

# U.S. Container Trade Trends

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Cargo Sales



**SOUTH  
CAROLINA  
PORTS**

4  
2  
15  
H  
8  
6

# 4 Impact Trends

## For Exporters

**#1**

**Big ships are on the USEC now and they are getting very big, very soon.**

# The Tipping Point

- Big ships are all about cost. Every 4K TEU increase reduces cost 15-30%.
- 2009 Charleston had 104 post-panamax calls. 6,000 TEU ships.
- 2015 We expect 600+ post-Panamax ship calls. 8,000-9,000 TEU ships.
- Bayonne Bridge & Panama Canal restrictions end in 2016.
- 9,000-14,000 TEU ships will immediately be deployed to the USEC.
- Only select USEC ports will be able to handle these ships.



# Soon To Be Calling USEC Ports

*Based on a MOL Quest-class vessel.*

Vessels up to 14,000 TEU

1,200' LOA

167' Beam



**BMW X5**

**Boeing 787**

**Yorktown Aircraft Carrier**

**9,000 TEU Vessel**

**14,000 TEU Vessel**

**70 Million**

Pairs of adidas running shoes on a 14,000 TEU ship.



**#2** Ports must deliver  
**reliable velocity.**



# This is a list of USWC/Asia services.



Indicates services delayed by 1 week or more.

There will be permanent consequences to this most recent series of events.

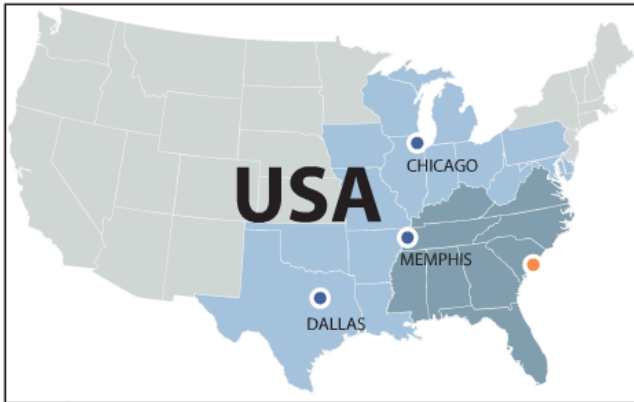
Impact of US West Coast congestion on FE-USWC services as at 26 Jan 2015

Carrier/ Alliance	Service	Impact of USWC ports congestion
Matson	CLX	No major delays.
G6	SE1	Delays up to 10 days. 1 void sailing.
G6	SE2	Delays up to 2 weeks. 1 ship added with 1 void sailing
G6	SC1	Delays up to 3 weeks. 2-3 void sailings expected.
G6	SC2	Delays up to 2 weeks. 2 void sailings expected.
G6	CC1	Delays up to 10 days. 1 void sailing expected.
G6	CC3	Delays up to 2 weeks. 2 additional ships added.
G6	CC4	Delays up to 2.5 weeks. 2 additional ships added.
G6/Zim	NP1	Delays up to 1 week. Certain Tacoma & Singapore/Laem Chabang sailings omitted.
