

SOUTH CAROLINA PORT GUIDE

South Carolina's seaports and infrastructure resource

Fifth Edition





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Message from the President & CEO

Greetings from the South Carolina Ports Authority. It is an exciting time to be in the shipping business, and we are enthusiastically embracing the challenges and opportunities at hand. In this year's issue of the South Carolina Port Guide, you will find a wealth of information on our port facilities in Charleston, Georgetown, and Greer, South Carolina, where we've achieved a number of accomplishments over the last year.

- In September 2015 we received the Army Corps of Engineers Chief's Report, allowing Charleston Harbor deepening to proceed on schedule for delivering 24-hour access for neo-Panamax ships by 2020.
- Port of Charleston FY2015 container volume increased 14% to almost 2,000,000 TEU.
- Container volume moving inland via intermodal rail has dramatically increased—up 106 % from 2011-2014.
- Breakbulk business segment continues to be strong, with more than 900,000 tons handled last fiscal year. We moved 253,338 vehicles across SCPA docks in FY15, an increase of 15 percent over the previous record of 219,900 vehicles in FY2008.
- Our cruise business is on solid ground, with more than 190,000 passengers.
- Long-shore labor hours are at record levels.
- SCPA earnings totaled \$30 million, with \$65 million in revenue. These earnings are critical for our 10-year, \$2 billion capital plan.

While FY2015 was a very good year, I believe the next five years are the most decisive in the history of South Carolina Ports. We have an ambitious plan supported by strong fundamentals: an outstanding operation located in the growing Southeast; deep water for big ships (and getting deeper); great people; and a commitment to innovative, customized service for our clients. Our aim is to grow twice the rate of the overall U.S. port market pace in the next few years, and earning your business is critical to achieving that growth. As always, please know that we stand ready to help you find supply chain and vessel deployment solutions that will pay dividends in the short and long-term.



Jim Newsome
President & CEO



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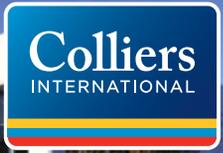
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546 L&C DISTRIBUTION
RICHBURG, SC | 109,938 SF



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209 FLINTLAKE DRIVE
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31 PLOWDEN MILL ROAD
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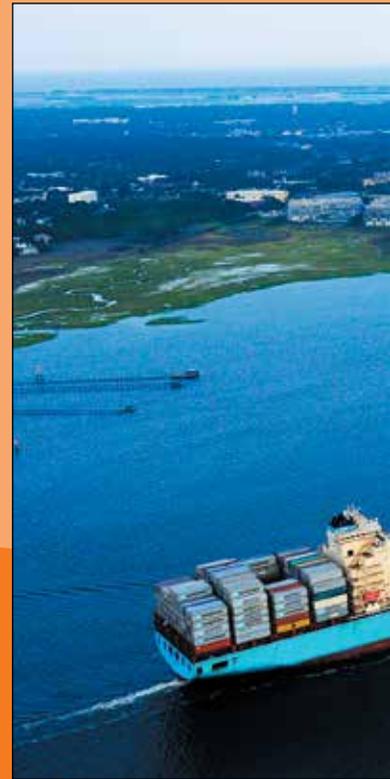
7421 EAST SPARTAN BLVD.
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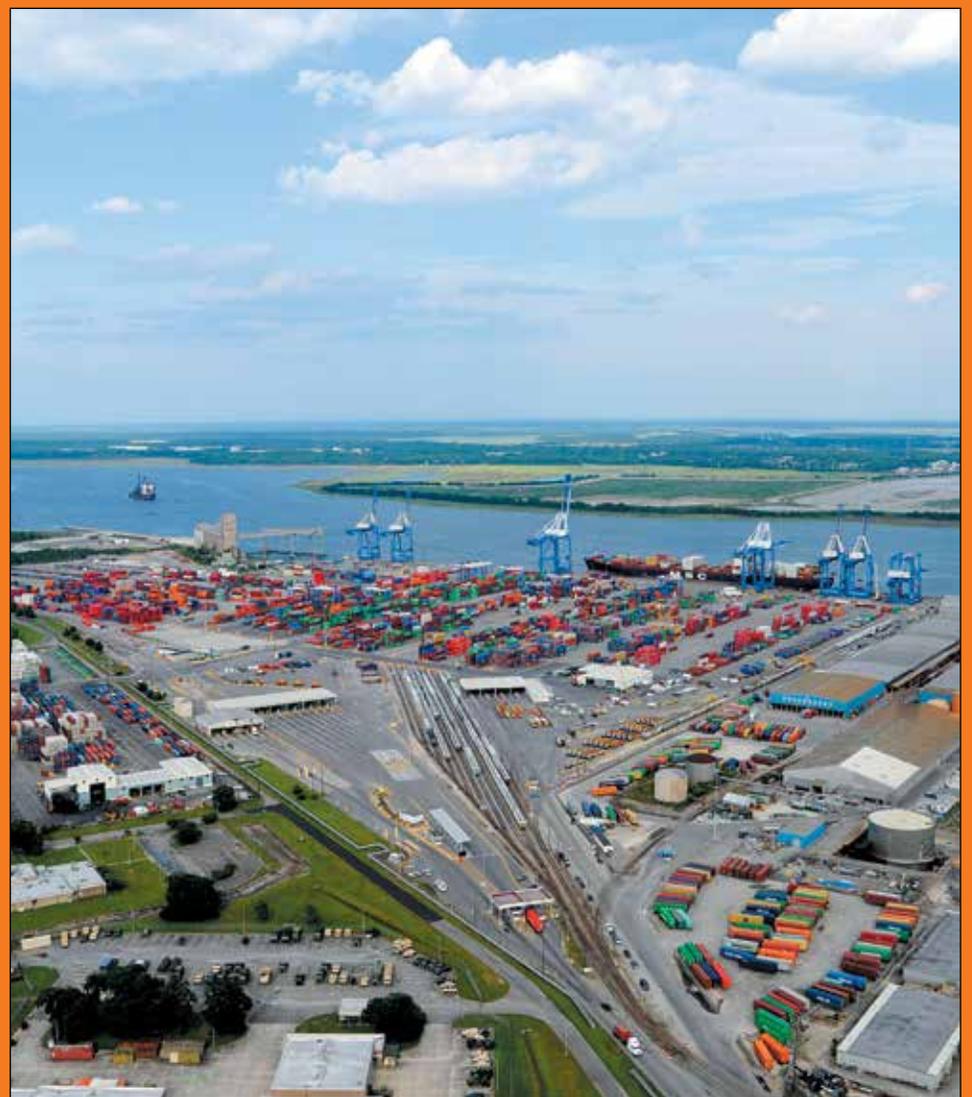
2 BUSINESS PARKWAY
LUGOFF, SC | 168,000 SF

MOMENTUM

Propels South Carolina Ports

South Carolina Ports continue to ride a wave of momentum far outpacing most U.S. container ports. The Port of Charleston's FY2015 container volume was up 14% versus the previous fiscal year, a pace more than twice the national average. Non-container business at both Charleston and Georgetown continued to show strong numbers especially in the power generation, metals, forest product, cement, and roll-on/roll-off vehicle commodity sectors. As you will read on the pages to come, South Carolina's port-dependent freight base is experiencing unprecedented growth with Daimler Vans and Volvo USA announcing plans to build OEM plants in the state while tire manufacturing and retail distribution experienced strong growth as well. Dollar Tree, RiteAid, and TTi all announced new distribution centers in the million square-foot range in 2015. These site location projects are setting the stage for rapid and sustainable import/export volume growth at SC Ports for decades to come. 🌊





Strategic Vision

South Carolina's ports are preparing for the growth of trade in the coming decades through four strategic priorities that provide a framework for the ports' forward momentum.



1

Infrastructure Development

The S.C. Ports Authority and the State of South Carolina have initiated a 10-year, \$2-billion capital investment campaign dedicated to port-related infrastructure. These projects include a new 280-acre container terminal, deepening of Charleston harbor to allow all-tide access for fully-loaded neo-Panamax vessels, a new, dual-served intermodal container transfer facility central to the Port of Charleston, expansions and improvements to interstate highways, and a new inland port facility in Greer, S.C.

2

Cargo Growth

Clearly, a port is only as strong as the freight base it serves. An aggressive, integrated statewide effort is continuing to deliver success in attracting large-scale investments from port-dependent firms. Since 2011, more than \$10 billion has been invested in South Carolina by companies engaged in international trade. Many of the most demanding and best-known brands are choosing South Carolina Ports. BMW, Daimler Vans and Volvo, TTI, adidas, Dollar Tree, Rite Aid, Harbor Freight, Michelin, Continental Tire, and Giti Tire among them. From 2011-2014 the Port of Charleston has been the fastest growing major port in the U.S., up more than 30%. In the same period intermodal container volume is up 106%. Our aim is to grow twice as fast as the overall U.S. container market in the next five years.

3

Productivity & Efficiency

South Carolina Ports are known around the world for high efficiency. The Port of Charleston is the most productive container port in North America averaging 43 moves per hour per dockside crane and 22-minute truck turn times. Charleston is 60% more productive than U.S. West Coast ports. Clients can have confidence in our productivity and reliability because we've owned the position for decades and have proven it to the most demanding firms in trade. Protecting and enhancing this benefit is vital to clients and our success as a port.

4

Financial Sustainability

The South Carolina Ports Authority is in a strong financial position and we aim to keep it that way. Since 2010 annual revenue is up 75% and earnings are up 357%. But the challenges ahead are significant. With a 10-year \$1.3 billion capital plan to fund, we need to deliver a higher rate of return on capital invested. We will meet this goal through innovation, aggressive business development, renewing our human capital, and by keeping freight moving for our clients. In fact, it's not just the Ports Authority that is investing. Our entire state is committed to the success of South Carolina ports and our clients. We're all pulling in one direction.



OCEAN CARRIER SERVICES



Updated July 2014



- Africa
- Asia
- Canada
- Caribbean
- Central America
- South America
- India
- Middle East
- Mediterranean
- Mexico
- North Europe
- Oceania
- United States

Trade Route	Service & Participating Carriers
 Asia	AWY / AW3 / AWE3 - COSCO / K Line / Yang Ming / Hanjin
 Asia	TP10 / Everglades - Maersk / MSC -- Safmarine
 Asia	TP11 / America - Maersk / MSC -- Safmarine
 Asia	SVS / AUE3 - Hapag-Lloyd / NYK / OOCL / APL / Hyundai / MOL -- Evergreen
 Asia	Trans-Pacific - BBC
 Asia / C Am	AWES / AWS / AWE / NUE3 - Evergreen / Hanjin / Cosco / Yang Ming
 Asia / C Am	PA2 - OOCL / APL / Hyundai / MOL
 Asia / C Am / Carib	SCE - Hapag-Lloyd / NYK / OOCL / APL / Hyundai / MOL -- Zim
 Asia / C Am / WCNA	NUE - Evergreen
 Asia / Mid East	CEC - Hapag-Lloyd / NYK / OOCL / APL / Hyundai / MOL -- Zim
 Asia / North Europe	Vespucci / APNE - CMA-CGM / Hamburg Sud / (UASC - Europe Only)
 Asia / North Europe	Naps RoRo - MOL
 Asia / Oceania	Asia/Australia Express RoRo - K Line
 C Am / NCSA / WCSA	Americas - CSAV / CCNI / Hamburg Sud -- Alianca / Libra
 Carib / Africa	AMEX - Maersk / MSC -- Safmarine
 Carib / C Am / NCSA / Oceania	Oceania Express - Hamburg Sud / Maersk -- Alianca / Hapag-Lloyd / MSC / Delmas / CMA CGM / Sealand
 Carib / C Am / WCSA	WCSA - MSC -- Maersk / Safmarine / CMA CGM
 ECSA	Tango / SEC - Hamburg Sud / Alianca / Hapag-Lloyd / CSAV / Yang Ming
 ECSA	Portocel - Gearbulk
 ISC / Med	Indus Express - MSC
 ISC / Med / Mid East	IEX / INDAMEX - Hapag-Lloyd / NYK / OOCL / CMA CGM / APL -- ANL / USL
 ISC / Mid East	MECL - Maersk Line -- Safmarine
 Med	TA5 / MEDUSEC - Maersk / MSC -- Safmarine
 North Europe	AX3 - Hapag-Lloyd / NYK / OOCL / APL / Hyundai / MOL -- ACL / CSAV / Libra
 North Europe	TAS-1 / TAE - COSCO / K Line / Yang Ming / Evergreen -- FESCO
 North Europe	AX1 - Hapag-Lloyd / NYK / OOCL / APL / Hyundai / MOL -- CSAV
 North Europe	TA1 / NEUATL1 - Maersk / MSC -- Safmarine
 North Europe	North Atlantic Shuttle RoRo - K Line
 North Europe	PCTC North Atlantic RoRo - Wallenius Wilhelmsen
 North Europe	PCTC Mid Atlantic RoRo - ARC -- Wallenius Wilhelmsen
 North Europe / Mexico	Victory Bridge - CMA CGM -- Delmas
 North Europe / Mexico	AX2 - Hapag-Lloyd / NYK / OOCL / APL / Hyundai / MOL -- ACL / CSAV / Libra
 North Europe / Mexico	TA3 / NEUATL3 - Maersk / MSC -- Safmarine





