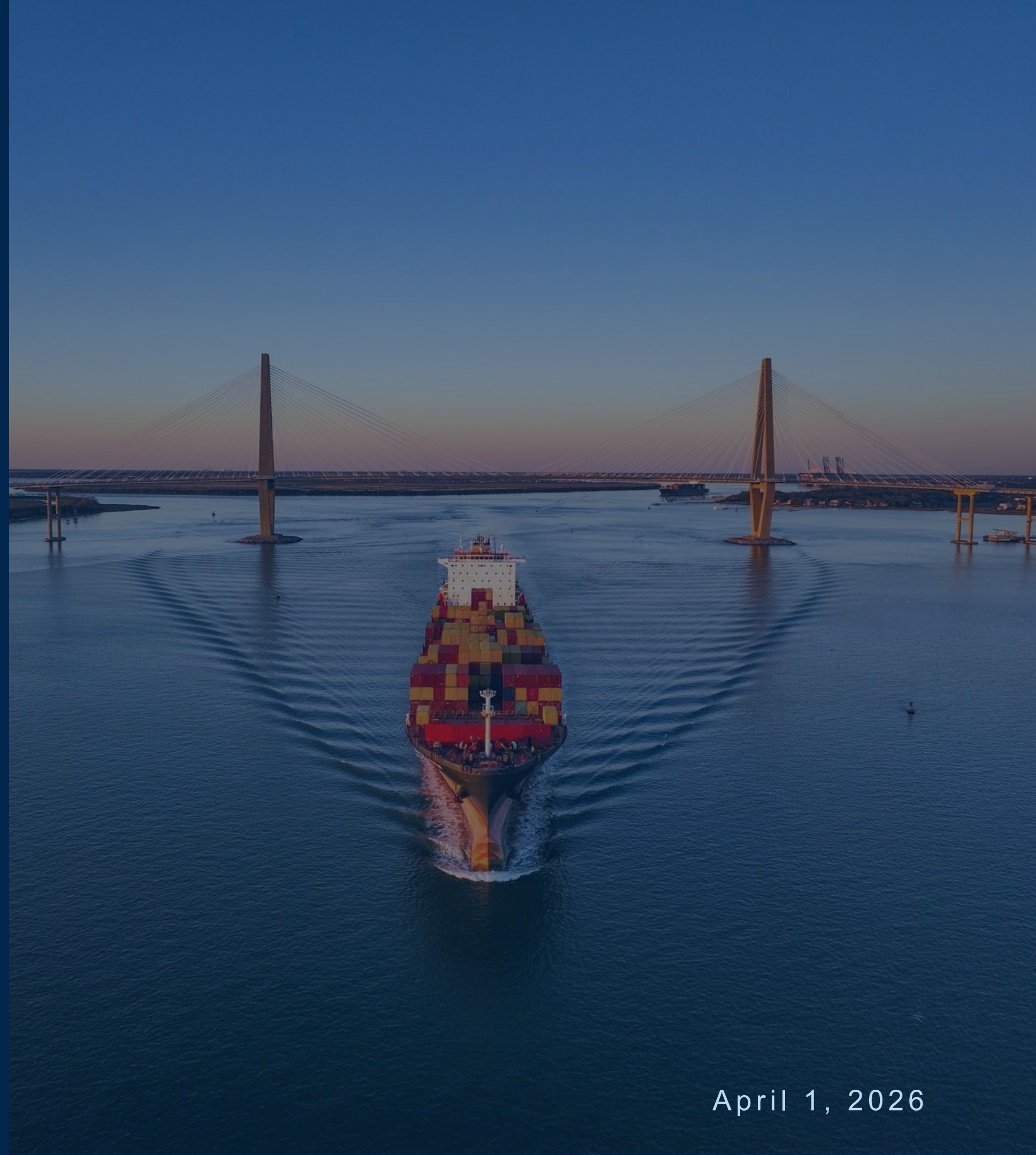




SOUTH CAROLINA PORTS

More than a port. A partner.