G6	NP2	Delays up to 3 weeks. 3 ships added. Tacoma/Seattle alt calls omitted.
G6	NP3	Delays up to 2 weeks. 2 additional ships added.
G6	AP1	Delays up to 3 weeks. 3 ships added. Tacoma/LA calls temporarily omitted
MOL/KL	JAS	Delays up to 10 days. 1 additional ship added.
GA/Hanjin	SCX/PSG	Delays up to 3 weeks. 2 ships added with 1 void sailing.
GA/Hanjin	JPX	Delays up to 10 days. 1 additional ship added.
CKYH	PNH	Delays up to 1 week. 1 additional ship added.
CKYH	PNC	Delays up to 1 week. 1 void sailing expected.
CKYH	PSX	Delays up to 1 week. 1 ship added. Oakland/Seattle calls omitted.
CKYH	PM 1	Delays up to 2 weeks. 2 additional ship added.
CKYH	PNY	Delays up to 2 weeks. 2 additional ships added.
CKYH	Nowco-A	Delays up to 2 weeks. 2 additional ships added.
CKYH/CSCL	CEN/AAN	Delays up to 10 days. 1 ship added. Dalian & Oakland calls omitted.
CKYH	Calco-B	Delays up to 10 days. 1 additional ship added.
CKYH/WH	Calco-C	Delays up to 10 days. 1 void sailing expected.
CKYH	PSW-2	Delays up to 2 weeks. 1 ship added, with one void sailing.
Evergreen/COSCO	HTW/SEA	Delays up to 2 weeks. 2 void sailings expected.
Evergreen	CPS	Delays up to 10 days. 1 additional ship added.
Evergreen	TPS	Delays up to 3 weeks. 3 additional ships added.
Evergreen	UAM	Delays up to 2 weeks. 2 additional ships added.
O3	PRX/AWS-4	Delays up to 2 weeks. Contingency plan TBA.
O3/YM/PIL	Yangtze/AAS-2/As	Delays up to 2 weeks. Contingency plan TBA.
O3	Columbus/PNW/A	Reconfigured service. Delays to be determined.
O3	Bohai/AAC/AWS	Delays up to 3 weeks. 2 additional ships added.
2M	TP-2/Jaguar	Delays up to 2 weeks. Contingency plan TBA.
2M	TP-6/Pearl	Reconfigured service. Delays to be determined.
2M	TP-8/New Ori	Reconfigured service. Delays to be determined.
2M	TP-9/Eagle	Reconfigured service. Delays to be determined.

