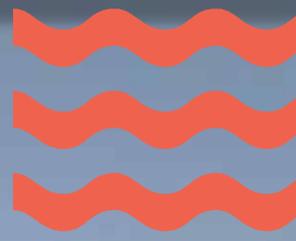


# SOUTH CAROLINA

# PORT GUIDE



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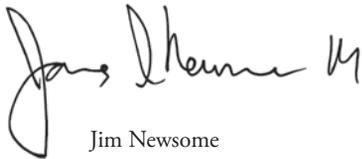
## Message from the President & CEO

Welcome to the third edition of the South Carolina Port Guide, your all-in-one resource on South Carolina's seaports and infrastructure.

We have a great story to tell here in South Carolina and we're eager to share it. Our commitment is to help our clients lower costs, lower risk, and increase performance. Backing-up that commitment is a 10-year, \$2 billion capital expense plan that expands and improves the entire supply chain via South Carolina...ship channels, marine terminals, rail and highway infrastructure, and IT systems. Our clients can have great confidence in our ability to deliver a 21st Century supply chain, complete with neo-Panamax ship access, innovative inland solutions (such as our new inland port in Greer, S.C.), and outstanding client relations. But, as I have said in the past, anyone can make bold statements. What separates us is that we deliver. South Carolina delivers.

Thank you for spending time with our publication. Please know our staff stands ready to assist with your questions and will work with you on creative solutions for your business needs today—and for the decades to come.

Best Regards,



Jim Newsome  
President & CEO



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# MOMENTUM

## Propels South Carolina Ports

South Carolina Ports are riding a wave of momentum. The Port of Charleston's 2012 container volume was up 10% vs. 2011 and up 28% since 2009. Non-container volume rose an amazing 31% year-over-year. And the Port of Georgetown saw dramatic increases as it diversified its cargo base. With new port-dependent business choosing South Carolina at a rapid rate, new ocean carrier services calling our ports, and a \$2-billion, 10-year infrastructure plan, South Carolina is the savvy location for site location and supply chain performance.





# 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 state-wide effort is continuing to experience success in attracting new port-dependent business. In recent years more than \$6 billion has been invested by port-dependent businesses comprising nearly 20 million square-feet. There is ample evidence those efforts are paying-off in volume. Since 2009 the Port of Charleston's container volume has grown 28%, making it one of the most dynamic and fastest growing ports in the nation.

# 3

## **Productivity & Efficiency**

South Carolina Ports are known around the world for high efficiency. The Port of Charleston enjoys the position of 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

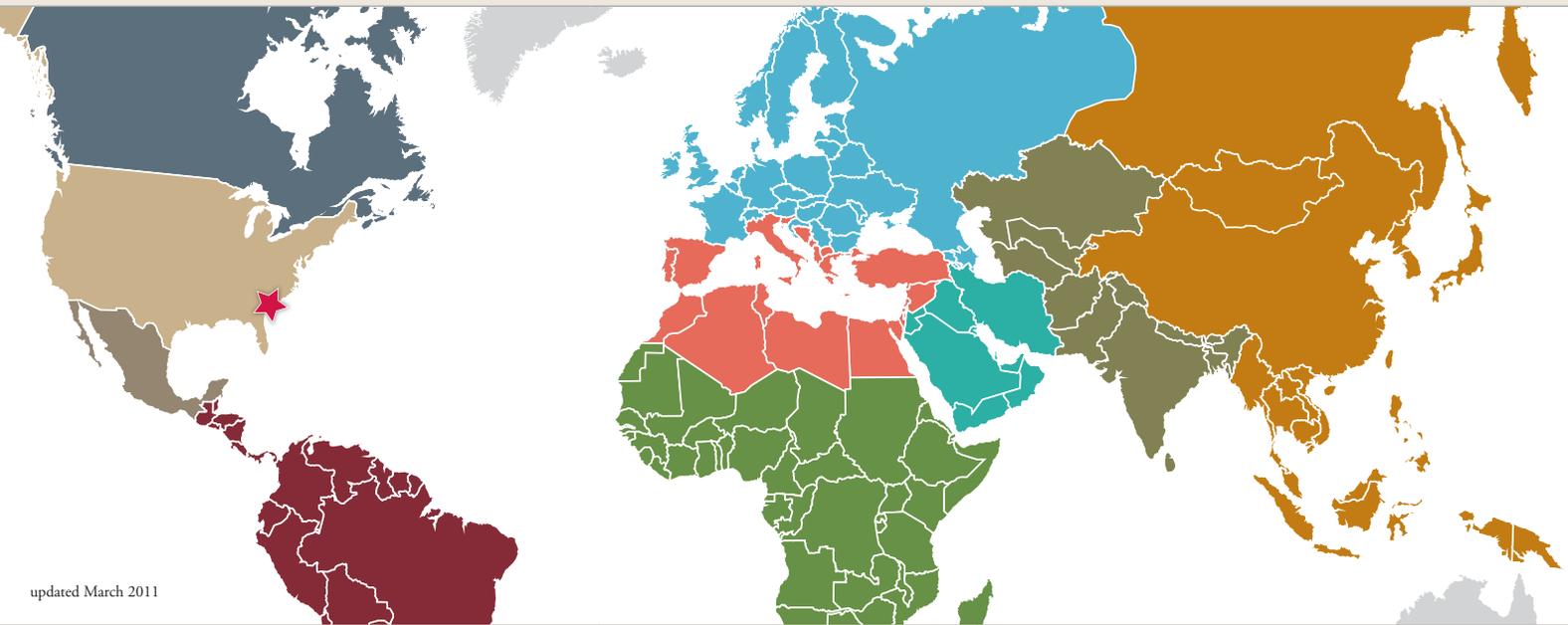
## **Financial Sustainability**

For more than 30 years, South Carolina's ports have been self-supporting and independent of state taxpayer dollars. Retaining this financial sustainability is key to future growth, which is not tied to government budgets. In fact, over the next 10 years, South Carolina plans to implement \$2 billion in capital projects.



**SOUTH CAROLINA  
PORT GUIDE**

# OCEAN CARRIER SERVICES



updated March 2011



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

	Trade Route	Service & Participating Carriers
<span style="color: green;">■</span> <span style="color: darkred;">■</span>	Africa / Carib	AMEX - Maersk / MSC -- Safmarine
<span style="color: orange;">■</span>	Asia	AWS / AWE5 / AW5 - COSCO / K Line / Yang Ming / Hanjin
<span style="color: orange;">■</span> <span style="color: darkred;">■</span>	Asia / C Am	NUE - Evergreen
<span style="color: orange;">■</span> <span style="color: darkred;">■</span>	Asia / C Am	PEX-3 - CMA CGM -- ANL / CSCL / Delmas / UASC / USL
<span style="color: orange;">■</span> <span style="color: darkred;">■</span> <span style="color: lightblue;">■</span>	Asia / C Am / North Europe	APX - APL / Hyundai / MOL -- CMA CGM / Maersk
<span style="color: orange;">■</span> <span style="color: darkred;">■</span>	Asia / Carib / C Am	SCE - Hapag-Lloyd / NYK / OOCL / APL / Hyundai / MOL / Zim
<span style="color: orange;">■</span> <span style="color: darkred;">■</span> <span style="color: olivegreen;">■</span> <span style="color: teal;">■</span>	Asia / Carib / ISC / Mediterranean / Mid East	Golden Gate Service - MSC
<span style="color: orange;">■</span> <span style="color: olivegreen;">■</span> <span style="color: red;">■</span>	Asia / ISC / Mediterranean	SVS / AJE3 - Hapag-Lloyd / NYK / OOCL / APL / Hyundai / MOL -- Evergreen
<span style="color: orange;">■</span> <span style="color: red;">■</span> <span style="color: teal;">■</span>	Asia / Mediterranean / Mid East	TP7 - Maersk
<span style="color: orange;">■</span> <span style="color: teal;">■</span>	Asia / Mid East	CEC - Hapag-Lloyd / NYK / OOCL / APL / Hyundai / MOL -- Zim
<span style="color: orange;">■</span>	Asia / Oceania	Asia / Australia Express RoRo - K Line
<span style="color: darkred;">■</span> <span style="color: teal;">■</span> <span style="color: olivegreen;">■</span>	C Am / NCSA / WCSA	Americas - CSAV / CCNI / Hamburg Sud -- Alianca / Libra
<span style="color: darkred;">■</span> <span style="color: lightblue;">■</span>	C Am / North Europe	AEE - APL / Hyundai / MOL / Maersk -- CMA CGM
<span style="color: darkred;">■</span>	Carib / C Am / NCSA / Oceania	Oceania Express - Hamburg Sud / Maersk -- Alianca / Hapag-Lloyd / MSC
<span style="color: darkred;">■</span>	Carib / C Am / WCSA	Andean Feeder Line - MSC
<span style="color: darkred;">■</span> <span style="color: olivegreen;">■</span> <span style="color: lightblue;">■</span>	North Europe / Carib / Mexico	S Atlantic - MSC
<span style="color: darkred;">■</span>	ECSA	Tango - Hamburg Sud / CSAV -- Alianca / Libra / Hapag-Lloyd
<span style="color: darkred;">■</span>	ECSA / WCSA	South America Breakbulk - Grieg Star
<span style="color: olivegreen;">■</span> <span style="color: red;">■</span> <span style="color: teal;">■</span>	ISC / Mediterranean / Mid East	IEX / INDAMEX - Hapag-Lloyd / NYK / OOCL / CMA CGM / APL -- ANL / USL
<span style="color: olivegreen;">■</span> <span style="color: teal;">■</span>	ISC / Mid East	MECL1 - Maersk Line -- Safmarine
<span style="color: red;">■</span>	Mediterranean	MEDUSA - MSC
<span style="color: brown;">■</span> <span style="color: lightblue;">■</span>	Mexico / North Europe	Victory Bridge - CMA CGM / CSAV -- Delmas
<span style="color: lightblue;">■</span>	North Europe	ATX - Hapag-Lloyd / NYK / OOCL / Hamburg Sud -- ACL / Alianca
<span style="color: lightblue;">■</span>	North Europe	GAX - Hapag-Lloyd / NYK / OOCL -- ACL
<span style="color: lightblue;">■</span>	North Europe	North Atlantic Shuttle RoRo - K Line
<span style="color: lightblue;">■</span>	North Europe	PCTC Mid Atlantic RoRo - ARC -- Wallenius Wilhelmsen
<span style="color: lightblue;">■</span>	North Europe	PCTC North Atlantic RoRo - Wallenius Wilhelmsen
<span style="color: lightblue;">■</span>	North Europe	TA2 - Maersk -- APL / CMA CGM / Hyundai
<span style="color: lightblue;">■</span>	North Europe	TAS-1/TAE - COSCO / K Line / Yang Ming / Hanjin / Evergreen -- Zim





