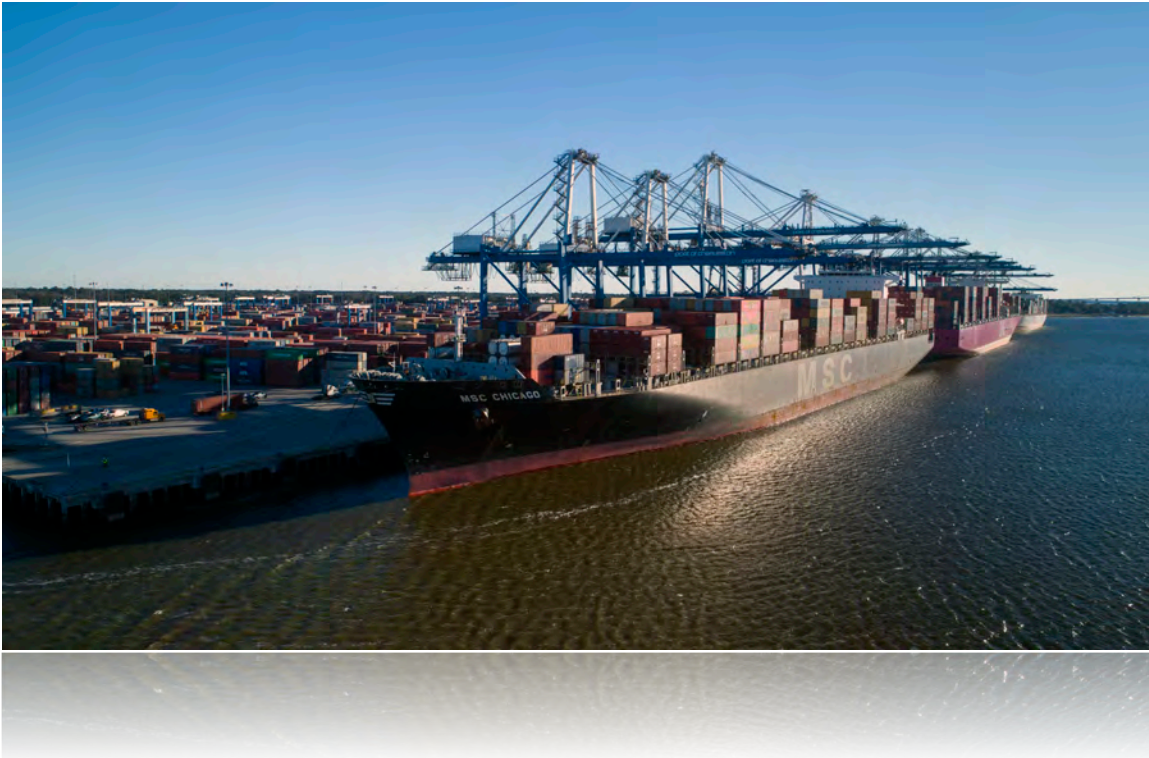


***The Economic Impact of the
South Carolina Ports Authority
A Statewide and Regional Analysis***



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Executive Summary

The seaports of South Carolina are some of the state's most vital resources and major contributors to interstate and international commerce. Simply put, there are very few locations where container-shipped goods exported from and imported to the United States can be docked. Thus, seaports provide a unique competitive advantage for attracting and maintaining export-oriented industries, which is a key component of any strategy that seeks to expand South Carolina's current global manufacturing presence. For example, in recent years, South Carolina has rapidly developed into a major global competitor for advanced manufacturing. This can be observed by examining the number of marquee companies that have located within the state. Access to port facilities is a primary factor in this development.

The purpose of this study is to document the economic impact of the South Carolina State Ports Authority (SCSPA) on the state of South Carolina, the four major regional areas within the state, and the Southeastern United States more broadly. The SCSPA currently owns and operates public marine terminals at two port facilities (the Port of Charleston and the Port of Georgetown) as well as two separate Inland Ports located in Greer and Dillon, South Carolina. This study will provide estimates detailing all impacts resulting from both the SCSPA facilities themselves as well as the total economic impacts that derive from business transactions that require use of these port facilities. The key findings of this study are as follows:

- ***The total economic impact resulting from all activities associated with the SCSPA on the state of South Carolina is estimated to be approximately \$63.4 billion.*** This figure reflects the dollar value of all final goods and services in South Carolina that can be attributed (either directly or indirectly) to the SCSPA. This impact corresponds to 224,963 jobs and nearly \$12.8 billion in labor income for South Carolinians that would not exist otherwise.
- ***Approximately 51.8 percent of the statewide economic impact associated with the SCSPA is concentrated within the Upstate region of South Carolina.*** This is largely because the primary users of SCSPA port facilities are manufacturers, which are also disproportionately concentrated within the Upstate region. The manufacturing industry comprises 20.0 percent of all jobs in the Upstate, compared to 14.7 percent for South Carolina as a whole. The Midlands experiences 24.6 percent of all economic impacts associated with the SCSPA, followed by the Lowcountry region (12.3%), and the Pee Dee region (11.3%).

- **The total economic impact that comes about through the SCSPA yields a statewide employment multiplier of 2.4.** This implies that, on average, for every 10 jobs that are directly supported by SCSPA port operations or port users, an additional 14 jobs are created elsewhere in South Carolina.
- The \$63.4 billion in annual economic output supported by the SCSPA represents approximately 10.2% of South Carolina's total annual gross state product. **This implies that the SCSPA generates economic activity (directly and indirectly) that brings in approximately \$1.1 billion in tax revenue annually for the state.**
- **Since 2010, there has been a virtual one-to-one relationship between the growth rate in South Carolina port activity and the growth rate in South Carolina's advanced manufacturing sector – the industrial sector that has been most responsible for the state's strong economic growth throughout the current economic expansion.** Advanced manufacturing employment doubled (+100.9%) between 2010 and 2018 and total container volume shipped by port facilities in South Carolina doubled between 2009 and 2018. As South Carolina's economic development strategy has continued to shift towards expanding export-oriented manufacturing, the importance of the state's seaports has continued to grow.
- The SCSPA recognizes the importance of continuing to build on the state's current competitive advantage in export-oriented manufacturing as well as the need to accommodate the ongoing growth in import activity. As such, **the SCSPA is currently engaged in a harbor-deepening project that, upon completion, will provide South Carolina with the deepest harbor on the east coast.**
- **The economic impact of the SCSPA extends beyond the borders of South Carolina to the broader Southeastern U.S. In addition to the SCSPA's \$63.4 billion impact in South Carolina, another \$12.0 billion is generated annually across six neighboring states.** Business transactions outside South Carolina that require the use of South Carolina port facilities generate a total impact of \$12.0 billion: North Carolina (\$4.5 billion), Georgia (\$4.0 billion), Florida (\$1.1 billion), Tennessee (\$1.1 billion), Alabama (\$787 million), and Kentucky (\$559 million). This additional economic activity also supports 53,148 jobs and \$2.5 billion in labor income for local residents in these states.

- ***The average labor income across all jobs supported (directly or indirectly) by the SCSPA in South Carolina is \$56,783. This is approximately 31.7 percent higher than the average labor income among all jobs in South Carolina.***
- ***The majority of export and import activity across SCSPA port facilities derives from the manufacturing industry, which is one of the few industries in South Carolina that generates high wage jobs that also experience wage growth. High-quality, high-wage jobs are vital to the health of the state's economy, and through its direct support of manufacturing, the SCSPA is taking an active role in ensuring that the manufacturing sector continues to thrive.***

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Section I – Introduction

The seaports of South Carolina have been one of the state’s most important resources for hundreds of years. In fact, one of the primary reasons for the initial founding of the city of Charleston in 1670 was to take advantage of its natural seaport to facilitate the export of cotton. Seaports function as gateways for interstate and international commerce, and in an increasingly global economy, they are becoming even more important for South Carolina’s economic growth in the 21st century.

