



Alaska – A Global AeroNexus



Alaska
International Airport
System
“AeroNexus”

2nd ICAO Air Cargo Development Forum

Deputy Commissioner John BINDER
Alaska State Department of Transportation & Public
Facilities

Zhengzhou City (CGO)
Sep 2018



TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT
FAIRBANKS INTERNATIONAL AIRPORT

AIR SERVICE DEVELOPMENT

Overview

- The Alaska Advantage
 - Location
 - Cargo Transfer Freedoms
- Highway Infrastructure Limitations
- Arctic Port Potential
- Intercontinental Railroad Future



ALASKA

TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT
FAIRBANKS INTERNATIONAL AIRPORT

AIR SERVICE DEVELOPMENT

Global Cargo Hub to Key Trade Lanes

Strategically Connected

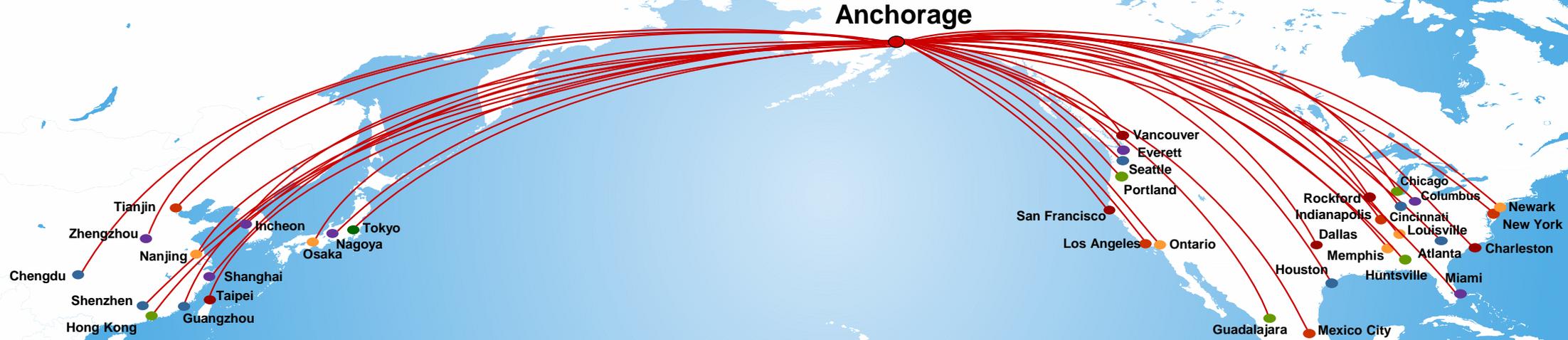
9.5 Hours from 90% of the Industrialize World

The Ted Stevens Anchorage International Airport is strategically positioned as a Global Hub, connecting major cities in Asia, the United States, and Europe. Anchorage provides the level of international access that a modern business requires to succeed.

- ANC is the 5th Largest Cargo Airport in the World, 2nd in the U.S.
- Over 500 Widebody Landings per week.
- A stop in Anchorage Maximizes Payload to Fuel Ratio
- Foreign Trade Zone Magnet Site
- Opportunities for End of Runway Clustering
- International Business Friendly Environment



Alaska is a key **Asia-USA** Cargo Gateway



ANC is within 9.5 hours of 90% of the industrialized world and connects over 25 international city-pairs

A Global AeroNexus





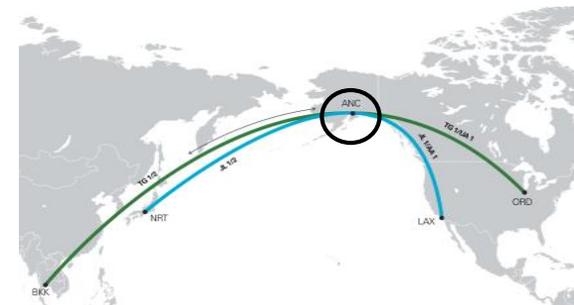
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AIR SERVICE DEVELOPMENT

Unique Cargo Transfer Opportunities

- Alaska offers international air carriers unique opportunities to operate a flexible and efficient system of air cargo services
 - In 2003 the US Congress passed a law granting a limited exception to the cabotage prohibition for certain cargo operations at Alaska
 - Eligible cargo taken on or off in Alaska is not deemed to have broken its international journey allowing interline between non-US carriers (49 U.S.C. § 41701 Navigation of foreign civil aircraft)
- ▶ On-Line Transfers: No Restrictions
 - ▶ Interline To/From US: A foreign flag carrier can carry cargo on domestic US segment (in either direction) if (a) under a US carrier code (e.g., UA) or for a US Indirect air carrier (a freight forwarder) and (b) connection is in Alaska
 - ▶ Comingling Non-US Cargo with US Cargo
 - ▶ Transferring Non-US cargo in Alaska: No Restrictions
 - ▶ Change-of-gauge (including “starburst”)