Foreign Ports	Terminal
Busan / Hong Kong / Kaohsiung / Shanghai / Yantian	NC
Busan / Cristobal / Qingdao / Shanghai / Xingang	WW
Chiwan / Freeport / Kaohsiung / Ningbo / Shanghai / Singapore / Yantian	WW
Cai Mep / Colombo / Hong Kong / Singapore / Yantian	WW
Kobe / Masan / Shanghai / Yokohama	CS
Busan / Cristobal / Ningbo / Qingdao / Shanghai	NC
Balboa / Busan / Kobe / Manzanillo / Tokyo	WW
Dachan Bay / Hong Kong / Kaohsiung / Kingston / Manzanillo / Xiamen / Yantian	WW
Cristobal / Hong Kong / Kaohsiung / Ningbo / Shanghai / Yantian	NC
Cai Mep / Hong Kong / Jeddah / Shekou / Singapore / Yantian	WW
Antwerp / Bremerhaven / Busan / Cartagena / Le Havre / Ningbo / Qingdao / Rotterdam / Shanghai / Southampton	NC
Acajutla / Balboa / Bremerhaven / Cartagena / Corinto / Puerto Caldera / Puerto Quetzal / San Lorenzo / Shanghai / Xingang / Xinsha / Zeebrugge	CS
Hong Kong (Feeder to Australasia) / Shanghai / Xingang / Xinsha / Yokohama	CS
Balboa / Buenaventura / Callao / Cartegana / Guayaquil / Manzanillo / San Antonio / San Vicente	WW
Cape Town / Durban / Freeport / Port Elizabeth	NC
Auckland / Balboa / Cartegana / Manzanillo / Melbourne / Napier / Port Chalmers / Sydney / Tauranga	WW
Arica / Balboa / Buenaventura / Callao / Coronel / Cristobal / Freeport / Kingston / Valparaiso	NC
Buenos Aires / Pecem / Porta Itapoa / Rio de Janeiro / Rio Grande / Salvador / Santos / Suape	WW
Portocel	UP
Freeport / Jebel Ali / King Abdullah City / Mumbai / Mundra / Valencia	WW
Damietta / Jeddah / Karachi / Mumbai / Mundra / Port Said	NC
Algeciras / Djibouti / Jebel Ali / Nhava Sheva / Pipavav / Port Qasim / Port Said / Salalah	WW
Algeciras / Genoa / Gioia Tauro / La Spezia / Leghorn / Naples / Sines / Valencia	WW
Antwerp / Bremerhaven / Southampton	NC
Antwerp / Bremerhaven / Le Havre / Rotterdam	NC
Hamburg / Le Havre / Rotterdam / Southampton	WW
Antwerp / Bremerhaven / Rotterdam	WW
Bremerhaven / Southampton / Zeebrugge	CS
Bremerhaven / Gothenburg / Halifax / Southampton / Zeebrugge	CS
Antwerp / Bremerhaven / Galveston / Southampton / Veracruz	CS
Altamira / Antwerp / Bremerhaven / Le Havre / Rotterdam / Veracruz	NC
Altamira / Antwerp / Bremerhaven / Le Havre / Southampton / Veracruz	NC
Altamira / Antwerp / Bremerhaven / Felixstowe / Freeport / Le Havre / Rotterdam / Veracruz	WW



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With regular services touching all parts of the globe, South Carolina's ports open the door

to more than 150 nations worldwide. Container service in Charleston is diverse, reaching trade

lanes far flung and closer to home. The growing Northeast Asia trade is covered with several services by both Panama

and Suez Canal transit. This global reach allows our clients to connect with their key suppliers in any trade lane.

Port of Charleston Intermodal Rail Moves

Year	TOTAL	
2010	101,358	
2011	96,872	
2012	123,056	
2013	144,856	
2014	199,294	

Up 106% 2011-2014.

Port of Charleston Non-Container Volume History

Year	Pier Tons
2010	803,763
2011	1,244,830
2012	1,563,720
2013	1,423,185
2014	1,409,122

23 minutes

Port-wide truck turn time average, June 2015

43 moves

Port-wide dockside crane moves per crane per hour, June 2015

Port of Charleston Container Volume

Year	TEUs	
2010	1,364,501	
2011	1,381,349	
2012	1,514,585	
2013	1,601,366	
2014	1,791,977	

30% growth 2011-2014

Port of Charleston Trade Lane Breakdown

Tradelane	Sum of TEUS
North Europe	36%
Northeast Asia	26%
India Subcontinent	8%
Southeast Asia	7%
West Coast South America	5%
Mediterranean	4%
East Coast South America	4%
Oceania	3%
Mid East	3%
Africa	3%
Central America	2%
Caribbean	0%
Others	0%

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In-Demand Brands Choose South Carolina Ports

The world's most demanding brands are demanding South Carolina. Volvo, Daimler Vans, TTI, RiteAid, Kobelco, Michelin and BMW are among the leading firms aggressively investing in locations served by the Port of Charleston, increasing the state's port-dependent business. Since 2011, more than \$10 billion has been invested by port-dependent

businesses. The top seven announcements made in 2015 already total more than \$1.5 billion. "The Port is our state's most strategic asset," said Jim Newsome, SCPA president and CEO. "It enables South Carolina to recruit and serve the needs of companies with international supply chains, and in doing so, spurs economic development opportunities and generates well-paying jobs for

people across the state."

The pattern of new development clearly demonstrates the state-wide impact of port operations.

"The Upstate is home to a large concentration of port users and rising number of distribution centers that serve the booming Southeastern consumer population; and now we are seeing huge investments from automotive, aerospace,

and cold storage firms in the Charleston Metro Area," said Jim Newsome. "It's an exciting time. And it's especially gratifying in the sense that we are seeing a purposeful strategy pay dividends."

Jack Ellenberg, Senior Vice-President, Strategic Projects, said the port's reliable services that get products efficiently to markets is a big draw for companies looking to relocate



DAIMLER



KOBELCO

or expand in the state.

“Any global company will tell you that logistics is critical to their success,” Ellenberg said. “The chairman of Volvo said that two reasons they decided to locate in South Carolina were the quality of workforce and because of the port’s reach. It’s a great testament that we were an integral part of their decision.”

The first major announcement in 2015 began in January,

when Rite Aid Corporation announced plans to build a 900,000-square-foot distribution center in Spartanburg, near the South Carolina inland port in Greer. The new distribution center is expected to employ nearly 600 people after it becomes fully operational and will support the inventory and fulfillment needs of approximately 1,000 Rite Aid stores in the Southeastern United States.

The \$90 million project will be Rite Aid’s first new distribution facility in 15 years.

Newsome said, “The Upstate’s proximity to metro markets makes it an ideal location for distribution operations. The Inland Port in Greer experienced strong volumes in its first year, thanks in part to its strategic location in this growing region.”

Also in January 2015, Kobelco Construction Machinery Co.,

Ltd., which specializes in the manufacture, sale and service of construction and transport machinery, announced it will establish operations in Spartanburg County with a \$41 million investment. The move is expected to generate 131 new jobs in Moore, S.C. Kobelco machinery includes hydraulic excavators, mini excavators, wheel loaders and road construction equipment.

Continued on page 16



Continued from page 15

Newsome said attracting international companies like Kobelco to South Carolina bolsters the region as a global place to do business.

“The growth of international companies that utilize the Port for both import of manufacturing process components and export of finished goods are important drivers of our continued growth,” Newsome said. “We look forward to the opportunity to serve their needs through our Charleston facilities.”

Secretary of Commerce Bobby Hitt added, “Kobelco Construction Machinery’s decision to establish operations in Spartanburg County proves that the business-friendly environment we offer in the Palmetto State has gained an international reputation.”

In March 2015, Mercedes-Benz, a division of Daimler, announced plans to invest nearly

half a billion dollars to establish a new, full van manufacturing plant in Charleston County.

Newsome said, “Growth of South Carolina’s automotive cluster provides significant volume opportunities for the port and boosts the overall economic position of our state. We look forward to continuing to serve Daimler’s growing import-export needs through our Charleston facilities.”

In May 2015, Volvo manufacturing announced a huge investment in Berkeley County to build a manufacturing plant and warehouse for construction of Volvo models for sale in the United States and for export. Construction on the location will begin in fall 2015, with the first vehicles expected to roll off the assembly line in 2018.

“Volvo Cars’ announcement is tremendous for our port and state, and SC Ports

Authority is proud to be an integral part of their decision to locate in South Carolina,” Newsome said. “Proximity to a port is critical to automotive manufacturing, and we are a proven leader in the automotive sector on the East Coast. We look forward to supporting Volvo’s import-export needs and serving the significant economic impact it represents for our region.”

Also in May, Techtronic Industries (TTi), a global leader in the design, manufacturing and marketing of consumer, professional and industrial products, announced it will expand its manufacturing and distribution operations in Anderson County. The \$85 million investment will create at least 216 new jobs in Anderson over the next five years.

The new distribution center will be constructed near the I-85 / S.C. Hwy. 81 interchange. This expansion will significantly

improve efficiency and productivity at the company’s Upstate operations, as well as increase the distribution of TTi’s outdoor products and power tools. The facility is expected to be up and running by the end of the second quarter of 2016.

It’s another example of an international company locating to South Carolina in order to support its import needs.

“Techtronic’s announcement is significant to the Port, and it reflects our connection between international manufacturers and access to inland markets for retail distribution,” Newsome said.

Hitt added, “International investment continues to drive our economy, providing opportunities for South Carolinians in all corners of our state.”

In July 2015, Dollar Tree, Inc. announced it is establishing new distribution operations in the Upstate Corporate Park in both

Continued on page 19

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Continued from page 16
 Cherokee and Spartanburg counties. The \$104.4 million investment is expected to create 400 new jobs over the next five years.

“The Ports Authority is excited to welcome Dollar Tree to South Carolina. Their Upstate location is ideally suited for serving the growing Southeastern consumer market, and the Inland Port in Greer provides them with overnight access to import cargo for retail distribution,” Newsome said. “The port’s investment in infrastructure to support Dollar Tree operations will be returned through significant volumes over the coming years, and we look forward to serving their import logistics needs.”

Inland port plays major role

Many of these announcements came from companies

that are strategically located near the South Carolina Inland Port in Greer. Opened in 2014, Norfolk Southern serves the inland port through its main rail line, and the facility is positioned along the Interstate 85 corridor between Charlotte and Atlanta, where Norfolk Southern operates additional rail yards.

The Port of Charleston’s reach through the port is 212 miles inland to Greer, providing shippers with access to more than 95 million consumers within a one-day drive. The inland port boosts efficiency for international freight movements between the Port of Charleston and companies located across the Southeast with high-profile clients moving more than 58,000 rail lifts last year.

A key feature of the SC Inland Port is the ability to receive

containers in Greer as fast as the morning after vessel discharge. This fast turn is highly desired by manufacturers and retail distributors alike.

“These distribution companies in the Upstate lean very heavily on the Port of Charleston to get the products to e-commerce and in stores,” Ellenberg said. “I would say manufacturers are even more tied to efficiency. Many of them are operating highly-sophisticated Just-In-Sequence supply chain models. For both of them, retailers and manufacturers, it’s not enough to be fast. We have to move the right boxes fast with great reliability, efficiency, and transparency. We have proven that we are very solution-driven in working with these critical companies and it’s a model that attracting a great deal of attention in the marketplace.”

International investment continues to drive our economy, providing opportunities for South Carolinians in all corners of our state.”

*Bobby Hitt,
 South Carolina
 Secretary of Commerce*



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Keeping Freight



Moving



The Port of Charleston continues to grow at a record pace. Charleston has been the fastest-growing major port in the country for the past four years. From 2011-2014, container volume has increased 30 percent. The first half of FY2015 is up 14 percent vs. the same time last year. Building upon several previous years of above-market growth across all business segments, breakbulk tonnage has also exceeded predictions by 6 percent. The

Inland Port has achieved record rail moves.

SCPA handled 1.9 million twenty-foot equivalent units (TEUs) during the fiscal year that ended June 30, a jump of 231,473 TEUs from the 2014 fiscal year. June volumes provided a strong finish to FY2015 with 169,913 TEUs moved during the month.

“This was a memorable year for SC Ports Authority,” said SCPA president and CEO Jim Newsome. “We reached near-record lev-





Top, a busy day at Columbus Street Terminal with 5 non-container ships working simultaneously and Charleston's 500-ton heavy-lift crane moving a generator on the extreme right end. Middle, a 700-ton power generation unit is lifted from a BBC ship directly to a specially designed Schnabel rail car. Bottom, new container gates at North Charleston Terminal speed gate operations and help keep truck turn times less than 30-minutes.

els of containerized cargo and saw strong volume and good diversification of the breakbulk sector. From an operations perspective, highlights of this year include handling the highest ever month of pier containers in May and Inland Port rail moves in June, all while delivering high reliability and logistics efficiencies for our customers.”

Pier containers, or box vol-

ume, also climbed 14 percent in FY2015 with 138,221 more boxes handled compared to FY2014. SCPA moved 96,916 boxes in June, pushing total fiscal year volume to 1.1 million containers.

Strong fundamentals played a key role in the above-market growth of SCPA's containerized cargo segment. Amidst progress of the Panama Canal expansion

and the Bayonne Bridge raising, big ships have transitioned to East Coast trade routes. SCPA currently receives 11 post-Panamax vessel calls each week. Manufacturing in the Southeast remains strong, and SCPA provides the deep water required to handle ships fully-loaded with heavy exports. The booming automotive sector in the Southeast also supported both import

and export volume gains.

“Fiscal year 2015 was marked by a number of exciting economic development announcements representing future volume opportunities for SCPA, including Daimler, Kent Bicycle, Volvo, and most recently, Dollar Tree,” Newsome said. “The port's ability to serve these companies' supply chains played a key role in their deci-



sion to locate or expand in SC. Our strategic initiative to grow our cargo base is paying off.”

Successful recruitment of discretionary cargo played a key role in SCPA’s above-market growth as well. A competitive, broad-based rail market with ample capacity has made SCPA the port of choice for cargo produced beyond the Southeast region, including plastics from the US Gulf and agricultural products from the Midwest. Volume gains of agricultural exports were also driven by local industries such as SC-grown soybeans, whose export volume doubled during the last fiscal year.

In the non-containerized cargo segment, breakbulk tonnage exceeded fiscal year planned volumes by 6 percent with 1.4 million pier tons handled during the year. Georgetown moved 548,933 tons during the period, while Charleston handled 871,974 tons. Roll-on/

roll-off cargo within the breakbulk sector grew significantly, and SCPA achieved the highest finished vehicle volume ever handled at the Columbus Street Terminal. In FY2015, 253,338 vehicles moved across SCPA docks, an increase of 15 percent over the previous record of 219,900 vehicles in FY2008.