Because of the widely recognized importance of seaports to the state, the South Carolina State Ports Authority (SCSPA) was founded in 1942 to carry out its stated mission that “...promotes, develops, and facilitates waterborne commerce to meet the current and future needs of its customers, and for the economic benefit of the citizens and businesses of South Carolina.” The SCSPA currently owns and operates public marine terminals at two port facilities: the Port of Charleston and the Port of Georgetown. It also owns and operates two separate Inland Ports located in Greer and Dillon that connect by rail to the Port of Charleston.

In recent years, port activity has increased significantly. South Carolina has rapidly developed into a major global competitor for the advanced manufacturing sector – including the automotive, aerospace, and tire industries that have each become an economic pillar in the state. This can be observed directly by examining the number of marquee companies that have located throughout South Carolina over the last decade. Advanced manufacturing has been a key driver of the state’s economic growth throughout the current economic expansion. For example, employment growth in advanced manufacturing has totaled approximately 9.1 percent annually between 2010 and 2018, compared to 2.8 percent for the state overall.¹

¹ Source: U.S. Bureau of Labor Statistics, QCEW

The competitive advantage that the SCSPA port facilities offers to South Carolina's economy cannot be overstated. Firms and industries that comprise the advanced manufacturing sector typically have globally based supply chains as well as distribution channels. Thus, access to the port facilities owned and operated by the SCSPA is essential for this sector's ongoing growth and development. The SCSPA has experienced record growth rates in container volume shipping over the past several years and is currently ranked first among the top 10 U.S. ports in container volume growth over the past decade. Additionally, the SCSPA is currently engaged in a harbor-deepening project that, upon completion, will provide South Carolina with the deepest harbor on the east coast.

Many of the advantages offered by the port facilities also extend beyond the borders of South Carolina. For example, there are a significant number of firms located in North Carolina, Georgia, Tennessee, Kentucky, Alabama, and Florida that utilize SCSPA port facilities. As with port users in South Carolina, the location decisions of these additional Southeastern export-oriented companies are partly based on access to port facilities that can accommodate their business needs. Thus, the SCSPA port facilities serve as an asset not only to South Carolina, but also to the broader regional economy as well.

The purpose of this study is to specifically quantify the economic impact of the SCSPA on the state of South Carolina and on the Southeastern United States more broadly. This will include an analysis of the impact of the port facilities themselves as well as the total economic impacts that derive from South Carolina business transactions that require use of these port facilities.

Note that this analysis represents an update and expansion to the original study on the SCSPA that was completed by the Moore School of Business in September 2015.

However, this update also incorporates impacts that the SCSPA has on other Southeastern states that were not included as part of the original analysis.

The study begins with an overview of export-oriented manufacturing in South Carolina and how South Carolina has developed into a major global presence for the advanced manufacturing industry in the 21st century. Section III then provides a discussion of the economic impact methodology used, including a description of direct, indirect, and induced impacts. Sections IV and V highlight the main findings of the study, including statewide impacts, in-state regional impacts, and impacts in the broader Southeastern U.S. of both the SCSPA port facilities and port users. Section VI follows with a discussion of the accompanying South Carolina state tax revenue that is generated from the total volume of economic activity supported by the SCSPA. Section VII then offers a brief conclusion.

Section II – Export-Oriented Manufacturing in South Carolina

Manufacturing has been a mainstay of South Carolina’s economy over the past 100 years. Yet the composition of the manufacturing industry has changed significantly over time – especially over the last 30 years. Throughout the 1900s, textile production represented one of the state’s leading economic sectors. Early in the century, the focus of textile mills in South Carolina was largely on the production of cotton in an economy dominated by agriculture. Following World War II, as agriculture gave way to industry across the U.S. economy, textile mills in South Carolina shifted their focus from cotton to synthetic fabrics.

In the 1990s, however, a rapidly emerging global economy began a transition that would ultimately shift the majority of textile manufacturing out of South Carolina altogether because of increased international competition. At the same time, these market forces began to accelerate levels of foreign direct investment that had begun as early as the 1970s when Michelin’s North American headquarters located in Greenville, South Carolina. Increasing globalization was also a key contributor to a newly emerging statewide automotive cluster. Following the arrival of BMW’s first North American assembly plant in Spartanburg in 1994, South Carolina experienced a rapid development of this cluster that has incorporated a wide range of suppliers

and businesses that have continuously expanded the automotive cluster's economic footprint ever since.

In 2007, South Carolina's reputation as a hub for export-oriented manufacturing grew significantly with the arrival of Boeing in Charleston. This marked the catalyst for a burgeoning aerospace cluster that has blossomed over the last twelve years – largely in direct response to Boeing's arrival. A 2015 study by the South Carolina Council on Competitiveness found that the aerospace cluster has grown at a faster rate than virtually any other South Carolina cluster since 2007 and currently consists of over 400 private sector firms employing roughly 17,000 full-time workers.² In addition, South Carolina has a major military presence that includes four military aviation facilities across the state that also comprise part of the aerospace cluster.

The combined growth of the automotive and aerospace clusters has also generated a major expansion of statewide tire production over the last decade. Since 2015, South Carolina has led the nation in both the production and export of tires and currently accounts for nearly one-third of all U.S. tire export sales.³

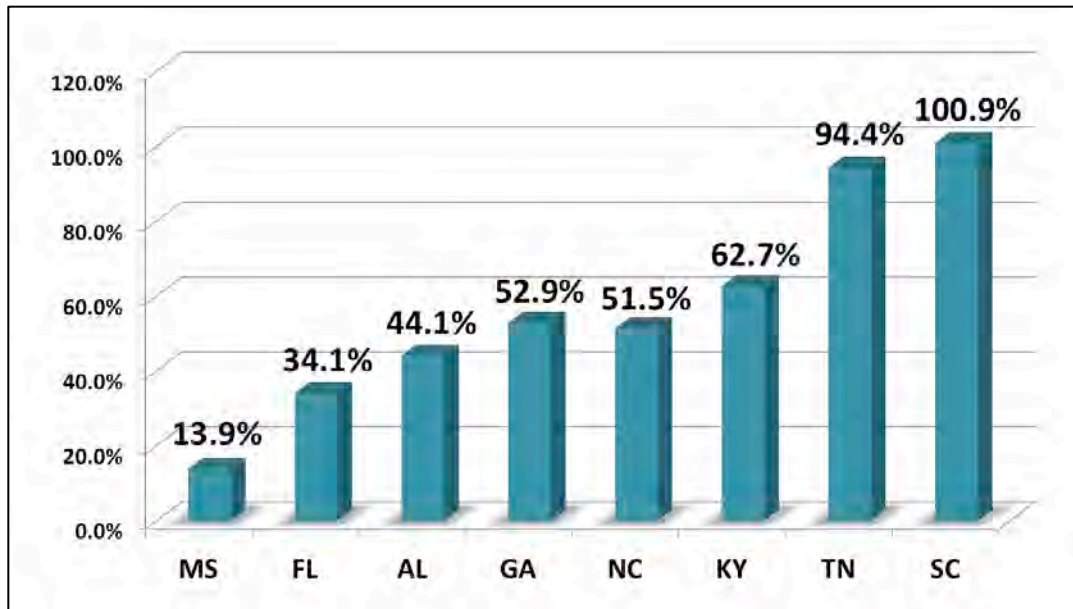
With the combined growth of the automotive, tire, and aerospace clusters over the past decade, the broader advanced manufacturing sector – which is largely comprised of export-oriented production – in South Carolina has seen sizable gains over the course of the current economic expansion.⁴ Figure 1 summarizes these trends.

² Source: South Carolina Council on Competitiveness

³ Source: South Carolina Department of Commerce; June 2019

⁴ Note that *advanced manufacturing* is defined as NAICS code 336000.

