



US Army Corps
of Engineers
Charleston District

Project Fact Sheet

Charleston Harbor, SC - Post 45

Charleston County, SC

P2#: 137921

Congressional Districts: Nancy Mace (SC-01)

Appropriation: Construction

Phase: Construction

Business Line: Navigation

Authority: Section 216, P.L. 91-611

Location Charleston Harbor is located about midway along South Carolina's Atlantic coastline and supports a vital mission in the defense of our nation as one of the nation's 17 strategic ports for national defense. Latest commercial tonnage as reported by the Waterborne Commerce Statistics Center for Fiscal Year 2020 was 1.8 million Twenty-foot Equivalent container Units (TEUs) of cargo, which ranks it eighth in the nation for container traffic. The major commodity imported and exported is manufactured equipment and machinery. BMW, Mercedes-Benz, Volvo, International Paper, Sonoco, Purdue, Fujifilm, Husqvarna, Honda, Samsung, Bosch, Dollar Tree, GE, Michelin, Continental Tire, Bridgestone, Giti Tire are among the best-known businesses calling on South Carolina Ports, including those along Charleston Harbor. Port operations facilitate 225,000 jobs across South Carolina and \$63.4 billion in economic activity each year.

Description The non-federal sponsor, the South Carolina Ports Authority (SCPA), requested a locally preferred plan (LPP) with a project depth of -52 feet MLLW containing associated channel widening and turning basins. The recommended plan authorized by Congress is the LPP. The fully funded project cost of the authorized General Navigation Features is \$548,892,000, with average annual benefits from the latest approved evaluation of \$169,627,000; average annual costs of \$26,460,000; and a benefit-to-cost ratio of 6.4 at 2.875%. The federal share of the authorized project costs is approx. \$345,430,000 and the non-federal share is approx. \$203,462,000. The authorized project: (1) Deepens the existing entrance channel from a project depth of -47 feet to -54 feet MLLW and extend approximately three miles seaward from the existing location to a depth contour of -54-foot MLLW; (2) Deepens the inner harbor from an existing project depth of -45 feet to -52 feet MLLW from the Entrance Channel to the confluence of the Wando and Cooper Rivers, about two miles up the Wando River to the Wando Welch Terminal and about three miles up to the Cooper River to the Hugh K. Leatherman, Sr. Terminal, and to a project depth of -48 feet MLLW over the five mile reach leading from the Hugh K. Leatherman, Sr. Terminal to the North Charleston container facility; (3) Enlarges the existing turning basins at the Wando Welch, Hugh K. Leatherman, Sr. and North Charleston terminals; and (4) Widens selected channel reaches.

Status As of 30 September 2022 - The Project was authorized for construction on 16 Dec 2016 by Section 1401(1)6. of the Water Resources Development Act of 2016 (WRDA 2016), Public Law 114-322. The District received \$17,500,000 in funding in the FY 17 work plan for a new start construction project followed by \$49,000,000 and \$41,415,000 in the FY 18 and FY 19 work plans, respectively. In FY20 the District received \$138,040,000 in funding in the FY20 Appropriations Bill, fully funding the project to completion. The Project Partnership Agreement (PPA), which includes provisions for the SCPA to advance the Federal share in addition to the non-Federal share for the purpose of constructing the Project, was executed on 19 Jul 2017. An amendment to the PPA was signed on 19 Feb 2020 stating that funds received in the FY20 Appropriations Bill will be used to fully fund the project to completion.

The first two construction contracts for deepening the Entrance Channel were awarded on 7 September and 26 October 2017, and have a total current obligated value of \$327,705,846. Physical dredging construction started in March 2018, is currently complete for both of these contracts; and contract close-outs are underway. The construction contract for deepening the Charleston Lower Harbor to Wando Welch Terminal was awarded on 20 August 2019 with physical dredging beginning in October 2019, and is now complete. Contract close-out is underway and has a current obligated value of \$112,930,842. The construction contract for deepening the Charleston Lower Harbor to Hugh Leatherman Terminal was awarded on 9 September 2020, and has a current obligated value of \$40,801,373. Physical dredging for this construction contract started in October 2020, and was completed ahead of schedule in January 2022. Contract close-out is underway. The construction contract for deepening the Charleston Upper Harbor to North Charleston Terminal was awarded on 17 Sep 2020, and has a current obligated value of \$28,575,637. Physical dredging for this construction contract began in December 2020 and is ongoing. Completion of all Post 45 dredging is expected in December 2022. Five years of post-construction environmental monitoring will follow.

Sponsor: South Carolina Ports Authority

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