



FACT SHEET

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SOUTH CAROLINA'S PORTS

In 2003, the South Carolina State Ports Authority (SPA) served 2,305 ships and barges at its seaport terminals in Charleston, Georgetown and Port Royal.

In the Port of Charleston, the SPA handled 1.69 million TEUs, or 20-ft equivalent units, up 6% from 2002. The SPA's Charleston breakbulk cargo totaled 708,000 tons, up 45% from 2002. Top commodities across Charleston docks include agricultural products, consumer goods, machinery, metals, vehicles, chemicals and clay products.

Georgetown, a dedicated breakbulk and bulk facility, handled 1.08 million tons of cargo in 2003, down from 2002. Salt, cement, steel, aggregate and forest products are top cargoes.

The Port of Port Royal handled 164,000 tons of cargo in fiscal 2003, down 3% from 2002. Port Royal specializes in breakbulk and bulk cargoes, principally cement and fertilizer.

RANKING

The Port of Charleston is the busiest container port along the Southeast and Gulf coasts and ranks fourth nationally. On the entire East and Gulf coasts, only the Port Authority of New York & New Jersey handles more containers than Charleston.

The Charleston Customs district ranks as the nation's sixth largest in dollar value of international shipments, with cargo valued at more than \$33 billion annually.

PLANNING FOR THE FUTURE

The SPA has three major projects underway to serve its customers and the state's business community. The \$150-million Charleston harbor deepening project began in 1999 and will deepen inner harbor channels to -45 feet at mean low water by 2004.

The SPA's two-year capital program calls for \$128 million in improvements to existing terminals. Long-term needs require the development of new capacity, and the SPA is preparing to permit a new three berth, 250-acre marine terminal at the former Charleston Naval Base.

CARGO PROFILE

Charleston is one of only a handful of ports to have received the Presidential "E" and "E-Star" awards for excellence in exporting. Although shippers in two dozen states use Charleston to access foreign customers and suppliers, 45% of SPA tonnage and about a third of containers are related to South Carolina firms. North Europe and Asia are the SPA's top markets, combining for 67% of total volume, but more than 150 nations are served directly from SPA docks.

ECONOMIC IMPACT

International trade through the SPA's facilities provides 281,660 jobs paying \$9.4 billion in wages to South Carolinians. In all, trade pumps \$23 billion into the state economy and generates \$2.5 billion in state and local taxes.

MARITIME BUSINESSES

In addition to the 700 South Carolina companies from every county in the state that regularly ship through the SPA, there are hundreds of transportation companies that facilitate trade. These businesses include the SPA and its 600 employees; 40 steamship lines; eight stevedores and hundreds of longshoremen; 131 truck lines; two Class I railroads; two tug companies; 51 customs house brokers and freight forwarders; and hundreds of other firms.

FINANCIAL DATA

The SPA is an enterprise agency structured as a private business. It has not received operating or capital subsidies in more than two decades. Port-issued revenue bonds have provided the funds to complete development of the Wando Welch Terminal and millions of dollars in other projects. These bonds and the interest payable on them are an obligation of the SPA – not the State or taxpayers.

THE AUTHORITY BOARD

The Authority Board is appointed by the governor with the advice and consent of the Senate. Harry J. Butler, Jr., Chairman; William H. Stern, Vice Chairman; Carroll A. Campbell, III, Treasurer; Whitmarsh S. Smith, III, Secretary; Joseph T. Newton, III; James A. Bennett, John F. Hassell, III, and Glen P. Kilgore – Bernard S. Groseclose, Jr., President & CEO.