

## Frequently Asked Questions

***Q: How will the NC Maritime Strategy Study Team consider input from the public on proposed uses for NC Ports?***

A: Many creative and resourceful concepts have been offered at public meetings held in September and October and via the [www.ncmaritimestudy.com](http://www.ncmaritimestudy.com) website regarding potential uses for North Carolina's ports. All suggestions are being thoughtfully reviewed and considered in the context of the promoting North Carolina's waterborne trade.

***Q: What are the next steps in the study?***

A: The study team is defining the infrastructure investments, including port terminals, roadways, rail lines, and inland facilities along with supporting strategies needed to support North Carolina's opportunities for market growth in waterborne trade. The relative economic benefits and capital and operating costs of each market scenario will then be evaluated. From this analysis, the study team will identify a range of specific strategies that could be implemented by the State of North Carolina to optimize benefits received from the State's investments in port and associated transportation infrastructure. A final report will be completed in February 2012.

***Q: When will the evaluation be undertaken for additional infrastructure – such as roads and railroads – at port locations?***

A: The evaluation of landside access, including effective highway and rail connections, to existing and potential port locations is currently underway.

***Q: How can I get involved?***

A: Public involvement is an important aspect of the study, so many opportunities have been created to gather feedback, including:

- Public meetings will be held in Morehead City, in Wilmington, and in Southport in December to provide an opportunity to share your comments on the preliminary analysis results with the study team. A final round of public meetings will be held in early 2012 to present draft recommendations.
- The project website at [www.ncmaritimestudy.com](http://www.ncmaritimestudy.com)
- Project hotline at 855-568-1373 (toll free)
- By email at [info@ncmaritimestudy.com](mailto:info@ncmaritimestudy.com)

***Q: Will the evaluation of potential uses for the NC Ports take into consideration environmental concerns and the potential impacts to surrounding communities?***

A: Yes, as we evaluate options and alternative uses for the NC Ports, we will consider potential environmental impacts, such as project footprint effects to

protected habitats and identification of adjacent sensitive land uses. Consistent with the Governor's Executive Order 99, input received from the community will be used by the study team to identify port activities and uses that are not incompatible with the underlying economic base and existing predominant economic sectors supported by the surrounding community.

***Q: Are North Carolina Ports subsidized by state or local taxes?***

The primary source of revenues to the North Carolina State Ports Authority (NCSPA) is from its operating activities; however, NCSPA has received grants and aid from the State of North Carolina to support its capital program. State capital grants and capital aid totaled approximately \$423,000 in fiscal year 2010-11. The fiscal year 2011-12 budget includes approximately \$1.7 million in state capital aid and capital grants to support specific projects that include port-wide berth structure repairs and fire sprinkler replacement at Morehead City. No state or local funds or tax revenues are used to support operations.

***Q: Is the proposed North Carolina International Terminal (NCIT) project in Southport a part of this study?***

A: The NC Maritime Study was initiated to evaluate how NC Ports can best support our state economy. One part of the study includes identification of potential locations for a container terminal that could accommodate NeoPanamax container vessels, which require a water depth of 50 feet or more when fully loaded. The proposed NCIT is only one of many options being evaluated. This Study will ultimately present the likely benefits and costs of a new container port – along with a menu of market alternatives for the NC ports – based on what is best for NC and our economy.

***Q: How much money has already been spent on the proposed NCIT in Southport?***

A: NCSPA acquired the land proposed for use as a container terminal in Southport at a cost of \$30 million. Through fiscal year 2010-11, an additional \$10.2 million has been expended on feasibility analyses and conceptual design studies for the terminal. This work has been put on hold by the Port pending results of the NC Maritime Strategy.

***Q: Is this study looking at the Gallant Channel Bridge?***

A: No, the Gallant Channel Bridge is not in this scope.

***Q: How many workers are currently employed at NC Ports?***

A: NCSPA directly employs 244 permanent staff.

***Q: How do the NC Ports support jobs in North Carolina?***

A: The NC Ports support jobs within NC in myriad industries including agriculture, manufacturing, military, retail, shipping and trucking/distribution. NC Ports offer

access to global trade for export and import of raw materials, in-process manufactured products, and finished goods that originate in or are destined for North Carolina consumption. Cost-effective access to the global marketplace can make North Carolina-based employers more competitive and can help diversify our economy across many industries. NC-based manufacturers that rely on seaports for export are particularly effective at generating NC jobs because these industries purchase large amounts of goods and services from the local economy. As part of the NC Maritime Study, we will be examining the relative economic benefits – including potential to support or generate jobs – of various uses of NC ports.

***Q: How many deaths have been attributed to living in close proximity to a U.S. port?***

**A:** Public health research in California has demonstrated that air emissions resulting from port activities can be tied to negative health impacts, including premature death. There are, however, no nationwide statistics. The most comprehensive statistical analysis of the health effects of port emissions currently available has been conducted by the California Air Resources Board (CARB). CARB has modeled concentrations of diesel particulate matter to assess the mortality effects of diesel particulate emissions statewide and also in the area near the Ports of Los Angeles and Long Beach. Based on modeled diesel PM concentrations for year 2002, premature deaths associated with the ports' emissions was estimated to be approximately 120. The mortality effects of poor air quality across California were estimated at 18,000 deaths for that same year. In 2006, the Ports of Los Angeles and Long Beach adopted and implemented the San Pedro Bay Ports Clean Air Action Plan to address pollution from port operations and have since realized more than 70% reduction in diesel particulate matter emissions (between the baseline year 2005 and 2010). More information on the CARB research is available at [http://www.arb.ca.gov/research/health/pm-mort/pm-mort\\_final.pdf](http://www.arb.ca.gov/research/health/pm-mort/pm-mort_final.pdf).