

WELCOME!

Creating a Vision for the North Carolina Ports

The communities surrounding North Carolina ports are an important part of the ports' history and their future. Tonight's meeting is being held so that you have an opportunity to provide input into the role ports should play in the future of your community and the state.

Maritime Study Goals & Objectives

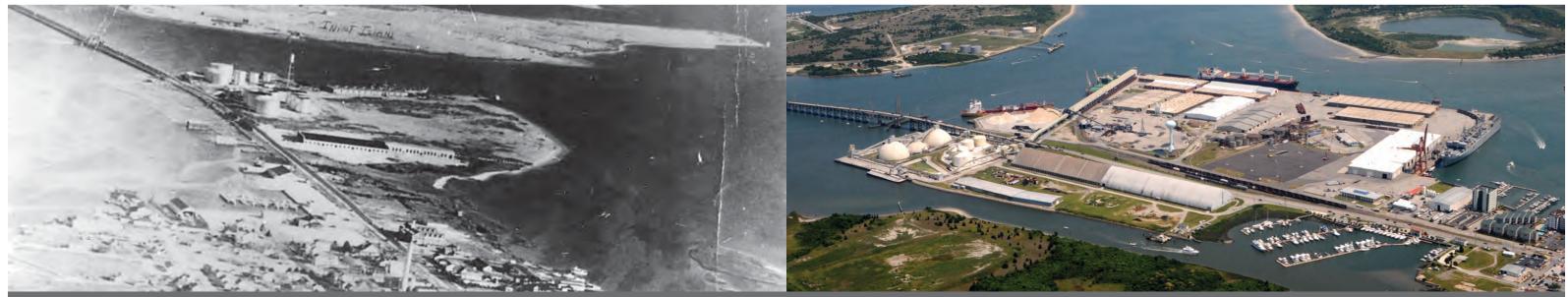
- > Facilitate collaboration of freight transportation, economic development and community interests as input to the statewide strategy.
- > Define North Carolina's economic context and maritime market positioning strategies that would offer the greatest economic benefit to the State.
- > Identify infrastructure investments and policies that would most significantly enhance North Carolina's economy through improved performance of the State's maritime gateways and related trade corridors.

Public Input Counts

Your role in the process is important. We are glad you are here and would like you to:

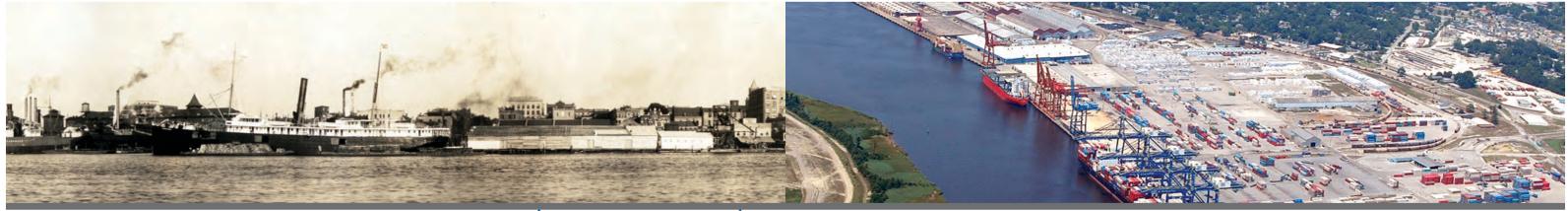
- > Review the study goals & objectives
- > Examine the ports information provided
- > Share your vision for the ports
- > Give us input through conversation, the comment sheet and/or public comment