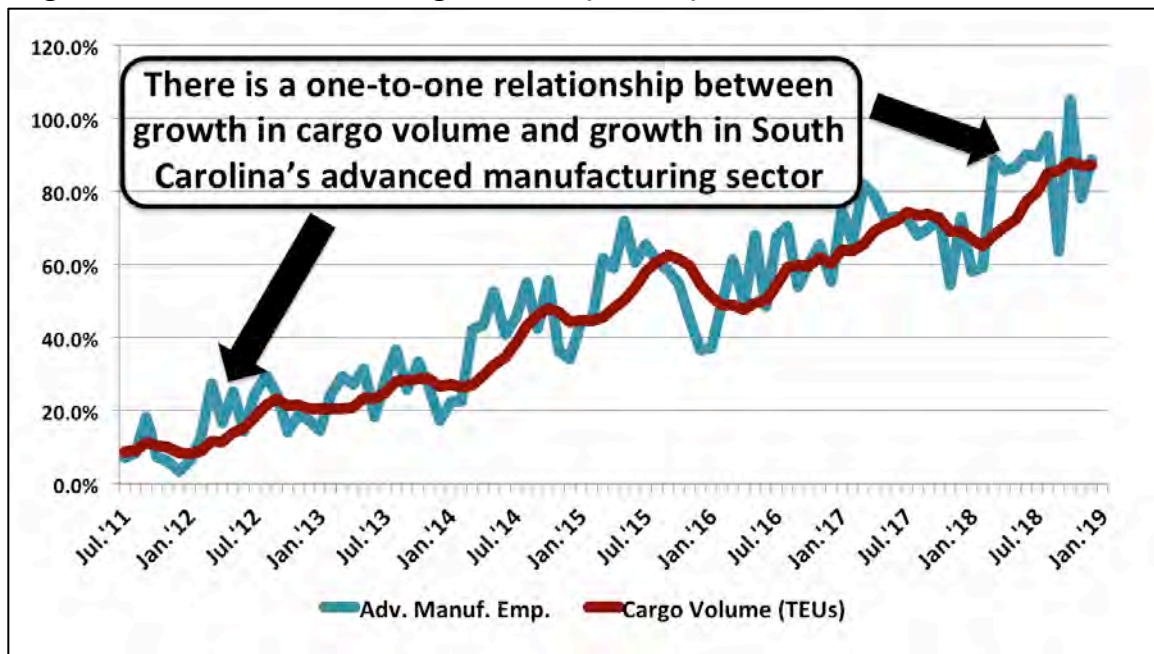
Figure 1 – Total Advanced Manufacturing Employment Growth by State: 2010-2018



Notice how Figure 1 not only highlights the substantial growth of South Carolina’s advanced manufacturing sector, but also the fact that advanced manufacturing has grown faster in South Carolina than in any other Southeastern state. Specifically, *the advanced manufacturing employment base has doubled (+100.9%) since 2010, with an increase of over 25,000 workers.* This is followed by Tennessee (+94.4%), Kentucky (+62.7%), and North Carolina (+51.5%).

A similar trend can be observed when examining total container volume shipped by the SCSPA port facilities. Figure 2 displays growth in South Carolina advanced manufacturing employment alongside the total monthly container volume shipped by the SCSPA port facilities, highlighting that both doubled over approximately the same time period. In other words, *there is virtually a one-to-one relationship between the growth rate in South Carolina port activity and the growth rate in advanced manufacturing – the industrial sector that has been most responsible for the state’s strong economic growth throughout the current economic expansion.*

Figure 2 – Growth in SCSPA Cargo Volume (in TEUs) and the S.C. Adv. Manuf. Sector⁵



This relationship clearly shows how the port facilities owned and operated by the SCSPA are as important today as they have ever been. The ongoing success and expansion of export-oriented manufacturing in the Palmetto State thus largely depends on continuously investing in and improving the capacity and efficiency of the state's port facilities.

Section III – Economic Impact Methodology

The SCSPA facilitates a large volume of shipping-based business activity that generates billions of dollars in economic activity and directly employs thousands of workers across the state every year. Yet these activities do not provide a complete picture of the impact of the SCSPA on South Carolina's economy. The expenditures that occur within the port facilities themselves and the expenditures of the businesses that use these port facilities both lead to additional job creation and economic activity throughout South Carolina by way of the economic multiplier effect (or economic ripple effect).

⁵ A TEU, or a twenty-foot equivalent unit, is a standard measure of cargo capacity used to describe the capacity of container ships.

The Economic Multiplier Effect

Economic multiplier effects can be divided into *direct*, *indirect*, and *induced* impacts. The direct impact reflects all in-state purchases made by the port facilities themselves and the businesses that directly utilize these port facilities. These include, for example, employee wages and benefits, equipment, building construction and remodeling, technology services, vendors, and other overhead or administrative costs. This spending activity increases demand and leads to the creation of new jobs and more income for employees and suppliers of these businesses.

The indirect impact reflects additional economic activity that results from inter-industry linkages between local firms in South Carolina. For example, when a large automotive company purchases materials from in-state vendors in order to produce vehicles that will be shipped overseas, these in-state vendors experience an increase in demand. To satisfy this demand, they must purchase additional inputs from their suppliers – such as additional equipment. Suppliers of this additional equipment must then purchase additional supplies as well, and so on. These indirect effects ripple through the economy and affect many sectors of South Carolina.

The induced impact reflects additional economic activity that results from increases in the spending of household income. For example, when the aforementioned automotive company purchases materials from one of its suppliers and the overall demand for this supplier firm rises, some of the staff working for this supplier will see a rise in their income levels. Part of this income will then be spent locally on, for example, food, entertainment, or housing. These industries will then also see an increase in demand for their goods and services, which will lead to higher incomes for some of their employees, part of which will also be spent locally.

These successive rounds of indirect and induced spending do not go on forever, which is why we can calculate a value for each of them. In each round, money is “leaked out” for a variety of reasons. For example, firms may purchase some of their

supplies from vendors located outside of South Carolina. In addition, employees will save part of their income or spend part of it with firms located outside of the state. In order to determine the total economic impact that will result from an initial direct impact, economic multipliers are used. An economic multiplier can be used to determine the total impact (direct, indirect, and induced) that results from an initial change in economic activity (the direct impact). Multipliers are different in each sector of the economy and are largely determined by the size of the local supplier network as well as the particular region being examined. In addition, economic multipliers are available to calculate not just the total impact, but also the total employment and income levels associated with the total impact.

To estimate the impact of the SCSPA on the state of South Carolina, the Division of Research used a detailed structural model (known as an input-output model) of the South Carolina economy containing specific information on economic linkages between different industries at the county-level. This study also utilized the input-output modeling software *IMPLAN* in calculating estimates.

Data Inputs: Port Operations and Port Users

In this analysis, the direct impact of the SCSPA is assumed to come from two specific sources: *Port Operations* and *Port Users*. The direct impacts arising from port operations simply consist of all payroll and non-payroll expenditures associated with the operation of the SCSPA port facilities. The SCSPA provides a full range of cargo handling and storage services, directly employing 604 full-time workers. In addition, many companies throughout South Carolina regularly ship cargo through the port facilities, with many transportation companies facilitating this trade. These businesses include freight forwarders, marine shipping agents, customs brokers, marine cargo handling, and general freight trucking. Table 1 displays all full-time employment estimates associated with these business activities in South Carolina.

Table 1 – Direct Employment Attributable to SCSPA Port Operations⁶

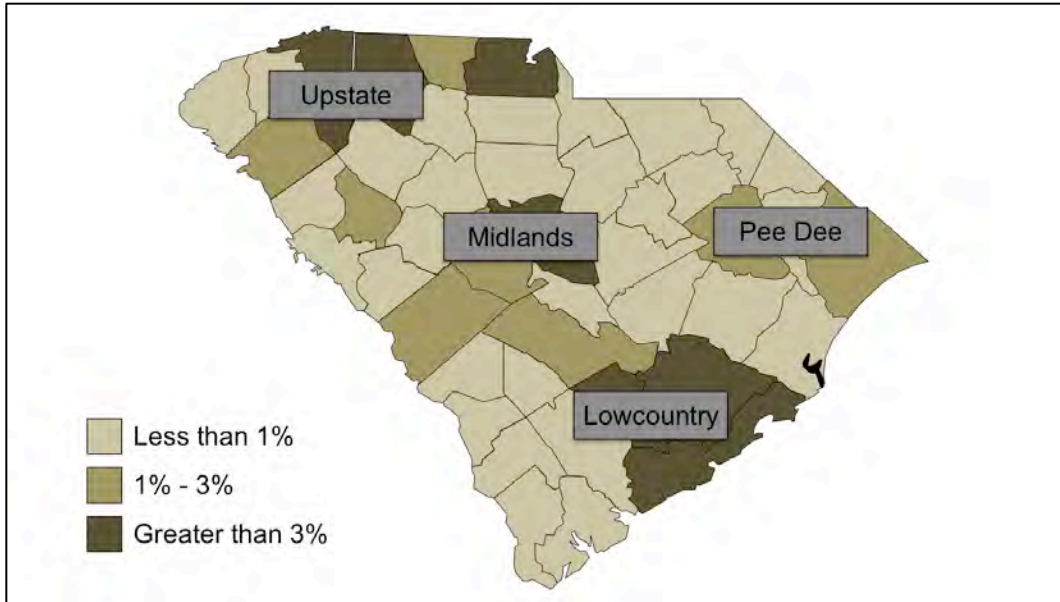
Category	Employment
SCSPA Cargo Handling Services	604
Freight Transportation Arrangement	2,939
Marine Cargo Handling	1,778
Trucking	3,539
Total	8,860