Foreign Ports	Terminal
Capetown / Durban / Freeport / Port Elizabeth	WW
Busan / Hong Kong / Kaohsiung / Ningbo / Shanghai / Xiamen / Yantian	NC
Busan / Cristobal / Ningbo / Qingdao / Shanghai / Tokyo	NC
Balboa / Busan / Chiwan / Hong Kong / Manzanillo / Ningbo / Shanghai / Vostochniy	NC
Antwerp / Balboa / Bremerhaven / Busan / Chiwan / Felixstowe / Hong Kong / Kaohsiung / Kobe / LeHavre / Manzanillo / Rotterdam / Tokyo	WW
Dachan Bay / Hong Kong / Kaohsiung / Kingston / Manzanillo / Xiamen/ Yantian	WW
Chiwan / Colombo / Freeport / Haifa / Hong Kong / Ningbo / Salalah / Shanghai / Singapore / Yantian	WW
Algeciras / Cai Mep / Hong Kong / Port Said / Savannah / Singapore / Yantian	WW
Hong Kong / Jeddah / Kaohsiung / Ningbo / Shanghai / Tanger / Tanjung Pelepas / Yantian / Ningbo	WW
Cai Mep / Hong Kong / Jeddah / Shekou / Singapore / Yantian	WW
Hong Kong / Shanghai / Xingang / Xinsha / Yokohama (feeder to Australia & Other Asia)	CS
Balboa / Buenaventura / Callao / Cartagena / Guayaquil / Manzanillo / San Vicente	WW
Bremerhaven / Felixstowe / Manzanillo / Rotterdam	WW
Auckland / Balboa / Cartagena / Manzanillo / Melbourne / Napier / Port Chalmers / Sydney / Tauranga	WW
Arica / Balboa / Buenaventura / Callao / Coronel / Cristobal / Freeport / Kingston	WW
Altamira / Antwerp / Bremerhaven / Felixstowe / Freeport / Le Havre / Rotterdam / Veracruz	WW
Buenos Aires / Pecem / Porto Itapoa / Rio de Janeiro / Rio Grande / Salvador / Santos / Suape	WW
Callao / Guayaquil / Portocel / Santos	UPT
Damietta / Jeddah / Karachi / Mumbai (Nhava Sheva) / Mundra / Port Said	NC
Dubai / Karachi / Mumbai / Pipavav / Salalah	WW
Gioia Tauro / La Spezia / Leghorn / Naples / Sines / Valencia	WW
Altamira / Antwerp / Bremerhaven / Le Havre / Rotterdam / Veracruz	NC
Hamburg / Le Havre / Southampton / Rotterdam	NC
Antwerp / Bremerhaven / Thamesport	NC
Bremerhaven / Southampton / Zeebrugge	CS
Antwerp / Bremerhaven / Southampton	CS
Bremerhaven / Gothenburg / Santander / Southampton / Zeebrugge	CS
Bremerhaven / Felixstowe / Rotterdam	WW
Antwerp / Bremerhaven / Le Havre / Rotterdam	NC





# Bringing the World to Your Door

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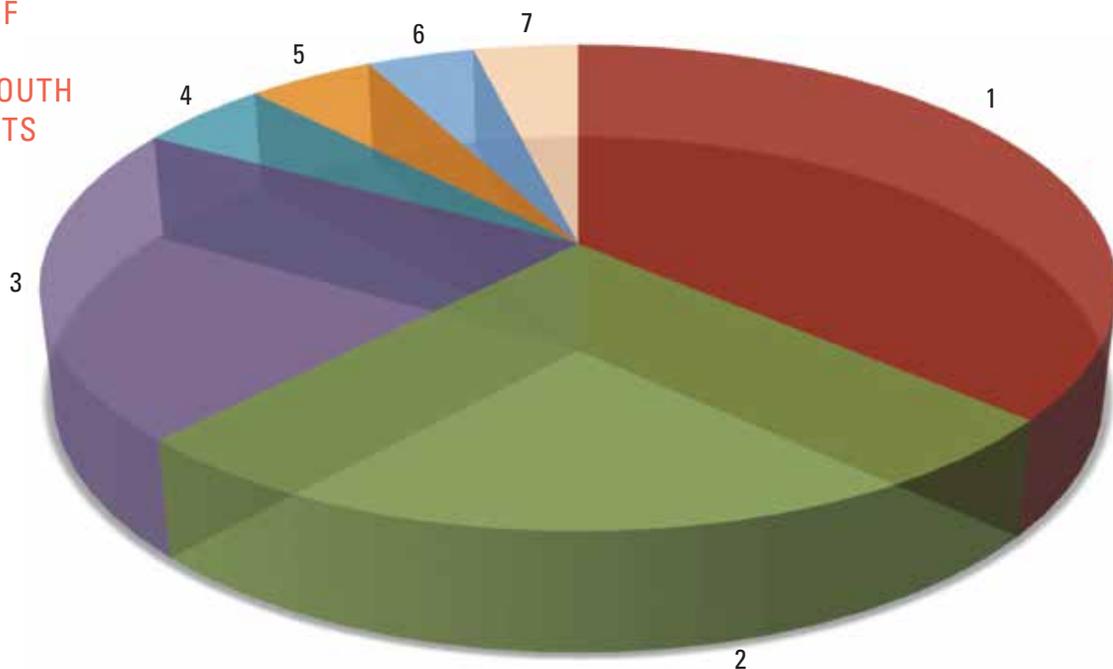
With regular services touching all parts of the globe, South Carolina's ports open the door to more than 150 nations worldwide.

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. 

## PERCENTAGE OF TRADE LANES REACHED BY SOUTH CAROLINA PORTS



1. North Europe..... **36.50%**  
 2. Northeast Asia..... **25.55%**  
 3. All Other..... **21.10%**

4. South America West Coast .... **4.71%**  
 5. South America East Coast..... **4.53%**  
 6. Mid East..... **3.86%**

7. Mediterranean..... **3.75%**

*Source: CY'12. PIERS Data Loaded import & export boxes only.*



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# All-In On Infrastructure

**S**outh Carolina has made an extraordinary \$2 billion commitment to port-related infrastructure that is giving clients and prospects confidence in the inland transportation system.

“Our state leadership understands that a port is one section of a pipeline through which trade flows,” said Jim Newsome, President and CEO of the South Carolina Ports Authority. “When logistics professionals are routing freight, or site location profession-

als are deciding where to invest, they need to have great confidence in the infrastructure connecting their production and consumption points. Service failure, or even inconsistency, is not an option,” he said.

“So it’s a powerful statement that South Carolina has been so aggressively investing in that infrastructure, and a credit to our leaders. We’re spending \$2 billion over the next ten years and most of the votes were unanimous, whether

they were votes in our legislature in Columbia or by our board of directors here at the port. There is a vision in place and a substantial commitment of funds behind it,” Newsome said.

As a site location professional, Steve Schellenberg, Vice President, Business Development at IMS Worldwide, knows how valuable that commitment is.

“Today’s site selection decisions must include the perspective that predictability can be sustained

and extended in the future. All aspects of reliability have to be maintained, across all custodians in the supply chain now and in the future,” Schellenberg said.

“The future growth and success of U.S. ocean ports is largely dependent on the port’s ability to support one, two or more inland port markets by rail and truck. This gives the cargo owner flexibility while retaining predictability in managing their global strategy. The infrastructure has to support that re-



ality. Choices made today may not support predictability in the future if infrastructure limitations impact services at specific ports. So those ports with the right mix of operational and infrastructure advantages, and the money to implement them, are in a strong position.”

Below is a summary of the key segments of the 10-year CAPEX plan committed to by either the South Carolina Ports Authority or by the State of South Carolina:

**Charleston Harbor Deepening: \$300 Million**

Charleston is already the deepest port in the region, working vessels drafting as much as 48’ on high-tide and 43’ 24-hours/day. However, to optimize efficiency, the port needs to be deepened to allow all-tide access for ships in the 8,000-10,000 TEU class--48’ draft 24-hours/day.

The process to get there is ahead of schedule and being expedited by

the U.S. Army Corps of Engineers. President Obama listed Charleston in his “We Can’t Wait” initiative, indicating the highest priority infrastructure projects in the nation. Importantly, the project is already fully-funded. While the normal funding formula is a 65/35% federal/state cost share program, funding from the federal level is still pending. South Carolina leaders have already set aside \$300 million to cover the entire project cost should the federal government not be able to fulfill its funding role in a timely manner thereby ensuring no delays due to funding. (More detail on the harbor deepening approval process can be found on page 20.)

**New Container Terminal: \$750 Million**

The Port of Charleston features the only new container terminal under construction in the U.S. The new terminal, at the former Naval Base, will be 280 acres at full build-

out with an annual capacity of 1.4 million TEU. Phase one will deliver 171 acres and capacity for 745,000 TEU annually. The berth will be 3,510’, large enough to simultaneously work three neo-Panamax at once. The site is approximately 1.5 hours to open sea, and depth alongside will be sufficient to work fully-loaded very large container-ships on all tides. Phase one could be brought online as early as 2018, however final timing depends on demand.

**New Intermodal Container Transfer Facility: \$130 Million**

A new, 90-acre, dual-served intermodal rail terminal is in the works, just north of the new container terminal in North Charleston. This facility will be owned and operated by a neutral third party, Palmetto Railways, allowing equal access for Norfolk Southern and CSX. It will be designed to receive and

depart multiple trains daily, up to 10,000’ in length. This will primarily be a near-dock operation with the SCPA’s RapidRail program delivering local drays at rates competitive with fees for on-terminal intermodal operations. The new container terminal will feature a private connector road that will not require public drays and direct access to the S.C. Inland Port served by NS in Greer, S.C.

**New Port Access Road: \$225 Million**

The new container terminal will feature a dedicated commercial access road connecting the terminal and Interstate 26. This road ensures fast access to the terminal for trucks and minimizes impacts of truck traffic for nearby homes and businesses.

**S.C. Inland Port: \$47 Million**

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*Construction of the Navy Base terminal as of February 2013. The area behind the wall is being filled with dirt removed from a nearby dredge disposal site, effectively re-using material dredged from the harbor bottom in previous channel deepening projects. Once placed, the fill will be wicked and compacted to build the wharf.*



*Phase one of the Navy Base Terminal is scheduled for delivery in 2019. Once fully-constructed, the new terminal will encompass 250 acres, feature a 3,500-foot berth, and have an annual handling capacity of 1.4 million TEU.*





opened in the fall of 2013: The South Carolina Inland Port. The SCPA is the owner and operator. This innovative operation provides overnight rail transfer of containers between the Port of Charleston and Greer, S.C., 212 miles inland. Greer is on I-85 approximately half-way between two of the Southeast's largest metropolitan areas, Charlotte and Atlanta. It is well-positioned to dramatically extend the Port of Charleston's inland reach to Dallas, Memphis, St. Louis, Chicago and Columbus. Inbound containers can be transferred to the NS Seven Mile Yard the same day the vessel works and the box will be available at 8AM the following-morning in Greer. Similarly, exports will depart Greer around 6PM and be available 8AM the next morning at Seven Mile Yard in Charleston. The intermodal yard will also be used as an empty staging area, making it an ideal situation for enabling two-way traffic in containers that may otherwise return empty to the marine terminal.

**Other Capital Projects:  
+\$400 Million**

Additional major capital projects include nearly \$160 million for improvements to existing port facilities in Charleston and Georgetown;

new equipment such as container cranes; and IT projects (new terminal operating system, client portal, and supporting hardware); a new cruise terminal on the north end of Union Pier Terminal; and expansion of interstate highways and commercial interchanges serving the port and port-related projects.

All of this, more than \$2 billion of new investment, is geared toward ensuring that clients using South Carolina Ports can count on the most efficient cargo delivery system in the U.S. Ports have to work independently and collaboratively to establish solutions for their clients' "end-to-end" needs.

"A lot of site location projects get wrapped up in the details of incentive negotiations," Schellenberg said. "Incentive packages are important, but they sometimes become the center of attention. They should be the icing on the cake, to mix metaphors. Long after the glow of winning state, regional or local incentives has faded, the reality of execution and cost control remains," he said.

That cost control is dependent on the shipping channels, marine terminals and rail and highway assets capable of performing as-needed. So, when it comes to creating a strategic advantage with superior infrastructure, South Carolina is "all-in." 