MOREHEAD CITY Port History



AREA EVENTS	DATE	PORT OF MOREHEAD CITY EVENTS
	Colonial Era	Colonial ports of entry in North Carolina: Brunswick, Edenton, Beaufort, Bath, Currituck.
Former Gov. Morehead became president of NCRR which built 223-mile rail system (Charlotte-Raleigh-Goldsboro).	circa 1845	
Gov. Morehead left NCRR; Atlantic & NC Railroad constructed (Goldsboro-New Bern-Morehead City).	circa 1858	Fmr. Gov. Morehead bought Bogue Sound land; sold it. Soon after, Pier No. 1 built to include warehouse, pier and railroad access.
1890 population = 1064	1876	Morehead City Port badly damaged by Federal troops and harsh weather.
1910 population = 2039	1918	Federal government built and launched large wooden ship, Dassalan.
Intercoastal Waterway completed, enabling barge traffic.	mid 1930s	Dredge material at port creates Radio Island.
1935 population = 3500	1933	NC legislature forms Morehead City Port Commission to develop port. Guaranteed federal loans with the Atlantic and North Carolina RR.
	1943	Navy leased the port for construction of government boats.
	1949	Gov. Scott and General Assembly designated \$7.5M to establish state ports at Wilmington and Morehead City.
1950 population = 5144	1950s	Navy built three ramps for LST's on Radio Island. Aviation fuel tank terminal built.
	1952	"Ocean Terminal" dedicated; included additional dock space, warehouses, storage and railroad tracks. It could now accommodate four 500-foot cargo ships and a petroleum tanker.
	1952-1960	Port shipped 39,000 tons of tobacco.
	1955	Grain handling facility built; leased to Cargill. In 1958, Carolina Grain Co. took over shipping wheat and soybeans.
1970 population = 5233	1970	Exports:Imports Ratio = 1:3 (opposite of Wilmington).
	1978	Channel deepened to 40 feet.
	1980s	Wood and paper exported to Germany (veneer). Imported lumber, limestone and colemanite from Turkey (fiberglass insulation).
	mid 1980s	NCSPA inland terminals open at Charlotte and Greensboro.
1990 population = 6046	1990-1991	NC ports designated "Distinguished Ports for Readiness" — 40 ships loaded; marines deployed from Morehead City.
	1994	Channel deepened to 45 feet; larger phosphate ships and rubber imports come.
	2000	NCSPA bought aviation fuel terminal.
	2004	Port second only to New Orleans in rubber; NC funds Radio Island and Wilmington piers rehab.

WILMINGTON Port History



AREA EVENTS	DATE	PORT OF WILMINGTON EVENTS
1739 City of Wilmington founded; named for Spencer Compton, Earl of Wilmington, Prime Minister under King George II.	Colonial Era	Colonial ports of entry in North Carolina: Brunswick, Edenton, Beaufort, Bath, Currituck.
	1775-1781	Port surpassed Brunswick; post-revolution cotton to England is primary commodity.
Wilmington to Weldon Railroad opened.	1840	
	1860-1865	City successfully stops Blockade runners' capture by Union troops. Naval stores and wood products became primary products.
1890 population = 20,055 (City of Wilmington)	1880s-1890s	Port had riverboat trade to Fayetteville. Standard Oil tanks for petroleum built.
	1900	Pine tar, rice and tobacco trade booms at port.
1910 population = 20,976	early 1900s	Biggest import: fertilizers from Germany and Chile.
	WWI era (1914-1919)	Liberty Shipyard & Carolina Shipbuilding boom. Port became largest petroleum distributor south of Baltimore.
1930 population = 32,270. Intercoastal Waterway completed, enabling barge traffic.	circa 1935	NC General Assembly created Wilmington Port Commission; US Maritime Commission chose port for federally funded shipbuilding.
	1935-1937	US Public Works Administration dredged a 30-ft channel in Cape Fear River; built new pier and warehouse.
1940 population = 33,407	WWII era (1941)	US Maritime Commission named port wartime shipbuilding center. 25,000 workers/year — 126 Liberty ships and 117 Victory ships built for the military.
	1949	Gov. Scott & General Assembly designated \$7.5M to establish state ports at Wilmington, Morehead City.
1950 population = 45,043	1951	Riegel Paper Co. began shipping wood pulp from port.
	1952	"State Docks" dedicated in Wilmington. Improvements made to port facilities and railroad operations.
	1950s-1960s	Major exports: textile machinery and buses.
	1963	Port added 3 berths, warehouse, transit shed; leased 115 acres from US Maritime Commission.
1970 population = 46,169	1970	Exports:Imports Ratio = 3:1 (opposite of Morehead City).
	mid 1980's	NCSPA inland terminals opened at Charlotte and Greensboro.
1990 population = 55,530. I-40 opens, spawning growth and development in Wilmington.	1990-1991	NC ports designated "Distinguished Ports for Readiness" — 70 ships loaded in Wilmington.
	mid 1990's	Port exports wood chips to Japan.
	1998	Port authorized for \$25M passing lane project, deepening the channel to 42 feet, and looking at upriver dredging.
NC appropriated \$4M for Radio Island and to rehab Wilmington piers.	2004	42-foot dredging completed.
2010 population = 106,476	2006	Cape Fear Channel passing lane project completed.