The direct impacts arising from port users refer to all business activities in South Carolina that require a port facility to be completed. Many businesses throughout the state depend on the Port of Charleston, the Port of Georgetown, and the Inland Ports located in Greer and Dillon to receive and/or ship cargo. While these firms are not entirely dependent on port facilities for all of their business transactions, the availability of the port system is nevertheless critical to their success and, in many cases, is instrumental in major manufacturing business location decisions.

Utilization of the SCSPA port facilities is a major competitive advantage for businesses located in South Carolina – and is therefore a competitive advantage for South Carolina itself as it recruits new businesses to the state. Over 3,000 South Carolina businesses located throughout the state either shipped or received cargo through SCSPA facilities in 2018. Figure 3 highlights the concentration of these firms by county.

⁶ Data for SCSPA Cargo Handling Services were obtained from the SCSPA – all other data from the U.S. Bureau of Labor Statistics (BLS); North American Industry Classification System (NAICS) codes associated with each category are, in listed order: 488510, 488320, and 484122; data obtained from the BLS represent annual figures from 2018.

Figure 3 – Percentage of Total SCSPA Port Users by County



Although the SCSPA port users are concentrated primarily within the major metropolitan regions of the state (Greenville/Spartanburg, Columbia, Charleston), they extend statewide. Of the 46 South Carolina counties, 44 contain at least one port user.

In 2018, South Carolina exported nearly \$34.5 billion in total cargo while importing approximately \$52.4 billion over the same period.⁷ Table 2 shows these figures as well as the subset of this export and import activity specifically shipped through South Carolina port facilities.

Table 2 – Export/Import Activity in South Carolina

	Total Exports (in 2018 dollars)	Total Imports (in 2018 dollars)
South Carolina Total	\$34,498,249,609	\$52,408,692,453
Shipped through S.C. Port Facilities	\$25,892,992,680 ⁸	\$46,694,214,523

Since 2011, the total dollar volume of export activity (adjusted for inflation) has grown by 33.7 percent. Table 3 provides a breakdown of the cargo shipped from all

⁷ All export and import data in this report were retrieved from the Foreign Trade Division of the U.S. Census

⁸ Note that all aerospace-related commodity exports are excluded from this analysis.

SCSPA port facilities in 2018 by product type. The top ten product types – ranked by export volume – are displayed. Note that products encompassing the automotive and tire clusters comprise three of the top five categories, which combines for a total of 45 percent of all SCSPA export activity (by dollar volume). This highlights the importance of the SCSPA for the ongoing health and development of these clusters that have been principally responsible for South Carolina’s overall economic growth over the last decade. For a complete listing of all product categories, see Appendix I.

Table 3 – Top 10 Product Types Exported through SCSPA Facilities

Product Description	Exports	Imports
Vehicles, Except Railway Or Tramway, And Parts Etc	\$8,197,536,561	\$4,533,459,328
Nuclear Reactors, Boilers, Machinery Etc.; Parts	\$2,654,668,810	\$11,143,524,438
Plastics And Articles Thereof	\$2,500,487,874	\$1,985,701,940
Rubber And Articles Thereof	\$987,008,396	\$2,158,685,552
Electric Machinery Etc; Sound Equip; Tv Equip; Pts	\$834,020,974	\$2,845,517,287
Meat And Edible Meat Offal	\$737,741,467	\$61,078,547
Organic Chemicals	\$694,870,029	\$2,082,881,477
Wood Pulp Etc; Recovd (waste & Scrap) ppr & pprbd	\$663,004,563	\$19,793,897
Miscellaneous Chemical Products	\$634,764,111	\$721,180,285
Paper & Paperboard & Articles (inc Papr Pulp Artl)	\$612,532,328	\$421,278,037

Although Tables 2 and 3 display the total dollar volume of exports and imports that flow through the SCSPA port facilities, not all of this cargo is destined for, or originates from businesses in South Carolina. For example, a manufacturing firm in nearby North Carolina may ship or receive cargo via ground transportation to the Port of Charleston. In this case, the economic impact derived from the firm in North Carolina would be concentrated within the state of North Carolina, not South Carolina. Approximately 67.4 percent of the total cargo exported through SCSPA port facilities originates from businesses located in South Carolina; conversely, approximately 50.0 percent of the total cargo imported through SCSPA port facilities is destined for businesses in South Carolina.⁹ Combining these percentages with

⁹ These estimates were generated using the most recent trade flow data from the U.S. Foreign Trade Division and from the U.S. Census Bureau’s Commodity Flow Survey.

2018 trade data yields the direct impacts associated with port users that will serve as the direct impact estimates in this report.

Section IV – Statewide Results

The structural input-output model outlined above used to evaluate the impact of the SCSPA port facilities on South Carolina calculates economic impacts in terms of three specific measures: economic output, employment, and labor income.

Economic output is simply defined as the dollar value of the final goods and services purchased that can be attributed (directly or indirectly) to the SCSPA. It can also be thought of as an aggregate measure of total spending resulting from an initial direct expenditure. Because it includes all spending by consumers and businesses on both goods and services, it is an all-inclusive measure of the impact on total economic activity. Employment measures the impact on jobs in terms of the total number of positions. Labor income represents total employee compensation, including wages, salaries, and benefits.

Statewide Economic Impact: Port Operations

As summarized above in Table 1, the total direct impact of the SCSPA operations is approximately 8,860 employees. This includes SCSPA cargo handling services, freight transportation arrangement, marine cargo handling, and select trucking services. These direct impacts also lead to indirect and induced impacts through increases in demand for goods and services in other related local industries and through increases in household spending activity – all of which are estimated using economic multipliers. Each impact is reported in Table 4, along with the accompanying totals. These totals represent the overall impact of the SCSPA port operations on the state of South Carolina.

Table 4 – Statewide Economic Impact of SCSPA Port Operations

	Employment	Labor Income	Economic Output
Direct Impact	8,860	\$504,911,443	\$1,695,102,648
Indirect Impact	6,030	\$314,048,302	\$835,984,335
Induced Impact	4,731	\$189,096,931	\$615,968,890
Total Impact	19,621	\$1,008,056,676	\$3,147,055,873

The approximately \$1.7 billion in direct economic output leads to an additional \$836.0 million in indirect effects, which is the estimated total dollar value of the increased demand for goods and services of in-state suppliers that result from the \$1.7 billion in direct procurement activity from the SCSPA port operations. This direct output also leads to another \$616.0 million in induced effects, which represents the total increase in household spending that occurs across a wide variety of industries in South Carolina.

The combination of the direct, indirect, and induced impacts leads to a total impact of over \$3.1 billion on the state of South Carolina that is associated with the SCSPA port operations.