April 1, 2026

Agenda

Our Commitment to the State

Driving economic growth and long-term value

2025 Results

Market Challenges and SCPA's Plan

Conditions shaping performance, capacity, and growth



**SOUTH
CAROLINA
PORTS**

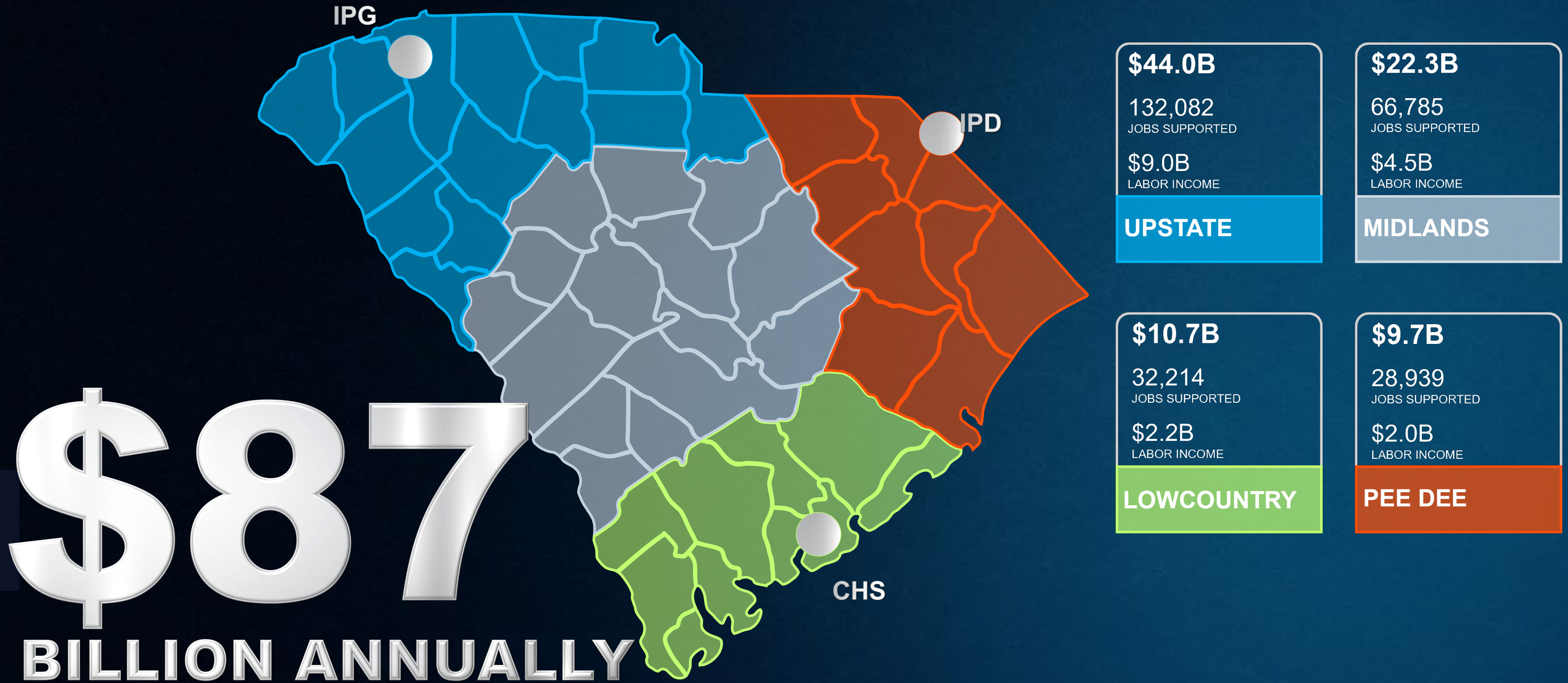
Our Commitment to the State

Driving economic growth and
long-term value



ECONOMIC IMPACT OF SC PORTS