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另外的DOT豁免权限 Special U.S. DOT exemption authority

在最初豁免权之外的另外的权限，允许拥有美国DOT营运资格的国外承运人，也同时拥有在阿拉斯加运营的权力，并且也拥有以阿拉斯加为经停站和美国任意城市之间做两个城市之间的转运权力。这个权限也对客运航班适用

美国交通部欢迎国外承运人申请超过双边协议其它的美城市，这些额外的服务点也将同时享有服务阿拉斯加的权限

The U.S. Department of Transportation has invited foreign air carriers to apply for authority to serve additional U.S. points on an extra-bilateral basis where those additional U.S. points would be served on flights also serving Alaska.

通过阿拉斯加到美国其他城市之间的两点转运





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AIR SERVICE DEVELOPMENT

Alaska-Canada Highway





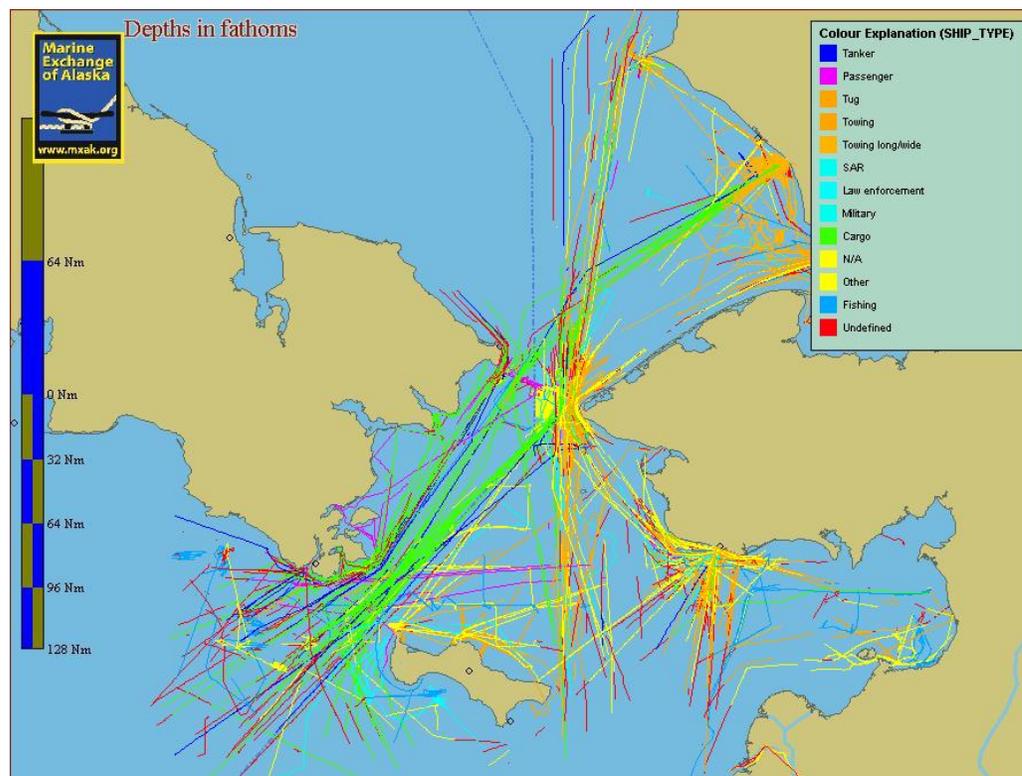
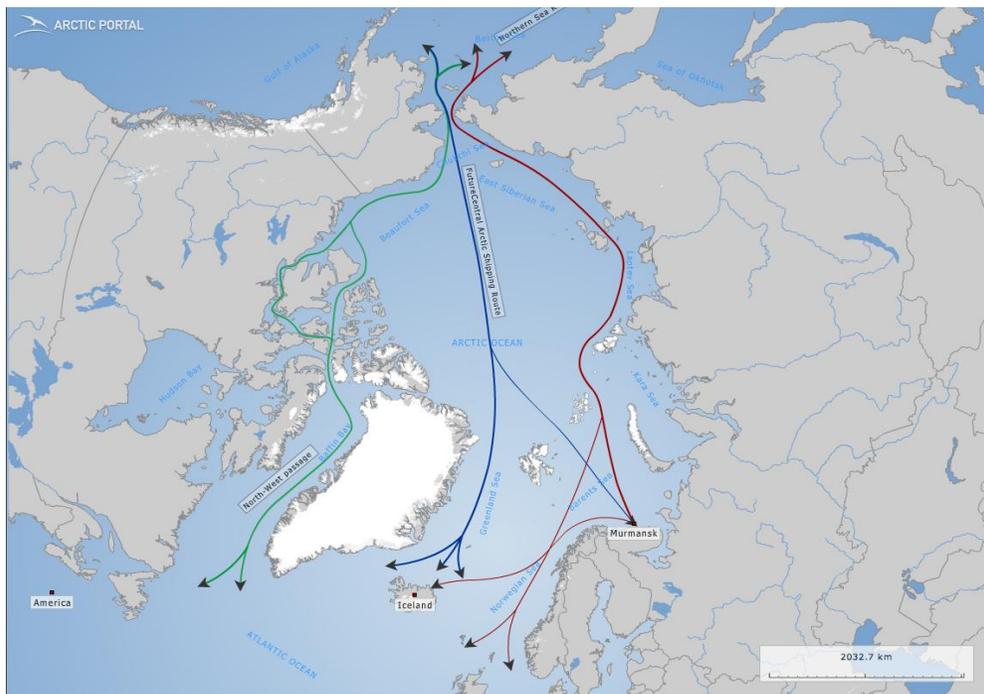
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AIR SERVICE DEVELOPMENT