“I’m extremely proud of the significant growth we achieved this fiscal year,” said Bill Stern, SCPA Board Chairman at the time. “The SCPA’s continued success is rooted in the leadership of our strong Board, a talented CEO and senior staff, and support from a productive maritime community.”

Monthly volumes peaked at the Inland Port in June, with 6,736 rail moves handled during the month. The terminal’s first full fiscal year of operations concluded with 58,407 rail moves, which surpasses initial annual volumes projected five



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years into terminal operations.

Even in light of this record growth, the port maintains very high productivity and low congestion, working ships at 42 moves per hour per crane, truck turn times remain at a low average of 23 minutes.

“I congratulate the SCPA on their strong volume performance this year. The SCPA has aggressively captured significant market growth in the Southeast recently, and its success in outpacing competitors is incredibly positive news for South Carolina,” said Senator Larry Grooms, SC Review and Oversight Commission on the State Ports Authority Chairman.

Full steam ahead

In the fiscal year ahead, SCPA expects to continue to grow above the US port market average and focus on increasing revenues to fund its capital projects, including the construction of the Navy Base

container terminal by the end of the decade. FY2016 will also be a significant year for deepening the Charleston Harbor to 52 feet, with the Chief’s Report expected in September while the Preconstruction Engineering and Design phase is ongoing, followed by construction.

“Our ports system is one of our greatest treasures, it drives our state’s economic development engine, and its continued growth is another success for everyone in South Carolina to celebrate,” said Governor Nikki Haley.

“The volume results achieved by South Carolina Ports Authority are great news for our state,” said Representative Jim Merrill, SC Review and Oversight Commission on the State Ports Authority Vice-Chairman. “The strategic initiatives ahead ensure our Port remains competitive and well-poised to meet future industry needs.”

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Cold Chain

is **red hot**



Cold storage and supply chain firms have dramatically increased their presence near the Port of Charleston, growing more than 10 times in the last year alone.

This is a critical service for the Port of Charleston because local freezer operations are needed to handle large volumes of refrigerated cargo moving in and out of the Southeast. In particular, protein products such as chicken, turkey and pork that need to be exported frozen are coming in from North Georgia, across the SC midlands and

from coastal areas.

Responding to the demand, cold storage leading brands such as New Orleans Cold Storage, Lineage Logistics and Agro Merchants have dramatically increased their presence near the Port of Charleston. In January 2014, Charleston had 50,000 square feet of local freezer storage. By late 2015, Charleston will feature more than 600,000 square feet of cold storage operations.

Recent announcements include California-based Lineage Logistics, which announced it would build a 340,000-square-foot

cold storage distribution facility at 7748 Palmetto Commerce Parkway in North Charleston at the Palmetto Commerce Park. The site has rail service through Norfolk Southern.

Lineage CEO Bill Hendrickson said the company has been working with state and local officials for over a year to set-up local operations.

“Specific customer needs and comprehensive infrastructure in the world-class Port of Charleston makes this key logistics hub an important addition to our other port-centric facilities on the East Coast,” Hendrickson

said in a statement.

The facility will have high-capacity blast freezing and transportation solutions for customers to export proteins to foreign markets. It will also include design features that expedite domestic consumer access to imported products.

The temperature-controlled warehousing and logistics company is expected to create more than 80 jobs in Charleston County. The cold storage facility is the company’s first operation in South Carolina. Lineage’s local operations will expand the Port of Charleston’s refrigerated





Cold storage operation increases



50,000 square feet
2014



600,000 square feet
2015

1100% Percent change

cargo capacity to export more products from inland markets to global ones. Lineage Logistics is backed by investment firm Bay Grove. The company has facilities in 21 states.

“The port is experiencing strong growth in the refrigerated container business,” said Jim Newsome, president and CEO of the SCPA. “The addition of Lineage’s cold storage and blast freezing facility provides Charleston with the increased capabilities necessary to meet the needs of this important cargo segment.”

New Orleans Cold Stor-

age is expanding its current 55,000-square-foot refrigerated cold storage facility at 1091 Remount Road in North Charleston by 92,000 square feet for cargo that needs to be chilled, refrigerated or frozen.

The expansion will include an investment of more than \$14 million.

“Not only will our storage space be increasing dramatically by over 150 percent, but we will also be increasing our blast freezing capacity by 100 percent, giving us the ability to grow with the market well into the future,” said Mark

Top Reefer (refrigerated cargo) products moving through SC Ports

Export

% of total reefer exports

1.) Poultry, fresh and frozen	38.5%
2.) Meat, fresh and frozen	33.3%
3.) Grapefruit and lemons	9.8%
4.) Grocery products	4.1%
5.) Vegetables	2.5%

Import

% of total reefer imports

1.) Drugs	27.5%
2.) Meat, fresh and frozen	11.3%
3.) General cargo	6.4%
4.) Grocery products	4.8%
5.) Candy, jam, confections	4.6%





Blanchard, President and CEO of New Orleans Cold Storage. “We are looking forward to offering even more services to our clients at the Port of Charleston. This expansion will help us continue to be one of the largest logistics and cold storage suppliers to the poultry, pork, beef, seafood vegetable, and international refrigerated food industries.”

Agro Merchants Group recently opened a cold-storage facility in Berkeley County that will handle refrigerated cargo for customers that import and export through the Port of Charleston.

It is Agro’s first operation in South Carolina. The Alpharetta, Ga.-based company created 63 jobs and invested \$8 million in a 120,000-square-foot facility.

With cold chain now red hot in the Charleston area, Newsome said refrigerated cargo will continue to be of strategic importance and play a vital role in the future of the SC Ports. 🌊

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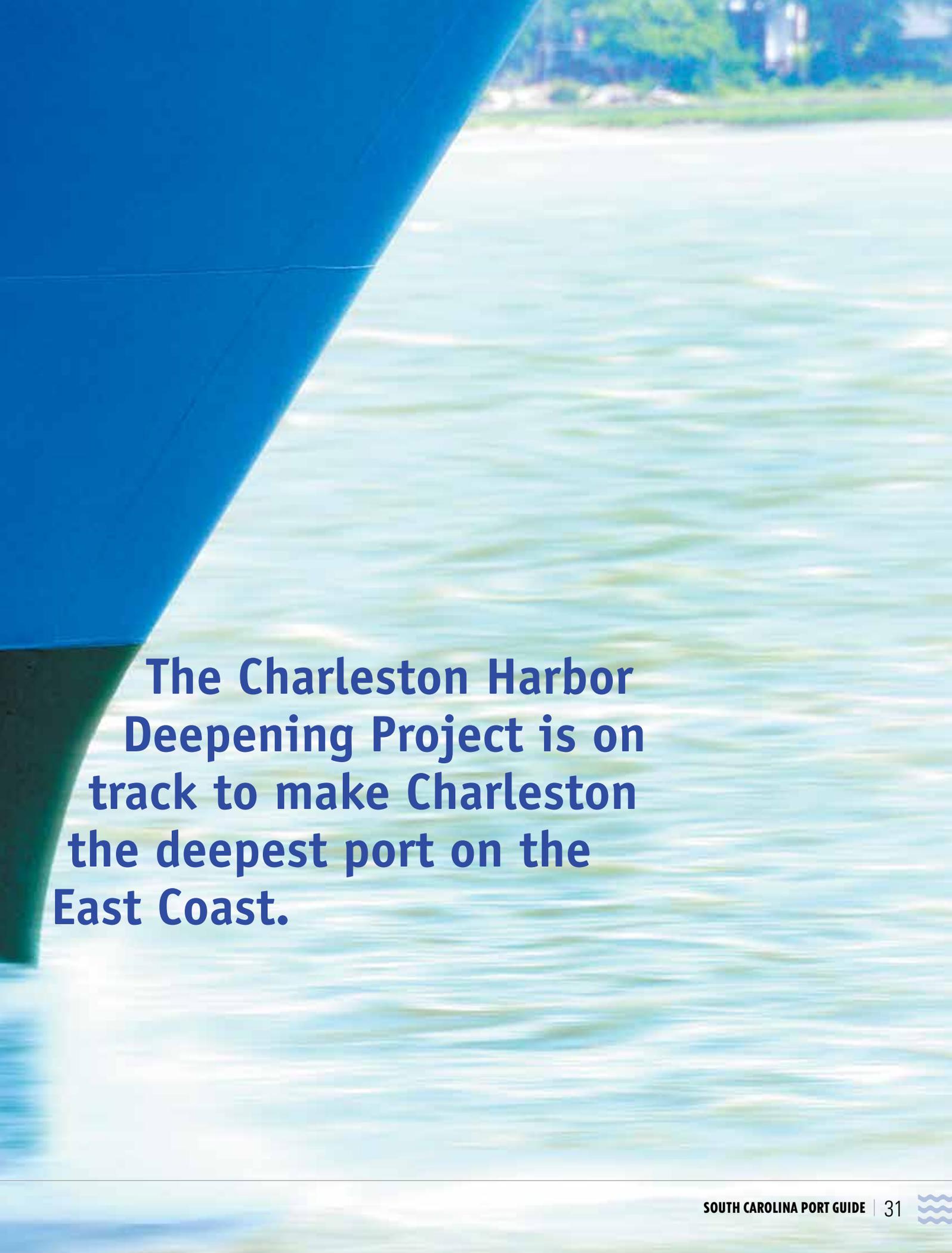
Harbor Deepening Earns Federal Approval

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**The Charleston Harbor
Deepening Project is on
track to make Charleston
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Dredges, like this one at work on the turning basin at Columbus Street Terminal, will soon be at work deepening the main channel in Charleston.



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Charleston Harbor Deepening Project on track to make Charleston the deepest port on the US East Coast by 2020.

Soon Charleston will offer the deepest harbor on the East Coast, with 52 feet of depth that opens SPCA facilities to the largest ships 24 hours a day.

In September 2015, the deepening project earned its last substantive approval from the U.S. Army Corps of Engineers (USACE) with the release of the Chief's Report by Lieutenant General Thomas Bostick, Commanding General.

The Report, issued to the Secretary of the Army, outlined the recommendation of deepening the Charleston Harbor channel to 52 feet and entrance channel to 54 feet, as well as enlarging turning basins to accommodate for post-Panamax vessels calling SCPA's container terminals.

"Receipt of the Chief's Report is tremendous news for SCPA," said Jim Newsome,

SCPA president and CEO.

"By the end of the decade, we will achieve 52 feet of depth and Charleston will be the deepest harbor on the East Coast. This depth advantage will provide our customers with 24-hour access to deep water, a requirement for significant long-term volume growth in today's big-ship environment. We are grateful for the expertise and leadership of our partners, USACE, who delivered the Chief's Report just four years after we began the deepening process."

Prior to the Chief's Report, the deepening project received federal funding in July for the Preconstruction Engineering and Design (PED) phase.

The federal investment allows the Corps of Engineers to proceed with work in order to finalize the deepening project design and produce construction contract documents

Additional work includes ship simulation studies, refinement of cost estimates, coastal monitoring and analy-

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Material from dredging projects can be placed in approved storage sites or used for a variety of purposes. In the case of Charleston's Post-45 project dredged material will be used to enhance wildlife habitat and for capital construction projects.



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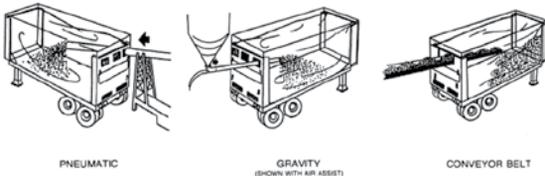
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sis of beneficial use of dredged material.

The PED phase is the final major step in the technical work for deepening before dredging begins.

The allocation of federal funding for the PED phase of our deepening project is tremendous,” said Stern.

“We are grateful to the leadership of state and federal elected officials and the Obama Administration for their united support of Charleston’s harbor deepening. The merit of our project and the significant benefits it will deliver for our state and nation are signified by the efforts of elected officials on all levels to ensure it progresses without delay.”

Timely progression of the deepening project is a key advantage for Charleston, which has already become the big ship hub of the South Atlantic.

2020
Expected completion date of the Charleston Harbor Deepening Project.

With a current depth of 45 feet at mean low water, Charleston is the only port in the region capable of handling ships drafting 43 feet or greater, and the port can handle vessels drafting up to 48 feet with the help of the tides.

The expansion of the Panama Canal and the raising of the Bayonne Bridge in NJ are expected to significantly increase the size of cargo vessels deployed to East Coast ports, making deep water a requirement for modern ports.



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Below and right: Dredges often use a combination of a cutting tool to loosen bottom material and a suction pump to draw the material up and into a barge for disposal. The Glen Edwards is typical of the type of dredge that is likely to be used when deepening Charleston Harbor. Photo credits: USACE.



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In addition, growth of population and manufacturing in the Southeast has been a significant driver of volume gains and the need for a deeper harbor.

“The container shipping industry’s deployment of big ships is evident, and there is no question that the Southeast needs a harbor deeper than 50 feet to accommodate fully-loaded post-Panamax container ships,” said Newsome. “When coupled with significant SCPA investments in landside infrastructure and terminal capacity, our harbor deepening project supports SCPA’s continued cargo volume growth well above the national port average. We look forward to the completion of the PED phase followed by significant progress on construction by the end of the decade.”

Efforts to deepen the Charleston Harbor began in

\$300 million
Amount South Carolina’s General Assembly has put aside to invest in the Charleston Harbor Deepening Project.

2011 in order to provide the depth necessary to handle post-Panamax vessel calls without tidal restriction.

In 2012, the SC General Assembly set aside the full estimated state share of the deepening construction costs, and the project was named one of President Obama’s “We Can’t Wait” initiatives. 🌊

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TERMINALS

- 40 Wando Welch
- 42 North Charleston
- 44 Columbus Street
- 46 Union Pier
- 48 Veterans
- 50 Georgetown
- 52 SC Inland Port
- 54 Navy Base

Shipping lines reference rule 34-070 for invoicing details. Check with terminals directly for specific cut-off times. Gate policies can and do change according to specific conditions. Please consult our website for the most up-to-date information. Visit www.scspsa.com and click "Operational Tools."