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# DEEPENING CHARLESTON HARBOR

For the better part of a decade, the expansion of the Panama Canal has loomed as a pivotal moment in maritime commerce. This major undertaking has led to a dramatic increase in the deployment of larger ships, driven by economies-of-scale. However, by the time the canal expansion is completed in mid-2015, the shift to much larger vessels will already be in full swing. Market forces and ship-building trends have delivered ships as large as 9,500 TEU to the Port of Charleston already. In fact, Charleston currently has 8 weekly calls of ships too large to transit today's Panama Canal, three of them in the Trans-Atlantic trade and others utilizing the larger Suez Canal.

It is clear that U.S. East Coast ports need to modernize to handle the ever increasing capacity of vessels. The most central element

of that capability is deeper water. Today, the Port of Charleston has the deepest water in its region at -45' mean low water and the deepest vessel performance, working ships drafting as much as 48' with tidal restrictions. But the South Carolina Ports Authority has a plan in place to further deepen the Port of Charleston's channels to allow 24/7 access for fully loaded neo-Panamax ships.

Present and future vessel performance is becoming a strategic issue for ocean carriers, cargo owners, service providers, and site location professionals. All are interested in lowering risk and investing in locations best-prepared for the future of trade. Charleston is clearly the leader in this regard.

A port is measured by its maximum vessel performance, defined as whether it falls into Panamax-capable (able to work fully-loaded Panamax vessels on



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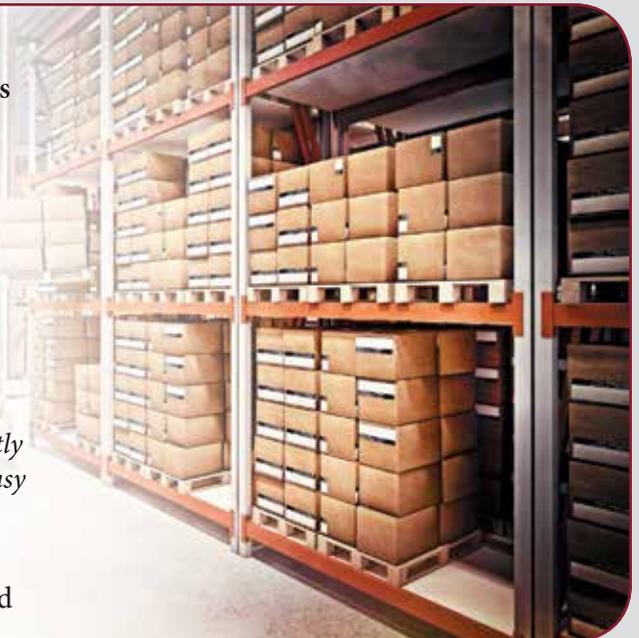
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all tides) or Post-Panamax-capable (able to work post-Panamax vessels on all tides). Deepening projects at competing ports in the region, if accomplished, will not deliver 24/7 access for post-Panamax ships. In fact, they will deliver less vessel performance than Charleston offers today. In contrast, Charleston currently offers 24/7 access for Panamax vessels and a five-foot depth advantage over its next-deepest regional competitor. The current deepening project will deliver 24/7 access for post-Panamax vessels, making it the best-positioned for the post-Panamax era.

Understanding vessel performance at various ports and comparing deepening projects can be a tricky business. Below are the facts related to Charleston's current and future capabilities:

#### Current Vessel Performance

- Channel Depth: 45' MLW
- Tidal Lift: 5.5' Average

*Charleston currently has 8 weekly calls of ships too large to transit today's Panama Canal, three of them in the Trans-Atlantic trade and others utilizing the larger Suez Canal.*

- Under Keel Clearance: 2' (10%)
- Max Vessel Draft: 48'
- 24-Hour Vessel Draft: 43'

#### Estimated Vessel Performance After Deepening\*

- Channel Depth: 50' MLW
- Tidal Lift: 5.5' Average
- Under Keel Clearance: 2' (10%)
- Max Vessel Draft: 53'
- 24-Hour Vessel Draft: 48'

#### Charleston Harbor Deepening Project Detail

- Current Stage: Feasibility study more than halfway completed.

Draft environmental impact statement in summer 2014 and Chief's Report expected in mid-2015.

• The U.S. Army Corps of Engineers completed the project's reconnaissance study in the summer of 2010 and determined that there is not only a federal interest in the further deepening of Charleston Harbor, but also that it was most likely the best value for scarce public dollars. The post-45 foot feasibility study examines the economic benefits and environmental impacts of the deepening project and determines what depth would be recommended for construction.

\*The above Estimated Vessel Performance are best estimates given current information, but the Army Corps will eventually determine the final specifications.

- Estimated project completion date: 2019
- Estimated project cost: \$300 million
- Funding status: The project is fully funded. Deepening Federal channels such as Charleston's is a joint Federal and State responsibility. However, in the event that Federal funds are not available when needed to accomplish the project, the legislature of the State of South Carolina has set aside the full estimated cost of \$300 million to accomplish the deepening without delay.
- Mitigation as a Percentage of Total Cost: Less than 10%

To be added to the South Carolina Ports Authority's email distribution for harbor deepening news, please contact SCSPAinfo@scspa.com. 📧

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# GAME CHANGER

**T**he South Carolina Inland Port is now a reality. After an amazing eight-month construction period, the inland port is fully-operational and handling intermodal containers back and forth with the Port of Charleston via Norfolk Southern trains. Thus opens a new era in short-haul intermodal service that extends the Port of Charleston's terminals 212 miles inland.

While the S.C. Ports Authority has owned the 106-acre site since 1982,

plans to develop an inland port didn't take shape until 2012 when Norfolk Southern approached port executives about the possibility of expanding services in the region.

Less than two years after that meeting, and only seven months since breaking ground in March of 2013, the inland port began receiving its first boxes in October and began full-time operations in November. Operating hours for the terminal are 24/6. Containers will be received/delivered at all

times except 6:00 pm Saturday thru 8:00 pm Sunday. There is no up-charge for off hours moves.

NS is serving the SCIP with overnight express shuttle service five days per week in both directions. The schedule, as initially planned is as follows:

- Westbound from NS CHS to SCIP five days per week: Monday-Friday with next morning availability in Greer.
- Eastbound from SCIP to NS CHS five days per week:

Monday-Thursday plus Saturday with next morning availability for Monday-Thursday trains and Monday morning availability for Saturday trains.

- The Saturday eastbound departure allows boxes received at SCIP on Friday and Saturday to be available for delivery to marine terminals Monday morning.

### **The game changer**

After meeting with Norfolk Southern in January 2012, Jack





## The South Carolina Inland Port in Greer connects the Port of Charleston to deeper hinterland markets

Ellenberg, senior vice president of economic development and projects for the Ports Authority, said the agency put feelers out to gauge interest in developing the facility.

“We started conversations with customers, and the response was overwhelmingly positive,” he said. “If you look in that part of South Carolina, the I-85 corridor has a multitude of international companies we serve today, and they were also extremely interested. Outside of our customer base, the

leadership in the Upstate has been extremely supportive.”

S.C. Ports Authority President and CEO Jim Newsome said interest by new customers has also been high, noting that the Greer Economic Development Corp. has had more than 158 inquiries and 29 visits since July 2012.

“The inland port is being called a game changer. South Carolina already manufactures and exports more tires than Ohio, exports more automobiles than Michigan,”

state Sen. Larry Grooms said in *The Greenville News*. “Our farmers grow and export soybeans and wheat and cotton and poultry. We also make Bose sound systems, assemble Bosch automotive equipment, manufacture GE wind turbines, and we build Boeing jets. Imagine how much more we will be able to do now.”

Bill Stern, chairman of the S.C. Ports Authority Board of Directors, said the development of the S.C. Inland Port is an economic development boost for the entire state overall and specifically for the Upstate region.

“Our public seaport system is an economic engine, spurring opportunity all across South Carolina,” Stern said. “The inland port will further expand the port’s connection to the Upstate and will drive job creation and investment to that region.”

### How will it work?

The container yard, which will be owned and operated by the Ports Authority, will initially be able to handle an estimated 40,000 containers annually, with potential for expansion to 100,000 containers each year.

Two 2,600-foot railroad tracks on-site will tie the Inland Port to Norfolk Southern’s main line. The port facility also includes 5,200 feet of storage tracks and room for future expansion. Norfolk Southern will make daily trips to and from the Port of Charleston. The Norfolk Southern train will leave Charleston in the evening, travel to Greer to load and unload in the morning, and then make a return trip that next afternoon.

The SCPA has dismantled and relocated rubber-tired gantry cranes to the site for stacking containers.

The facility includes a 3,000-square-foot operations center with offices, meeting rooms and IT services; a 1,500-square-

foot maintenance facility; a 2,500-square-foot, three-lane truck wash rack; a six-lane open air Inbound/Outbound Canopy to serve all traffic, complete with weighbridge truck scales; and security checkpoints.

“It’s just going to be a terminal very similar to operations down here in Charleston,” Ellenberg said. “It will look and feel like a terminal in Charleston, minus the water.”

### Speed to market, speed to port

The South Carolina Inland Port provides lower inland costs for shippers by using the increase density of trains and container matching for import and export loads. There will also be environmental benefits from increased freight tonnage moved by rail per gallon of fuel. Regional exporters will be able to take advantage of an increased local supply of empty containers and intermodal chassis. Importers will benefit from lower delivered costs and optimized supply chains.

The facility is located midway between Atlanta and Charlotte on I-85, the fastest-growing region in the Southeast. The Upstate region is already home to the largest concentration of port users in South Carolina, including BMW and Michelin for example.

The S.C. Inland Port’s location allows for speed to market and speed to port. Import boxes delivered to Norfolk Southern’s Seven Mile Yard in North Charleston by 6 p.m. will be available at the Inland Port in Greer the following morning. Export boxes delivered to the Inland Port by 6 p.m. will be available at the Seven Mile Yard the next morning.

### Before its time

While port executives more than 30 years ago might not have envisioned exactly how the property would be utilized to speed cargo to and from the Port of Charleston, Ellenberg said the location

# S.C. Inland Port Benefits

- Higher cargo density on trains results in lower inland costs for shippers.
- Container matching for import and export loads.
- Increased tonnage moved by rail lowers fuel consumption.
- Access to 94 million consumers within 500 miles, a one-day drive.
- Increased supply of empty containers and intermodal chassis helps regional exporters.
- Importers benefit from lower delivered costs and optimized supply chains.
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was visionary. “It was an idea before its time. If you had to pick the appropriate location where it makes sense from an economic standpoint to convert from truck to rail, that is about as close as you can get to making

economic sense,” Ellenberg said. “It’s an area of the region where we have a significant volume, both in and out.” Ellenberg said the S.C. Inland Port represents a great opportunity for port users, the S.C. Ports Authority and for the state of South Carolina.

“It won’t just serve existing industries, but it will be an attractive point for new businesses looking to locate a near-port,” Ellenberg said. “It allows companies to consider an Upstate footprint and still be near the port.”



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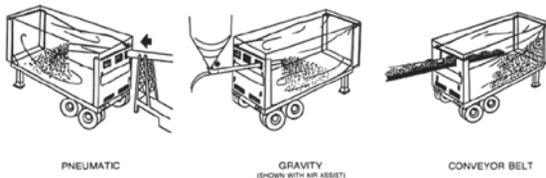
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# A PERFECT FIT

## Growing bulk transload services at the Port of Charleston offer flexibility and opportunity

Since the Port of Charleston added transload services three years ago, demand in that area has been fast growing. The export-driven services have drawn attention to the increasing services provided by the port while offering new opportunities for South Carolina businesses.