NC Ports and the State Economy

Ship Calls

Operator	Cargo	Calls per Month
CKYH**	Containers	8 to 10 (2x/week)
ICL	Containers	4 to 5 (weekly)
Maersk	Containers	4 to 5 (weekly)
Boke Trading	Containers, General Cargo	1 (on demand)
Nat. Ship Co./Saudia Arabia	Containers, General Cargo	0 to 1 (on demand)
Charter	Bulk – Chemicals	1 to 2 (on demand)
Caribbean Trading	Bulk – Cement	0 to 1 (on demand)
Wilmington Bulk	Bulk – Wheat	0 to 1 (on demand)
Star Shipping	Break Bulk – Woodpulp	2 to 4 (on demand)
Transatlantic	Break Bulk – Lumber	1 to 2 (on demand)
CSX Railroad	Break Bulk – Rail	0 to 1 (on demand)
Charter	Break Bulk – General Cargo	0 to 1 (on demand)

** Merging of Cosco, K Line, Yang Min, and Hanjin

Top Trading Partners by Region

(FY2011) Morehead City:

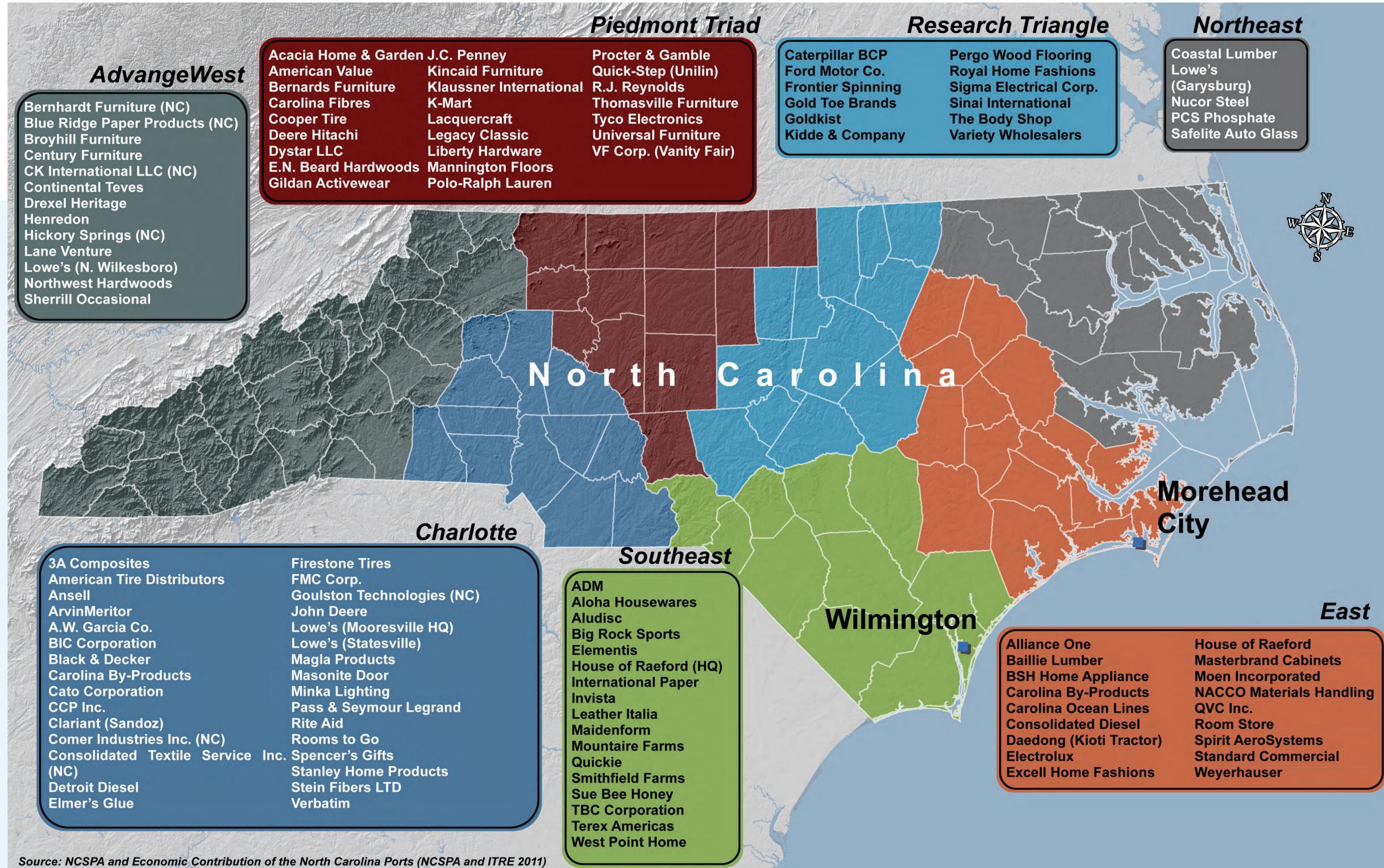
India
 Brazil
 Indonesia
 Mexico
 Turkey