2016 Container Gate Holiday Schedule

HOLIDAY	OBERSEVED	WORK SCHEDULE	GATE HOURS
New Year's Day	Friday, January 1, 2016	No Work Day	Closed
Martin Luther King Day	Monday, January 18, 2016	Holiday Work Day	0700-1800
Presidents' Day	Monday, February 15, 2016	Holiday Work Day	0700-1800
Good Friday	Friday, March 25, 2016	Holiday Work Day	0700-1800
Memorial Day	Monday, May 30, 2016	Holiday Work Day	0700-1800
Independence Day	Monday, July 4, 2016	No Work Day	Closed
Labor Day	Monday, September 5, 2016	No Work Day	Closed
Veterans Day	Friday, November 11, 2016	Holiday Work Day	0700-1800
Thanksgiving	Thursday, November 24, 2016	Closed	Closed
Day after Thanksgiving	Friday, November 25, 2016	Regular Work Day	0600-1800
Christmas Eve	Saturday, December 24, 2016	Holiday Work Day	0700-1400
Christmas Day	Sunday, December 25, 2016	No Work Day	Closed
New Year's Eve	Saturday, December 31, 2016	Holiday Work Day	0700-1400

Wando Welch (Charleston)

Address: 400 Long Point Road, Mount Pleasant, SC 29464

Driving Directions: From I-26 head SE, take exit 212C to merge onto I-526E, take Long Point Road exit, make right at light and continue down the road to the terminal gates.

Terminal Manager: 843-856-7005
 Container Operations: 843-856-7006
 Breakbulk Operations: 843-856-7029
 Solutions Center: 843-579-4433

Total Acreage: 689
Developed Acreage: 399
Container Yard Acreage: 245.8

Container Slots: 28,768 Grounded + 4,707 Wheeled
Reefer Slots: 1,205
Interchange Lanes/Gates: 27

Rail Service: Near dock. CSX & Norfolk Southern.
Serviced by RapidRail

Berth Length: 3,800 feet / 1,158.24 meters
Project Depth: 45 feet / 13.72 meters at Mean Low Water. For confirmed current specifications contact our Harbor Master at 843-577-8192.
Air Draft: (feet/meters) 186 feet / 56.69 meters at Mean High Water
Piloting Time: About 1.5 hours dependent on conditions.

Container Yard Equipment: 30 RTGs. 19 Toplifters. 12 Empty Handlers.
Warehouses: Bldg # 402. 187,680 square feet. Dual-sided cross dock facility served by yard truck and outside the TWIC zone. Cranes On Order: Two container cranes with 150-foot vertical clearance are on order for mid-2016 delivery.

Container Cranes:	Crane Make: HHI	Quantity: 4	Outreach: (f/m) 189'9" / 57.84
	Crane Make: HHI/GE	Quantity: 2	Outreach: (f/m) 196'9" / 59.97
	Crane Make: ZPMC	Quantity: 2	Outreach (f/m) 196'9" / 59.97

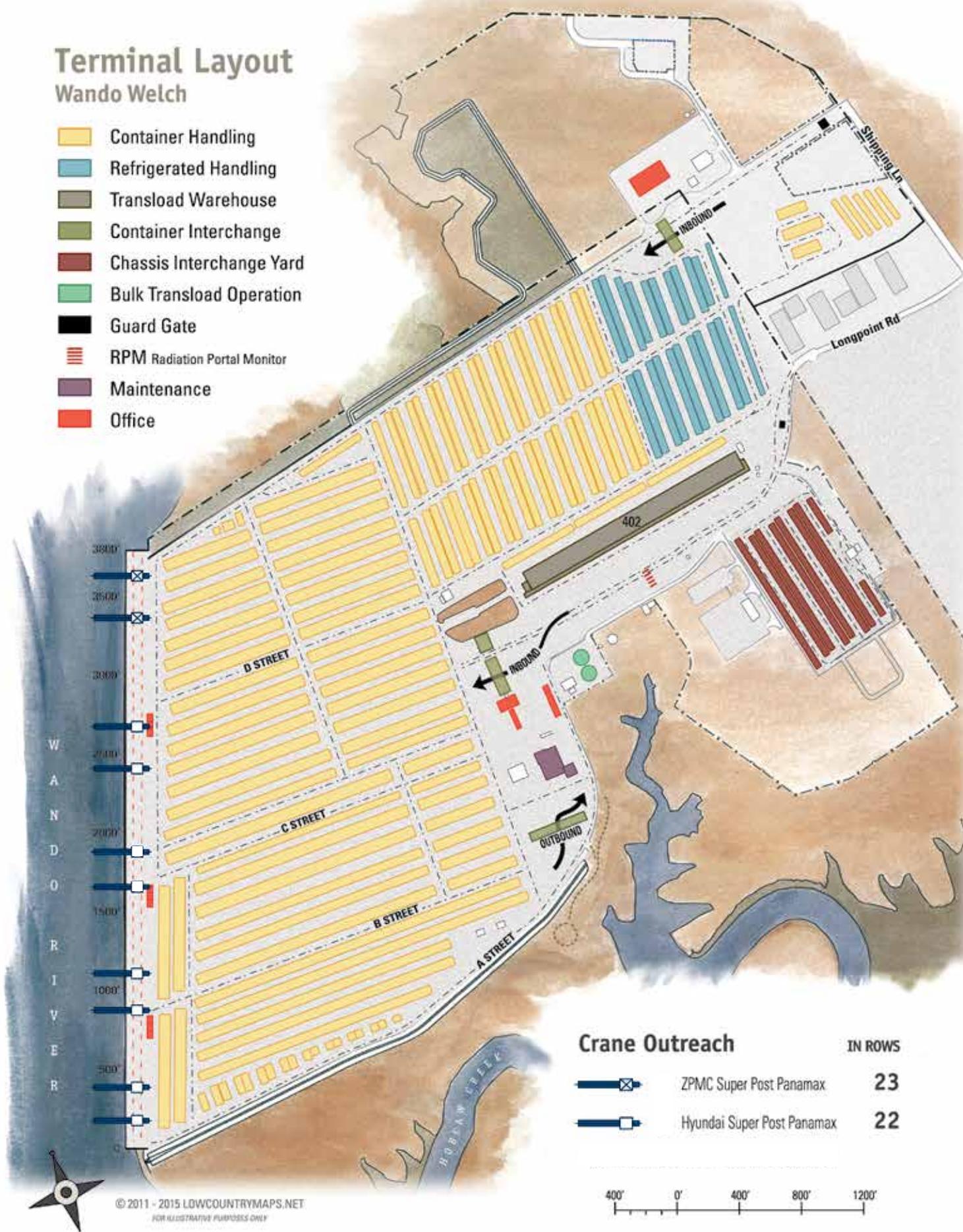
43 MOVES
 PER HOUR PER CRANE.
 TRUCK TURN TIME
 AVERAGE
 APPROXIMATELY 21
 MINUTES.



Terminal Layout

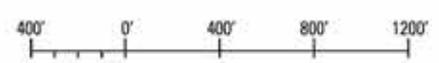
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- Transload Warehouse
- Container Interchange
- Chassis Interchange Yard
- Bulk Transload Operation
- Guard Gate
- RPM Radiation Portal Monitor
- Maintenance
- Office



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Crane Outreach		IN ROWS
	ZPMC Super Post Panamax	23
	Hyundai Super Post Panamax	22



North Charleston (Charleston)

Address: 1000 Remount Road, North Charleston, SC 29406

Driving Directions: From I-26: Head SE, take exit 212C to merge onto I-526 E. Take exit 19 for N. Rhett Avenue, turn left onto N. Rhett. Turn right at Remount Road, continue on to terminal gates.

Terminal Manager: 843-745-6533
 Container Operations: 843-745-6525
 Breakbulk Operations: 843-745-3254
 Solutions Center: 843-579-4433

Total Acreage: 201
Developed Acreage: 197.8
Container Yard Acreage: 132.4

Container Slots: 19,650 Grounded + 2,319 Wheeled
Reefer Slots: 380
Interchange Lanes/Gates: 14

Container Yard Equipment: 8 RTGs.
 24 Toplifters. 5 Empty Handlers.
 Bulk rail transload facility located on-terminal.

Berth Length: 2,500 feet / 762 meters
Project Depth: 45 feet / 13.72 meters at Mean Low Water. For confirmed current specifications contact our Harbor Master at 843-577-8192.
Air Draft: (feet/meters) 155 feet / 47.2 meters at Mean High Water
Piloting Time: About 2 hours dependent on conditions.

Rail Service: On dock & near dock. CSX & Norfolk Southern.
 Switching handled by Palmetto Railways.
Serviced by RapidRail

Container Cranes:	Crane Make: IHI	Quantity: 1	Outreach: (f/m) 145' / 44.20
	Crane Make: ZPMC	Quantity: 2	Outreach (f/m) 196'9" / 59.97
	Crane Make: Morris	Quantity: 3	Outreach (f/m) 146' / 44.50

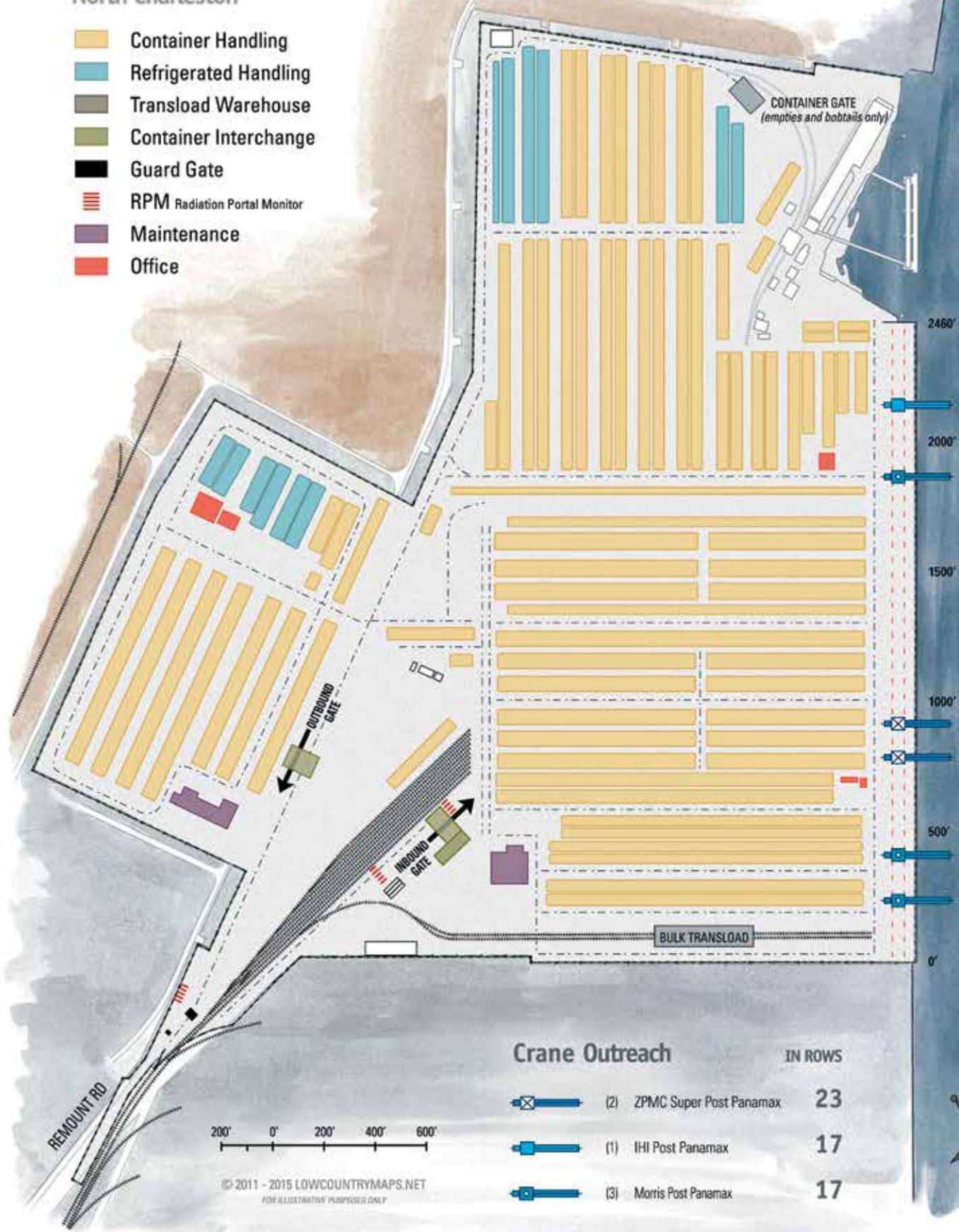
**43 MOVES
 PER HOUR PER CRANE.
 TRUCK TURN TIME
 AVERAGE
 APPROXIMATELY 21
 MINUTES.**



Terminal Layout

North Charleston

- Container Handling
- Refrigerated Handling
- Transload Warehouse
- Container Interchange
- Guard Gate
- RPM Radiation Portal Monitor
- Maintenance
- Office



Crane Outreach

IN ROWS

	(2) ZPMC Super Post Panamax	23
	(1) IHI Post Panamax	17
	(3) Morris Post Panamax	17

200' 0' 200' 400' 600'

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Columbus Street (Charleston)

Address: 1 Immigration Street, Charleston, SC 29403

Driving Directions: From I-26 head SE, take exit 219. At bottom of ramp turn left. Continue on Morrison Drive through 4 traffic lights. Turn left into the terminal.

Terminal Manager: 843-577-8743

Breakbulk Operations: 843-577-8772

Total Acreage: 155
Developed Acreage: 135
Wharf Acreage: .9
Ro/Ro Acreage: 44.3

Breakbulk Ops Acreage: 25.1
Heavy Lift Acreage: 4.9
Rail Yard Acreage: 10.8
Other Handling Acreage: 17.5

Warehouses:
Bldg # 105: 165,099 square feet. Covered rail access.
Bldg # 108: 94,050 square feet. Covered rail access.
Bldg # 186: 100,000 square feet. Rail access.