SUPPORTING 1 IN 9 JOBS ACROSS SOUTH CAROLINA



2025 Results



STEADY FY2025 FINISH



HANDLED NEARLY

2.6M TEUs

HANDLED NEARLY

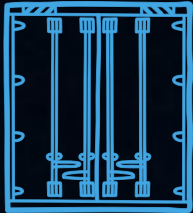




1.4M PIER
CONTAINERS

RECORD CARGO VOLUMES FOR
INLAND PORT GREER

205,523 RAIL LIFTS

FY2026 VOLUME RESULTS

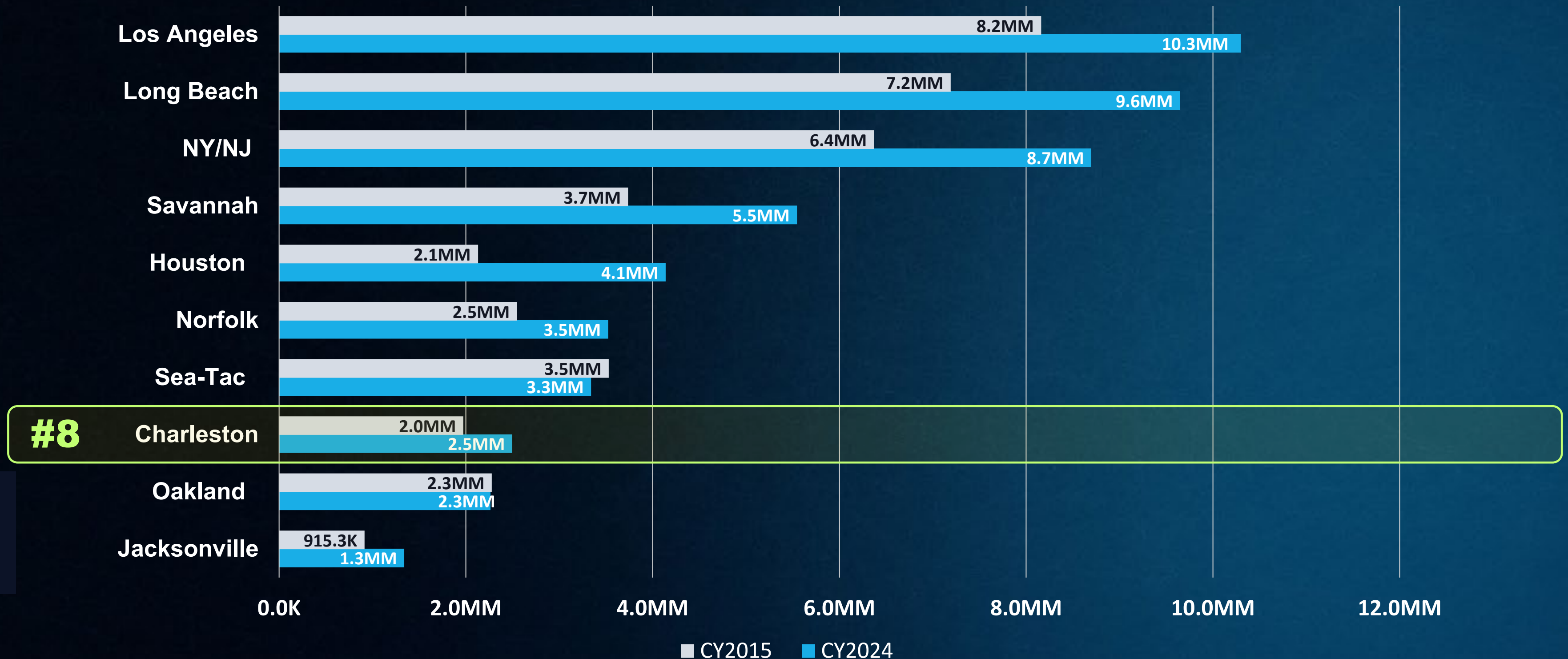
For period ending February 28, 2026

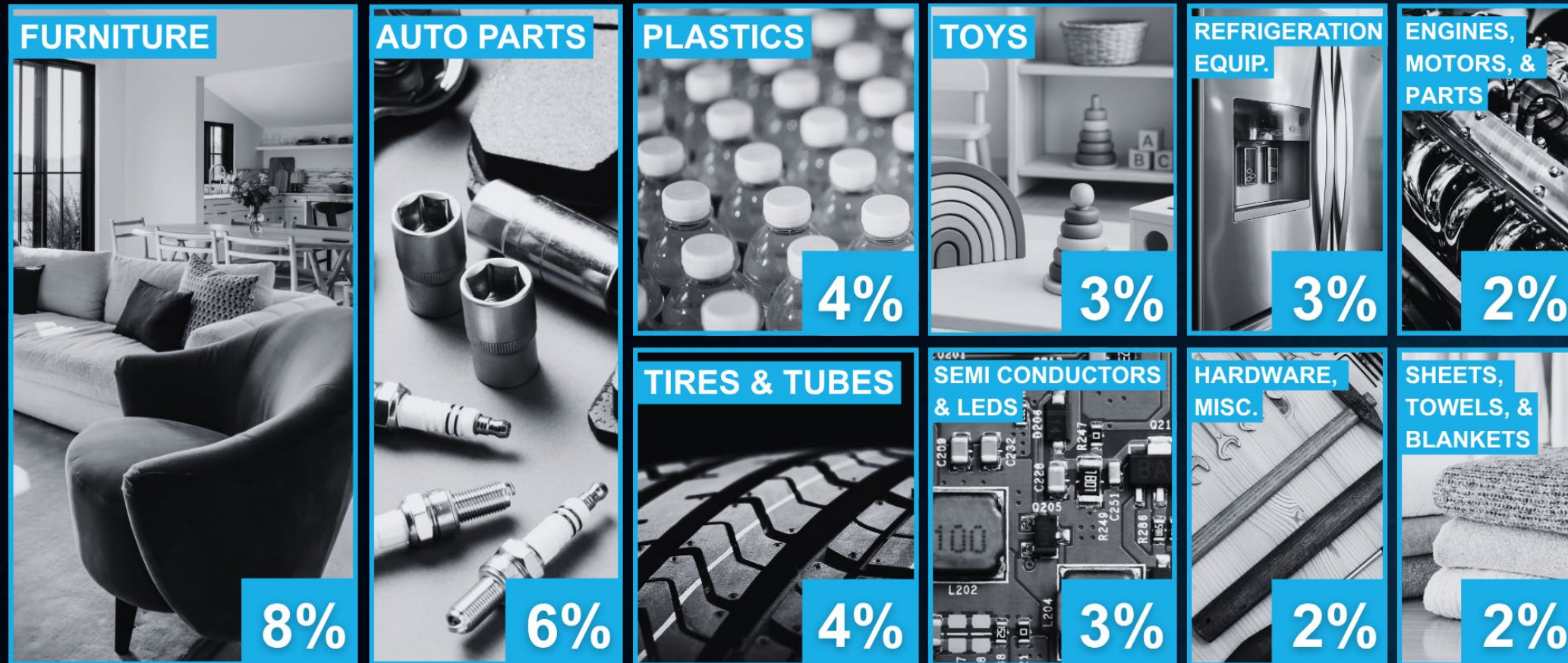
PIER CONTAINERS	CHASSIS USAGE DAYS	GREER RAIL MOVES	DILLON RAIL MOVES	VEHICLES
 <p>FY2026 PLAN 944,232</p>	 <p>FY2026 PLAN 1,745,872</p>	 <p>FY2026 PLAN 117,228</p>	 <p>FY2026 PLAN 21,352</p>	 <p>FY2026 PLAN 110,024</p>
<p>FY2026 ACTUAL 893,584</p>	<p>FY2026 ACTUAL 1,445,059</p>	<p>FY2026 ACTUAL 114,792</p>	<p>FY2026 ACTUAL 36,875</p>	<p>FY2026 ACTUAL 107,539</p>