Table 4 also details the indirect and induced impacts for labor income and employment. The \$836.0 million in indirect effects is associated with 6,030 additional employees working to fulfill the increased demand for industry related in-state suppliers throughout South Carolina. This indirect employment is also associated with \$314.0 million in additional labor income. Another 4,731 employees are supported through the \$616.0 million estimated induced impact. These are employees who work in industries that experience an increase in demand due to increased household spending. For example, if a cargo transportation-related purchase led to an increase in demand for a particular supplier, this would lead to additional income for some of the supplier's employees. Additional spending on the part of the supplier's employees that results from their increased income reflects the induced impact. This spending leads to increased demand in a variety of industries that ultimately supports these 4,731 jobs, \$616.0 million in economic output, and \$189.1 million in labor income. In sum, the total economic impact of the SCSPA port operations is approximately \$3.1 billion in total economic output, which corresponds to 19,621 jobs and \$1.0 billion in labor income.

Statewide Economic Impact: Port Users

Despite the significant impact of the SCSPA port operations, the principal value of the SCSPA to the state of South Carolina comes from its ability to enable business activity in the state that would not otherwise exist. The global supply chains and global distribution channels of many South Carolina firms make access to a port facility critically important, offering an important competitive advantage not available in many other states. Table 5 summarizes the total direct business activity that is supported in South Carolina. These estimates are generated by adjusting the total dollar value of all exports and imports highlighted in Table 2 to include only the dollar value of cargo that originates from or is destined for businesses in South Carolina.

Table 5 – Total Direct Business Activity in S.C. Supported by SCSPA Facilities (2018)

Total Exports	Total Imports
\$17,473,530,364	\$23,451,966,089

In sum, approximately \$40.9 billion in economic activity is directly supported by port facilities in South Carolina. These dollars reflect all private business activity that directly involves an SCSPA port facility – either through the distribution of goods to customers (exports) or through the acquisition of supplies for production (imports). Table 6 summarizes all economic multiplier effects that arise in South Carolina from this initial \$40.9 billion in economic activity.

Table 6 – Statewide Economic Impact of SCSPA Port Users

	Employment	Labor Income	Economic Output
Direct Impact	83,800	\$6,369,899,184	\$40,925,496,452
Indirect Impact	77,499	\$3,182,423,027	\$11,116,337,451
Induced Impact	44,043	\$2,213,736,423	\$8,194,576,061
Total Impact	205,342	\$11,766,058,634	\$60,236,409,964

The approximately \$40.9 billion in direct economic activity (economic output) is associated with 83,800 jobs in South Carolina and \$6.4 billion in labor income. It also leads to an additional \$11.1 billion in indirect effects, which is the estimated total dollar value of the increased demand for goods and services of in-state suppliers that result from the \$40.9 billion in direct output from the SCSPA port

users. This direct output also leads to another \$8.2 billion in induced effects, which represents the total increase in household spending that occurs across a wide variety of industries in South Carolina.

The combination of the direct, indirect, and induced impacts leads to a total impact of roughly \$60.2 billion on the state of South Carolina that is associated with all SCSPA port users.

Table 6 also details the indirect and induced impacts for labor income and employment. The \$11.1 billion in indirect effects is associated with 77,499 additional employees working to fulfill the increased demand for industry related in-state suppliers throughout South Carolina. This indirect employment is also associated with \$3.2 billion in additional labor income. Another 44,043 employees are supported through the \$8.2 billion estimated induced impact. These are employees who work in industries that experience an increase in demand due to increased household spending. In sum, the total economic impact of the SCSPA port users is approximately \$60.2 billion in total economic output, which corresponds to 205,342 jobs and \$11.8 billion in labor income.

Implications for Wage Growth in South Carolina

One of the most important components of South Carolina's manufacturing industry is its ability to generate and support *high wage* jobs that also experience *wage growth*. For example, the average annual wage in South Carolina's manufacturing industry was approximately \$57,643 in 2018, which was about 33.7 percent higher than the state average over the same time period (\$43,109). Similarly, the average annual wage growth in South Carolina's manufacturing industry was approximately 6.6 percent in 2018, which was higher than the 4.7 percent wage growth across all South Carolina jobs in 2018.¹⁰

¹⁰ Source: U.S. Bureau of Labor Statistics

Table 7 provides a breakdown of the industry composition of export and import activity in South Carolina that is facilitated by the SCSPA. Notice that the majority of this activity is contained within the manufacturing industry. *Thus, the majority of the business activities supported by the SCSPA are occurring within industries that are increasing both the average wage and the average wage growth of jobs in South Carolina.* This is a key finding and represents one of the most important contributions of the SCSPA to the state of South Carolina. High-quality, high-wage jobs are vital to the health of the state’s economy, and through its direct support of manufacturing, the SCSPA is taking an active role in ensuring that the manufacturing sector continues to thrive.

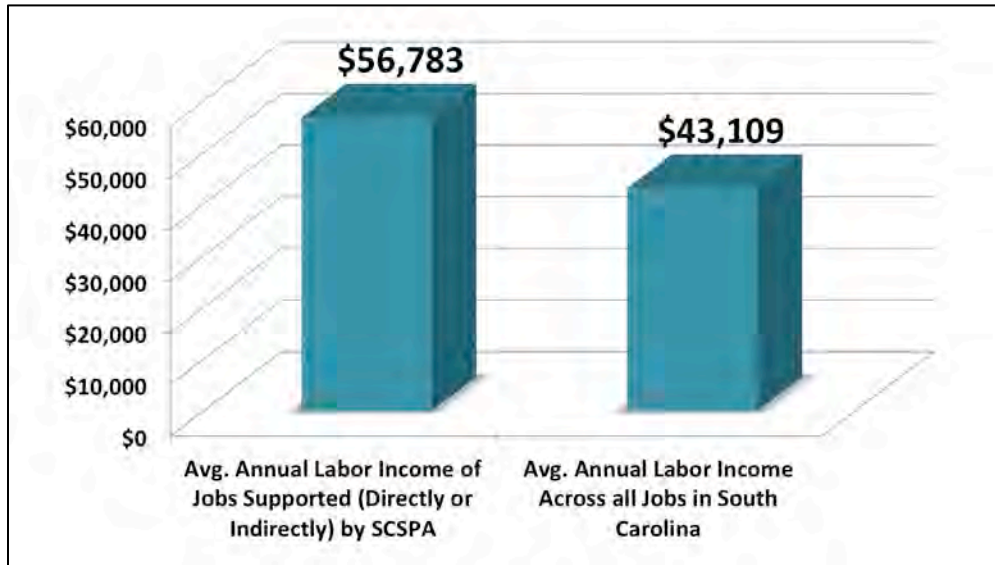
Table 7 – Total Export/Import Activity Across all SCSPA Port Facilities by Industry

Note: Figure Estimates in Millions of Dollars

Industry	NAICS Code (2-Digit)	Export/Import Activity
Agriculture, Forestry, Fishing, and Hunting	11	\$971.3
Mining	21	\$52.3
Manufacturing	31-33	\$39,233.1

This effect can be directly observed by examining the results presented in Tables 4 and 6 that show that the combined impact of all SCSPA port operations and port users supports approximately \$12.8 billion in labor income for South Carolinians across 224,963 jobs. This implies that the average job supported, directly or indirectly, by the SCSPA in South Carolina pays an annual labor income of \$56,783. This is approximately 31.7 percent higher than the average labor income among all jobs in South Carolina, as illustrated in Figure 4.

Figure 4 – Annual Labor Income Comparisons: SCSPA and South Carolina



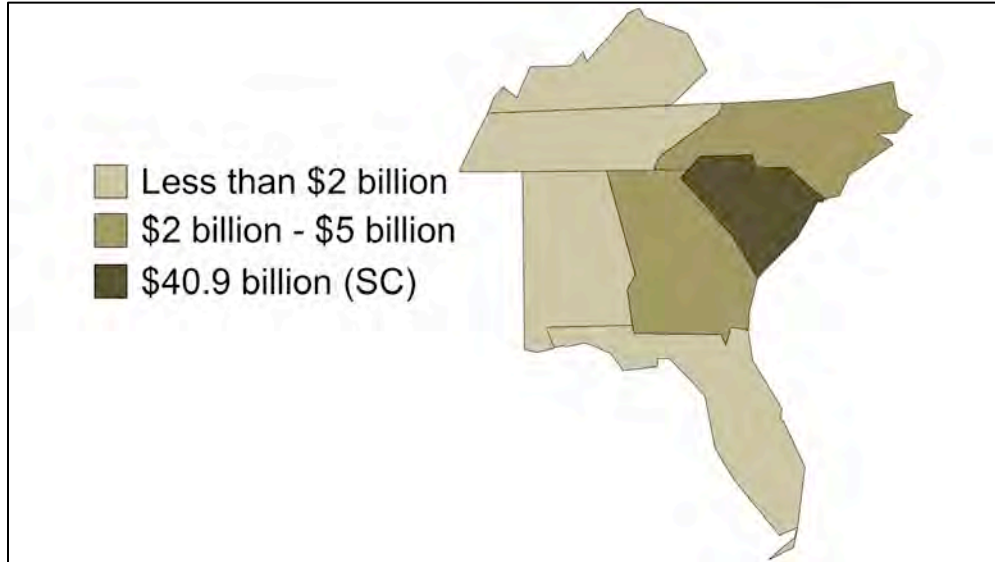
Beyond South Carolina’s Borders: Economic Impact in the Southeastern U.S.