Source: Alphaliner Weekly Newsletter #4 2015

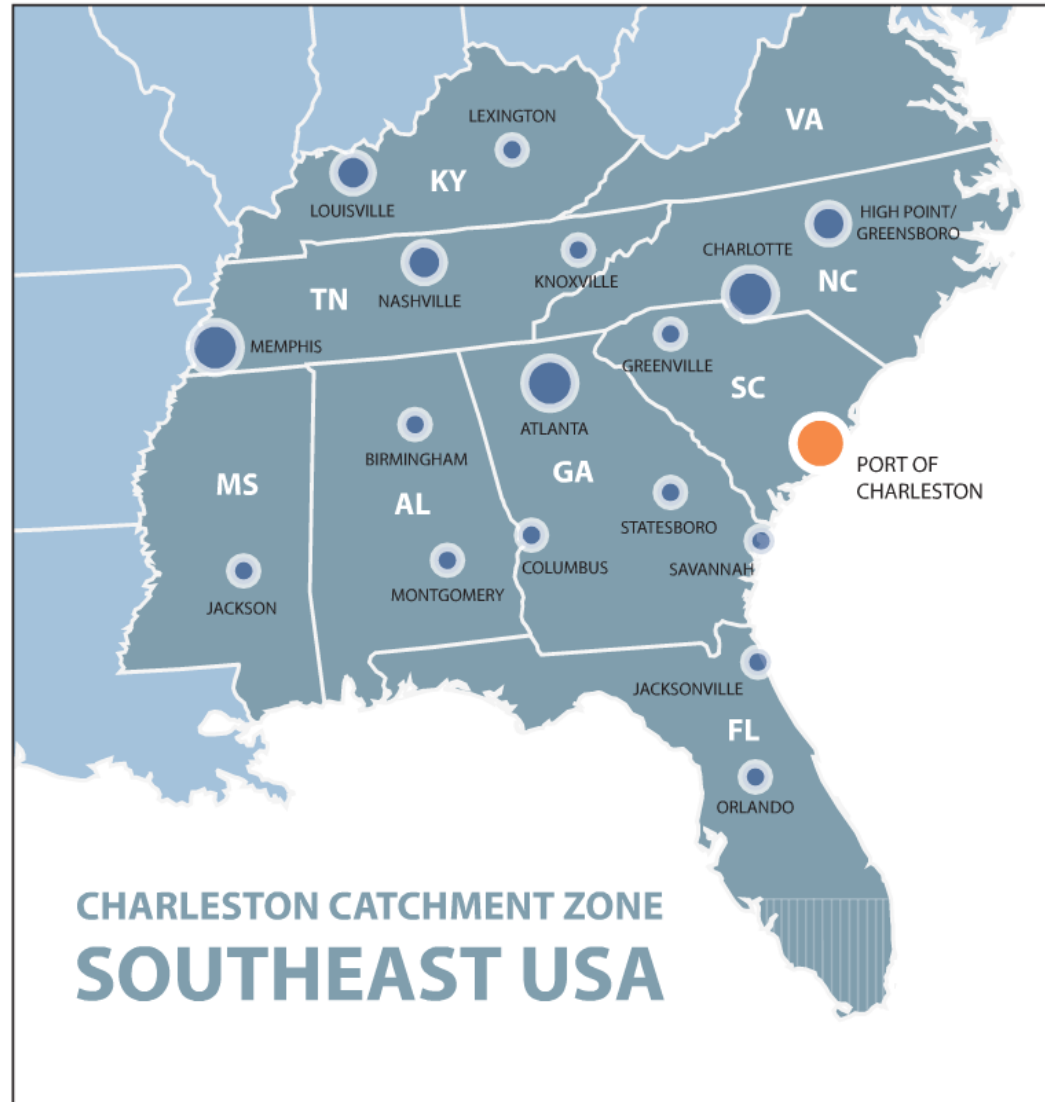
**#3** Efficient access to the  
Southeast is key.