Arctic Sea Lanes

- Connecting resources to communities



- Increasing northwest passage use



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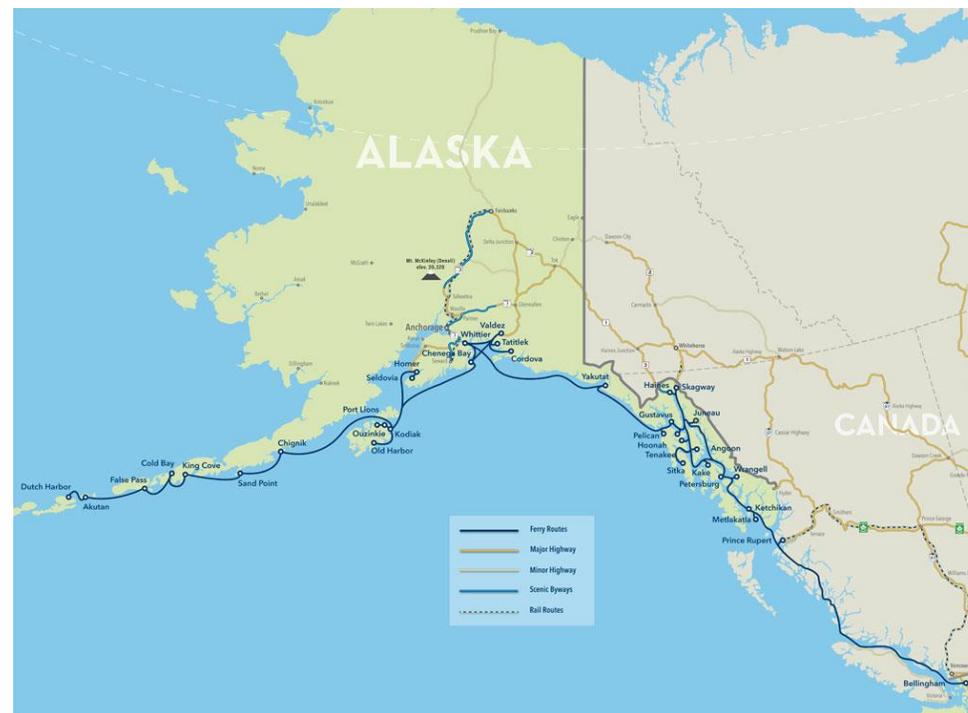
AIR SERVICE DEVELOPMENT

Port of Alaska (Anchorage)