Much of the bulk transload products are agriculture in nature, including soybeans, feather meal

and grain. Thanks to transload services, companies can simply transport their products to the port and put them in a container. It removes the step of sending an empty truck to pick up the product, thereby reducing costs and making it a more environmentally friendly option.

One of the biggest customers is Scouler, using a bulk transload at the Wando Welch Terminal to

export soybeans. In its first season, Scouler did about 300 containers. This season, it's on pace to ship 1,500 containers or 85 million pounds of soybeans.

Scouler is investing \$1 million in its transload site this year, constructing mini grain silos to facilitate storing the soybeans. River Bend, another company transloading soybeans at Veterans Terminal, also is planning an expansion.

JBS is a leading animal protein producer and exporter making use of the Port of Charleston's transload services. JBS is transloading feather meal — mostly a South Carolina product — at the Veterans Terminal. JBS is handling about 200 million pounds a year.

"The key is having a supply chain that's competitive internationally," said Paul McClintock, chief commercial officer for the S.C. Ports

Authority. “The margins on this cargo are very thin so having capable facilities for these companies to transload opens up a whole new market for us.”

Expanding into the transloading arena has also given the port even more exposure for its deep-water access in the Southeast. With a 5-foot draft advantage over competing ports, carriers are able to load and export as many as 500 additional loaded 40-foot equivalent units through Charleston.

The added transload business is helping secure the Port of Charleston’s position as the last U.S. port before heading into foreign waters.

For the South Carolina logging business, those foreign waters have started leading to India. Again thanks to transload service, South Carolina logs are being loaded and sent to India — a boon for the state’s logging business.

“When we set up the India transload at Veterans it was successful and, since then, two other

transload log operators have set up operations and are transloading logs to India,” McClintock said. “We created a whole new market for some of our wood products here.”

A second area of focus has been rail transloading — a new option for both the port and South Carolina. Bulk rail cars filled with animal feed are coming from the Midwest to Charleston where they are being transloaded from the rail cars to containers for export.

“We are currently transloading 14 million pounds a week of DDG (dried distillers grain) and soybean meal,” McClintock said. “We expect it to continue to grow dramatically because we’ve proven we are a good supply chain partner, which is critical.”

While adding transload services has been a large investment of time and effort for the port, it’s paying off. Not only has the Port of Charleston received additional exposure and customers, trans-



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load services also generated jobs in the state.

The next step is to create a major export-centric transload operation through the South Carolina Inland Port in Greer, set to open in 2013. This will be particularly appealing to the cotton market as an improvement to its supply chain. Three of the largest cotton exporters in the United States

already have leased warehouse space in the Greenville area so they are poised to take advantage of the Greer port and its link to the Port of Charleston.

“We have the equipment supply, we have dual rail operations, and we have deep water here for the carriers so they can fill their ships with these heavy exports,” McClintock said. 🌊



## Major Transload Operations in the Charleston Area

- Frontier Logistics: Operating an on-terminal, dual rail-served bulk transload facility at North Charleston Terminal and a near-terminal rail-served warehouse.
- Premier Logistics: Operating a rail-served transload facility near North Charleston Terminal.
- CSX Transflo: A CSX-served bulk transload operation on Tuxbury Drive in North Charleston.
- Lansing Trade Group: Operating a dual rail-served facility just outside the gates of North Charleston Terminal on Remount Road.
- Scoular: Operating a bulk soybean transload at the Wando Welch Terminal.
- JBS Swift: Operating a transload warehouse at Veterans Terminal.
- Blackhawk Logistics: A rail-served transload operation near North Charleston Terminal.
- Grand Worldwide: A rail-served transload warehouse operation for export paper at Columbus Street Terminal.
- Performance Team: Operating an on-terminal warehouse at Wando Welch Terminal for retail transloading.

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# Georgetown Port

Ideal for Niche Cargo

Standing on the docks at the Port of Georgetown one can see that the port is surrounded by industry and natural resources: a steel mill, paper mill, power-generating facilities, and miles of timber in the Francis Marion National Forest just to get started. Now the SCSPA and the local community are redefining the value proposition of the port to broaden its appeal and expand the port's role in handling other niche commodities.

"There are some real opportunities in Georgetown for the right clients," said Paul McClintock, senior vice president and chief operating officer. "There are not

many locations that offer the combination of rail service, laydown areas and a flexible terminal operation that we do in Georgetown."

Georgetown is ideally positioned to handle a variety of bulk and breakbulk cargoes including aggregates, cement, steel, scrap metal, alloys, forest products, and biomass. Located approximately 60 miles north of Charleston on the Winyah Bay, the port has historically served large-scale paper and steel clients in the area. Currently there are approximately 28 acres of open laydown area, two connected, rail-served warehouses totaling more than 100,000sf, and several specialty buildings that

could be valuable to new port users. The terminal is served by CSX.

Currently cement is the primary commodity. Holcim Cement in Holly Hill, S.C. trucks dry cement to the Port of Georgetown and unloads the trucks into a dome, essentially an elevator facility designed specifically to handle the commodity, which is used to load barges on-demand. Georgetown will handle more than 400,000 tons of cement in 2013. Growing and diversifying the business is top priority for the port sales team.

"We are entertaining a wide variety of clients," McClintock said. "We're out there aggressively working with prospects and we en-

courage non-container shippers to engage us. We have some experienced motivated staff that can help clients find unique, customized solutions there. The channel depth right now is a limiting factor for deep draft vessels, but the port is in play for a wide variety of barge business. So right now we are seeking clients that rely on vessels that are not deep-draft. We're definitely open to new proposals on custom solutions for bulk shippers."

For more information on the Port of Georgetown turn to page 52 or contact Brad Stroble, General Manager, Breakbulk, Project Cargo and Georgetown Sales at [BStroble@scspa.com](mailto:BStroble@scspa.com).



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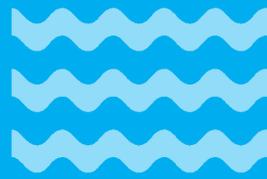
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"We desire a prosperous cruise business with a diversity of cruise line offerings that is in keeping with Charleston's scale and context," said Peter Lehman, vice president, Cruise and Real Estate. "The cruise industry has changed over the last decade and smaller ports are more viable for the lines. If you happen to be in a beautiful,

much-loved destination, that's a bonus. Cruise lines have figured out how to be profitable in specialized port cities like Charleston; although, as I tell all our cruise line clients, no other port city is "like" Charleston. We're unique."

The numbers bear-out his optimism. In CY2012 Charleston handle 14 port-of-call vessels and 70 turnport vessel calls for an annual total of 84. Passenger counts have also been strong. Charleston hosted 15,675 port of call passengers and 173,770 embarking passengers in CY2012 for a total

north of 189,000.

In the spring of 2010, the Carnival Fantasy began a homeport operation in Charleston offering five and seven-day cruises to the Bahamas and Caribbean year-round. Those cruises have been popular and have been the driving force of the passenger growth.

Service quality has grown along with the vessel and passenger counts. The Port of Charleston was ranked by Carnival Cruise Lines as its number one turnport operation worldwide for 2012. "That award is a credit to the whole team here

in Charleston. We view this as a huge honor," Lehman said.

Looking forward, Charleston is expected to grow stronger with a more diverse port of call and embarkation business. In addition to the Carnival Fantasy, Charleston will host cruise lines including some of the most luxurious in the world. Aida, Hapag Lloyd, Holland America, Oceania, P&O, Regent Seven Seas, ResidenSea, Crystal, Princess, and Seabourn all are on the 2013 calendar.

"What is attracting these cruise lines to Charleston is the city



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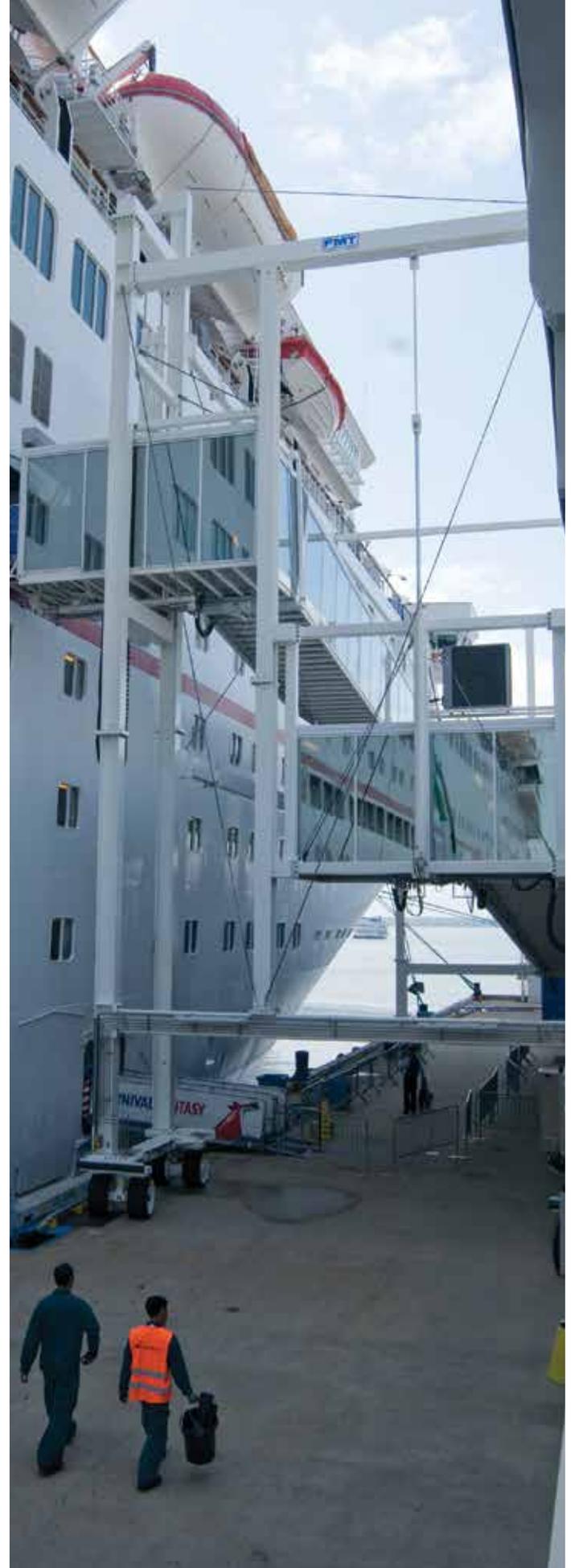
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### Charleston Industrial Market Experts



(L-R): Charles Carmody, Bob Barrineau, Brendan Redeyoff & Mike White

**CBRE** | Carmody, LLC (843) 577-0702  
cbrecharleston.com

Part of the CBRE affiliate network

itself,” Lehman said. “Travelers love Charleston. A cruise line doesn’t have to convince people to come here. Travelers look for a reason to visit. So the city is like a bonus destination on your cruise vacation.”

State and local tourism leaders, especially the Charleston Area CVB, have done a masterful job branding all things Charleston, Lehman said. The city is one of the most effectively branded in the U.S. with a distinct identity and loyal base of visitors. Charleston attracts approximately 4.8 million tourists a year. In 2012, 57% of those visitors had household incomes of greater than \$100,000 and 18% had household incomes of greater than \$200,000.

That easy access is made possible by 5 interstate highways in South Carolina connecting the region to the population centers in the Southeast including Atlanta, Charlotte and the resort communities along the coast of North Carolina, South Carolina, and Georgia. Air travelers also have an easy tie-in via the Charleston International Airport which has direct flights to 17 major markets. Getting here is not an impediment.

