



SHIPYARD CREEK LOGISTICS CENTER



STATE-OF-THE-ART CROSS-DOCK TERMINAL DELIVERING Q4 2024

153 DOORS | UP TO 15 TRUCK TURNS PER DAY

CAPITAL
DEVELOPMENT PARTNERS



SHIPYARD CREEK LOGISTICS CENTER

Shipyard Creek is uniquely positioned 42 -acre transload property in Charleston, South Carolina, directly adjacent to The Hugh Leatherman Port terminal. The site offers a state-of-the-art solution for retail importers seeking efficient container movement.



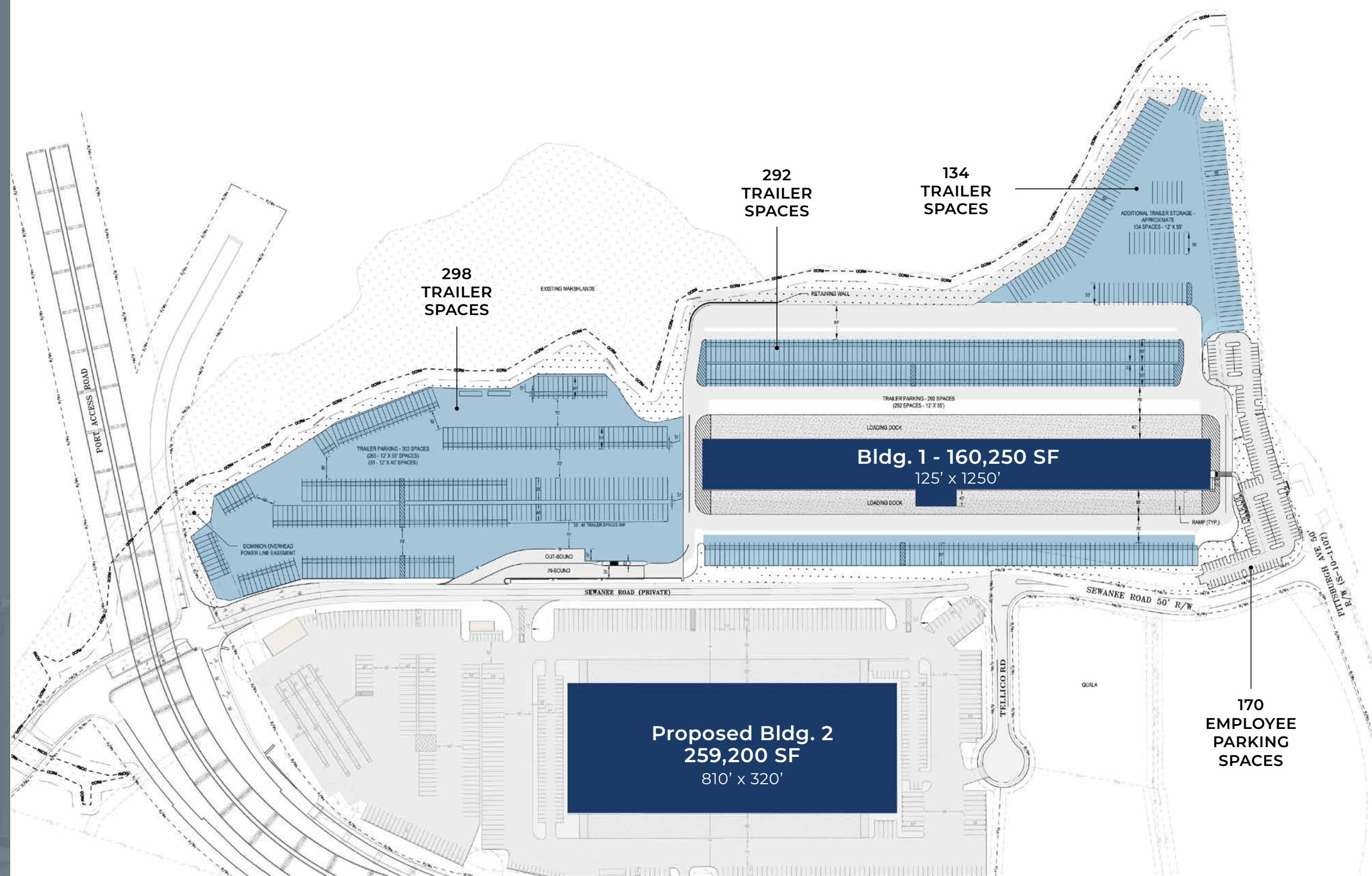
SITE ACCESS



±23 ACRES

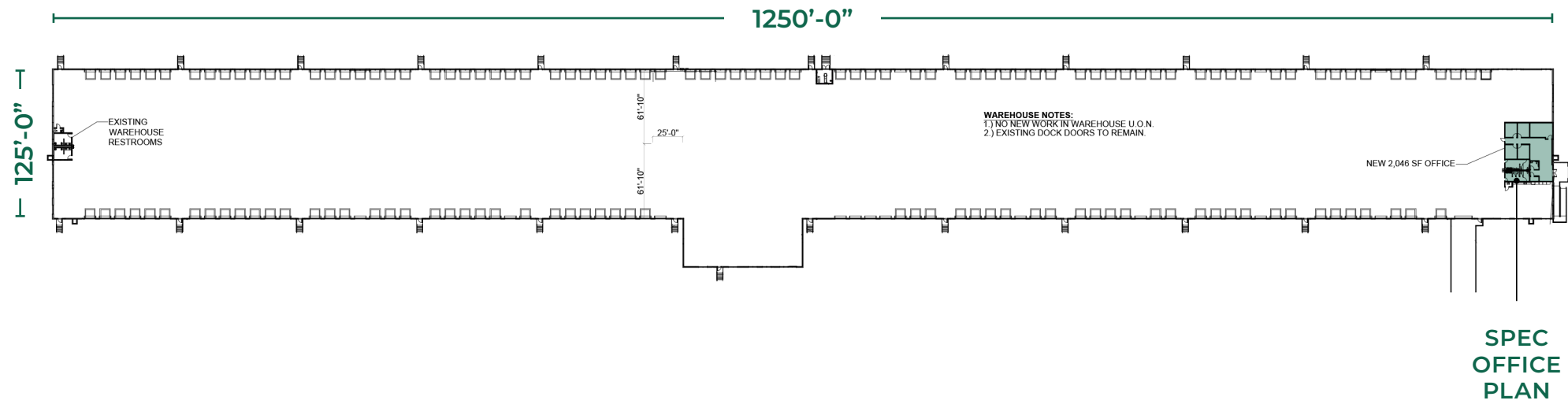
of Trailer or Container Storage

AVAILABLE SPACE	± 160,250 SF cross-deck
DOCK DOORS	153 (9'x10')
TRAILER SPACES	724
TRUCK COURT	185'
AUTO SPACES	170
OFFICE	± 2,046 SF
CEILING HEIGHT	28' clear
FINGER DOCKS	1 (4,000 SF)
DRIVE-IN DOORS	1 (14' x 16')
SPRINKLERS	ESFR
POWER	4,000 amps
SLAB	7" reinforced
ROOF	45 MIL, 20 yr warranty