Berth Length: 3,500 feet / 1,066 meters
Project Depth: 45 feet / 13.72 meters at Mean Low Water. For confirmed current specifications contact our Harbor Master at 843-577-8192.
Air Draft: (feet/meters) Unlimited
Piloting Time: About 1 hour dependent on conditions.

Rail Service: On dock. CSX & Norfolk Southern. Switching handled by Palmetto Railways.
Road Miles to Railhead:
CSX: 8.4 miles • **Norfolk Southern:** 8 miles

Heavy Lift Services: Vessel directly to/from rail. Vessel directly to/from truck. Roll-on/Roll-off. On and off truck and rail in the storage yard.

Barge Cranes: Lifting up to 500 tons.

Container Cranes: Crane Make: Espana Quantity: 2 Outreach (f/m) 145' / 44.20



Terminal Layout Columbus Street

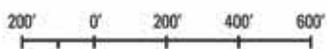
-  Transload Warehouse
-  Open Storage
-  Guard Gate
-  RPM Radiation Portal Monitor
-  Maintenance
-  Office

Crane Outreach


(2) Paceco/Espana

IN ROWS

17



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Union Pier (Charleston)

Address: 32 Washington Street, Charleston, SC 29401

Driving Directions: From I-26 head SE, take exit 219-B. At bottom of ramp turn left. Continue on Morrison. The street name will change from Morrison Drive to East Bay Street. Follow the green highway signs to Union Pier Terminal.

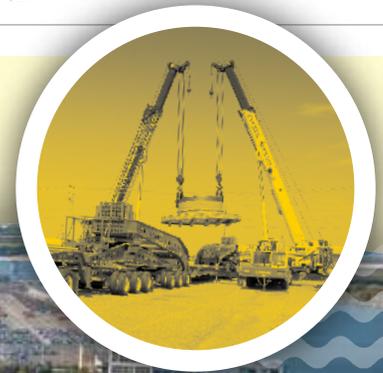
Terminal Manager: 843-577-8776

FAX: 843-577-8662

Union Pier Terminal is one of Charleston's dedicated breakbulk handling facilities. UPT is ideal for handling traditional non-container freight such as forest products, metals, equipment, and project cargo. Buildings 318 and 322 were designed to handle paper being moved between ships and rail cars. Ample open storage is available for a wide variety of cargo. A redevelopment plan would replace a portion of the cargo handling facilities for a new cruise terminal in the near future.

- 2,470 continuous feet of berth space
- Over 500,000 square feet of sprinkler-protected transit sheds
- Multiple rail lines serving warehouses and dockside open storage areas
- Covered rail access to all warehouses
- Asphalt and concrete open storage areas
- Smooth transitions between dockside aprons and ground-level open storage
- Excellent security with visibility-restricted screening on chain-link and barbed-wire fencing with a manned 24-hour guard gate
- Easy access to I-26
- Less than one hour to open ocean

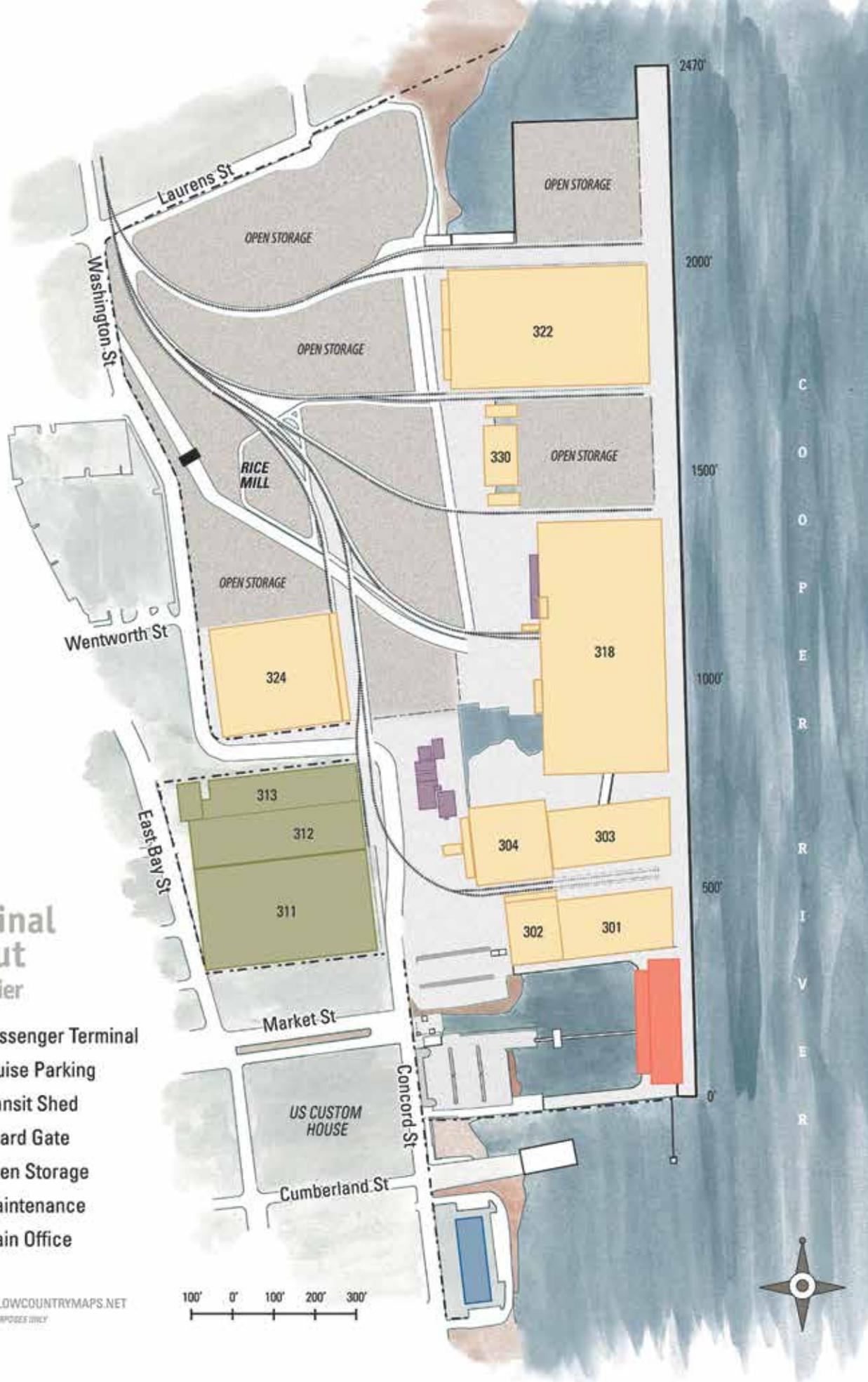
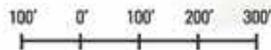
Project Depth: 35 feet MLW. For confirmed current specifications contact our Harbor Master at 843-577-8192.



Terminal Layout Union Pier

- Passenger Terminal
- Cruise Parking
- Transit Shed
- Guard Gate
- Open Storage
- Maintenance
- Main Office

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Veterans (Charleston)

Address: 1150 North Port Drive, North Charleston, SC 29405

Driving Directions: I-26 to Cosgrove Avenue Left on Spruill Avenue. Right on McMillan. Right on Hobson. Follow to terminal.

Terminal Manager: 843-745-6547
Breakbulk Operations: 843-745-6548
Driver's Assistance: 843-745-6548

Total Acreage: 110
Open Storage Area:
 Paved & ROC

Warehouses:
Bldg # 207: 42,793 square feet.
Bldg # 224: 54,200 square feet.

Rail Service: CSX & Norfolk Southern.
Road Miles to Railhead:
CSX: 6.4 miles • **Norfolk Southern:** 6.3 miles

Air Draft: (feet/meters) 186 / 56.69
Piloting Time: About 1.5 hours
 dependent on conditions.

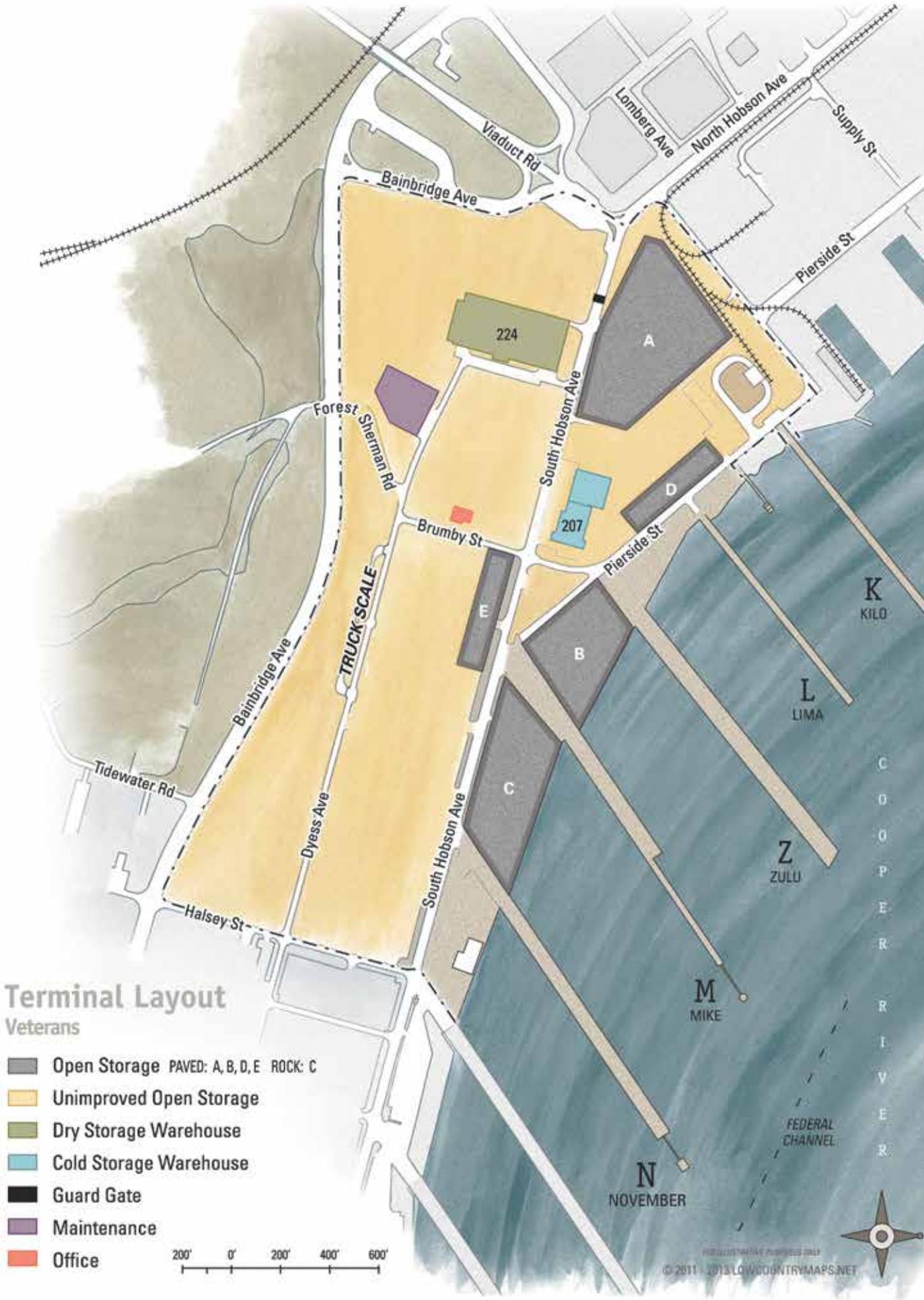
Pier Lima Length: 952 ft / 290 m
Pier Mike Length: 1,100 ft / 335 m

Pier November Length: 1,150 ft / 350.5 m
Pier Zulu Length: 1,250 ft / 381 m

Project Depth: 35-feet (10.67 m). For confirmed current specifications contact our Harbor Master at 843-577-8192.

Mobile Cranes: Details available at www.CharlestonHeavyLift.com.
 Lifting truck direct to ship. Rail to storage yard. Truck to storage yard.





Georgetown

Address: 1324 Dock Street, Georgetown, SC 29440

Terminal Manager: 843-527-4476

Distance to Sea Bouy: 13.5 miles.

Project Depth: 27 feet at Mean Low Water.

(The channel is not currently maintained at project depth.)

Current Depth: 20-feet (as of July 2014). For confirmed current specifications contact our Terminal Manager at 843-527-4476.

Air Draft: Unrestricted.

Tidal Current: 1.0 - 1.5 knots.

Tidal Range: Approximately 3.3 feet.

Pilot Time: 1.5 - 2 hours. Local pilotage is required.

Berth: 4 berths totalling 1,800 feet.

Water: Available at all berths.

Tug & Tow: Available through McAllister Towing.

Open Storage Area: 27.9 acres.

Warehouse space: 2 buildings totalling 103,000 sf. Rail-served.

Other Buildings: 3 sheds totalling 36,800 sf. dome with 2 side buildings.