- Southeast population to grow 46% between 2000 and 2030.
- Manufacturing strongly favoring Southeast markets.
- Business-friendly states.
- More efficient ports.

**The Southeast is rich in natural resources for export, including clay.**




**#4**

**Carrier deployments will create  
last-out capacity for clay exporters.**

Sailing "full & down" is vital to ocean carriers today!



The background of the slide is a photograph of a ship's hull, likely a container ship, with a dark blue upper section and a red lower section. On the right side, there are draft markings: a vertical line with numbers 4, 2, 8, and 6, and the letters 'H' and 'S' next to them. The ship is on the water, and the sky is dark.

On average exports are 2x the weight of imports.

100 Export FEU = 1-Foot of Draft

- Every extra foot of draft drives added revenue.
- When ports can handle that deeper draft the effective export capacity is significantly increased.



# 2M: TP11

- Charleston is the only dedicated export call.
- Newark, Savannah, Charleston, Miami, Freeport, Charleston.
- Double call in Charleston.
- Specifically to leverage deeper water and max-out export lift.

## NORTH AMERICA TO ASIA

### TP11- Westbound

A unique direct Miami product to Kaohsiung, Singapore and Yantian

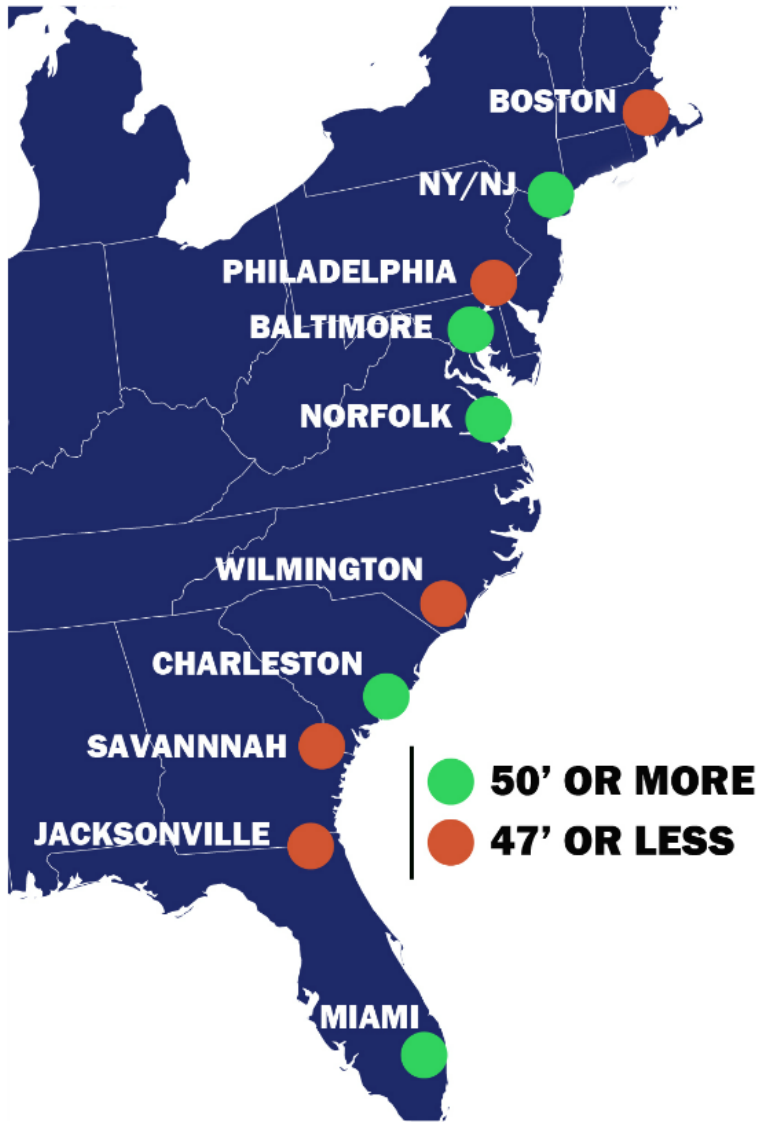
Market leading transits from Charleston to Shanghai and Singapore

One of two weekly sailings out of Newark to South East Asia



From	Dept \ Arr	Singapore, Singapore	Kaohsiung, Taiwan	Shanghai, China	Ningbo, China	Chiwan, China	Yantian, China
Newark, United States	THU	41	46	48	50	53	54
Savannah, United States	SUN	38	43	45	47	50	51
Miami, United States	WED	35	40	42	44	47	48
Freeport, Bahamas	THU	34	39	41	43	46	47
Charleston, United States	MON	32	38	40	41	44	45





Charleston offers the deepest draft in the region today...and getting deeper.

**52'** (15.8m)  
Channel depth at MLW

By the end of 2019 Charleston will be the deepest port on the U.S. East Coast.



# Charleston

is the only Southeast port scaled  
for this new era in trade.