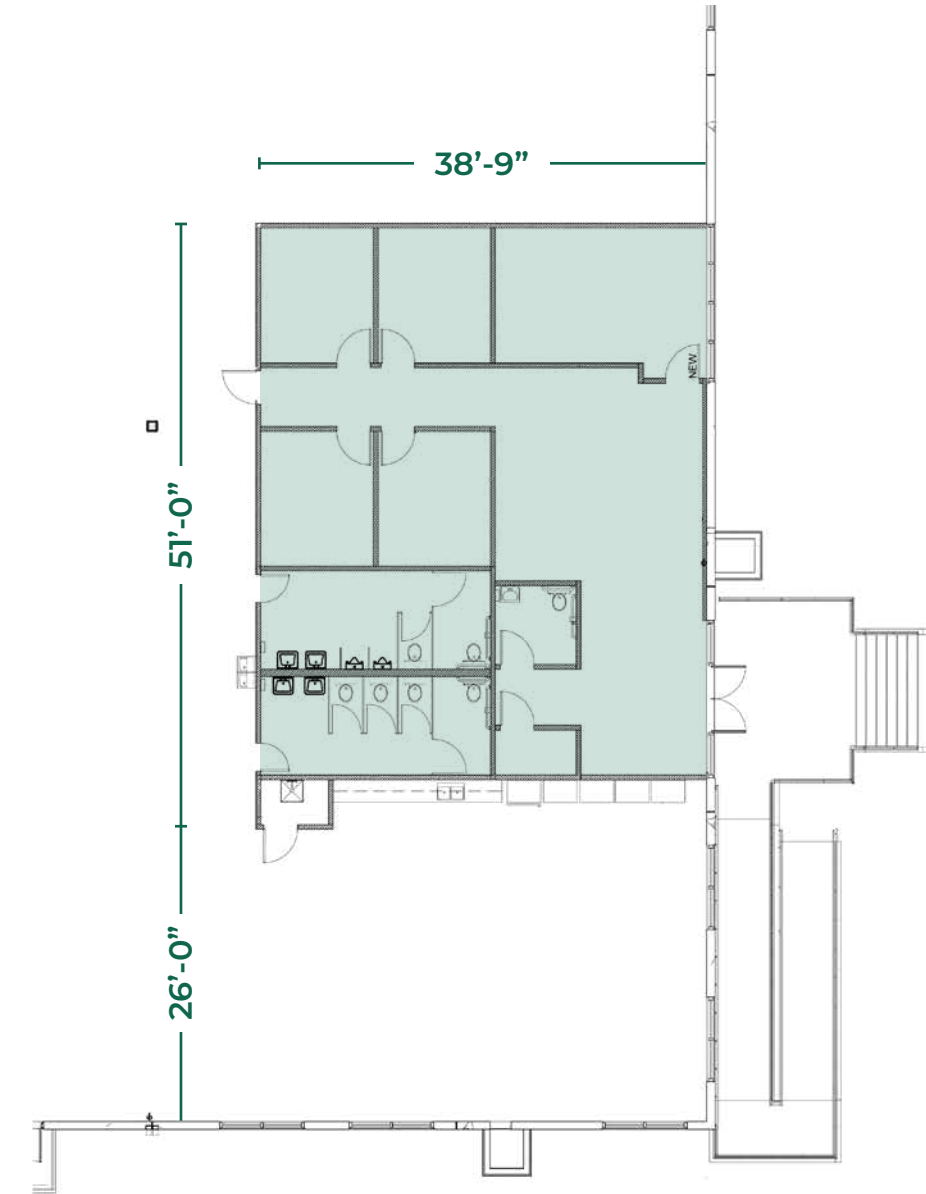
Spec Office Overall Plan

OFFICE	2,046 SF
WAREHOUSE	158,204 SF
TOTAL	160,250 SF



Spec Office Plan

2,046 SF



Port of Charleston

Economic Impact

\$63.4B

statewide economic impact

50%

of the population reached within a two day drive

37

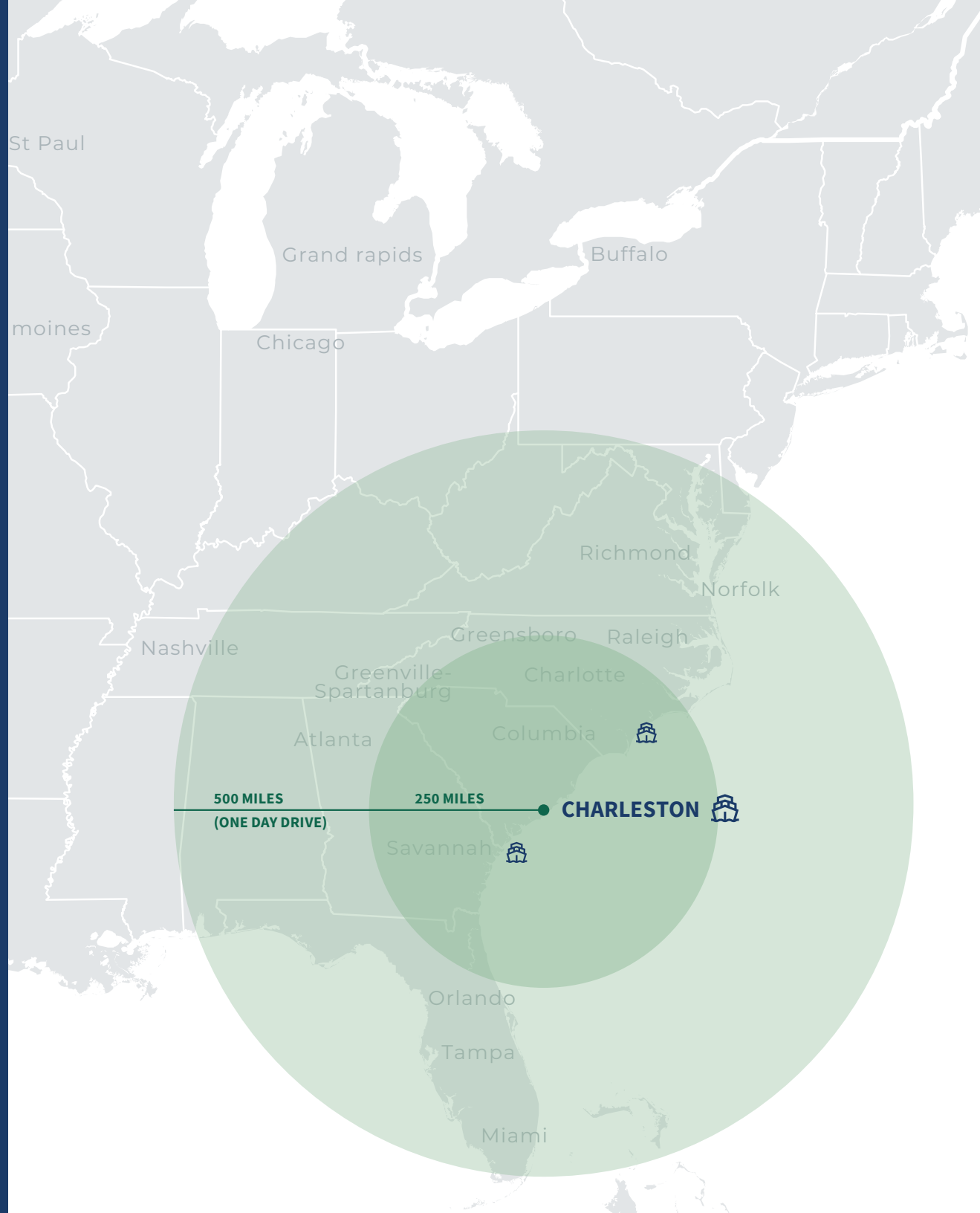
crane moves per day (most productive in the U.S.)

100

foreign ports served directly

#8

top U.S. Container Port at 2.5MM TEUs in CY 2023



Investing \$3B+ to Nearly Triple Capacity Ahead of Demand

Capable.

SC Ports has invested more than \$2.5 billion into port infrastructure in recent years to support the state's booming business sector. Combined with port funding and state funding, SC Ports plans to spend an additional \$2.5 billion over the next decade.