As noted above in Table 5, approximately \$40.9 billion in statewide economic activity is directly supported by port facilities in South Carolina. These dollars reflect all statewide private business activity that directly involves an SCSPA port facility – either through the distribution of goods to customers (exports) or through the acquisition of supplies for production (imports).

There is, however, additional economic activity outside the state that is also directly supported by South Carolina port facilities. These arise from out-of-state businesses that either ship goods (exports) or receive goods (imports) through a South Carolina port facility. For example, a manufacturing firm in nearby North Carolina may ship or receive cargo via ground transportation to the Port of Charleston. Thus, the South Carolina port facilities can also provide a competitive advantage to businesses in neighboring states, which will then factor into those businesses’ location decisions. Figure 5 summarizes the total economic activity in each of seven Southeastern states that is directly supported by the port facilities in South Carolina. These states include South Carolina (\$40.9 billion), North Carolina (\$3.0 billion), Georgia (\$2.5 billion), Tennessee (\$0.7 billion), Florida (\$0.7 billion), Alabama (\$0.5 billion), and Kentucky (\$0.4 billion). In sum, the direct economic activity supported by South Carolina port facilities across these seven Southeastern states totals approximately

\$48.7 billion annually. This direct economic activity also leads to economic multiplier effects in each state in the form of indirect and induced impacts as detailed in Tables 8-13 below.

Figure 5 – Total Direct Business Activity Supported by SCSPA Facilities in the Southeastern U.S. (2018)



Economic Impact: North Carolina

The economic impacts of all activities associated with SCSPA port users in North Carolina are given in Table 8. The SCSPA currently supports \$3.0 billion in direct economic output and approximately \$433.7 million in labor income. When combined with the indirect and induced impacts, the total economic impact of the SCSPA on North Carolina is approximately \$4.5 billion in economic output, 19,598 total jobs, and over \$903 million in labor income.

Table 8 – Total Economic Impact of SCSPA: North Carolina

	Employment	Labor Income	Economic Output
Direct Impact	10,640	\$433,743,589	\$2,971,940,100
Indirect Impact	4,409	\$274,640,216	\$865,589,926
Induced Impact	4,548	\$195,126,767	\$621,669,383
Total Impact	19,598	\$903,510,572	\$4,459,199,409

Economic Impact: Georgia

The economic impacts of all activities associated with SCSPA port users in Georgia are given in Table 9. The SCSPA currently supports \$2.5 billion in direct economic

output and approximately \$365.3 million in labor income. When combined with the indirect and induced impacts, the total economic impact of the SCSPA on Georgia is approximately \$4.0 billion in economic output, 17,707 total jobs, and \$848.2 million in labor income.

Table 9 – Total Economic Impact of SCSPA: Georgia

	Employment	Labor Income	Economic Output
Direct Impact	8,961	\$365,285,594	\$2,502,877,119
Indirect Impact	4,452	\$292,489,890	\$860,680,595
Induced Impact	4,295	\$190,407,361	\$595,196,630
Total Impact	17,707	\$848,182,845	\$3,958,754,345

Economic Impact: Tennessee

The economic impacts of all activities associated with SCSPA port users in Tennessee are given in Table 10. The SCSPA currently supports \$715.7 million in direct economic output and approximately \$104.5 million in labor income. When combined with the indirect and induced impacts, the total economic impact of the SCSPA on Tennessee is approximately \$1.1 billion in economic output, 4,835 total jobs, and over \$220 million in labor income.

Table 10 – Total Economic Impact of SCSPA: Tennessee

	Employment	Labor Income	Economic Output
Direct Impact	2,563	\$104,459,653	\$715,740,451
Indirect Impact	1,187	\$70,910,841	\$226,561,276
Induced Impact	1,086	\$45,303,410	\$146,797,618
Total Impact	4,835	\$220,673,904	\$1,089,099,345

Economic Impact: Florida

The economic impacts of all activities associated with SCSPA port users in Florida are given in Table 11. The SCSPA currently supports \$669.7 million in direct economic output and approximately \$97.7 million in labor income. When combined with the indirect and induced impacts, the total economic impact of the SCSPA on Florida is approximately \$1.1 billion in economic output, 4,946 total jobs, and over \$228 million in labor income.

Table 11 – Total Economic Impact of SCSPA: Florida

	Employment	Labor Income	Economic Output
Direct Impact	2,398	\$97,741,172	\$669,706,516
Indirect Impact	1,255	\$76,630,860	\$251,238,581
Induced Impact	1,294	\$54,444,801	\$180,440,332
Total Impact	4,946	\$228,816,832	\$1,101,385,430

Economic Impact: Alabama

The economic impacts of all activities associated with SCSPA port users in Alabama are given in Table 12. The SCSPA currently supports \$514 million in direct economic output and approximately \$75 million in labor income. When combined with the indirect and induced impacts, the total economic impact of the SCSPA on Alabama is approximately \$786.7 million in economic output, 3,569 total jobs, and over \$160 million in labor income.

Table 12 – Total Economic Impact of SCSPA: Alabama

	Employment	Labor Income	Economic Output
Direct Impact	1,841	\$75,039,365	\$514,157,448
Indirect Impact	974	\$54,407,709	\$176,787,176
Induced Impact	755	\$30,664,479	\$95,747,711
Total Impact	3,569	\$160,111,552	\$786,692,334

Economic Impact: Kentucky

The economic impacts of all activities associated with SCSPA port users in Kentucky are given in Table 13. The SCSPA currently supports \$384.4 million in direct economic output and approximately \$56.1 million in labor income. When combined with the indirect and induced impacts, the total economic impact of the SCSPA on Kentucky is approximately \$559 million in economic output, 2,492 total jobs, and over \$110.4 million in labor income.

Table 13 – Total Economic Impact of SCSPA: Kentucky

	Employment	Labor Income	Economic Output
Direct Impact	1,376	\$56,098,340	\$384,376,646
Indirect Impact	629	\$34,756,757	\$113,283,023
Induced Impact	487	\$19,589,096	\$61,353,942
Total Impact	2,492	\$110,444,193	\$559,013,611

Section V – South Carolina Regional Results

As previously outlined, between the impacts arising from port operations and port users across South Carolina, the total economic impact of the SCSPA in the Palmetto State approximates \$63.4 billion annually. Nevertheless, this impact is not uniformly distributed across the state. This section breaks out all South Carolina impact estimates at the regional level. For the purposes of this report, South Carolina is divided into four regional economic development areas as outlined in Table 14 below.

Table 14 – Regional Definitions within South Carolina

Region	Included Counties
Midlands	Calhoun, Clarendon, Fairfield, Kershaw, Lee, Lexington, Newberry, Orangeburg, Richland, Saluda, Sumter, Aiken, Allendale, Bamberg, Barnwell, Edgefield
Pee Dee	Chesterfield, Darlington, Dillon, Florence, Georgetown, Horry, Marion, Marlboro, Williamsburg
Upstate	Abbeville, Anderson, Cherokee, Chester, Greenville, Greenwood, Lancaster, Laurens, McCormick, Oconee, Pickens, Spartanburg, Union, York
Lowcountry	Beaufort, Colleton, Hampton, Jasper, Berkeley, Charleston, Dorchester

Regional Results: The Midlands

The economic impacts of all activities associated with SCSPA port operations and port users in the Midlands region of South Carolina are given in Table 15. The SCSPA currently supports \$10.5 billion in direct economic output and approximately \$1.7 billion in labor income. When combined with the indirect and induced impacts, the total economic impact of the SCSPA on the Midlands region is approximately \$15.6 billion in economic output, 55,346 total jobs, and over \$3.1 billion in labor income.