- Air-Sea connections to/from Anchorage-Seattle



- Alaska Marine Highway System / tug & barge connection to Seattle





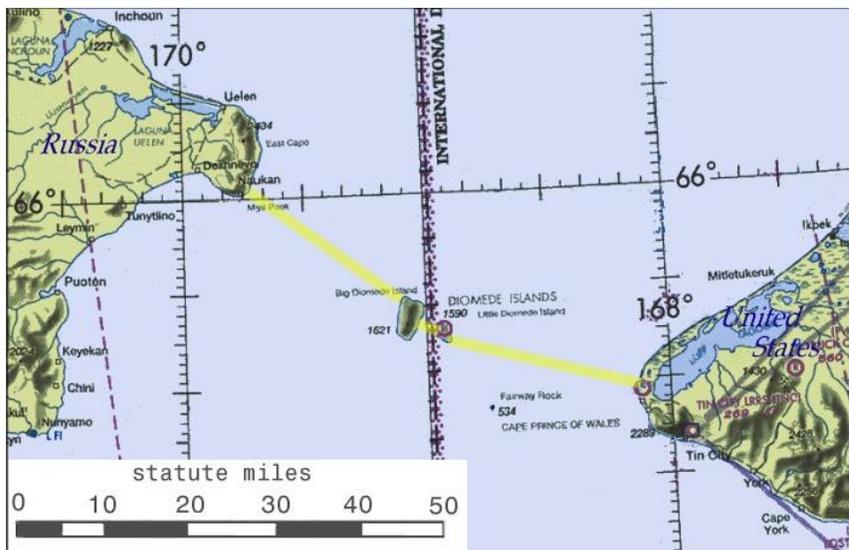
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AIR SERVICE DEVELOPMENT

Intercontinental Railroad

- InterBering, LLC – members from U.S., Canada, China, Russia, and Europe
- Includes 75-mile Bering Strait tunnel