- \$500 Million to modernize Wando Welch including three (3) more 155' ship-to-shore cranes and 24 rubber-tired gantry cranes which enable the Port to handle three New-Panamax ships simultaneously.
- \$30 Million invested to expand the rail served inland port to double capacity and enhance capabilities
- \$400 Million in developing a rail-served intermodal yard
- \$150 Million invested to develop an Inner-harbor barge operation to support the Navy Base Intermodal Facility by 2025
- \$580 Million invested to deepen the Charleston Harbor to 52 feet, attracting new ship services and making South Carolina more competitive to global markets and making it the deepest seaport harbor on the East Coast. This ensures mega container ships can access terminals free from tidal restriction.
- \$1 Billion invested to Phase One of the Leatherman Terminal, which opened in 2021. After Phase 3 is complete, the full buildout will have 2.4 Million TEUs of capacity

Flexible.

- 10,000 SMART POOL Chassis now owned and operated by the SC Ports terminals allow for enhanced reliability and availability
- Direct carrier services to and from 70+ global ports
- Ability to grow with your business volume
- SC Port Tax Credit per TEUs

Reliable.

- Operation excellence
 - Instant access to imports upon discharge
 - 34 moves per hour per ship to shore crane
 - Less than 40 minutes per dual mission truck turn
- Eye to the future with a dedicated customer support team
- Improving our environmental impact