(FY 2011) Wilmington:

China
 Belgium
 South Korea
 Great Britain
 Taiwan

NC Ports and the Military

- > North Carolina is home to Camp Lejeune, Fort Bragg, Marine Ocean Terminal Sunny Point, Marine Air Station Cherry Point, Seymour Johnson Air Force Base, and other associated facilities.
- > North Carolina's ports are 2 of the nation's 14 strategic military ports that assist with the movement of equipment and troops.
- > Both ports supported efforts associated with the first Gulf War and Operation Iraqi Freedom.
- > In the last 2 years, 41 military vessels have departed from the Port of Morehead City and 2 from the Port of Wilmington.



Source: NCSPA and Economic Contribution of the North Carolina Ports (NCSPA and ITRE 2011)

Port Waterways and the Coastal Environment

MOREHEAD CITY

The Morehead City Harbor

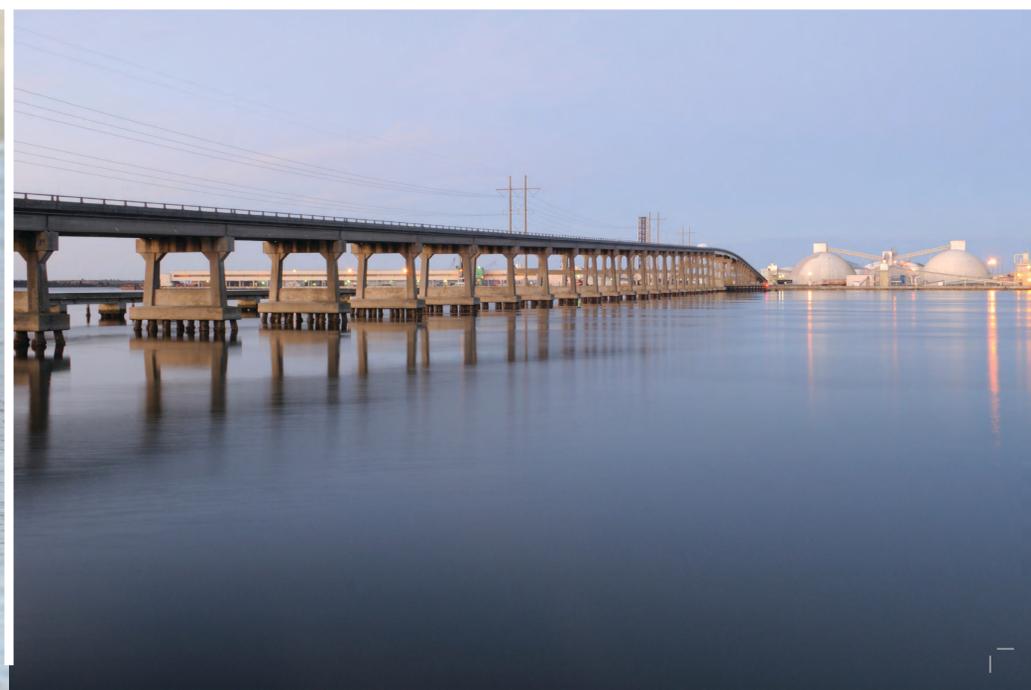
- > The Morehead City Harbor is a Federal navigation channel, located approximately 2.5 miles from the Atlantic Ocean through Beaufort Inlet.
- > The authorized depth of the entrance channel at Beaufort inlet is 47 feet, while the inner harbor channel is authorized to a 45-foot water depth.
- > A yearly average of 300,000 cubic yards is dredged from Morehead City Inner Harbor and Outer Harbor. Dredged sand is placed at Brandt Island or directly on surrounding beaches. Average annual maintenance dredging cost is approximately \$2 million.
- > Dredged sand has been used for surge protection against hurricanes and to lessen long-term erosion. Sand is placed along the beaches at Fort Macon, Atlantic Beach, Pine Knoll Shores, Indian Beach and Salter Path.