Table 15 – Total Economic Impact of SCSPA: Midlands

	Employment	Labor Income	Economic Output
Direct Impact	22,796	\$1,691,349,232	\$10,485,571,381
Indirect Impact	20,550	\$860,206,109	\$2,940,524,673
Induced Impact	11,999	\$591,147,970	\$2,167,580,934
Total Impact	55,346	\$3,142,703,311	\$15,593,676,988

Regional Results: Pee Dee

The economic impacts of all activities associated with SCSPA port operations and port users in the Pee Dee region of South Carolina are given in Table 16. The SCSPA currently supports \$4.8 billion in direct economic output and approximately \$772.4 million in labor income. When combined with the indirect and induced impacts, the total economic impact of the SCSPA on the Pee Dee region is approximately \$7.1 billion in economic output, 25,275 total jobs, and over \$1.4 billion in labor income.

Table 16 – Total Economic Impact of SCSPA: Pee Dee

	Employment	Labor Income	Economic Output
Direct Impact	10,410	\$772,385,810	\$4,788,429,491
Indirect Impact	9,384	\$392,828,979	\$1,342,844,806
Induced Impact	5,480	\$269,958,620	\$989,865,796
Total Impact	25,275	\$1,435,173,408	\$7,121,140,093

Regional Results: The Upstate

The economic impacts of all activities associated with SCSPA port operations and port users in the Upstate region of South Carolina are given in Table 17. The SCSPA currently supports \$22.1 billion in direct economic output and approximately \$3.6 billion in labor income. When combined with the indirect and induced impacts, the total economic impact of the SCSPA on the Upstate region is approximately \$32.8 billion in economic output, 116,561 total jobs, and over \$6.6 billion in labor income.

Table 17 – Total Economic Impact of SCSPA: Upstate

	Employment	Labor Income	Economic Output
Direct Impact	48,011	\$3,562,081,920	\$22,083,235,990
Indirect Impact	43,279	\$1,811,645,146	\$6,192,919,579
Induced Impact	25,272	\$1,244,992,730	\$4,565,054,163
Total Impact	116,561	\$6,618,719,795	\$32,841,209,732

Regional Results: The Lowcountry

The economic impacts of all activities associated with SCSPA port operations and port users in the Lowcountry region of South Carolina are given in Table 18. The SCSPA currently supports \$5.3 billion in direct economic output and approximately \$848.9 million in labor income. When combined with the indirect and induced

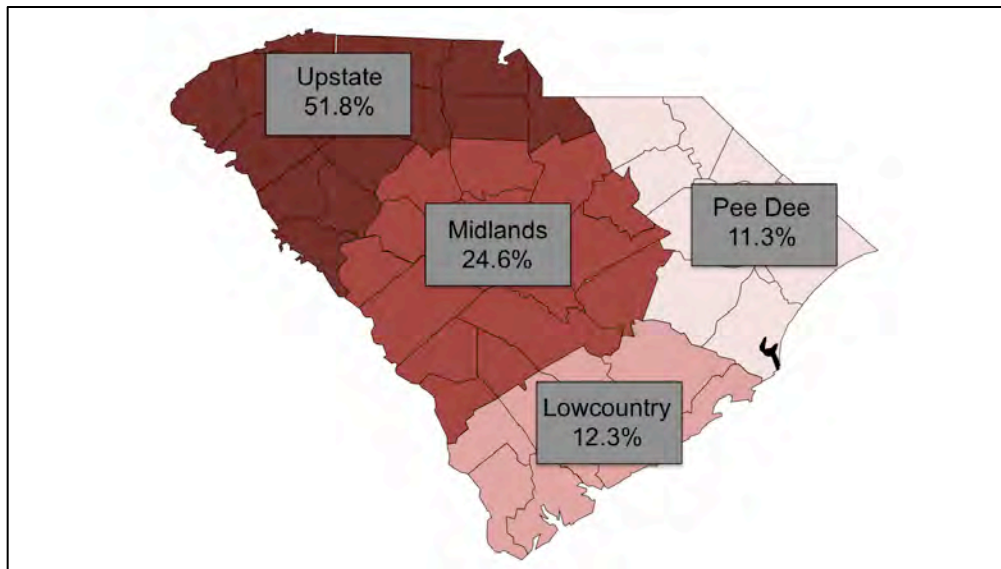
impacts, the total economic impact of the SCSPA on the Lowcountry region is approximately \$7.8 billion in economic output, 27,781 total jobs, and over \$1.5 billion in labor income.

Table 18 – Total Economic Impact of SCSPA: Lowcountry

	Employment	Labor Income	Economic Output
Direct Impact	11,443	\$848,993,665	\$5,263,362,238
Indirect Impact	10,315	\$431,791,095	\$1,476,032,728
Induced Impact	6,023	\$296,734,035	\$1,088,044,058
Total Impact	27,781	\$1,577,518,795	\$7,827,439,024

Figure 6 provides a graphic summary of the percentage contribution that each in-state region makes to the total \$63.4 billion economic impact in South Carolina. The darker shades of red denoting more heavily impacted regions. Notice that the largest impact comes from the Upstate, which is associated with \$32.8 billion in total output – or about half of all economic activity associated with the SCSPA (51.8%) in South Carolina.

Figure 6 – Percentage of Total SCSPA Economic Output by Region

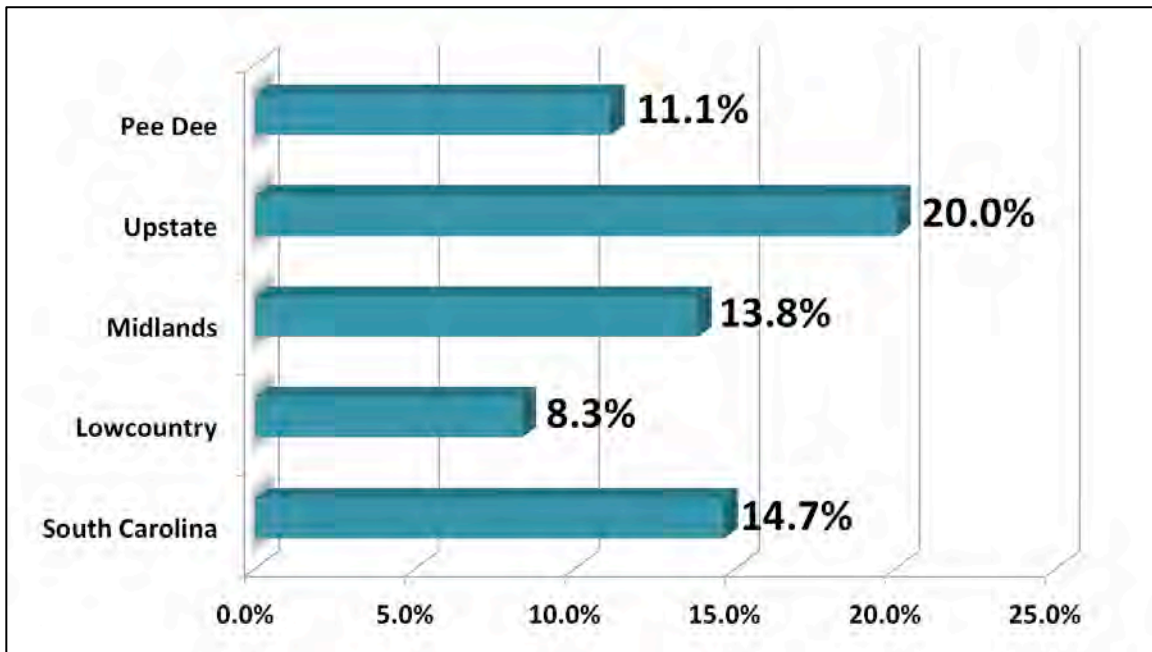


The reason that the impact of the SCSPA is highly concentrated within the Upstate may not be immediately obvious. For example, Figure 3 has shown SCSPA port user concentration by county, which reveals that port users are distributed throughout the state with some level of concentration within each major metropolitan region.