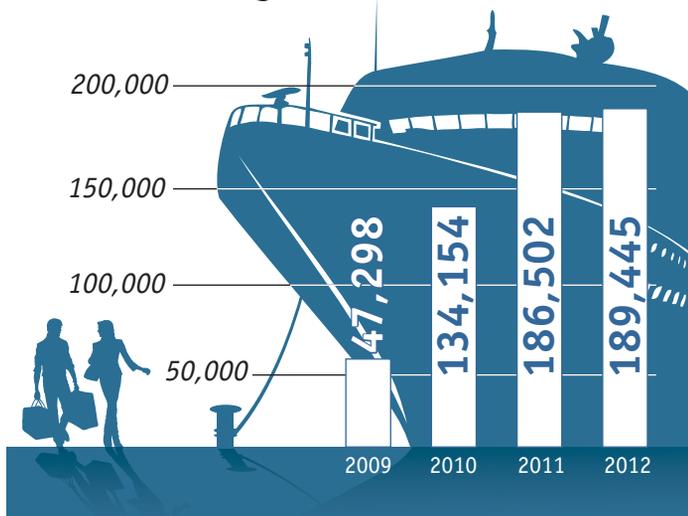
Travelers agree. The city has been honored with a string of

high-profile awards from the travel industry. In 2012 readers of *Conde Nast Traveler Magazine* named Charleston their favorite destination city in the world, above such classics as Paris, London, and San Francisco. Readers of *Conde Nast Traveler Magazine* and *Travel & Leisure* perennially name Charleston as their top U.S. city. Other notable distinctions include “Most Romantic City,” “Best Weekend Getaway,” “Top Culinary City,” “Friendliest City,” “Best Beaches,” “Best Wedding City,” “Best Weekend Getaway,” and “Best Family Destination.”

While Charleston is an “it” city right now with visitors, the port team is keen to keep the cruise business in context.

“In the context of nearly 5 million tourists a year, 200,000 cruise passengers is not a huge number,” Lehman said. “Cruise is a nice diversification of the tourism offerings in Charleston. It’s never going to be the driving force. We’re a niche cruise port, but a highly desired one. One with a limited number of opportunities for cruise lines and growing awareness of the great things the area has to offer as a destination. Charleston is a great city for guests and residents and we want to keep it that way.”

## Port of Charleston 2009-2012 Total Passenger Volume



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Principal  
Industrial & Investment Services  
[todd.garrett@avisonyoung.com](mailto:todd.garrett@avisonyoung.com)

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**– Eastman Chemical**

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# Utilizing Foreign Trade Zones



Does your company or customer import? Do you import products into the United States? Do you export? Does the annual value of the imported products exceed \$1 million? Are your imported products used in a manufacturing, assembly or other value-added process? Do you have a “Just in Time” inventory system? Do you import products subject to quotas? Do you file more than 100 formal CBP entries per week? Are the items you import subject to high tariff rate?

If you answered yes to any of these questions then you could benefit from being in a Foreign Trade Zone (FTZ).

What is a FTZ? They are secure areas under U.S. Customs and Border Protection’s (CBP) supervision that, upon activation, are considered outside the U.S. Customs territory for the purpose of Customs duty payments. The

authority for establishing FTZs is granted by the U.S. Commerce Department FTZ Board (15 C.F.R. Part 400).

By using an FTZ your products can be:

- Assembled
- Tested
- Sampled
- Repackaged
- Destroyed
- Mixed
- Manipulated
- Cleaned
- Stored Indefinitely
- Salvaged
- Processed

Manufacturing in an FTZ requires a special manufacturing authority. Contact your FTZ administrator for more information.

843-577-8144  
www.scsipa.com

## BENEFITS OF BEING PART OF A FTZ

### Duty Reduction

Zone status selected so that duty is based on: Duty rate applicable to either the materials as admitted to FTZ or duty rate applicable to finished product as it is removed from the FTZ, whichever is lower.

### Duty Elimination

No duty on exports. No duty on waste or scrap. Finished product may be “duty free” (e.g. FujiFilm “Quick-snap” cameras are duty free).

### Duty Deferral

No duty or federal excise taxes are applied to products or raw materials imported for domestic sale in the United States until exported out of the FTZ, freeing up capital for other endeavors / investments.

### Exports

No duty is paid on merchandise exported from a FTZ eliminating the need for Customs drawbacks.

### Capital Equipment

Duty on capital equipment used in manufacturing may be deferred until point of sale of the finished products.

### Reduced Delivery Times

Special direct delivery procedures expedite the receipt of merchandise, reducing inventory cycle time and avoiding costly assembly line shut downs when Customs is unavailable for clearance (weekends and holidays).

### Merchandise Processing Fees

FTZs can utilize weekly entry procedures to allow for “batching” of Customs entries on a weekly basis. MPF is based on a percentage of the value of the merchandise covered by a single entry, minimum of \$25 and maximum of \$485 for all Customs entries in 1 week!

Some of the South Carolina businesses currently taking advantage of the FTZ Program



BMW Manufacturing Co.



# TERMINALS

- 42 Wando Welch**
- 44 North Charleston**
- 46 Columbus Street**
- 48 Union Pier**
- 50 Veterans**
- 52 Georgetown**

Ocean carriers may request holiday or weekend gates. If you have holiday or weekend needs please notify your ocean carrier so arrangements can be made. For a list of carriers operating holiday gates in Charleston please visit [SCSPA.com](http://SCSPA.com) and click on Operational Tools.

## 2013-2014 Container Gate Holiday Schedule

HOLIDAY	OBSERVED	WORK SCHEDULE	GATE HOURS
Thanksgiving	November 28, 2013 - Thursday	Holiday Gate Authorization	08:00 to 12:00 13:00 to 17:00
Day After Thanksgiving	November 29, 2013 - Friday	Regular Work Day	Regular Work Hours
Christmas Eve	December 24, 2013 - Tuesday	Holiday Gate Authorization	08:00 to 12:00 13:00 to 15:00
Christmas Day	December 25, 2013 - Wednesday	No Work Day	Closed
New Year's Eve	December 31, 2013 - Tuesday	Holiday Gate Authorization	08:00 to 12:00 13:00 to 17:00
New Year's Day 2014	January 1, 2014 - Wednesday	No Work Day	Closed
Martin Luther King's Birthday	January 20, 2014 - Monday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
President's Day	February 17, 2014 - Monday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Good Friday	April 18, 2014 - Friday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Memorial Day	May 26, 2014 - Monday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Independence Day	July 4, 2014 - Friday	No Work Day	Closed
Labor Day	September 1, 2014 - Monday	No Work Day	Closed
Veterans Day	November 11, 2014 - Tuesday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Thanksgiving	November 27 - Thursday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
Day After Thanksgiving	November 28, 2014 - Friday	Regular Work Day	Regular Hours
Christmas Day	December 25, 2014 - Thursday	No Work Day	Closed
New Year's Eve	December 31, 2014 - Wednesday	Holiday Gate Authorization	8:00-12:00 13:00-17:00
New Year's Day 2015	January 1, 2015 - Thursday	No Work Day	Closed



### Container Gate Operating Hours – ( All facilities )

TERMINAL	LINE/FACILITY	DAY OF OPERATION	FLEX SCHEDULE?	HOURS OF GATE OPERATION	YARD SERVICE PROVIDED
North Charleston	Common Use	Monday - Friday	Yes	7:00 - 18:00	Yes
Wando Welch	Common Use	Monday - Friday	Yes	7:00 - 18:00	Yes

Motor carriers attempting to perform dual missions must enter the lanes by 1700. • Motor carriers attempting to perform single missions must enter the lanes by 1730. Motor carriers attempting to deliver or receive loaded running reefers must enter the lanes by 1600.



# Wando Welch (Charleston)

**Location:** PortCharleston / US East Coast-South Atlantic / Mt. Pleasant, South Carolina

**Address:** 400 Long Point Rd., Mt. Pleasant, 29464

**Driving Directions:** From I-26 head SE, take exit 212C to merge onto I-526E, take Long Point Rd 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

**Driver's Assistance:** 843-856-7009

**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.

<b>Container Cranes:</b>	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: Morris	Quantity: 3	Outreach (f/m) 146' / 44.50
	Crane Make: ZPMC	Quantity: 2	Outreach (f/m) 196'9" / 59.97

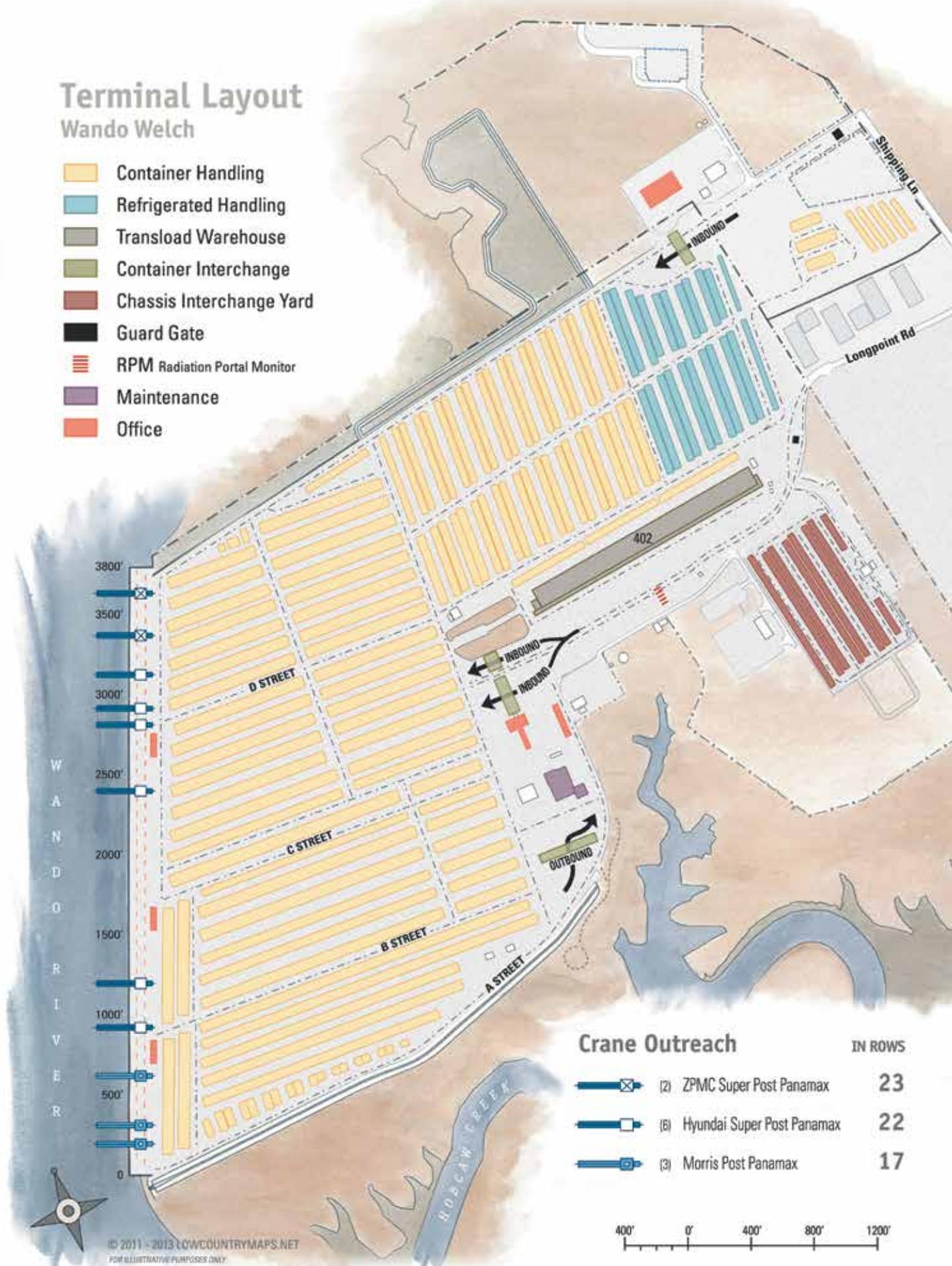
**43 MOVES  
PER HOUR PER CRANE.  
TRUCK TURN TIME  
AVERAGE  
APPROXIMATELY 21  
MINUTES.**