Beach Replenishment and Habitat Restoration

- > The high-quality sand from dredging provides material for beach nourishment, shoreline stabilization and habitat restoration in the areas surrounding both the Cape Fear and Beaufort Inlets.
- > 112 miles of North Carolina coastline have been identified that have benefited, or would benefit, from dredged sand.

Protection of the Coastal Environment

Dredging and waterway projects must consider and lessen potential negative impacts to the coastal environment.



Port Waterways and the Coastal Environment WILMINGTON

The Wilmington Harbor

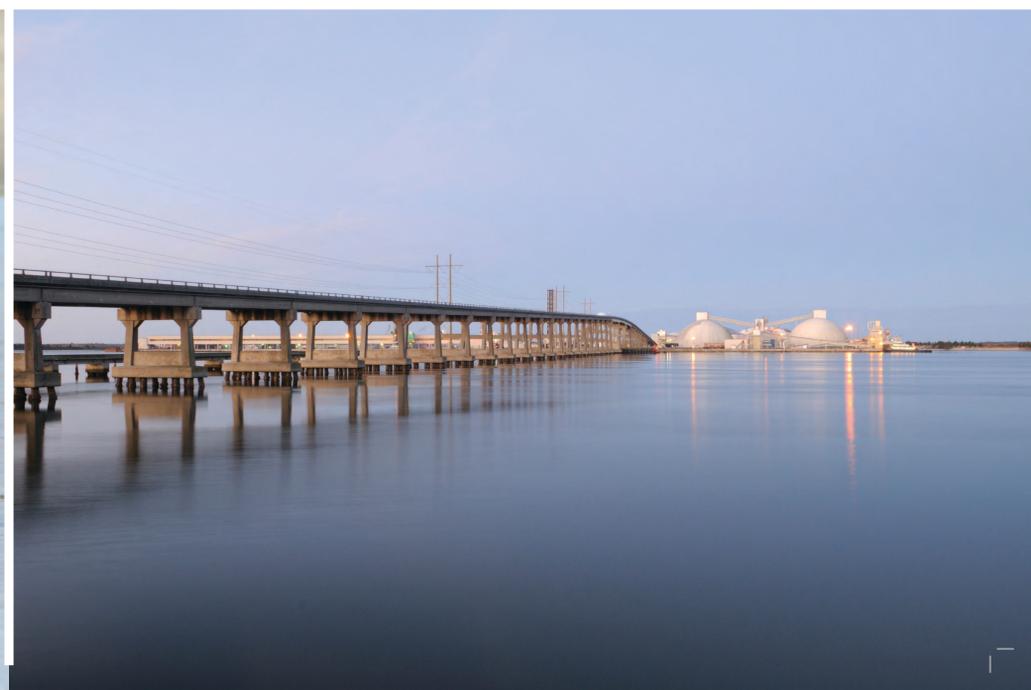
- > The Wilmington Harbor is a Federal navigation channel located along the Cape Fear and Northeast Cape Fear Rivers in New Hanover and Brunswick Counties and extending approximately 26 miles from the Atlantic Ocean to 5 miles upstream of the Port of Wilmington.
- > Authorized depth of the Cape Fear Channel is 42 feet, with a 44-foot depth at the entrance channel.
- > Every 2 years, more than 3 million cubic yards of sediment is dredged from the Cape Fear River to maintain the navigation channel. The average annual maintenance dredging cost is approximately \$13 million.
- > Sand dredged from the Cape Fear Inlet has been placed onto the beaches on Bald Head Island, Kure Beach and Caswell Beach on Oak Island.

