



SOUTH CAROLINA PORTS

JANUARY 2024



2022 TOP 10 US CONTAINER PORTS

TEU 10-YEAR PERIOD COMPARISON & PROJECTED 2023

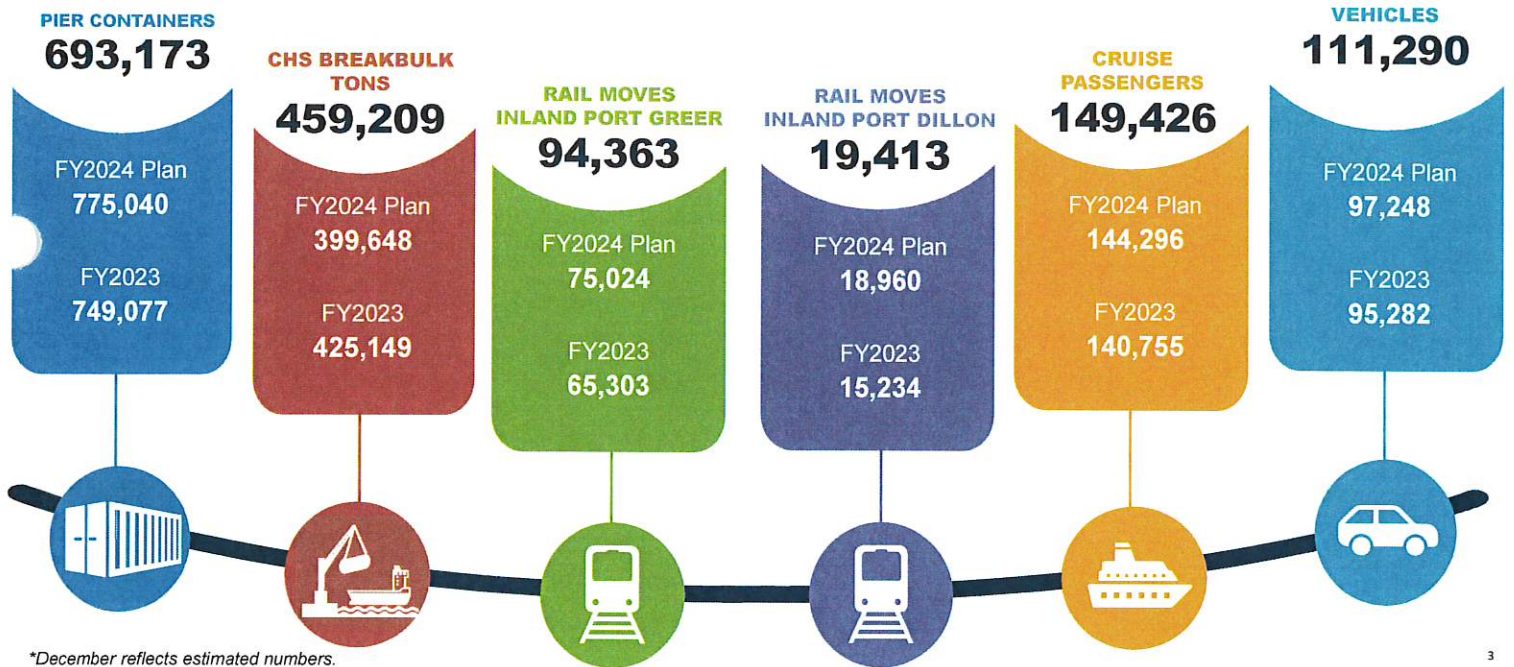


SC PORTS 23

Source: AAPA & individual port websites
 2022 Jacksonville reports on FY starting Oct 1

SC PORTS FYTD 2024 VOLUME RESULTS

JULY 1, 2023 – DECEMBER 30, 2023



OPERATIONAL EXCELLENCE PRODUCTIVITY & CONTINUED CARGO FLUIDITY

AT OUR LARGEST CONTAINER TERMINAL



AVERAGE VESSELS AT ANCHOR



MINUTES

TOTAL TRUCK VISIT TIME



MOVES / HOUR

CRANE PRODUCTIVITY



PERCENT

EQUIPMENT RELIABILITY



EYE TO THE FUTURE

MAJOR CAPITAL INITIATIVES



TERMINAL CAPACITY

Inland Port Greer Open
November 2013

Inland Port Dillon Open
April 2018

Hugh K. Leatherman Terminal
Phases 1, 2 & 3
2021, 2028, 2030+

Greer Expansion Completion
December 2024

Wando Terminal Refurbishment
February 2025

North Charleston Modernization
2030+

Jasper Ocean Terminal
2030+



TRANSPORTATION IMPROVEMENTS

Harbor Deepening Completion
December 2022

Official SMART POOL™ Chassis Program
March 2023

Navy Base Intermodal Facility
July 2025

Barge Operation
2025

526 / Long Point Road Interchange
2027



IMPORT / EXPORT INFRASTRUCTURE

Walmart 8980
April 2022

Walmart / TradePort
June 2022

Target / Yusen Logistics
August 2022

Ridgeville Industrial Campus
2025

NAVY BASE INTERMODAL FACILITY / LEATHERMAN TERMINAL / WANDO TERMINAL BARGE

Navy Base Intermodal Facility



Source: Palmetto Railways

Hugh K. Leatherman Terminal – Berth 2



Wando Barge Operation



\$400 MILLION

Navy Base Intermodal Facility

\$150 MILLION

Barge Operation

- To improve supply chain fluidity and reliability from South Carolina's marine terminals to inland destinations.
- Construct and operate dual rail-served NBIF with dedicated drayage road from HLT.
- Direct rail-intensive shipping services to HLT.
- Construct barge berth at HLT and VVWT. Transport by barge a residual amount of rail boxes from VVWT.
- Enhance utilization of Inland Ports Greer and Dillon.
- Alternative transportation versus truck only.