# Terminal Layout

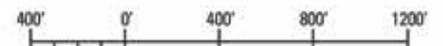
## Wando Welch

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



### Crane Outreach

Crane Outreach	IN ROWS
<span style="display: inline-block; width: 20px; height: 10px; background-color: #008080; border: 1px solid black; position: relative; top: 5px; left: 5px;"><span style="position: absolute; top: -5px; left: 5px;">X</span></span> (2) ZPMC Super Post Panamax	23
<span style="display: inline-block; width: 20px; height: 10px; background-color: #008080; border: 1px solid black; position: relative; top: 5px; left: 5px;"><span style="position: absolute; top: -5px; left: 5px;">□</span></span> (6) Hyundai Super Post Panamax	22
<span style="display: inline-block; width: 20px; height: 10px; background-color: #008080; border: 1px solid black; position: relative; top: 5px; left: 5px;"><span style="position: absolute; top: -5px; left: 5px;">□</span></span> (3) Morris Post Panamax	17



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# North Charleston (Charleston)

**Location:** PortCharleston / US East Coast-South Atlantic / North Charleston, South Carolina  
**Address:** 1000 Remount Rd., N. Charleston, 29406  
**Driving Directions:** From I-26: Head SE, take exit 212C to merge onto I-526 E. Take exit 19 for N. Rhett Ave., 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  
**Driver's Assistance:** 843-745-6525

**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: 4      Outreach: (f/m) 145' / 44.20  
 Crane Make: ZPMC      Quantity: 2      Outreach (f/m) 196'9" / 59.97

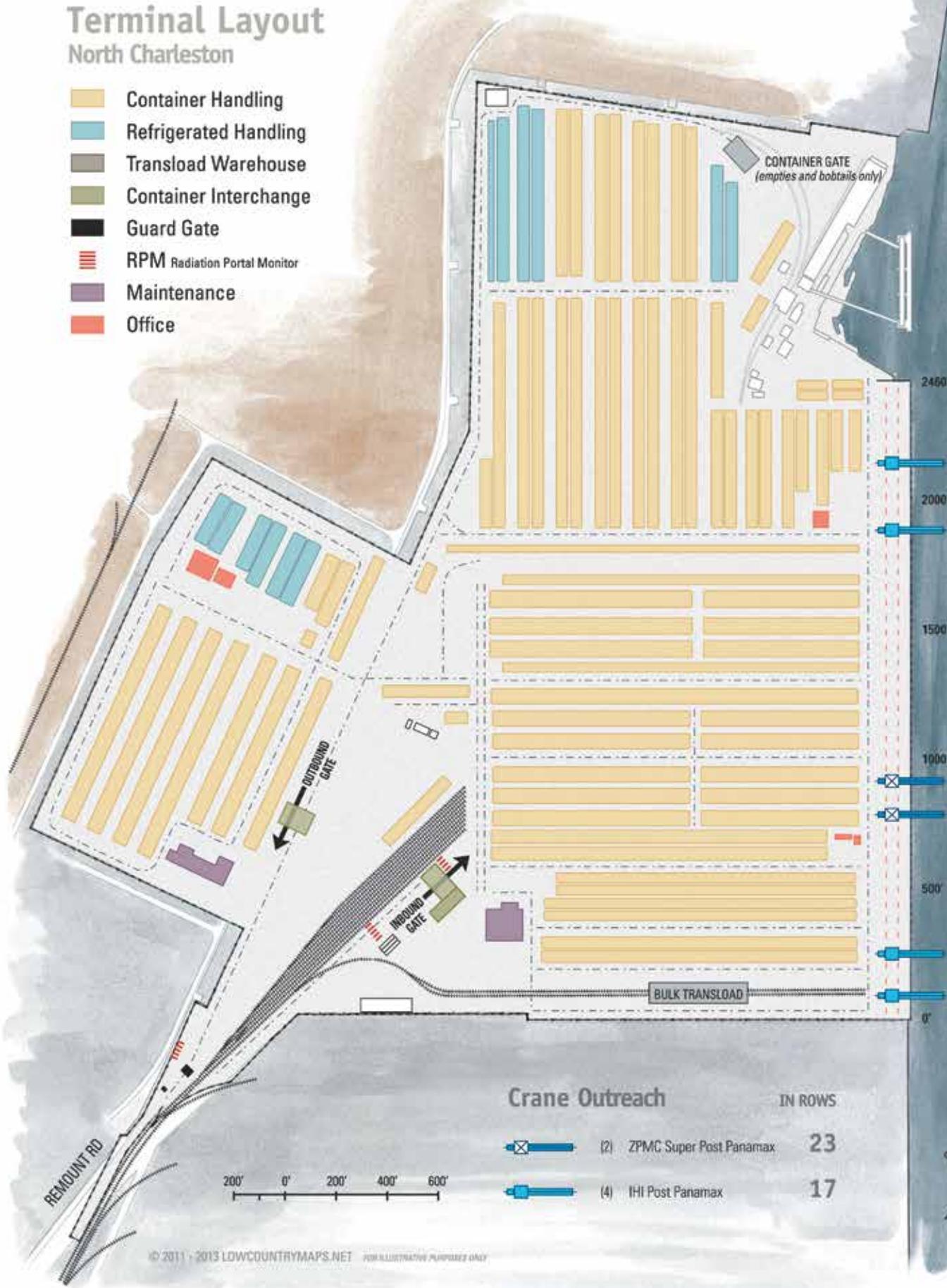
**43 MOVES  
 PER HOUR PER CRANE.  
 TRUCK TURN TIME  
 AVERAGE  
 APPROXIMATELY 21  
 MINUTES.**



# Terminal Layout

## 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**
- (4) IHI Post Panamax **17**



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# Columbus Street (Charleston)

**Location:** PortCharleston / US East Coast-South Atlantic / Charleston, South Carolina  
**Address:** 1 Immigration Street, Charleston, 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: IHI      Quantity: 1      Outreach: (f/m) 113'6" / 34.59  
 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

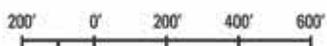
### Crane Outreach

-  (2) Paceco/Espana
-  (1) IHI

IN ROWS

17

13



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# Union Pier (Charleston)

**Location:** PortCharleston / US East Coast-South Atlantic / Charleston, South Carolina

**Address:** 32 Washington St. Charleston, 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.

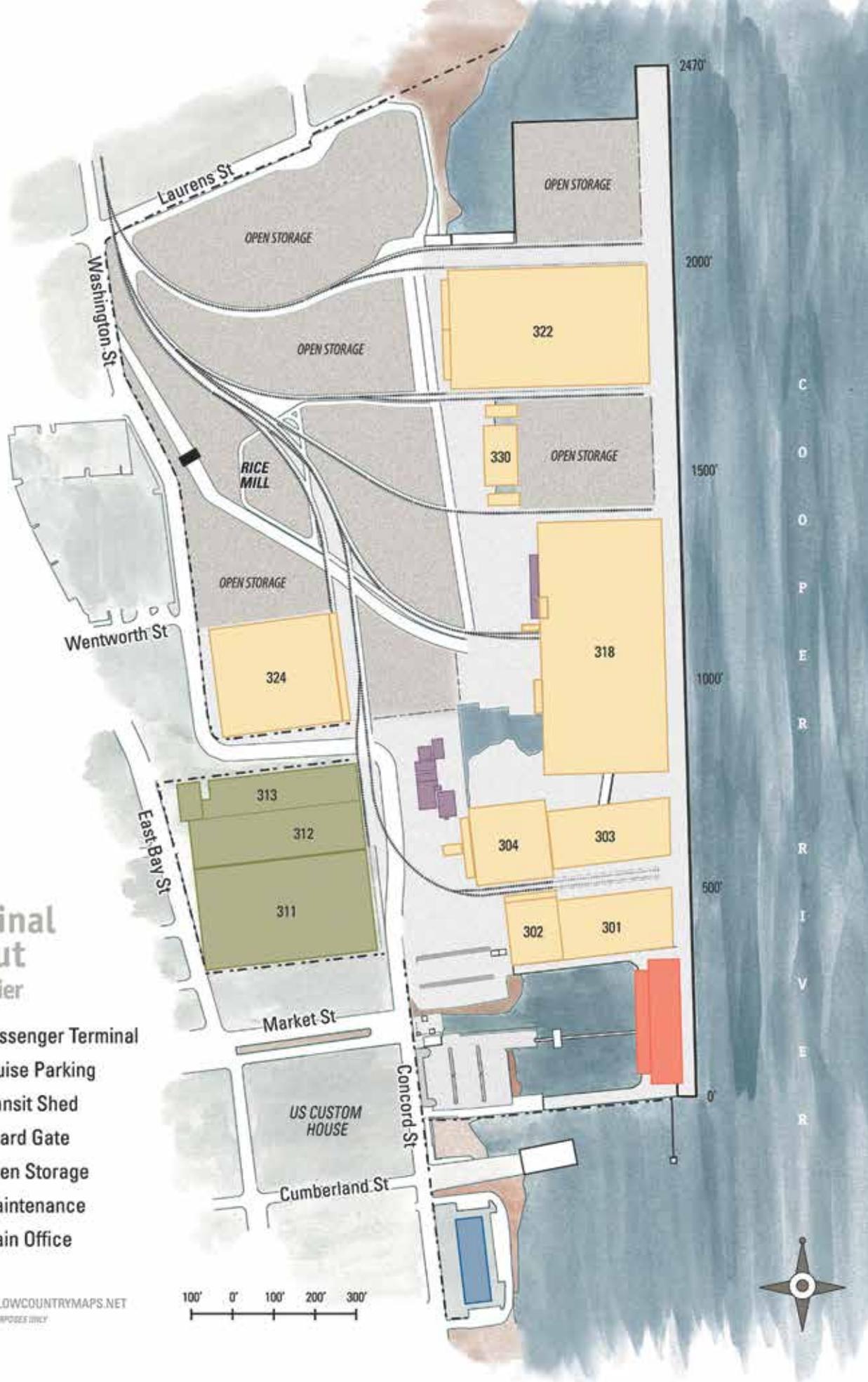
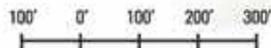
- 2,470 continuous feet of berth space
- Over 500,000 square feet of sprinkler-protected transit sheds
- Multiple rail lines serving warehouses and dockside open storage areas
- Covered rail access to all warehouses
- Asphalt and concrete open storage areas
- Smooth transitions between dockside aprons 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)

**Location:** PortCharleston / US East Coast-South Atlantic / North Charleston, South Carolina

**Address:** 1150 North Port Dr., North Charleston, 29405

**Driving Directions:** I-26 to Cosgrove Ave. Left on Spruill Ave. 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.

