

**Port of Charleston**  
2018 Prospectus



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CAROLINA  
PORTS**



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## CONTAINER BUSINESS OVERVIEW

The Port of Charleston continues to be the fastest-growing major port in the United States.

- CY2011 - CY2017 container volume is up 58%. All other U.S. Top 10 ports combined averaged 21%.
- CY2017 Volume totaled 2.2 million TEU, a new record high for container volume.
- Volume at Inland Port Greer continued to grow totaling 124,817 rail moves in CY2017.
- Charleston's intermodal rail volume grew 180% since CY2011 and now totals 22% of overall volume.
- Top commodities include auto parts, forest products, tires, furniture and consumer goods.
- 25 Weekly container services to and from 73 foreign ports. For a full list visit [www.SCSPA.com](http://www.SCSPA.com).
- Developing a new SCPA-operated inland port on I-95 near Dillon, SC to open April 2018.

## NON-CONTAINER BUSINESS OVERVIEW

SCPA heavy-lift, traditional breakbulk, and roll-on/roll-off business remains strong.

- SC Ports handled 783,363 tons of non-container cargo in CY2017.
- Charleston moved 234,253 vehicles in CY2017 (imports and exports).
- Top commodities include power generation equipment, metals, and vehicles.

## CARGO BASE EXPANSION

More than \$10 billion has been invested by port-dependent firms in South Carolina over the last 4 years. Headlines include:

- **Harbor Freight:** Announced a major addition to its Dillon, SC distribution center bringing the total facility to 3 million sf.
- **Michelin:** Building a \$270 million, 3.3 million sf distribution center complex in Spartanburg County.
- **Volvo Car:** First North American manufacturing plant being built near the Port of Charleston, a \$1 billion initial investment.
- **Mercedes-Benz Vans:** \$500 million Sprinter Van plant expansion.
- **Dollar Tree:** New 1.5 million sf import distribution center.



## PORT PRODUCTIVITY

Still the most productive port in North America, the Port of Charleston sets the standard for turning ships & trucks.

- Working ships at an average 35 moves per crane per hour.
- More productive than typical West Coast ports.
- Average truck turn time 60 minutes for two-way move.
- We're proud of our productivity so we publish our metrics to [www.SCSPA.com/keeping-freight-moving](http://www.SCSPA.com/keeping-freight-moving) every week.

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With QuickPick you have access to your import loads immediately after vessel discharge.

**Ask us about it.**



## VESSEL PERFORMANCE

Both carriers and BCOs can have confidence in Charleston's ability to work the next generation of containerships calling U.S. East Coast ports. Charleston has a decided advantage in max vessel draft, 24-hour draft, vessel width, and total vessel time in port.

- Current channel: 45-feet MLW (13.7m) and 51-feet (15.5m) on high-tide.
- Max vessel draft 48-feet today (14.6m).
- 6-Foot inbound vessel draft advantage vs. any competing port (1.8m).

## CHARLESTON HARBOR DEEPENING

When complete in 2020 Charleston will be the deepest harbor on the U.S. East Coast and able to work fully-loaded New-Panamax ships on all tides.

- Project depth 52-feet MLW (15.8m) in the inner harbor and 54-feet (16.4m) offshore.
- New 24-hour vessel draft 48-feet (14.6m).
- New maximum vessel draft 52-feet (15.8m).
- Project fully-authorized by Congress. Construction began February 2018.

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**When harbor deepening is complete in 2020 the Port of Charleston will be the deepest port on the U.S. East Coast.**



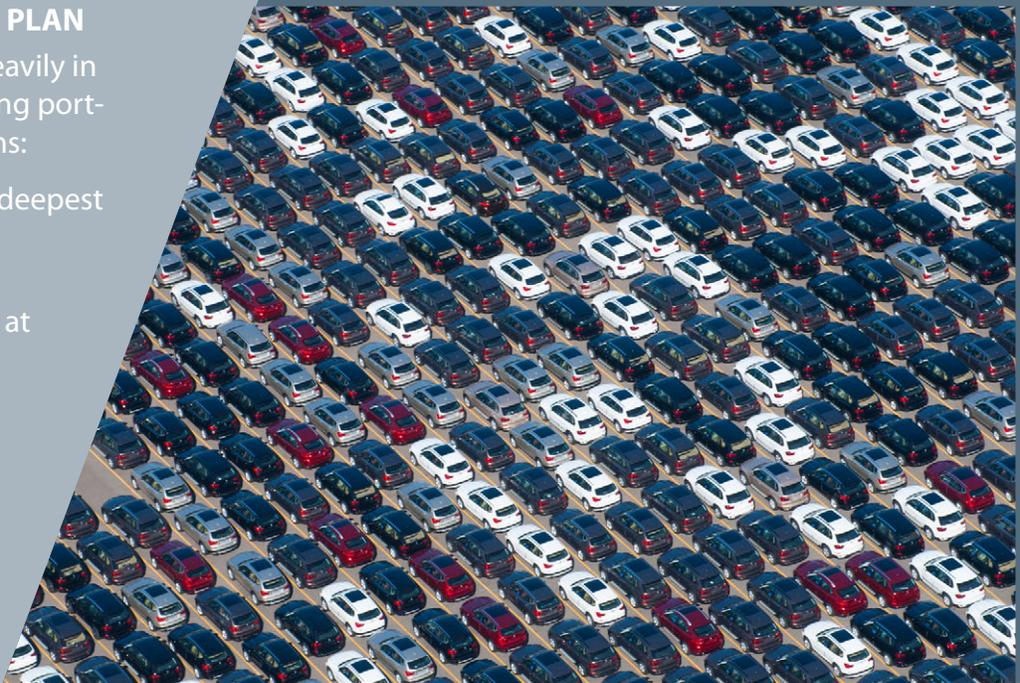
## 5 Fast-Growing Business Sectors

- Automotive manufacturing.
- Consumer goods distribution.
- Refrigerated/frozen exports.
- Transloading resin & grain.
- Tire manufacturing & distribution.

### \$2 BILLION CAPEX & INFRASTRUCTURE PLAN

The State of South Carolina is investing heavily in the supply chain of tomorrow by enhancing port-related infrastructure. Included in the plans:

- \$300 Million to make Charleston the deepest port on the U.S. East Coast in 2020.
- \$970 Million to build the Leatherman Terminal and related projects adding at least 50% more container capacity.
- \$289 Million for a new dual-served intermodal rail facility.
- \$600 Million for existing facilities and enhanced IT solutions.
- \$40 Million for construction of Inland Port Dillon.



**SOUTH  
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