TOP 10 US CONTAINER PORTS

TEU 10-YEAR PERIOD COMPARISON | CY2015 - CY2024

TEUs

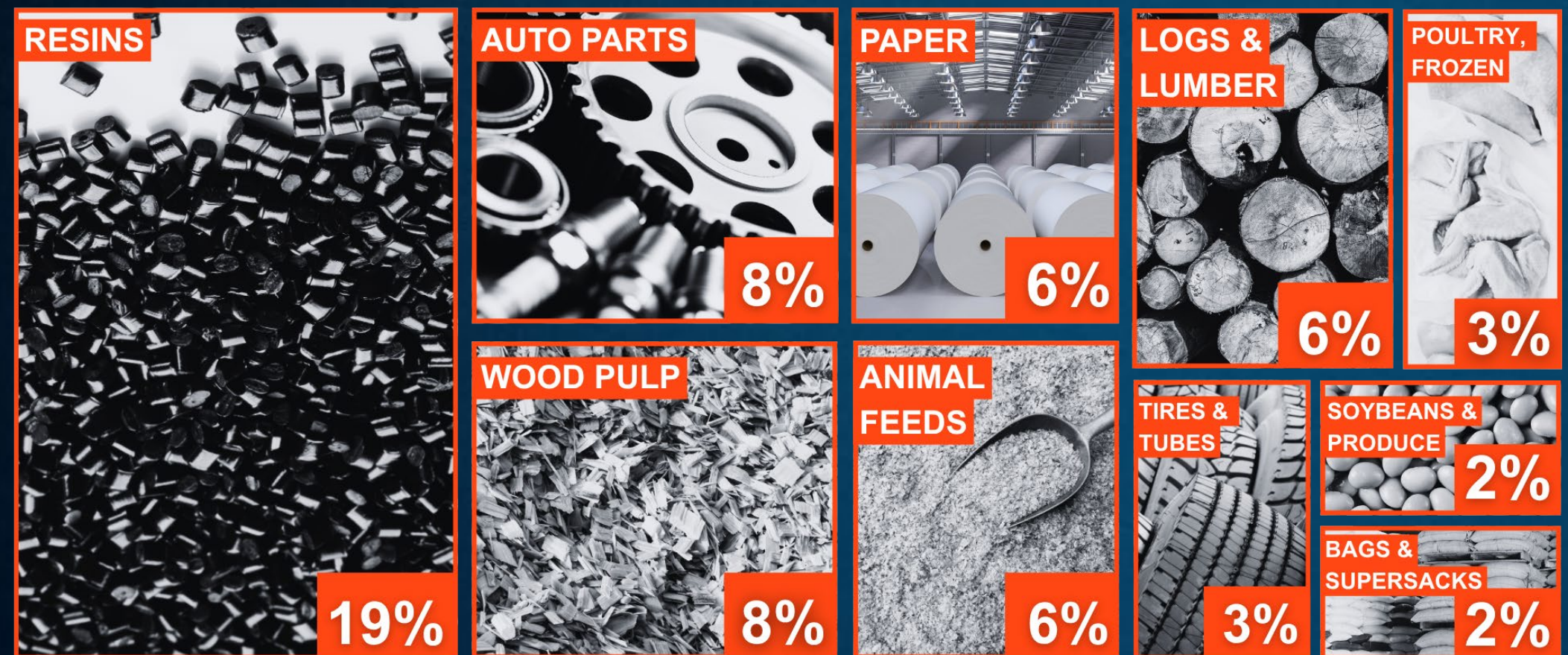




TOP IMPORT COMMODITIES

All other import commodities total 63%.

TOP EXPORT COMMODITIES



All other export commodities total 37%.



**SOUTH
CAROLINA
PORTS**



A trusted partner for many global brands.

Challenges and Operating Environment

Conditions shaping performance,
capacity, and growth

GROWTH CHALLENGES

MARKET CHALLENGES:

The market is slowing

North American ports are expected to see flat to negative growth in 2026, driven by broader economic and trade headwinds.

