

Marine Transportation and Support Services

The Marine Transportation and Support Services cluster accounted for 225 jobs in the Valdez-Cordova Census Area in 2014. This level of employment resulted in a location quotient of 15.95, indicating both a high degree of employment specialization and employment share.

Three sub-clusters - water passenger transportation, boat building and repairing, and marine transportation services - form the foundation of the cluster. Labor specialization is high in each of these subclusters.

An additional 169 jobs in the Transportation and Logistics and Distribution and eCommerce clusters are closely linked to activity in the Marine Transportation and Support Services cluster. In fact, it appears that reporting errors or inconsistencies in labor data reporting may obscure a well-rounded view of the cluster.

Despite long-term employment growth for the cluster, there were reductions in the boat building and marine transportation services sub-clusters between 2010 and 2014.

Cluster Snapshot:	2014
Jobs	225
Location Quotient	15.95
Change 1998 - 2014	+175
Change 2010 - 2014	-34
Outlook	↔



Marine-based commerce and associated marine transportation is an essential part of the Prince William Sound economy. Oil tankers, oil industry escort vessels and work boats, freighters, ferries, fuel barges, cargo and rail barges, cruise ships, tour boats, commercial fishing boats, sport fishing charter boats, and privately-owned vessels ply the waters of the Sound. This volume of marine traffic requires an array of goods and services as well as docks, harbors, and maritime infrastructure.

There is no definitive source to quantify the frequency and volume of all marine traffic. Table II.E.13 outlines a partial list of the vessels, across all sectors, that are homeported in PWS. This information gives a sense of the quantity and range of vessels. In addition to homeported vessels, transient vessels add to the frequency and volume of marine traffic in PWS. Transient vessels include oil tankers (230 port calls), cruise ships (20 port calls), the Alaska Marine Highway ferry (862 port calls), rail and AquaTrain barges (est. 90 port calls), and other barges and freight vessels.

Figure II.E.13 Vessels Homeported in Prince William Sound (Partial)

Vessel Type	Count
Commercial Fishing	492
Fish Processing Vessel	5
Freight Barge	2
Freight Ship	2
Oil Recovery	53
Passenger	54
Public Vessel, Unclassified	1
Recreational	178
Research Vessel	2
Towing Vessel	11
Other	14

Source: boatdb.net

SOUND OPPORTUNITIES

Economic Growth for the Prince William Sound Region

Strengths	Weaknesses	Opportunities	Threats
<p>13 % of all marine freight coming to Alaska moves through the ports of Whittier and Valdez</p> <p>Long-time tug, barge, and containership operators with strong safety records</p> <p>Aquatrain and Rail Barge connections remain strong</p> <p>Increased marine lift capacity in Cordova, Valdez, and Whittier</p> <p>Strong railroad and highway intermodal connections</p> <p>High degree of labor specialization and concentration</p> 	<p>High transportation costs</p> <p>Limited marine infrastructure in some communities</p> <p>Aging workforce</p> <p>Proportion on nonresident workforce</p> <p>Limited land availability for upland development from harbors and marine facilities</p> <p>High cost of financing maritime infrastructure</p> 	<p>Existing dock facilities at the Port of Valdez have surplus capacity</p> <p>Pent up demand due to formerly high fuel prices</p> <p>Development and construction at military bases in the Interior</p> <p>Resource development in Interior and North Slope creates demand for high volume durable materials and goods</p> <p>Increase marine repair and specialty services to support marine transportation</p> <p>Repositioning of Crowley to serve other market segments</p> <p>Develop capacity as a marine firefighting training center</p> 	<p>Weak oil prices and declining throughput may reduce demand in the sector</p> <p>Lower than anticipated seafood harvests in 2016</p> <p>Emission control regulations and low sulfur standards impose costly requirements to repower the fleet</p> <p>Increased competition from Outside and other Alaska ports for all levels of marine support services</p> 