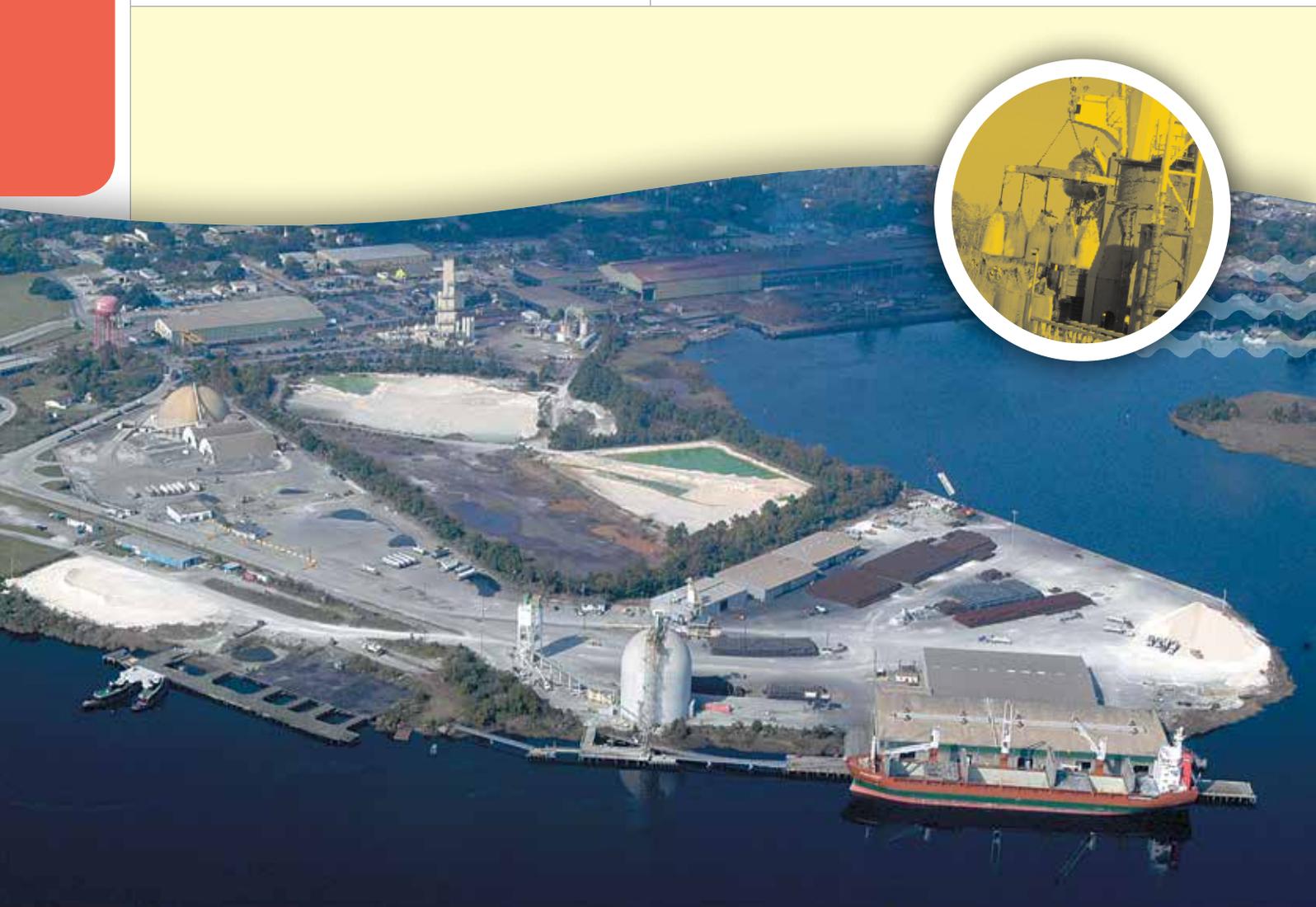
Mobile Cranes: Lifting truck direct to ship. Rail to storage yard. Truck to storage yard.

Rail Served: CSX is on-site with siding that accommodates 75 railcars.

Truck Scales: On-site.

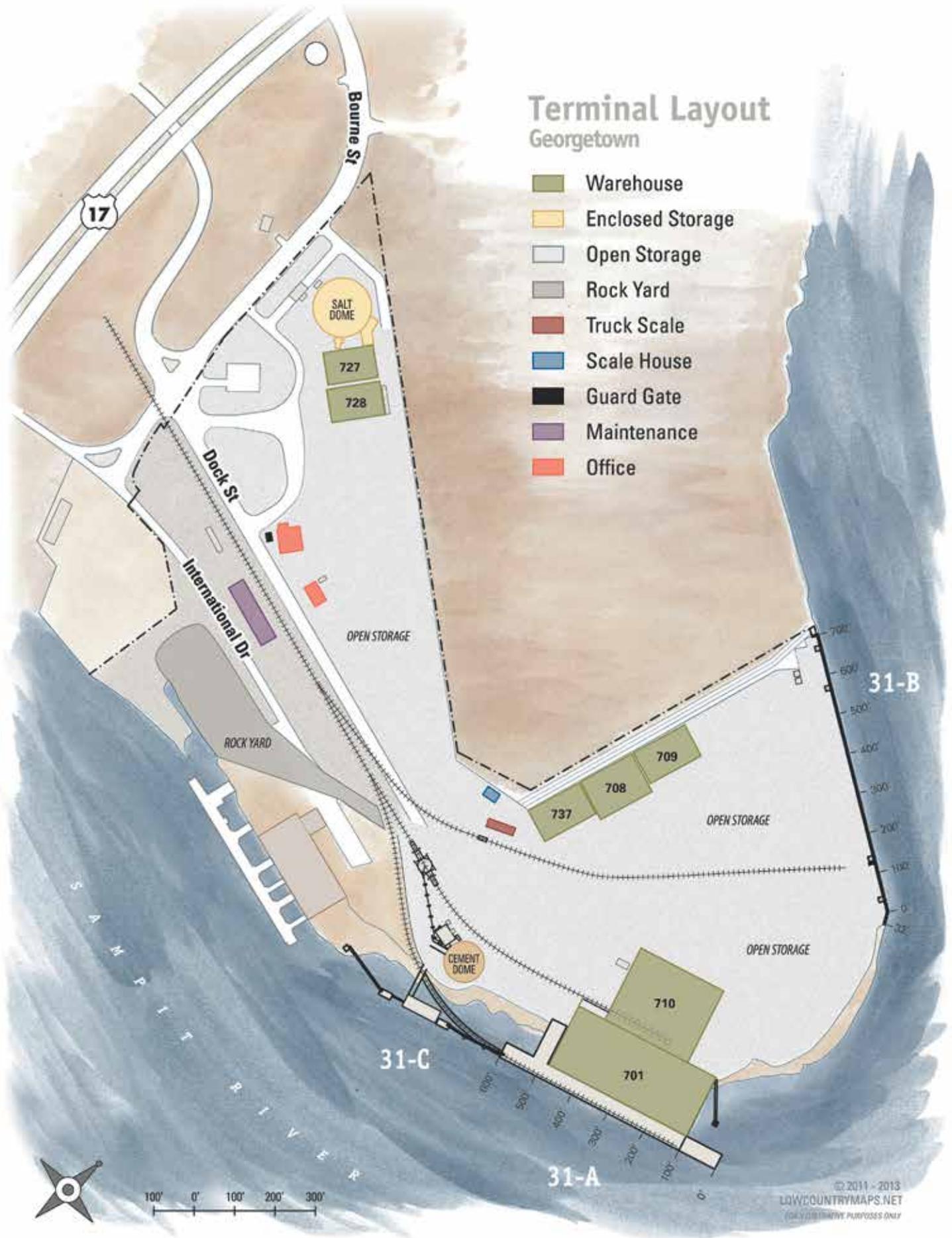
Customs & Border Protection: Services available on-site.

Specialized Capabilities: Cement, metals, aggregates, chemicals and forest products.



Terminal Layout Georgetown

- Warehouse
- Enclosed Storage
- Open Storage
- Rock Yard
- Truck Scale
- Scale House
- Guard Gate
- Maintenance
- Office



SC Inland Port (Greer)

Address: 100 International Commerce Boulevard, Greer, SC 29651

Driving Directions: Use exit 58 off of I-85. Proceed to intersection with Hwy. 101. Turn left and proceed to J. Verne Smith Parkway. Turn right. Entrance is on the left approximately 1.5 miles. Right on Hobson. Follow to terminal.

Terminal Manager: 864-968-7902

Terminal Fax: 864-877-2041

Driver's Assistance: 864-968-7901

Total Acreage: 110

Capacity: Current capacity approximately 40,000 lifts/year. Full build-out capacity 100,000 lifts/year.

Trackage: Two 2,600-foot working tracks and three 2,600-foot storage tracks.

Terminal Operator: South Carolina Ports Authority

Class 1 Rail Service Provider: Norfolk Southern

Train Schedule: Overnight express shuttle service (westbound and east-bound) five days/week.

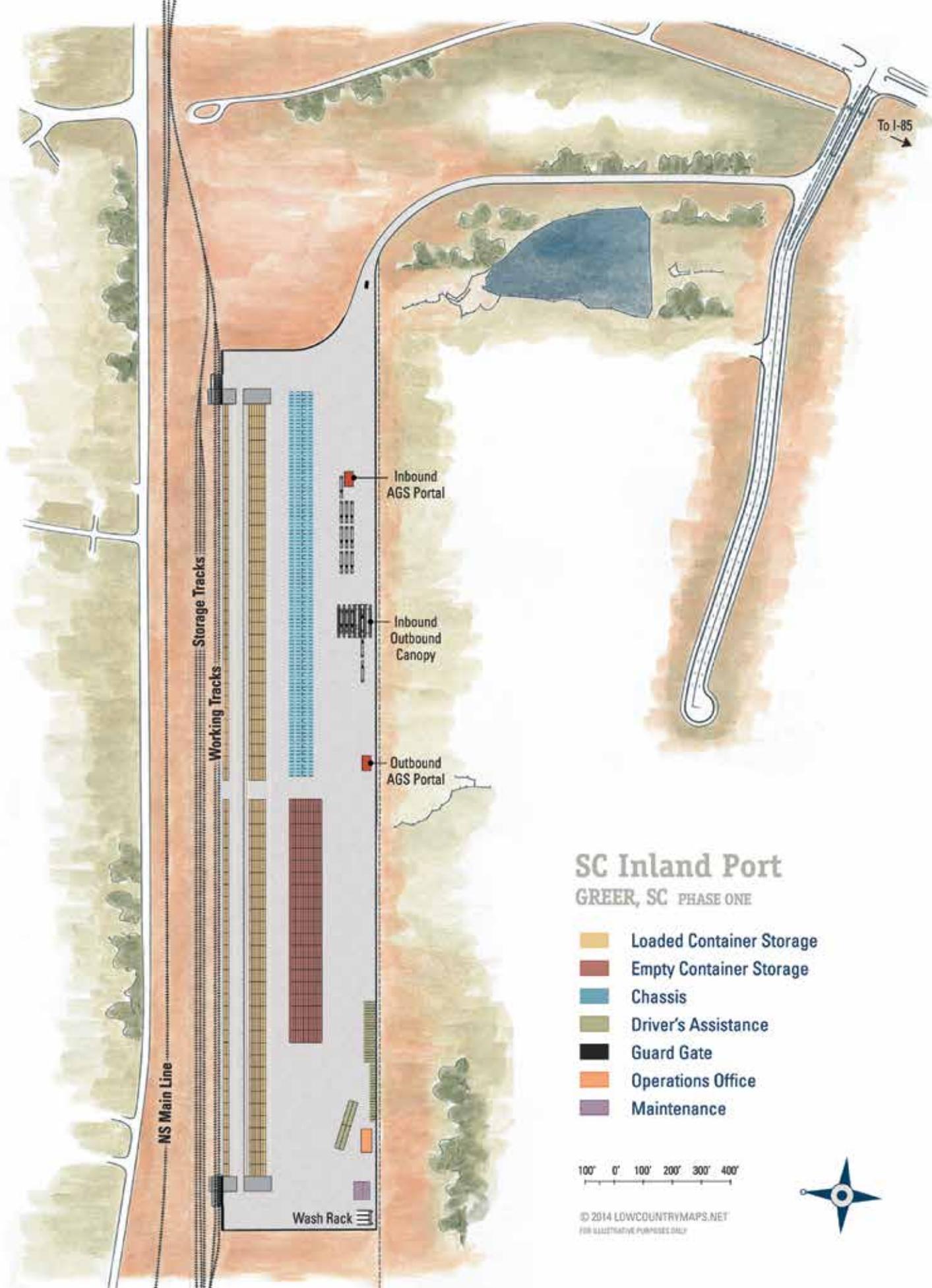
Port of Entry: Greenville-Spartanburg

Chassis and M&R: Chassis pool on-site with maintenance provided. Pool chassis are not compulsory so OFBT is permitted.

Gate Operations: 24/7

Trucking: Requirements and process are the same as at other South Carolina Port facilities except that a TWIC card is not required. Draymen must have an SCPA Orion motor carrier code which can be obtained via the Help Desk at 843-577-8124.





SC Inland Port GREER, SC PHASE ONE

- Loaded Container Storage
- Empty Container Storage
- Chassis
- Driver's Assistance
- Guard Gate
- Operations Office
- Maintenance

100' 0' 100' 200' 300' 400'

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New terminals and facilities (Capital Planning)

South Carolina is implementing a 10-year multi-billion dollar plan to ensure that our ports have the infrastructure to keep freight moving even in light of strong growth and the advent of very large containerships calling the U.S. East Coast.

The key elements of this plan are:

- \$700 Million - SCPA-funded Hugh Leatherman Terminal.
- \$600 Million - SCPA-funded improvements to existing facilities such as strengthening the wharf at Wando Welch Terminal; new and higher container cranes and new IT solutions and gate systems
- \$50 Million – SCPA-funded construction of the South Carolina Inland Port. Expansion of this facility is expected in the next 24 months.
- \$300 Million - Funds set-aside by the S.C. General Assembly for deepening Charleston Harbor to accommodate vessels up to 14,000 TEU on all tides, meaning able to handle a vessel drafting 48-feet 24/hours/day.

- \$250 Million - New Dual Access Intermodal Railhead on the former Charleston Naval Base and less than one mile from the new SCPA terminal under construction.

- \$200 Million – Dedicated fly-over highway connecting the Leatherman Terminal to I-26.

The Leatherman Terminal is the only new container terminal permitted and under construction anywhere in the U.S. The current plan calls for development on approximately 280 acres with a 3,500-foot wharf and 52-feet of water. The new terminal is expected operational prior to 2020 and will enhance Port of Charleston container capacity by about 50%. Phase 1 is current scheduled to encompass 171-acres.