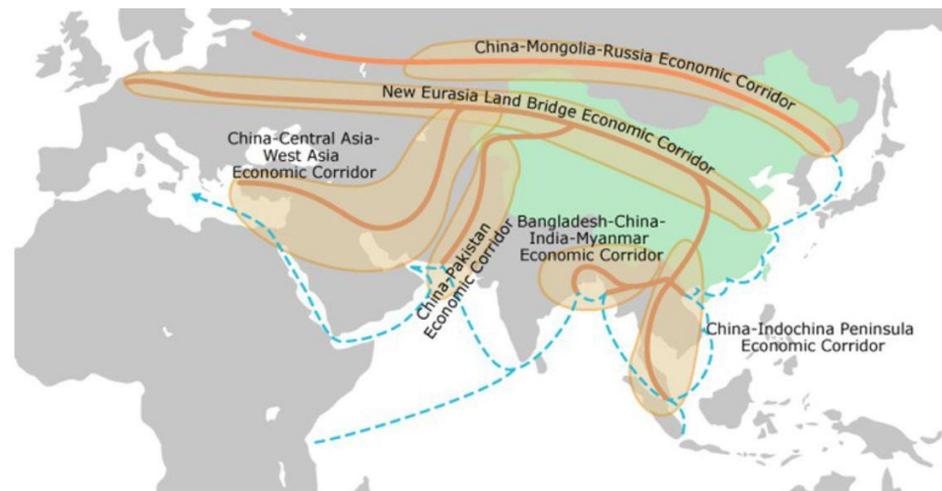
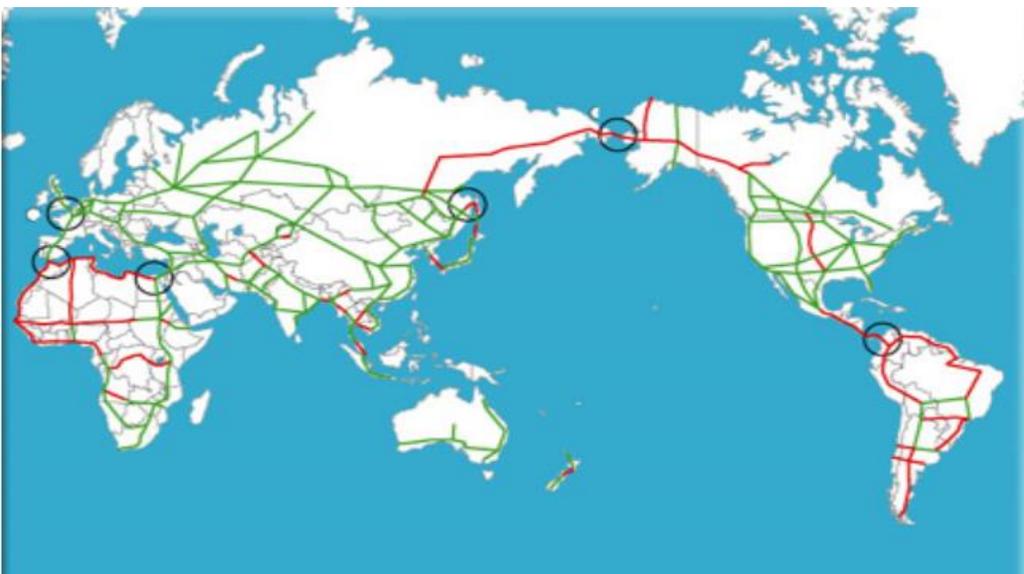
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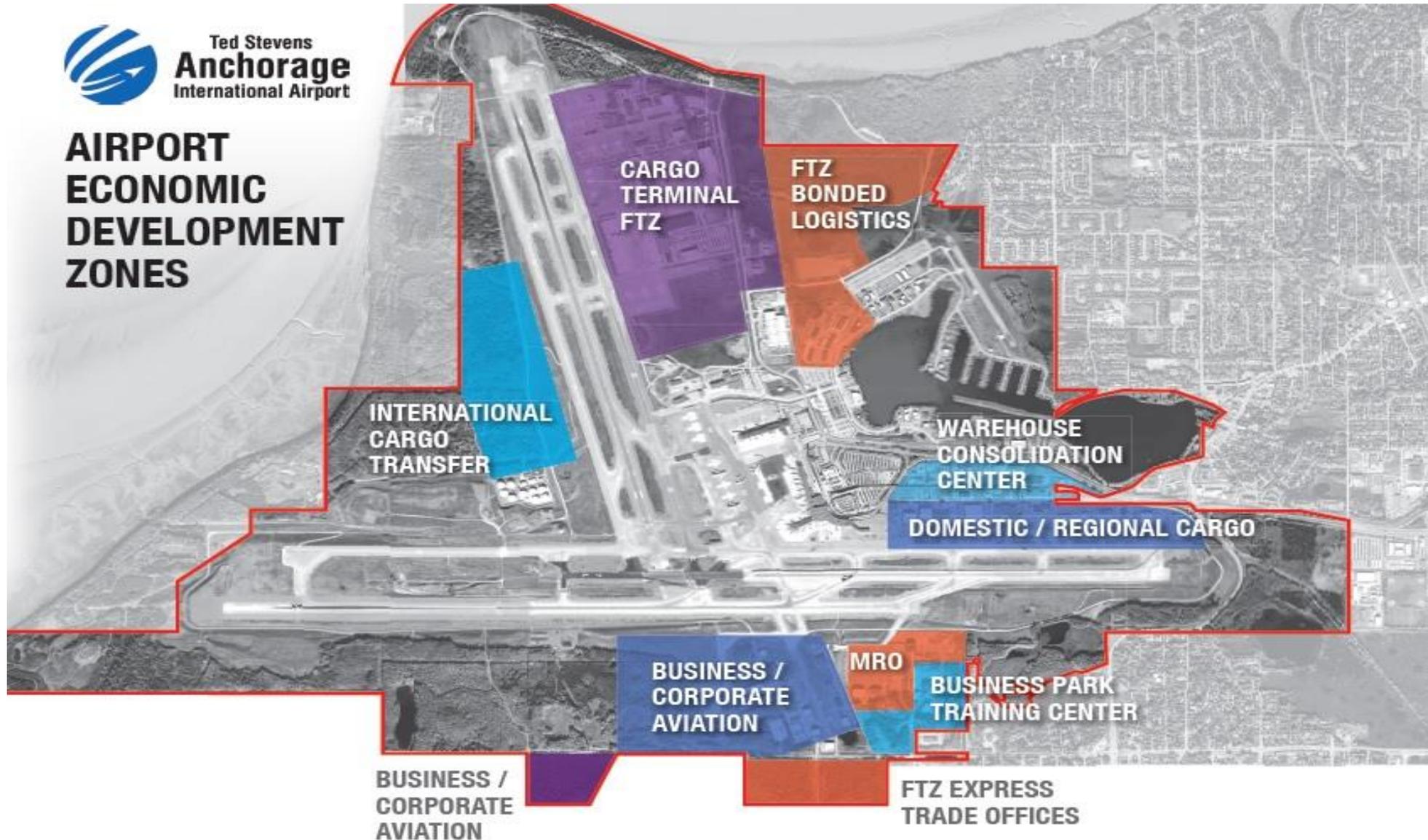
Intercontinental Railroad

- Connect rich Alaska resources to population centers and lower 48 states
- Seafood, perishables, manufacturing



- Integrates with Belt & Road initiatives to connect Eurasian countries
- Connecting thousands of miles of railway on 5 continents

ANC AIRPORT ECONOMIC ZONES





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Mr. John BINDER, Deputy Commissioner

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<http://www.dot.state.ak.us/>

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