



**US Army Corps
of Engineers**
Charleston District

Project Fact Sheet

Charleston Harbor, SC - Post 45

Charleston County, SC

P2#: 137921

Congressional Districts: Joe Cunningham (SC-1)

Appropriation:	Phase:	Business Line:
Construction	Construction	Navigation

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

Location Description: 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 2018 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. Per U.S. Census Bureau, the 2018 value of waterborne commerce through Charleston was \$72.7 billion. Port operations facilitate 225,000 jobs across South Carolina and \$63.4 billion in economic activity each year.

Project Description: The non-federal sponsor, the South Carolina State Ports Authority (SCSPA), 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 consists of the following navigation improvements: (1) Deepen 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) Deepen 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) Enlarge the existing turning basins at the Wando Welch, Hugh K. Leatherman, Sr. and North Charleston terminals; and (4) Widen selected channel reaches.

Current Status: As of 29 April 2020 - 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 SCSPA 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. The first two construction contracts for deepening the Entrance Channel were awarded on 7 September and 26 October, 2017, respectively, with a total current obligated value of \$325,530,850. Physical dredging construction started on 3 March 2018. The construction contract for deepening the Charleston Lower Harbor to Wando Welch Terminal was awarded on 19 August 2019 with a current obligated value of \$124,460,600. Physical dredging for this construction contract started on 7 October 2019.

Sponsor: South Carolina State Ports Authority

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