3.6M

TEUs capacity in 2024

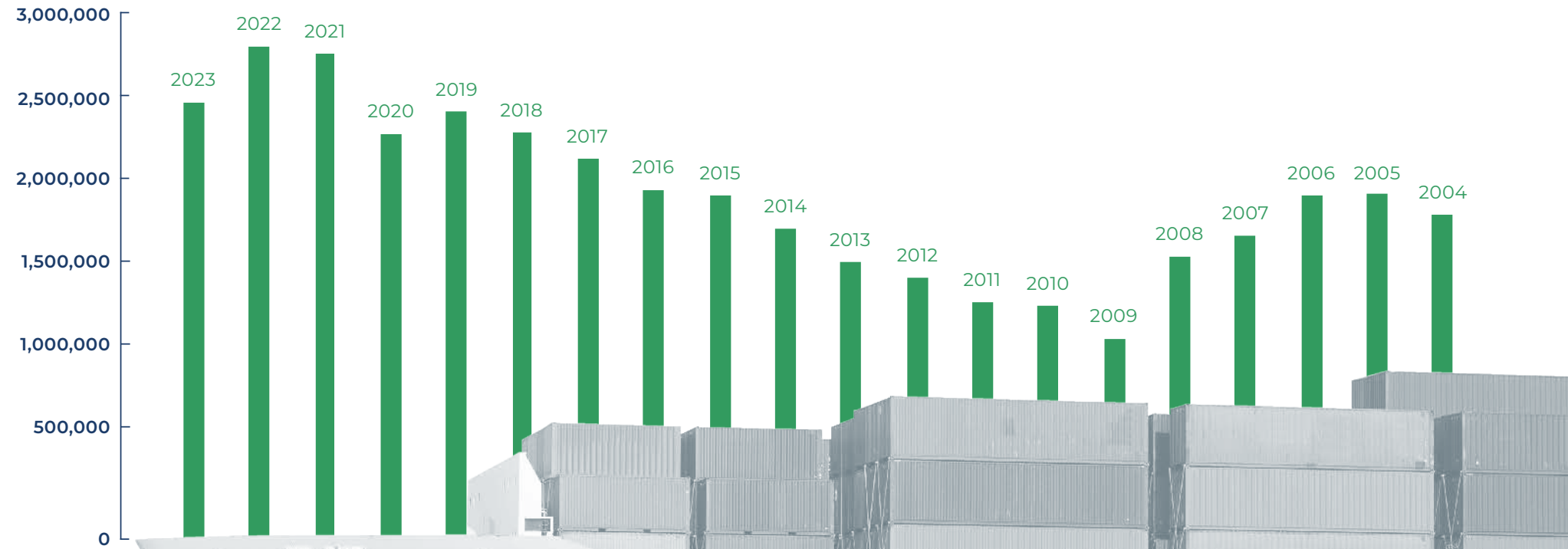
52 FT

Deepest seaport harbor on the east coast

\$500M

Investment to further modernize the port

South Carolina Ports Authority Container Volume



A critical gateway for the Southeast Market

Hugh Leatherman

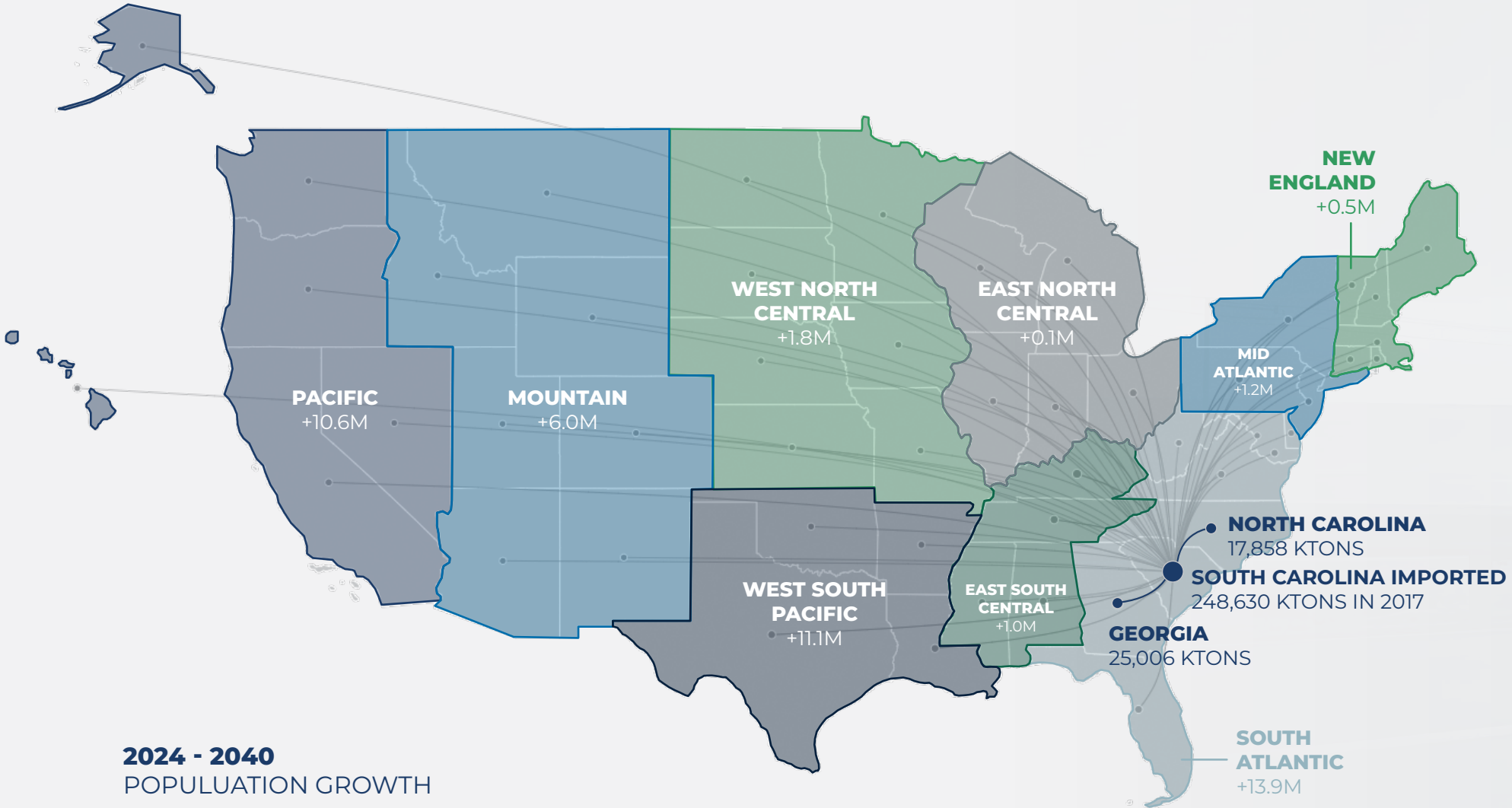
Phase 1 adds
700,000 TEUs
of annual capacity