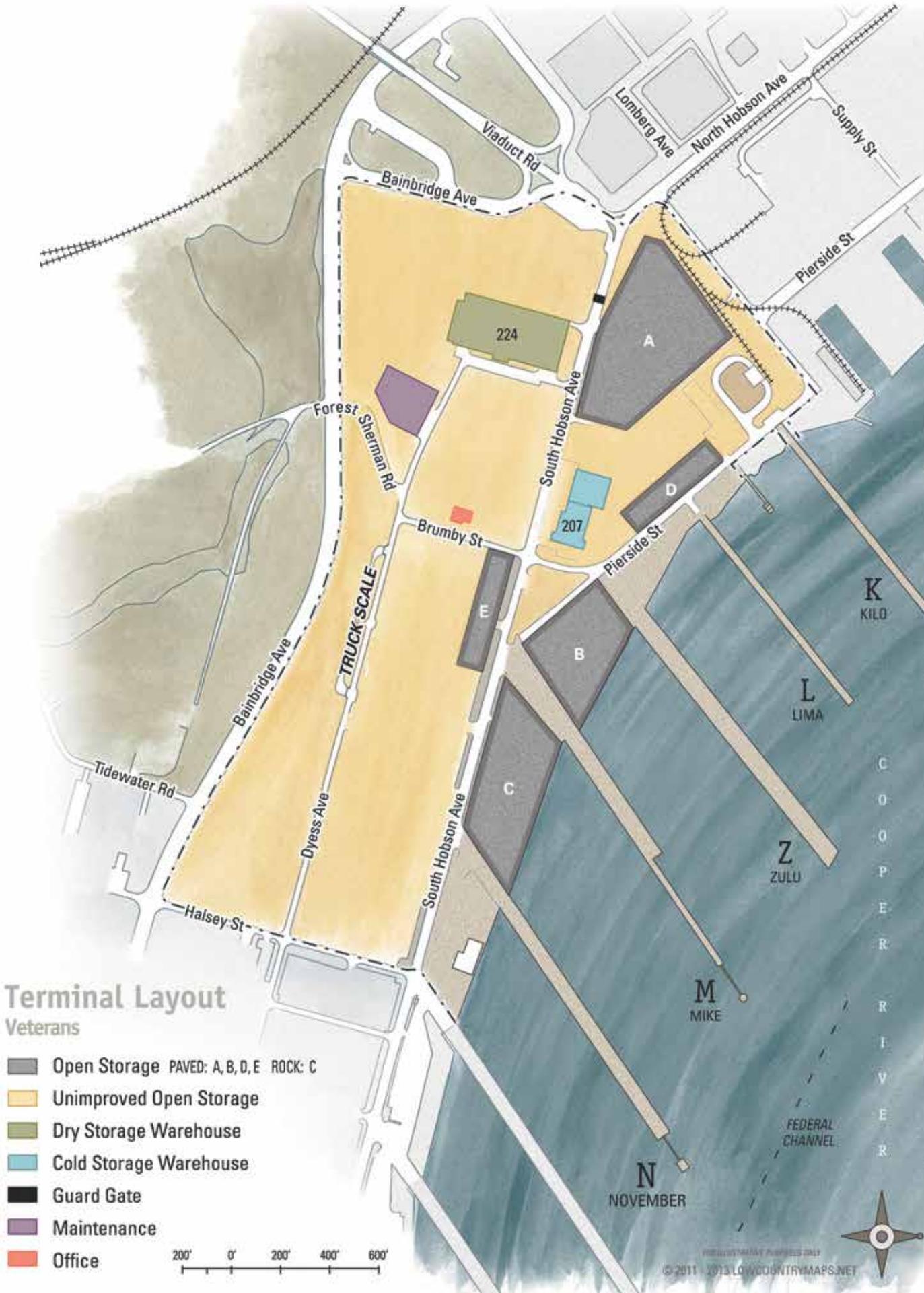
**Pier Lima Length:** 952 ft / 290 m  
**Pier Mike Length:** 1,100 ft / 335 m

**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](http://www.CharlestonHeavyLift.com).  
 Lifting truck direct to ship. Rail to storage yard. Truck to storage yard.





# Georgetown

**Location:** Port of Georgetown / US East Coast-South Atlantic / Georgetown, South Carolina  
**Address:** 1324 Dock Street Georgetown, SC 29440-3219

**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:** 19-Feet (as of May 2013). 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.

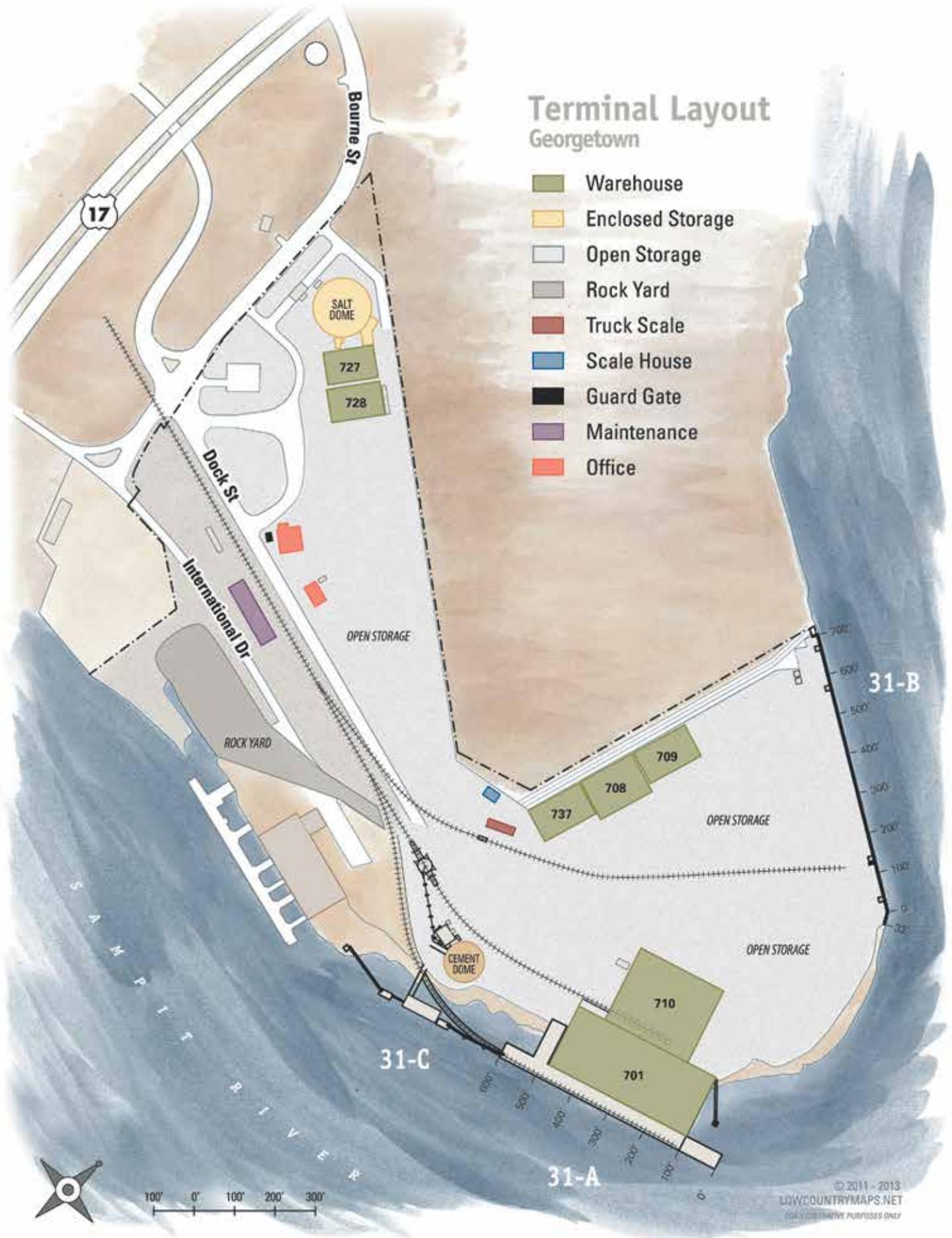
**Customs & Border Protection:** Services available on-site.

**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

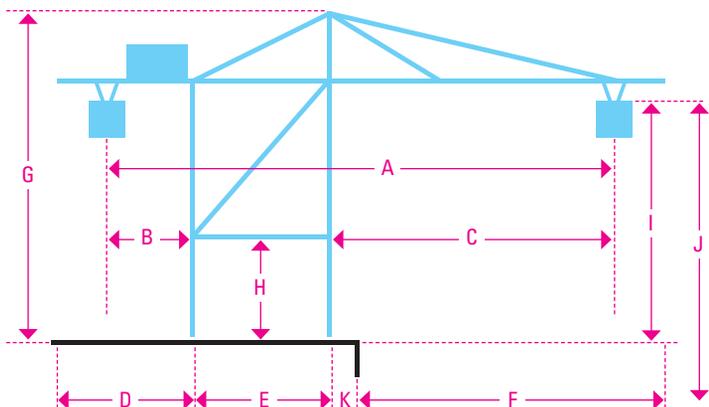


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# Dockside Container Crane Specs

type	quantity	A	B	C	D	E	F	G
<b>COLUMBUS STREET TERMINAL</b>								
Paceco/Espana Post Panamax	2	270'	75'	145'	106' 3"	50'	161'	211'
IHI Post Panamax	1	213' 6"	50'	113' 6"	96' 5"	50'	136'	171' 2"
<b>NORTH CHARLESTON TERMINAL</b>								
IHI Post Panamax	4	270'	75'	145'	125'	50'	165' 6"	202'
ZPMC Super Post Panamax	2	371' 9"	75'	196' 9"	126' 3"	100'	224'	231' 6"
<b>WANDO WELCH TERMINAL</b>								
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"
Morris Post Panamax	3	296'	50'	146'	90' 3"	100'	165'	202' 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
35'	82' 6"	130'	11' 9"	89,600	100,000	100	240	400	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
50'	115'	164' 9"	11' 9"	145,600	168,000	174	558	787	150
54'	115'	160'	10' 6"	112,000	145,600	175	425	500	150
46' 8"	112' 3"	157'	10' 6"	89,600	110,000	165	410	492	150
50'	115'	164' 9"	10' 6"	145,600	179,200	197	558	787	197



# Inland Infrastructure

Bringing the goods to and from the port is equally important as what happens once it reaches the terminal. South Carolina has well-developed inland infrastructure that delivers cost-effective and efficient transportation by rail or motor carrier serving the fastest-growing region of the country. In fact, more than 60 million people live within 500 miles of South Carolina's ports today, and reports indicate that the Southeast marketplace is expected to grow by 43 percent in the next 20 years.

South Carolina's inland connectivity, including two

Class-1 railroads and major interstates, including interstates 20, 26, 77, 85 and 95, provide ample reach to 80% of the U.S. population.

Rail access to the port's hinterland is provided through Norfolk Southern and CSX, with Palmetto Railways providing switching into the port facilities for on-dock intermodal service. Also, just a short truck dray from each of the terminals are two near-dock rail-heads centralized within the Charleston area, providing daily, double-stack rail service to Atlanta, Memphis, Dallas,

Charlotte, Kentucky, Nashville, Birmingham and beyond.

Additional rail improvements for the region are in discussion at the state's highest levels, and a new intermodal container transfer facility to serve a growing client base is one of the Ports Authority's top strategic priorities.