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Best Practices in Sustainable Port Development

Communities

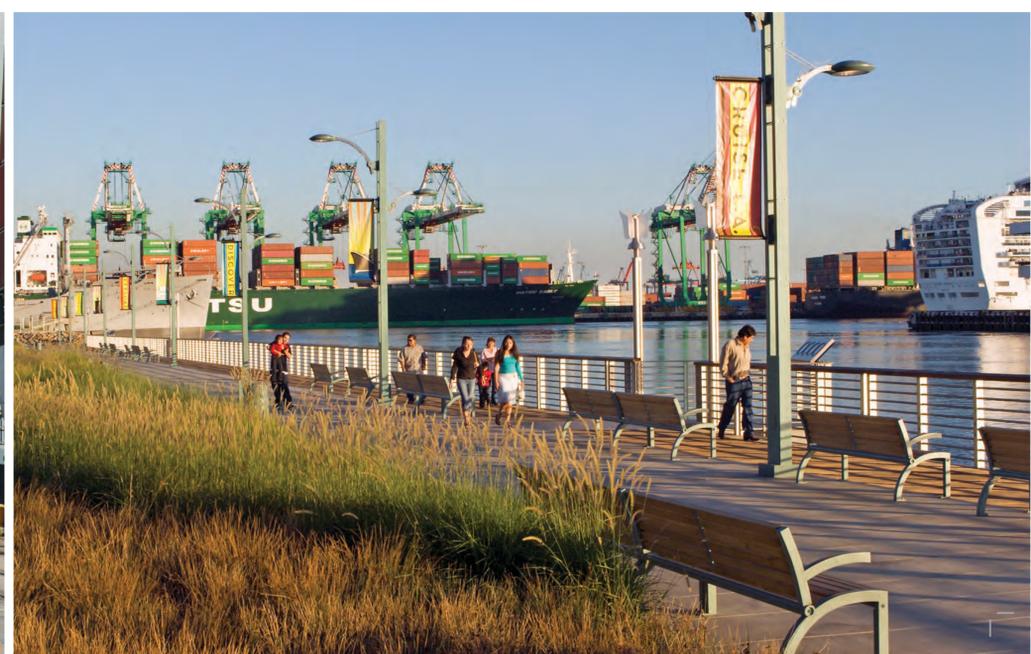
- > Protect nearby communities from potential negative effects of port operations.
- > Enhance public use and enjoyment of waterfront communities and resources.
- > Educate the public about port activities.

Traffic Management

- > Ensure efficient truck and rail access, allowing ports to move goods in and out of its terminals.
- > Minimize traffic congestion by developing port road and rail routes that limit conflicts with surrounding community traffic.
- > Use technology and design to effectively move trucks in and out of the port terminal while minimizing diesel emissions.

Efficient Land Use

- > Implement modern port operation practices, which require less land than in the past.
- > Use state-of-the-art handling equipment to allow for smaller terminal areas, reducing impacts on adjacent properties.



Best Practices in Sustainable Port Development (CONT.)

Clean Air

- > Federal regulations and independent efforts by ocean carriers are contributing to reduced vessel air emissions.
- > Dust vacuum systems and vessel tarping can help control dust emissions from handling bulk cargos.
- > Alternative and cleaner-burning fuels reduce emissions from in-port ships and cargo handling.
- > Idle-reduction technology and EPA-certified retrofits can lower truck emissions.

Clean Water

- > Port development and operations must be conscious of potential effects to adjacent waterways and water habitats.
- > Biological and sediment testing is a common requirement during dredging.
- > Ports can reduce potential stormwater impacts on the channel and inlet by avoiding or minimizing runoff from marine terminals.

Economic Contribution

- > North Carolina's ports at Morehead City and Wilmington support the State's economic sustainability.
- > The two ports are responsible for annually contributing millions of dollars into the State's economy and supporting jobs within myriad industries, including agriculture, the military, manufacturing, retail, shipping and trucking/distribution.