

# South Carolina Ports Authority

## *fact sheet*

### AT A GLANCE:

- Public port facilities in Charleston, Georgetown and Greer
- Deliver \$53 billion in annual statewide economic impact and support 1 in 11 jobs across South Carolina
- Diverse cargo: containerized, breakbulk and rolling stock, and cruise



### KEEPING FREIGHT MOVING:

- Most productive in the nation, with high container crane production and low truck turn times
- Competitive dual Class One rail service and RapidRail drayage program
- Deepwater harbor now and in the future, already handling 16 weekly calls by Post-Panamax vessels



### A TOP 10 US CONTAINER PORT →

- Grew more than 2 TIMES the national port market average.
- Grew **10%** in calendar year 2015.
- Handled **1.12 million** containers in calendar year 2015.
- Fastest growing major U.S. port since **2011**.
- Moved **1 million** tons of non-containerized cargo in calendar year 2015.
- Served **2,066** vessel calls last year.



*\$2 Billion to be invested in SC Ports & port-related infrastructure over 10 years*

Hugh K. Leatherman Sr. Terminal— \$700 Million

S.C. Inland Port Greer— \$50 Million

Other Infrastructure & IT Projects— \$600 Million  
(Interstate Highway expansion, existing facility improvements, Container Cranes, New IT Systems, etc.)

Harbor Deepening to 52 Feet— \$300 Million

New Dual Access Intermodal Railhead— \$225 Million

Port Access Road (I-26)— \$200 Million

**TOTAL 10-YEAR CAPEX COMMITMENT**

**South Carolina  
Ports Authority**  
(**\$1.35 Billion**)

**State of South Carolina**  
(**\$725 Million**)

**\$2 Billion**



### Leatherman Terminal

Will add 50 percent to SCPA's container capacity when it opens in 2020. Currently the only permitted container terminal under construction on the East Coast.

### Post-45 Harbor Deepening Project

Deepening the Charleston harbor from 45 to 52 feet by the end of the decade will provide 24-hour access to our harbor without tidal restrictions and make Charleston the deepest on the East Coast.

### Terminal Modernization

Spending \$600 million to strengthen and modernize terminals, including structural improvements and new container cranes to accommodate Post-Panamax vessels.

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