More details on the new Leatherman Terminal will be available in 2016 when site plan specifics are finalized. For the latest information please visit www.SCSA.com.



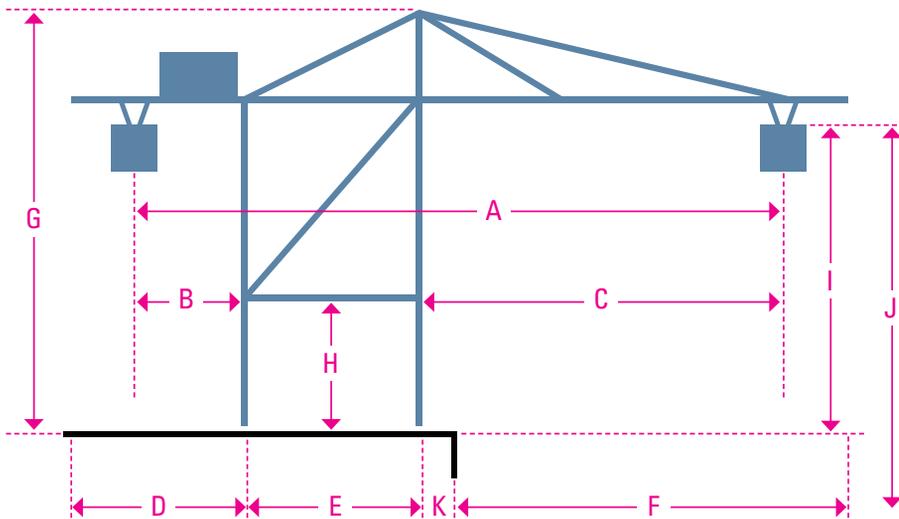


Charleston's newest container terminal was recently officially named for a South Carolina state senator. The terminal currently under construction at the former Naval Base in Charleston will henceforth be named the Sen. Hugh K. Leatherman Sr. Terminal. Top, terminal construction as of summer 2015. Bottom, a rendering of the terminal at full-buildout.



Dockside Container Crane Specs

type	quantity	A	B	C	D	E	F	G
COLUMBUS STREET TERMINAL								
Paceco/Espana Post Panamax	2	270'	75'	145'	106' 3"	50'	161'	211'
NORTH CHARLESTON TERMINAL								
IHI Post Panamax	1	270'	50'	145'	125'	50'	165' 6"	202'
ZPMC Super Post Panamax	2	371' 9"	75'	196' 9"	126' 3"	100'	224'	231' 6"
Morris Post Panamax	3	296'	50'	146'	90' 3"	100'	165'	202' 2"
WANDO WELCH TERMINAL								
HHI / GE Super Post Panamax	2	371' 9"	75'	196' 9"	127' 1"	100'	221' 6"	236' 2"
HHI Super Post Panamax	4	339' 9"	50'	189' 9"	100'	100'	216' 8"	234' 2"
ZPMC Super Post Panamax	2	371' 9"	75'	196' 9"	126' 3"	100'	224'	231' 6"



H	I	J	K	Under Spreader Capacity LBS	Under Cargo Beam Capacity LBS	HOIST LADEN FPM	HOIST EMPTY FPM	TOLLEY SPEED FPM	GANTRY SPEED FPM
55'	117'	162'	11' 9"	112,000	138,800	175	425	500	150
40'	100'	145'	14'	89,600	100,000	150	360	500	150
50'	115'	164' 9"	14'	145,600	179,200	197	558	787	197
46' 8"	112' 3"	157'	14'	89,600	110,000	165	410	492	150
50'	115'	164' 9"	12' 5"	145,600	168,000	174	558	787	150
54'	115'	160'	12' 5"	112,000	145,600	175	425	500	150
50'	115'	164' 9"	12' 5"	145,600	179,200	197	558	787	197



Rail Access

The Port of Charleston offers dual-rail access to Class 1 carriers CSX and Norfolk Southern. Intermodal, box car, hopper car, and car carrier services are available. NS and CSX connect Port of Charleston clients to all of the important rail hubs in the Southeast, Gulf and Midwest. Palmetto Railways also offers short line and switching connectivity for Port of Charleston clients. For more information on Palmetto Railways' services visit PalmettoRailways.com.

Data verified July 2014. Also available at www.SCSPA.com (navigate to Cargo>Logistics>Rail Connections). Please visit Norfolk Southern Intermodal or CSX Intermodal websites for the most up-to-date information.

* Days indicated reflect fastest available transit times.

IMPORT

C = Cutoff | A = Available | D = Deliver

Norfolk Southern Destination

		Mon.	Tues.	Wed.	Thur.	Fri.	Days*
Charleston, SC	C	M 1530	Tu 1530	W 1530	Th 1530	F 1530	1.7
Austell, GA	A	W 0800	Th 0800	F 0800	Sa 0800	Su 0800	
Charleston, SC	C	M 1530	Tu 1530	W 1530	Th 1530	F 1530	2.8
Birmingham, AL	A	Th 1000	F 1000	Sa 1000	M 0700	M 1000	
Charleston, SC	C	M 1530	Tu 1530	W 1530	Th 1530	F 1530	1.7
Charlotte, NC	A	W 0800	Th 0800	F 0800	Sa 0800	Su 0800	
Charleston, SC	C	M 1530	Tu 1530	W 1530	Th 1530	F 1530	3.1
Cincinnati, OH	A	Th 1900	F 1900	Sa 1900	Su 1900	M 1900	
Charleston, SC	C	M 1530	Tu 1530	W 1530	Th 1530	F 1530	4.0
Dallas, TX	A	F 1500	Sa 1500	Su 1500	M 1500	Tu 1500	
Charleston, SC	C	M 1530	Tu 1530	W 1530	Th 1530	F 1530	0.7
Greer, SC	A	Tu 0800	W 0800	Th 0800	F 0800	Sa 0800	
Charleston, SC	C	M 1530	Tu 1530	W 1530	Th 1530	F 1530	2.7
Huntsville, AL	A	Th 0900	F 0900	M 0900	M 0900	M 0900	
Charleston, SC	C	M 1530	Tu 1530	W 1530	Th 1530	F 1530	4.7
Louisville, KY	A	M 0800	M 0800	M 0800	Tu 0800	W 0800	
Charleston, SC	C	M 1530	Tu 1530	W 1530	Th 1530	F 1530	3.6
Memphis, TN	A	F 0500	Sa 0700	M 0800	M 0800	Tu 0500	

CSX Destination

		Mon.	Tues.	Wed.	Thur.	Fri.	Days*
Charleston, SC	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800	2.5
Atlanta Hulsey, GA	A	Th 0700	F 0700	Sa 0700	M 0500	M 0700	
Charleston, SC	C	M 1700	Tu 1700	W 1700	Th 1700	F 1700	1.1
Baltimore, MD	A	Tu 1930	W 1930	Th 1930	F 1930	M 1100	
Charleston, SC	C	M 1800	Tu 1800	W 1800		F 1800	1.8
Caictf, AL	A	W 1400	Th 1400	F 1400		M 0700	
Charleston, SC	C	M 1800	Tu 1800	W 1800		F 1800	2.5
Charlotte, NC	A	Th 0600	F 0600	M 0500		M 0600	
Charleston, SC	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800	3.6
Chicago 59 th St, IL	A	F 0900	Su 0500	Su 0900	M 0900	Tu 0900	
Charleston, SC	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800	3.9
Cincinnati, OH	A	M 1530	M 0530	M 0500	W 1500	W 1500	
Charleston, SC	C	M 1000	Tu 1000	W 1000	Th 1000	F 1000	3.1
Fairburn, GA	A	Th 1200	F 1200	Sa 1200	M 0500	M 1200	
Charleston, SC	C	M 1000	Tu 1000	W 1000	Th 1000	F 1000	1.9
Jacksonville, FL	A	W 0700	Th 0700	F 0700	M 0500	M 0500	
Charleston, SC	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800	5.6
Louisville, KY	A	M 0800	W 0800	W 0800	Th 0800	Sa 0800	
Charleston, SC	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800	2.8
Memphis, TN	A	Th 1300	F 1300	Sa 1300	M 0600	Tu 1300	
Charleston, SC	C	M 1000	Tu 1000	W 1000	Th 1000	F 1000	2.1
Miami, FL	A	W 1230	Th 1230	F 1230	Sa 1230	Su 1230	
Charleston, SC	C		Tu 1000			F 1000	3.1
Mobile, AL	A		F 1200			M 1200	
Charleston, SC	C	M 1000	Tu 1000	W 1000	Th 1000	F 1000	3.3
Nashville, TN	A	Th 1700	F 1700	Sa 1700	M 1700	M 1700	
Charleston, SC	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800	3.1
New Orleans, LA	A	M 0800	M 0800	M 1200	Tu 1200	Th 1200	
Charleston, SC	C	M 1700	Tu 1700	W 1700	Th 1700	F 1700	1.7
North Bergen, NJ	A	W 0900	Th 0900	F 0900	Sa 0900	M 0500	
Charleston, SC	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800	1
Savannah Port Auth, GA	D	Tu 1800	W 1800	Th 1800	F 1800	Sa 1800	
Charleston, SC	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800	2.5
Tampa, FL	A	Th 0600	F 0600	M 0500	M 0500	M 0600	

EXPORT

C = Cutoff | A = Available | R = Receive

Norfolk Southern Origin

		Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Days*
Austell, GA	C	M 0001	Tu 0001	W 0001	Th 0001	F 0001			0.5
Charleston, SC	A	Tu 1200	W 1200	Th 1200	F 1200	M 1200			
Birmingham, AL	C		Tu 1700	W 1700	Th 1700	F 1700	Sa 1700		2.8
Charleston, SC	A		F 1200	M 1200	M 1200	Tu 1200	Tu 1200		
Charlotte, NC	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800			2.6
Charleston, SC	A	Th 1600	F 1600	M 1200	M 1200	M 1600			
Chicago Landers, IL	C	M 1500	Tu 1500	W 1500	Th 1500	F 1500	Sa 1500	Su 1500	4.9
Charleston, SC	A	M 1200	M 1200	M 1200	Tu 1200	W 1200	Th 1200	F 1200	
Cincinnati, OH	C		Tu 0600	W 0600		F 0600			4.3
Charleston, SC	A		F 1200	M 1200		Tu 1200			
Dallas, TX	C	M 1700	Tu 1700	W 1700	Th 1700	F 1700			3.8
Charleston, SC	A	F 1200	M 1200	M 1200	Tu 1200	Tu 1200			
Greer, SC	C	M 1600	Tu 1600	W 1600	Th 1600	F 1600	Sa 1600		0.8
Charleston, SC	A	Tu 1600	W 1600	Th 1600	F 1600	M 1200	M 1200		
Huntsville, AL	C	M 1600	Tu 1600	W 1600	Th 1600	F 1600			2.8
Charleston, SC	A	Th 1200	F 1200	M 1200	Tu 1200	Tu 1200			
Louisville, KY	C		Tu 1730	W 1730	Th 1730	F 1730			3.8
Charleston, SC	A		M 1200	M 1200	Tu 1200	Tu 1200			
Memphis, TN	C	M 2000	Tu 2000	W 2000	Th 2000	F 2000	Sa 1200		2.7
Charleston, SC	A	Th 1200	F 1200	M 1200	M 1200	Tu 1200	Tu 1200		
New Orleans, LA	C	M 1500		W 1500		F 1500			3.9
Charleston, SC	A	F 1200		M 1200		Tu 1200			

CSX Origin

		Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Days*
Atlanta Hulsey, GA	C	M 1500	Tu 1500	W 1500	Th 1500	F 1500	Sa 1500	Su 1500	2.6
Charleston, SC	A	Th 0600	F 0600	M 0700	M 0700	M 0600	Tu 0600	W 0600	
Caictf, AL	C		Tu 1400	W 1400	Th 1400	F 1400			2.7
Charleston, SC	A		F 0600	M 0700	M 0700	M 0600			
Charlotte, NC	C	M 2200	Tu 2200	W 2200	Th 2200	F 2200	Sa 2200		3.5
Charleston, SC	A	M 0700	M 0700	M 0600	Tu 0600	W 0600	F 0600		
Chicago 59 th St, IL	C	M 1800	Tu 1800	W 1800	Th 1800	F 1800	Sa 1800		3.5
Charleston, SC	A	F 0600	M 0700	M 0700	M 0600	Tu 0600	W 0600		
Cincinnati, OH	C	M 1400	Tu 1400	W 1400	Th 1400	F 2200			5.3
Charleston, SC	A	M 0700	M 0700	M 0600	T 0600	W 0600			
Fairburn, GA	C	M 1400	Tu 1400	W 1400	Th 1400	F 1400	Sa 1400	Su 1400	2.7
Charleston, SC	A	Th 0600	F 0600	M 0700	M 0700	M 0600	Tu 0600	W 0600	
Jacksonville, FL	C	M 2100	Tu 2100	W 2100	Th 2100	F 2100	Sa 2100	Su 2100	2.4
Charleston, SC	A	Th 0600	F 0600	M 0700	M 0700	M 0600	Tu 0600	W 0600	
Louisville, KY	C	M 1500	Tu 1500	W 1500	Th 1500	F 1500	Sa 1500		4.6
Charleston, SC	A	M 0700	M 0700	M 0600	Tu 0600	W 0600	Th 0600		
Memphis, TN	C	M 1700	Tu 1700	W 1700	Th 1700	F 1700	Sa 1500	Su 1500	3.5
Charleston, SC	A	F 0600	M 0700	M 0700	M 0600	Tu 0600	W 0600	F 0600	
Miami, FL	C	M 2100	Tu 2100	W 2100	Th 2100	F 2100	Sa 1500	Su 1500	3.4
Charleston, SC	A	Th 0600	F 0600	M 0700	M 0700	M 0600	Tu 0600	W 0600	
Mobile, AL	C		Tu 1300		Th 1300	F 1300			5.7
Charleston, SC	A		M 0600		W 0600	M 0700			
Nashville, TN	C	M 1100	Tu 1400	W 1400	Th 1400	F 1400			3.7
Charleston, SC	A	F 0600	M 0700	M 0700	M 0600	Tu 0600			
New Orleans, LA	C	M 1430	Tu 1430	W 1430	Th 1430				3.6
Charleston, SC	A	F 0600	M 0700	M 0700	M 0600				
Savannah Port Auth, GA	R	M 1900	Tu 1900	W 1900	Th 1900	F 1900	Sa 1900	Su 1900	1.5
Charleston, SC	A	W 0600	Th 0600	F 0600	M 0700	M 0700	M 0600	Tu 0600	
Tampa, FL	C	M 1200	Tu 1200	W 1200	Th 1200	F 1200			2.8
Charleston, SC	A	Th 0600	F 0600	M 0700	M 0700	M 0600			

