep high-achieving graduates in Alaska. One to six years after graduation, APS recipients were 8% more likely to remain in the state than their non-APS counterparts. More than two-thirds (71%) said the scholarship influenced their decision to attend school in-state.

The Workforce and Military

Education doesn't stop at graduation. "Alaska-based companies devote many resources to train personnel for the unique challenges involved in doing business in Alaska," Prokop says. Examples include teaching employees about the requirements of Arctic engineering and mining.

The oil and gas industries account for the largest component of Alaska's economy; nearly 85% of the state's

budget comes from oil revenue. Next is tourism; the state attracts 1.1 million visitors each year.

Nearly 6 billion pounds of seafood are harvested each year off Alaska's coastlines. The state is one of the world's top producers of wild salmon. Forestry is another thriving industry, given Alaska's 28 million acres of commercial forest.

Somewhat surprisingly, about 15 million acres of Alaskan land can be farmed. With sunlight stretching long into the night in the summer, produce can reach mammoth sizes. Cabbage grown in Alaska's Matanuska Valley, for instance, can top 90 pounds.

Alaska also is home to multiple military bases, and TOTE is among the logistics providers that specializes in military moves across the Gulf of Alaska. This includes cold-weather training cargo, and brigade-sized and division-level moves.

"When the military is moving equipment from Alaska to the lower 48 states, our vessels and experienced team give them ideal operations to work with," Rye says. "We've moved tanks and helicopters, among other equipment."

TOTE provides shipping updates via EDI and manually, as needed. Its employees understand military moves and provide knowledgeable support.

Tackling Challenges

Alaska poses unique challenges, yet the logistics providers doing business in the state, as well as their clients, pride themselves on tackling these obstacles to deliver the products their customers need.

Throughout the pandemic, for instance, Matson maintained reliable supply chain service. "To date, Matson has not 'blanked' (canceled) a single Alaska sailing and has continued to deliver critical supplies, including PPE," Dreyfus says.

A few years ago, Lynden's barge service expanded into multiple Arctic villages, like Barrow and Wainwright.

"We mean it when we say we cover the entire state of Alaska," McKallor says. "We have earned a reputation for being able to get it there, no matter where 'there' is." ■



QUALITY IS OUR TRADITION.



OCEAN

HIGHWAY

INTERMODAL

WAREHOUSING
& DISTRIBUTION

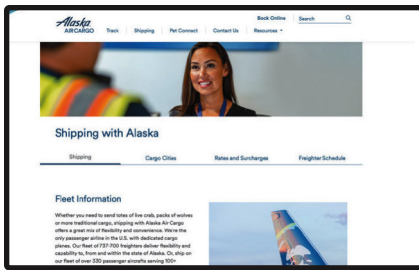
INTERNATIONAL
SUPPLY CHAIN

Matson's mission is to move freight better than anyone. We focus on learning your needs and delivering tailored, integrated solutions reliably and efficiently, every time. Whether you're shipping across the Pacific or throughout North America, rely on Matson to be your transportation and logistics partner. [Matson.com](https://www.matson.com)



Matson[®]

Matson[®]
LOGISTICS



ALASKA AIR CARGO • www.alaskacargo.com

Alaska Air Cargo provides reliable air cargo services to meet your shipping needs. Whether it be small packages, full ULD shipments, or chartered freighter service, Alaska Air Cargo offers a variety of options, including GoldStreak® Package Express, a next-available-flight service for items up to 100 pounds; Priority Air Freight for time-sensitive shipments that are larger than GoldStreak and need to be at a destination by a specific time; and Animal Express, a priority express service that ensures animals a safe and comfortable journey.

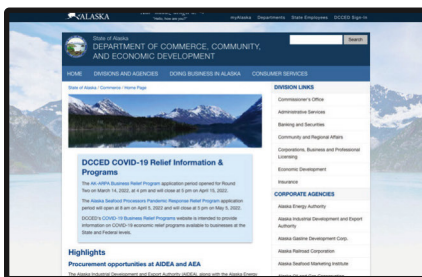
ALASKA DEPARTMENT OF COMMERCE, COMMUNITY, AND ECONOMIC DEVELOPMENT • www.commerce.alaska.gov/web

The Alaska Department of Commerce’s mission is to promote a healthy economy, and strong communities and to protect consumers in Alaska. To that end, the website offers a wealth of information about doing business in Alaska, from establishing a business in the state to obtaining licenses and more. You’ll find links to corporate agencies, business and consumer services, and much more.



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES dot.alaska.gov

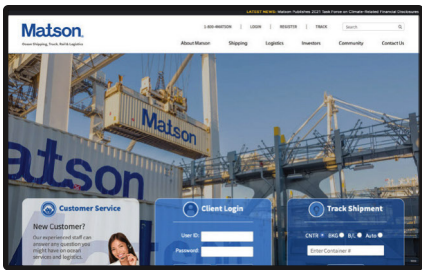
The Alaska Department of Transportation and Public Facilities designs, constructs, operates, and maintains the state’s transportation infrastructure systems, buildings, and other facilities used by Alaskans and visitors. These include more than 5,600 miles of paved and gravel highways, 237 airports, 839 bridges, over 800 public facilities, 16 harbors, and a ferry system covering 3,500 nautical miles serving 33 coastal communities.



LYNDEN • www.lynden.com

Over land, on the water, in the air—or in any combination—Lynden has been helping customers solve transportation problems for almost a century. Operating in such challenging areas as Alaska, Western Canada and Russia, as well as other areas around the globe, Lynden has built a reputation of superior service to diverse industries





MATSON • www.matson.com

Matson’s Alaska services are supported by experienced operations professionals in all specialties, including transporting fragile and refrigerated items. Matson offers twice weekly, consistent day-of-the-week service between Tacoma, Anchorage and Kodiak; weekly service between Tacoma and Dutch Harbor Truck, and rail and barge service connections throughout Central Alaska, Kodiak and the Aleutian Chain, as well as the Lower 48. The company’s full range of equipment includes dry and refrigerated containers, open top containers, car carriers, flat racks, and insulated containers. And, its ReeferPlus service ensures a commitment to cold chain integrity, processes, and solutions with state-of-the-art refrigerated equipment.

ODYSSEY LOGISTICS & TECHNOLOGY • www.odysseylogistics.com

Odyssey Logistics & Technology Corporation (Odyssey) combines deep industry expertise with leading technology to provide multimodal logistics management services to the chemical industry and other process manufacturers. Odyssey enables clients to outsource any part of their logistics processes to achieve savings through reduced transportation and infrastructure costs, measurable customer service and process improvements, and improved data quality and management. Odyssey is a leader in intermodal with expertise in liquid food, chemicals, and metals transport.



SPAN ALASKA • www.spanalaska.com

Span Alaska understands Alaska and has everything it takes to transport your shipments to, from, and around the state. Span Alaska moves more LTL freight than any other carrier to Alaska—for several good reasons. It has the equipment, the people, and the clout with ocean carriers necessary to transport your freight quickly and efficiently. These kinds of connections enable Span Alaska to give you the best value and to get things done that others simply cannot.

TOTE MARITIME ALASKA • www.totemaritime.com

TOTE Maritime Alaska delivers the supplies for life in the Last Frontier with twice-weekly sailings between Tacoma, Washington and Anchorage, Alaska. Our Orca vessels—custom built for Alaska—provide safe, reliable service with efficient roll-on/roll-off (RO/RO) loading and unloading. With our network of sister companies and experienced partners, we are committed to solving the toughest transportation and logistics challenges.