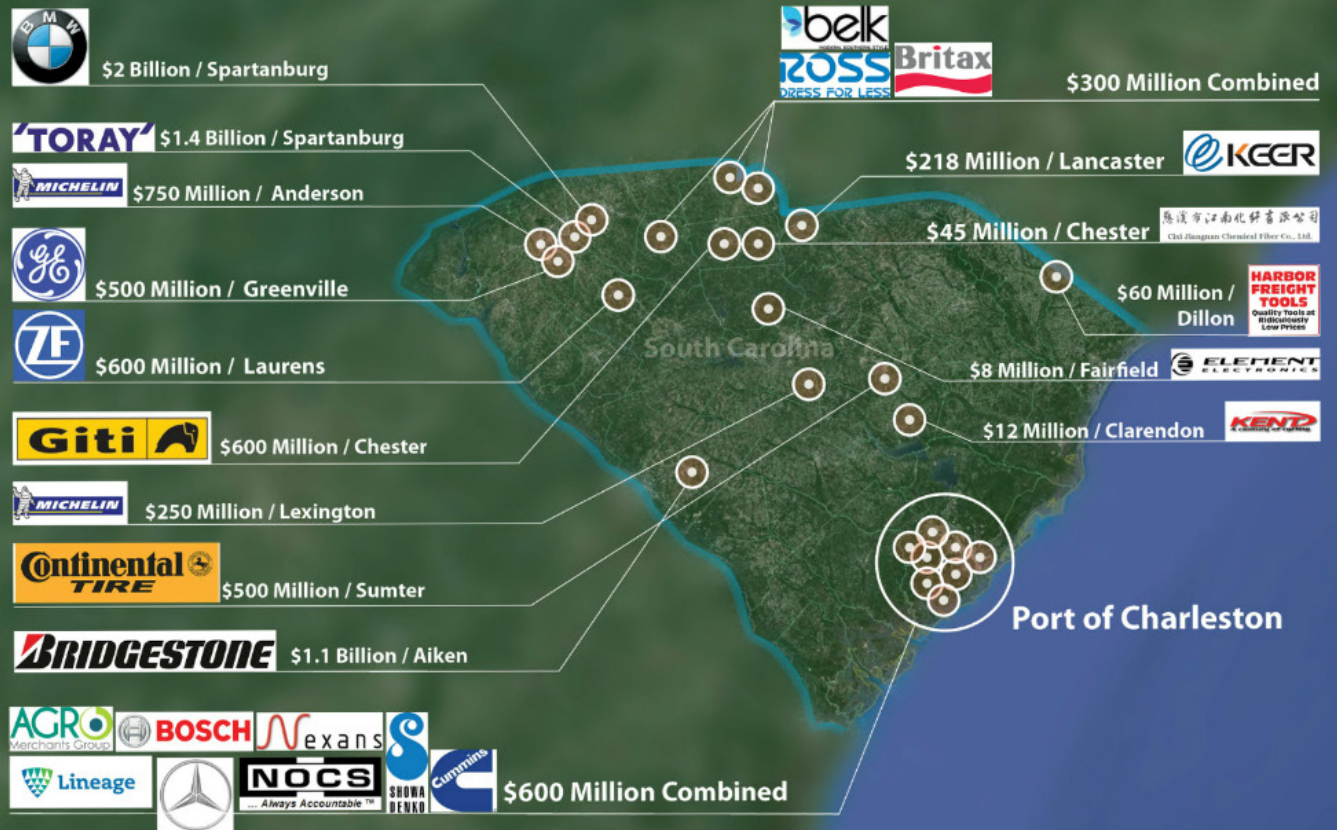
**SOUTH  
CAROLINA  
PORTS**

# Port of Charleston

- Fastest growing major port in the U.S.
- Up 52% in 5 years.
- 12% in CY2014.
- Diversified operations at 5 terminals.
- Averaging 43 moves per hour, per crane.
- Truck turn times average <25 minutes.
- Intermodal up 106% since 2011.

# \$8 Billion

invested by port-dependent businesses in the last 3 years.



# 10-YEAR CAPEX SPENDING

**\$2 BILLION**

<b>New Container Terminal (Phase 1)</b>	\$700 Million	<b>South Carolina Ports Authority</b> (\$1.35 Billion)
<b>S.C. Inland Port</b>	\$50 Million	
<b>Other Infrastructure &amp; IT Projects</b> (Interstate Highway Expansion, Existing Facility Improvements, Container Cranes, New IT Systems, etc.)	\$600 Million	
<b>Harbor Deepening to 52 Feet</b>	\$300 Million	<b>State of South Carolina</b> (\$725 Million)
<b>Port Access Road</b>	\$225 Million	
<b>New Dual Access Intermodal Railhead</b>	\$250 Million	
<b>Total 10-Year CAPEX Commitment</b>		<b>\$2 Billion</b>

Navy Base Terminal, Harbor Deepening, & ICTF due in 2019.



# Navy Base Terminal Construction Ongoing & On-Pace





# South Carolina Inland Port

- SCPA-owned & operated.
- 6 Export trains per week.
- 5 Import trains per week.
- Halfway between two Southeast hubs: Atlanta and Charlotte.
- Year 1 volume: 42,555 moves.

**The benefits of being near-port and near-market.**





**Charleston is the port that allows  
you to add capacity, speed, and  
reliability to your supply chain.**

**Thank You!**



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