Charleston Catchment Zone

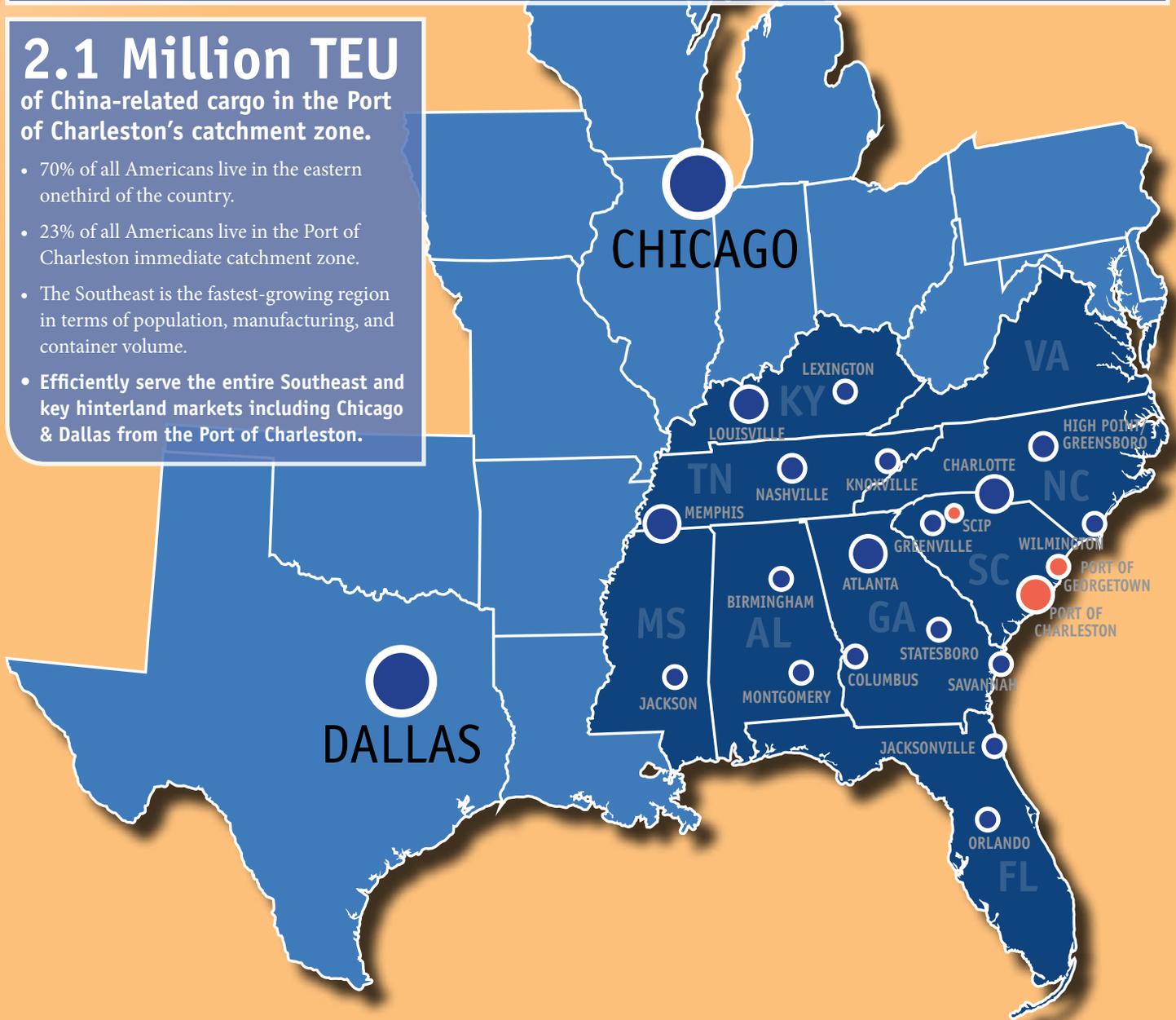
SOUTHEAST USA

Truck service times across the region

City	Charleston Miles	SC Inland Port	City	Charleston Miles	SC Inland Port	City	Charleston Miles	SC Inland Port
Asheville, NC	4h 5m	1h 10m	Fayetteville, NC	3h 18m	n/a	Miami, FL	8h 51m	n/a
Atlanta, GA	4h 50m	2h 29m	Greensboro, NC	4h 30m	2h 50m	Mobile, AL	9h 43m	7h 21m
Augusta, GA	2h 45m	n/a	Greenville, SC	3h 14m	20m	Orlando, FL	5h 52m	n/a
Charlotte, NC	3h 9m	32m	Indianapolis, IN	11h 12m	8h 16m	Raleigh, NC	4h 11m	3h 57m
Chattanooga, TN	6h 40m	4h 2m	Knoxville, TN	5h 45m	2h 50m	Rock Hill, SC	2h 51m	1h 31m
Columbia, SC	1h 45m	1h 42m	Louisville, KY	9h 30m	6h 32m	Statesboro, GA	2h 50m	n/a
Columbus, OH	10h 9m	8h 25m	Memphis, TN	10h 58m	8h 38m			

2.1 Million TEU of China-related cargo in the Port of Charleston's catchment zone.

- 70% of all Americans live in the eastern onethird of the country.
- 23% of all Americans live in the Port of Charleston immediate catchment zone.
- The Southeast is the fastest-growing region in terms of population, manufacturing, and container volume.
- Efficiently serve the entire Southeast and key hinterland markets including Chicago & Dallas from the Port of Charleston.



Helping reduce costs through FTZ

A major cost-saving federal program to many businesses that import goods is the Foreign-Trade Zone (FTZ) program that allows for a secure, designated area that is considered outside of the U.S. Customs territory in regards to payment of U.S. Customs and Border Protection's (CBP) duties and fees.

When in a designated FTZ site, businesses do not have to pay duties and certain fees immediately. They are deferred until the final product is moved into United States commerce.

Companies taking advantage of the FTZ program can see a duty reduction, duty deferral and even duty elimination for certain items. The efficient handling of duty payments and entry fees can save a large

importer millions of dollars a year. Setting-up an FTZ is a complicated process unto itself. That's why the South Carolina Ports Authority (SCPA) serves as the one-stop-shop for assisting businesses with establishing FTZs in most of South Carolina.

Every U.S. state has FTZ zones that can accept international cargo, per a federal program that was established by the U.S. Department of Commerce in 1934. The zones, under the U.S. Customs and Border Protection's supervision, provide an additional incentive for businesses to import to an area.

Businesses apply for an FTZ site from the U.S. Commerce Department through a Zone grantee. The SCPA is the FTZ grantee for most of the entire state, except for the area

around Columbia. South Carolina ranks number three in the country for the highest amount in dollar value of goods exported from its FTZs.

That's in part because of Suzan Carroll-Ramsey, the dedicated FTZ staff person at the SCPA, who personally recruits and handles FTZ applications for the SC Ports Authority.

Carroll-Ramsey been at the job for 11 years; she is knowledgeable and eager to help businesses take advantage of the important cost-reduction program. Any business that qualifies may apply for FTZ site designation – generally companies that import more than \$1 million in cargo each year may qualify. Each interested company is encouraged to prepare a detailed operational and cost/benefit feasibility study.

The business-friendly initiatives can help companies save hundreds of thousands per year, or defer start-up costs until a finished product is moved into commerce. High-volume, high-value importers in a FTZ can also see a reduction in Merchandise Processing Fees.

"If a company can save \$150,000 a year in duties, that's more people you can hire for your company," said Carroll-Ramsey. In 2014, SCPA FTZ zones and their subzones employed 20,000-21,000 people and had an annual volume of more than \$45 billion dollars.

Having one person dedicated to the FTZ program is unique among states. Carroll-Ramsey is the sole liaison between the companies, CBP and the U.S. Commerce Department's FTZ Board. The FTZ approval process has been expedited for companies to take advantage quickly while shipping goods through the SC Port.

How do FTZ sites work?

Immediately upon arrival, cargo goes into an approved FTZ site, either an industrial site, a company's own facility or a designated industrial area inside a port or airport and businesses are exempt from paying duties on it at that time. The duties are deferred until the final product is shipped into U.S. commerce at a retailer. Duties are eliminated completely on scrap metal, waste or defective parts.

Where are FTZs located?

FTZ sites can be either 60 miles or 90 minutes from the outer boundary of the custom's port of entry. A physical space is required. Many businesses use a third-party logistics company or realtor to find suitable warehouse space and often use other local services such as trucking companies to move the cargo.

What can companies do in an FTZ site?

Companies can do distribution, storage, testing, sampling, inspection, mixing, cleaning, processing, repackaging, assembly and repair. Manufacturing in an FTZ zone requires a special manufacturing authority. (Contact Carroll-Ramsey for more information).

What companies can benefit the most?

Companies that ship and move large amounts of cargo several times a week can benefit from an FTZ site with quicker disembarkation and consolidated manufacturing fees once the product is moved to retailers. Manufacturing companies that import pieces or parts from overseas can benefit from the FTZ's direct delivery to a warehouse or assembly line without paying duties immediately. Unlike non-FTZ sites, the approved FTZ zones can accept cargo 24 hours a day, seven days a week, all year round, including holidays.

What other incentives do FTZ sites offer?

FTZs sites can utilize weekly entry procedures to allow for "batching" of customs entries on a weekly basis through the Merchandise Processing Fee (MPF). FTZ imports may get preferable treatment by U.S. Customs considered a "Customs Trade Partnership Against Terrorism" (CTPAT) best practice.

How can I get more information?

Suzan Carroll-Ramsey can be reached at 843-577-8144 or by visiting www.scspace.com.



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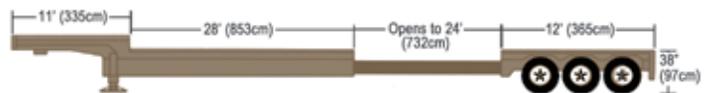
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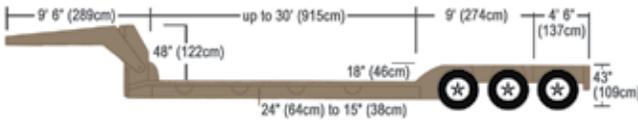
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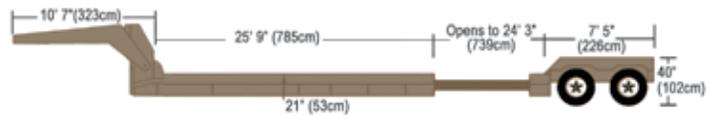
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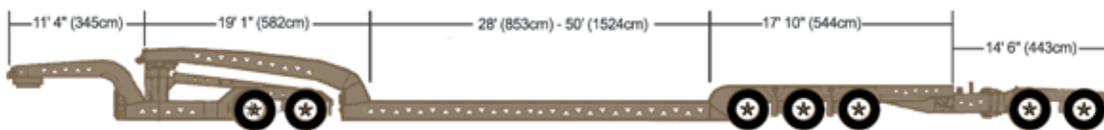
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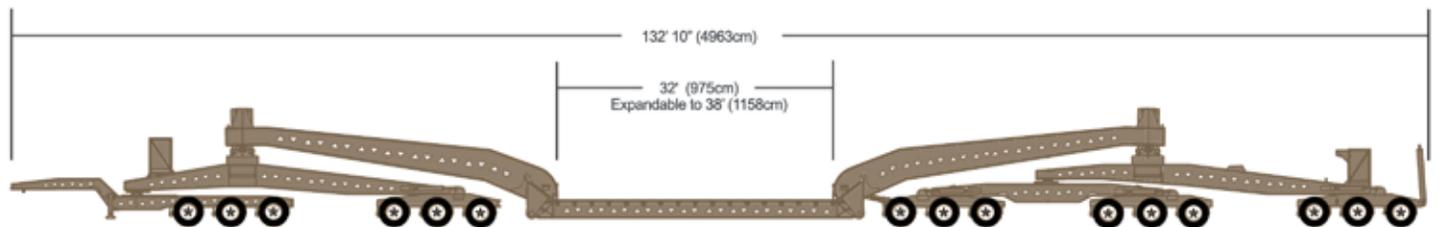
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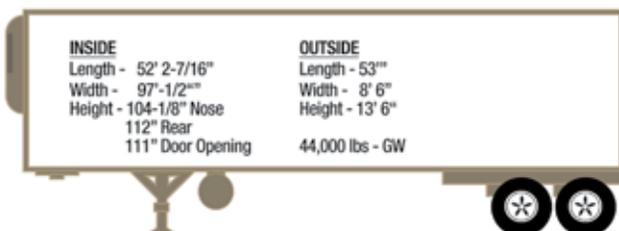
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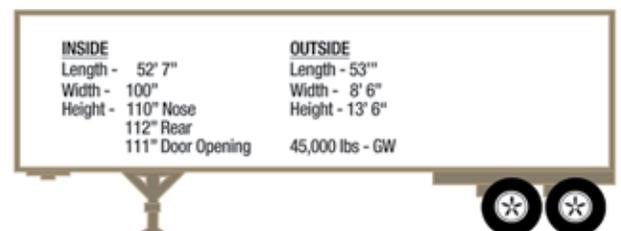
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