For road-bound cargo, more than 100 local trucking companies are ready to serve your local dray or long-haul needs. With 27 major metropolitan areas within 300 miles, our drive market is rich in automotive, aviation, chemical, furniture, apparel and

textile clients. Five major interstate highways are located in South Carolina, providing connections to the entire U.S. Interstate Highway System. This efficient highway system makes Charleston the top port to serve the manufacturing-rich I-85 corridor from Raleigh/Durham, North Carolina all the way to Atlanta, Georgia. And recent increases in the state's overweight limits make traveling on South Carolina highways even more efficient.

By road or by rail, South Carolina delivers reliable inland connections.





# SC International Freight Base

South Carolina ports offer direct access to some of the largest concentrations of international freight in the Southeast U.S. Our portfolio of clients is strong and growing with the arrival of large class A industrial distribution complexes and new manufacturing centers near the port. Our list of distribution center operations in South Carolina includes:

BMW Manufacturing	Fruit of the Loom
Michelin North America	Ross Stores
Sam's Club	Harbor Freight
Amazon	Black & Decker
QVC	Husqvarna
Honda	Electrolux Home Products
FujiFilm	Haier
Daimler Vans	Belk Inc.
Adidas Group	FoodHandler
General Electric	Johnson Controls
Eastman Chemical	Northern Tool
Bosch Corp.	TBC Corp.
Bridgestone/Firestone	Gildan Activewear
Starbucks Coffee	and many more...
Shimano	

The Port of Charleston is gaining in reputation as The Next Big Deal in Distribution. Approximately 25 million square feet of class A industrial spec buildings are committed to the Port of Charleston home market. About 20 million sf is committed to the area within 30 miles of the port. These developments offer tremendous opportunities for any firm looking for class A industrial buildings for distribution center or manufacturing/assembly operations. The developers are some of the most prominent in the nation:

Hillwood Investment Properties  
 Rockefeller Group Development  
 Childress Klein Properties  
 Kirco Development  
 Miller-Valentine  
 Johnson Development Associates  
 Lauth Properties  
 Patillo Construction  
 and others...



One of South Carolina's oldest and largest asset based motor carriers serving SCSPA

FEATURES:

- Bonded • CSA Compliant
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- Electronic Onboard Logging Devices

SERVICES:

<p>Charleston cross town container drayage 843-744-1651 ext. 240</p>	<p>Southeast intermodal container drayage 843-744-1651 ext. 240</p>
<p>Flatbed and step deck breakbulk (US and Canada) 843-744-1651 ext. 242 800-845-4932 ext. 216</p>	<p>Heavy haul and out of gauge, double drop RGR's fixed and stretch (US) 843-744-1651 ext. 242 800-845-4932 ext. 216</p>

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Contact us for more information and let us help you develop a strategic marketing plan!

PORT DIRECTORY



PORT GUIDE



THE PORT IN PICTURES



For advertising information, call (843) 849-3126 or email [bparks@scbiznews.com](mailto:bparks@scbiznews.com).



# OUR PORT IS 212 MILES DEEP.

212

8

6

4

2

210

8

6

Thanks to the new South Carolina Inland Port that's 212 miles from Charleston and with access to five interstates, you can extend your reach deep into the fast-growing Interstate 85 corridor and beyond. Even better, that means fewer truck miles and lower cost. Combine overnight rail service with the deepest, most productive port in the region, and you now have the most efficient way to ship cargo in the expanding Southeastern U.S.



**South  
Carolina  
Ports**

**We're Going Deeper.  
See how.**



[SCSPA.com](http://SCSPA.com)

# Truck and Rail Access

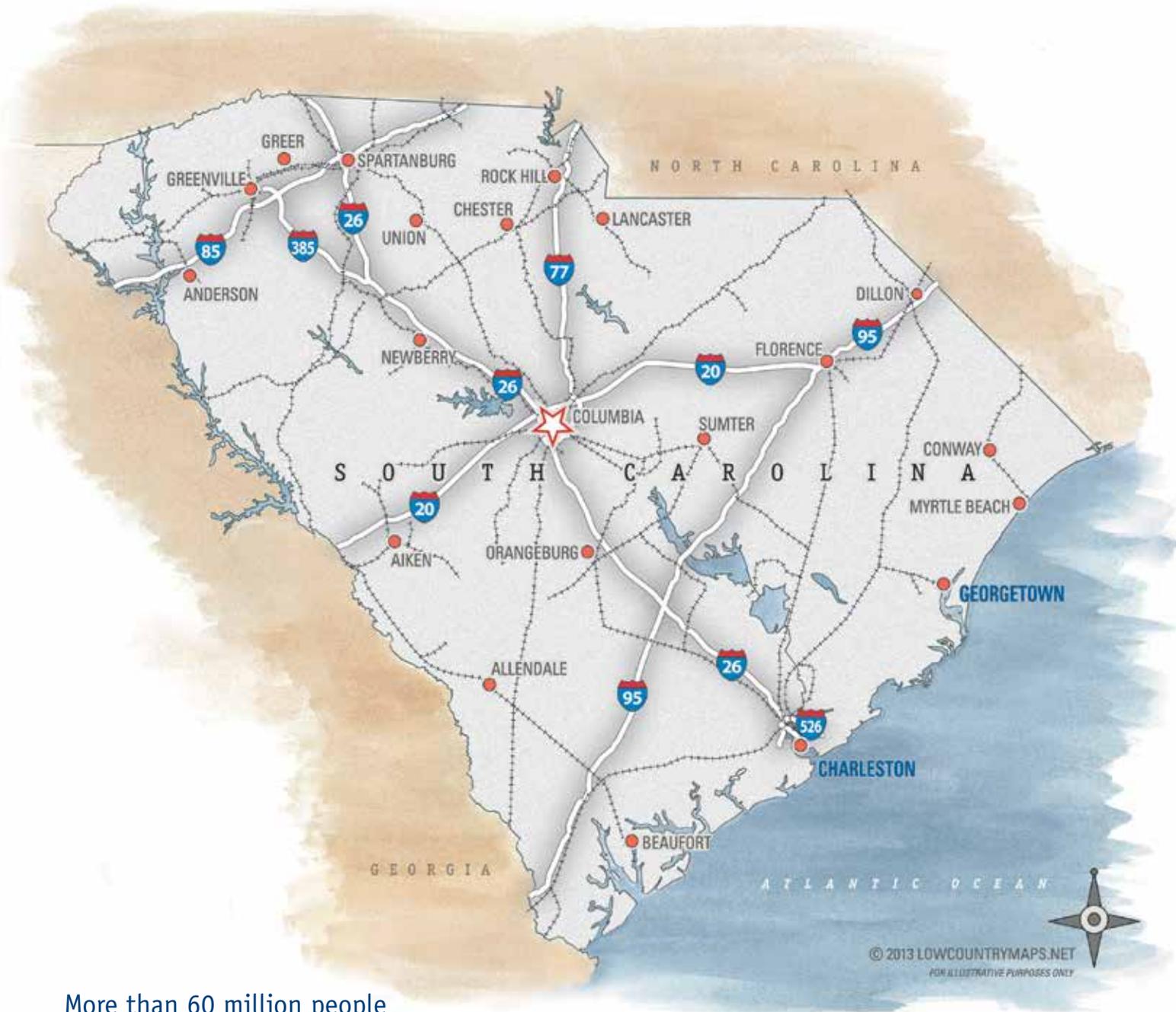
Interstate Hwy.	Miles from Charleston	City	State	Miles from Charleston
Interstate 95	50	Tuscaloosa	AL	532
Interstate 77	105	Miami	FL	586
Interstate 20	112	Jacksonville	FL	240
Interstate 85	200	Atlanta	GA	320
Interstate 40	260	Statesboro	GA	162
Interstate 26	0	Augusta	GA	178
		Indianapolis	IN	726
		Louisville	KY	620
		Southaven	MS	706
		Asheville	NC	267
		Charlotte	NC	209
		Greensboro	NC	305
		Raleigh	NC	280
		Fayetteville	NC	221
		Columbus	OH	684
		Columbia	SC	110
		Rock Hill	SC	200
		Greenville	SC	214
		Spartanburg	SC	200
		Summerville	SC	21
		Knoxville	TN	371
		Memphis	TN	713

Charleston offers competitive class 1 rail service from both CSX and Norfolk Southern. Intermodal rail service is available on-dock or near dock at all Port of Charleston container terminals. Charleston also offers excellent rail access for breakbulk and heavy lift cargo, as well as transloading opportunities. Boxcar service is provided directly into warehouses at North Charleston, Columbus Street, and Union Pier Terminals. Automotive transport rail service is provided at Union Pier Terminal. Flat car service for heavy, out-of-gauge, and project cargo is available at North Charleston, Columbus Street, Union Pier, and Veterans Terminal. Columbus Street Terminal has the added benefit of dockside rail service allowing shippers the ability to lift directly between the rail car and the ship.

City	Best Intermodal Transit Time (days)	City	Best Intermodal Transit Time (days)
Atlanta, GA	1.5	Huntsville, AL	3.6
Baltimore, MD	1.1	Kingsport, TN	3.4
Birmingham, AL	3.0	Louisville, KY	3.7
Charlotte, NC	2.8	Memphis, TN	2.3
Chicago, IL	3.2	Mobile, AL	3.6
Cincinnati, OH	2.1	Nashville, TN	3.0
Dallas, TX	2.8	New Orleans, LA	2.7
Jacksonville, FL	1.3	Tampa, FL	2.4



# South Carolina RAILWAYS & INTERSTATES



More than 60 million people live within 500 miles of South Carolina's ports today, and reports indicate that the Southeast marketplace is expected to grow by 43 percent in the next 20 years.

# Index of Advertisers

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 <p><b>ATS Logistic Services</b> 866.970.0319 • www.ATSinc.com</p> <p>As part of Anderson Trucking Service, Inc., we are one of the fastest growing, full service transportation logistics companies in the United States. see our ad on Back Cover</p>	 <p><b>MWV</b> 843.871.5000 • www.mwv.com</p> <p>As one of South Carolina's largest landowners, we are developing nine uniquely versatile industrial developments in the state. see our ad on page 64</p>
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 <p><b>CH Powell Company / Tandem Global Logistics</b> 843.856.2487 • www.chpowell.com</p> <p>Providing professional services to facilitate and support international trade between our clients and their global partners. see our ad on page 35</p>	 <p><b>Parker Rigging Co.</b> 843.747.7977 • www.parkerrigging.com</p> <p>A wide range of experience and expertise in heavy lifting, rigging, steel erection and fabrication. Plus in-house structural detailing and engineering. see our ad on page 30</p>
 <p><b>Charleston Metro Chamber of Commerce</b> 843.577.2510 • www.charlestonchamber.net</p> <p>A membership organization, the Charleston Metro Chamber of Commerce was established in 1773. Since that time, the Chamber has been the voice of the business community. see our ad on page 29</p>	 <p><b>Performance Team</b> 866.775.5120 • www.ptgt.net</p> <p>Through eleven domestic hubs, 6.6 million square feet of warehouse space, and a fleet of over 350 trucks, Performance Team processes approximately \$100 billion in wholesale goods annually. see our ad on page 22</p>
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# South Carolina Ports Authority

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As one of South Carolina's largest landowners, we are developing nine uniquely versatile industrial and business campuses across the state. MWV is a Fortune 500 company with solid financial footing, and a proven track record of successful joint ventures with world-class partners.

MWV Industrial Development has unparalleled knowledge of the history and upside potential of each one of our properties, and takes great care to maintain strong relationships with local governments, state agencies and economic development organizations. Our industrial and business campuses are attracting a host of multinational companies to South Carolina, helping to build our state's economy.

Call James Hill or Mark Dishaw at 843.871.5000 to learn more about growing your business in an MWV industrial campus.