SC Ports has lost ground

Our volumes have not kept pace with the U.S. port industry, resulting in an estimated ~0.4% market share loss of US & ~2% of South Atlantic cargo since FY2019.

Creating a more difficult task

We are working to rebuild momentum at a time where our costs and rates are above our competitors, and when the overall market has little to no momentum.

CHALLENGES SPECIFIC TO SC PORTS:

Lack of local distribution centers

Near port retail distribution centers are vital.
Localized cargo base is everything - the most important thing is building our local cargo base.

Discretionary intermodal

Flows via the path of least resistance, which is markets with the largest localized cargo base.

Distribution projects

Need to focus on both manufacturing and distribution.



STRATEGIC PRIORITIES



SAFETY

Creation of a **SAFETY**-first culture.



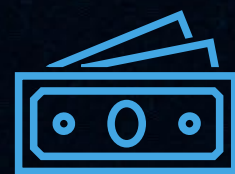
VOLUME GROWTH

Generation of above-market **VOLUME GROWTH**.



OPERATIONAL EFFICIENCY

Greater focus on **OPERATIONAL EFFICIENCY** to reverse historical trends.



CASH FLOW PROJECTS

Delivery of **CASH FLOW PROJECTS** that compensate for increasing operation expenses.



**SOUTH
CAROLINA
PORTS**

STRATEGIC PRIORITIES OUTLINED

Safety-first.

VOLUME GROWTH

- Above market volume growth should always be the metric.
- South Carolina's growth fundamentals ensure growth opportunity – fastest growing population and labor force, continued economic development success in manufacturing.
- Investing in commercial team
- Creating an intentional process to ensure growth.
- Re-deploying capital from infrastructure projects to revenue generating ones.

OPERATIONAL EFFICIENCY

- Commoditized industry sector.
- Economic cycle requires greater focus on cost.
- Customers are exclusively focused on rates.
- Cost underpins rates, rates underpins short term growth.
- Focus on delivering better service at better rates.

CASH FLOW PROJECTS

- Costs (capex and opex) are rising faster than rates. So new sources of income are needed.
- Pursuing new revenue streams to increase cash flow to reinvest in core business.
- Diversification of the port's business model is a net positive for offsetting market downturns, supporting interests of the state, and making port more competitive in core business segments.

NAVY BASE INTERMODAL FACILITY

ORIGINAL DESIGN INTENT

- Establish near-dock rail to support higher container volumes and rail throughput
- Capture discretionary rail cargo through a high-velocity, efficiency-driven operation
- Operate within a limited footprint requiring precision, throughput, and coordinated rail access

EXPECTED OUTCOME

- Improved operating efficiency and lower cost per move
- Enhanced competitiveness for discretionary cargo

CAPITAL PROJECT STATUS

- \$550MM of state funding committed
- Working closely with the Class I Railroads to secure agreements, leading to the start of the Southern Connector
- Active, positive engagement with ILA and rail partners to support alignment and project execution at the right time



CAPACITY WELL PLANNED FOR THE FUTURE

INVESTING \$3B+

2025: >3 MILLION TEUs



5.3 MILLION TEUs



7.2 MILLION TEUs



8.2 MILLION TEUs

INLAND PORT GREER

A GROWTH MODEL FOR A SUSTAINABLE FUTURE

- Served via daily, overnight rail
- Added free-time, 24/7 gates
- < 12-minute truck turns
- Lowers or eliminates variable costs
- Significantly reduces trucking miles & risks
- Lowers carbon footprint by up to 75%



INLAND PORT DILLON

- 160 miles inland
- Served via daily, overnight rail
- Extended free-time
- < 9-minute truck turns
- Lowers or eliminates variable costs
- Significantly reduces trucking miles & risks
- Lowers carbon footprint by up to 90%



THANK YOU TO OUR PARTNERS

Success at the Port is driven by collaboration across diverse maritime and logistics ecosystem.



THANK YOU



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