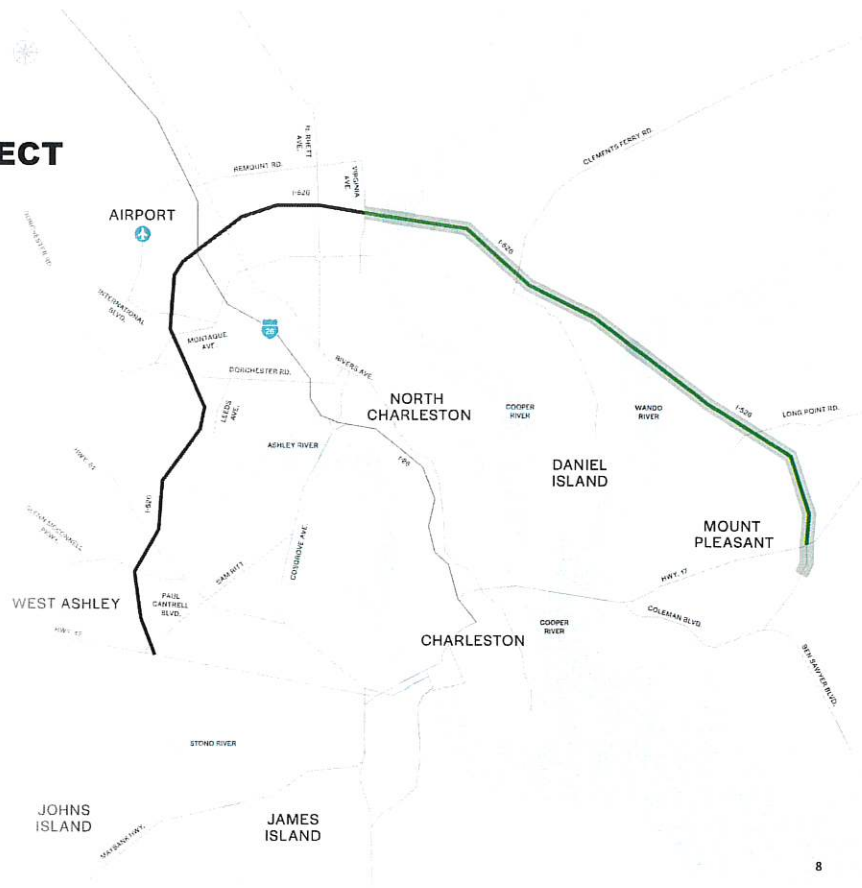
LONGPOINT ROAD INTERCHANGE IMPROVEMENTS

- I-526 Lowcountry Corridor EAST planning studies have identified the need for operational improvements at the Long Point Interchange on I-526 at mile point 28.
- SCDOT will develop an interchange improvement project to improve operations at this interchange which includes both heavy volumes of commuter traffic and large trucks using this interchange to access the Wando Welch Port terminal.
- The potential improvement alternatives may include improvements at the Long Point Road Interchange and/or a new interchange alternative.



LOWCOUNTRY CORRIDOR: I-526 CORRIDOR IMPROVEMENT PROJECT

- I-526 Lowcountry Corridor (LCC) - 23-mile connection between West Ashley and Mount Pleasant.
- This corridor has been broken down into two distinct projects – I-526 Lowcountry Corridor WEST and I-526 Lowcountry Corridor EAST.
- The project includes widening I-526 from 4 to 6 lanes for approximately 7 miles from Rivers Avenue to Paul Cantrell Boulevard in Charleston County. In addition to mainline widening, interchange improvements are expected throughout the corridor.



SC PORTS CAPACITY IS WELL PLANNED FOR THE FUTURE

WANDO WELCH
TERMINAL

2023
TEUs in millions
2.4

2033
TEUs in millions
2.4

2040
TEUs in millions
2.4

HUGH K. LEATHERMAN
TERMINAL

0.7

2.4

2.4

NORTH CHARLESTON
TERMINAL

0.5

0.5

2.4

TOTAL

3.6
MILLION
TEUS

5.3
MILLION
TEUS

7.2
MILLION
TEUS

ECONOMIC IMPACT

PROPELLING OUR STATE'S ECONOMY



SC PORTS 23

IMPACT BY REGION

Upstate	\$44.0B	↑ 34%
Midlands	\$22.3B	↑ 43%
Lowcountry	\$10.7B	↑ 37%
Pee Dee	\$9.7B	↑ 36%

\$17.6B ↑ 38%
LABOR INCOME

Upstate	\$9.0B
Midlands	\$4.5B
Lowcountry	\$2.2B
Pee Dee	\$2.0B

\$1.5B ↑ 36%
SC TAX REVENUE

\$67.8K ↑ 19%
AVERAGE INCOME

1 in 9 ↑ 23%
JOBS SUPPORTED

Upstate	132,082
Midlands	66,785
Lowcountry	32,214
Pee Dee	28,939



**SOUTH
CAROLINA
PORTS**

THE WORLD CONNECTS HERE

THANK YOU