Once fully built,
the terminal will add
2.4M TEUs
of capacity to The Port
of Charleston



Main channel Depth: 52 ft MLW
Entrance Channel Depth: 54 ft MLW

Invest in Capacity. Invest in South Carolina



Major Flows by Truck To, From & Within Charleston

State To State Flows (Tons/Year)

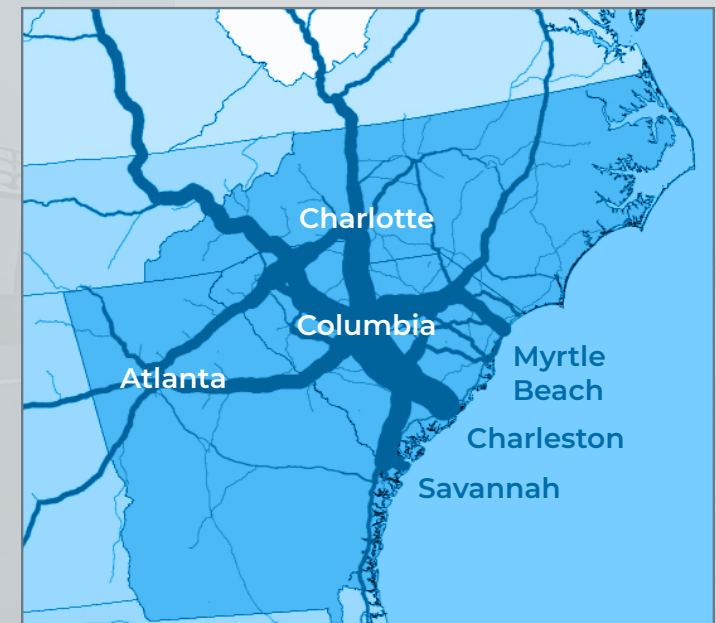
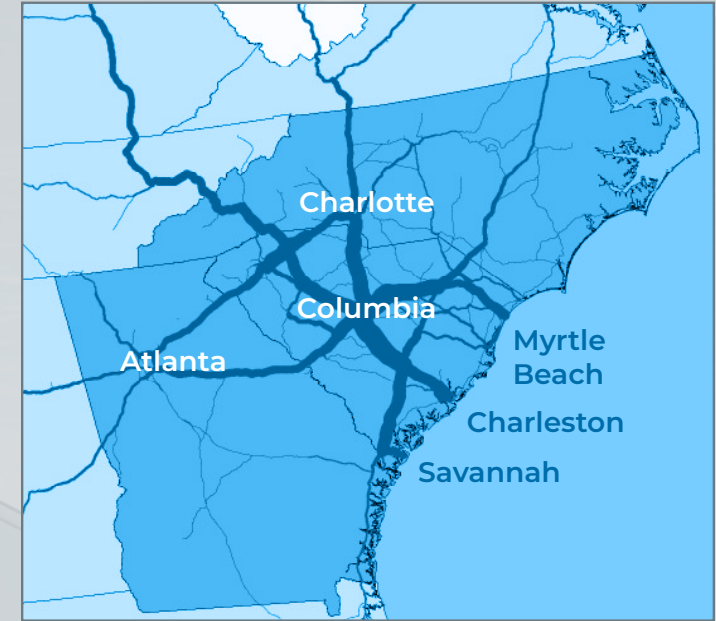


Volume Scale (FAF Trucks/Day)



Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.

Source: U.S. department of transportation. Federal highway administration, office of freight management and operations, freight analysis framework.





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