However, as has also been previously noted, the bulk of the cargo shipped through SCSPA port facilities is concentrated within the manufacturing industry.

Manufacturing, in turn, is primarily concentrated in the Upstate. Figure 7 highlights this regional concentration of manufacturing employment in South Carolina. Notice that the Upstate is the only region to have a higher concentration of manufacturing employment than the state average (20.0% vs. 14.7%).

Figure 7 – Percentage of Manufacturing Employment by Select Regions



Thus, although port users are located throughout South Carolina, the primary users are manufacturing-related firms that are located mainly in the Upstate. This, in turn, means that the SCSPA has a relatively larger impact in the Upstate than in any other in-state region.

Section VI – Contributions to State Tax Revenue

Another major impact of the SCSPA comes from the increase in state tax revenue that results from the economic activity it supports. As summarized in Table 19, the economic impact of the SCSPA that arises from the port operations and the port users totals approximately \$63.4 billion.

Historically, every additional dollar that is generated in economic activity (i.e., nominal gross state product) within South Carolina also generates 5.4 cents in new state tax revenue.¹¹ By applying this figure to the economic activity generated by the SCSPA, the tax revenue from this total volume of activity can be estimated.¹² Table 19 displays these results, which show that the annual total estimated tax revenue that arises from the SCSPA is approximately \$1.1 billion.

Table 19 – S.C. State Tax Revenue Derived from Economic Activity Supported by the SCSPA

Category	Dollar Value
Estimated Economic Output for South Carolina	\$63,383,465,837
Estimated Tax Revenue Generated for South Carolina	\$1,105,743,765

Section VII – Conclusion

Seaports have long served an important role in the economic development of South Carolina. As gateways for interstate and international commerce, seaports provide opportunities to attract and maintain export-oriented industries, which are becoming more significant for South Carolina’s economic growth in an increasingly global economy. These industries, in turn, are responsible for producing many of the state’s high-wage jobs and are responsible for much of the state’s wage growth over the past five years. This makes the port facilities owned and operated by the South Carolina State Ports Authority (SCSPA) an essential component of South Carolina’s economic engine.

This study has specifically quantified the total economic impact of the SCSPA on the state of South Carolina, its local regions, and the broader Southeastern United States. The SCSPA owns and operates public marine terminals at the Port of Charleston, the Port of Georgetown, and two separate Inland Ports located in Greer

¹¹ The historical relationship between South Carolina nominal gross state product and the South Carolina general funds revenue (as measured and tracked by the South Carolina Board of Economic Advisors) was estimated by the Division of Research using industry-standard time-series regression techniques.

¹² Economic output represents the value of industry production and is therefore not synonymous with gross state product. As such, the dollar value of all intermediate inputs was subtracted from economic output before the 5.4-cent estimate was applied to estimate total tax revenue.

and Dillon, South Carolina. Between the operations of the ports themselves and the economic activity that arises directly from business transactions that require the use of these port facilities, the total annual economic impact of the SCSPA on the state of South Carolina is approximately \$63.4 billion. It is also estimated that business transactions requiring the use of these port facilities in other Southeastern states generate a total of \$12.0 billion in additional economic activity. This \$12.0 billion is associated with 53,148 additional jobs across the states of North Carolina, Georgia, Tennessee, Florida, Alabama, and Kentucky.

About 51.8 percent of the \$63.4 billion impact in South Carolina is concentrated within the Upstate because the primary users of the SCSPA port facilities are manufacturers. Although the Lowcountry's manufacturing base has grown substantially in recent years, as of 2018, South Carolina's manufacturing cluster is still predominantly based in the Upstate. This level of economic activity also translates into new tax revenue for the state of South Carolina. Specifically, the statewide economic activity that the SCSPA supports generates an average of \$1.1 billion in annual state tax revenue.

Approximately 224,963 jobs and \$12.8 billion in labor income for South Carolinians are supported through the activities of the SCSPA. This translates into an average annual income of \$56,783 across all jobs supported (directly and indirectly) by the SCSPA. This is approximately 31.7 percent higher than the average labor income in South Carolina. Firms in the manufacturing industry, which ship and receive the bulk of the cargo handled at the SCSPA port facilities, not only support high-paying jobs, but also jobs that experience wage growth in excess of the state average (6.6% in 2018 vs. 4.7% across all jobs in South Carolina). High-quality, high-wage jobs are vital to the health of the state's economy, and through its direct support of manufacturing, the SCSPA is taking an active role in ensuring that the manufacturing sector continues to thrive.

The economic benefits of the SCSPA are clear. The SCSPA port facilities help to meet the needs of export-oriented firms in South Carolina and provide a unique competitive advantage for the state of South Carolina as it continues to grow its global manufacturing footprint. Through its operations and through regularly facilitating the business activities of over 3,000 firms statewide, the SCSPA represents an integral component of South Carolina's economic environment – a component that will only become more significant over time.

Appendix I – All Product Types Exported through SCSPA Facilities

Product Description	S.C. Exports (2018)	S.C. Imports (2018)
Vehicles, Except Railway Or Tramway, And Parts Etc	\$8,197,536,561	\$4,533,459,328
Nuclear Reactors, Boilers, Machinery Etc.; Parts	\$2,654,668,810	\$11,143,524,438
Plastics And Articles Thereof	\$2,500,487,874	\$1,985,701,940
Rubber And Articles Thereof	\$987,008,396	\$2,158,685,552
Electric Machinery Etc; Sound Equip; Tv Equip; Pts	\$834,020,974	\$2,845,517,287
Meat And Edible Meat Offal	\$737,741,467	\$61,078,547
Organic Chemicals	\$694,870,029	\$2,082,881,477
Wood Pulp Etc; Recovd (waste & Scrap) ppr & pprbd	\$663,004,563	\$19,793,897
Miscellaneous Chemical Products	\$634,764,111	\$721,180,285
Paper & Paperboard & Articles (inc Papr Pulp Artl)	\$612,532,328	\$421,278,037
Manmade Staple Fibers, Incl Yarns & Woven Fabrics	\$534,818,732	\$425,535,435
Beverages, Spirits And Vinegar	\$498,516,632	\$191,733,986
Wood And Articles Of Wood; Wood Charcoal	\$424,827,648	\$440,178,701
Nat Etc Pearls, Prec Etc Stones, Pr Met Etc; Coin	\$367,500,797	\$300,849,541
Cotton, Including Yarn And Woven Fabric Thereof	\$335,386,906	\$147,191,385
Optic, Photo Etc, Medic Or Surgical Instrments Etc	\$323,247,476	\$999,711,686
Essential Oils Etc; Perfumery, Cosmetic Etc Preps	\$304,564,077	\$216,863,138
Soap Etc; Waxes, Polish Etc; Candles; Dental Preps	\$258,456,762	\$150,207,074
Miscellaneous Edible Preparations	\$254,986,782	\$50,290,884
Inorg Chem; Prec & Rare-earth Met & Radioact Compd	\$247,536,283	\$532,942,337
Tanning & Dye Ext Etc; Dye, Paint, Putty Etc; Inks	\$245,595,336	\$353,757,882
Manmade Filaments, Including Yarns & Woven Fabrics	\$225,373,170	\$456,027,231
Food Industry Residues & Waste; Prep Animal Feed	\$223,644,065	\$66,208,322
Copper And Articles Thereof	\$206,276,815	\$119,097,171
Aluminum And Articles Thereof	\$194,035,400	\$549,578,481
Iron And Steel	\$183,860,600	\$1,088,427,550
Pharmaceutical Products	\$181,022,970	\$2,249,352,704
Articles Of Iron Or Steel	\$158,114,330	\$959,576,352
Furniture; Bedding Etc; Lamps Nesoi Etc; Prefab Bd	\$157,142,875	\$1,502,667,082
Nickel And Articles Thereof	\$154,827,181	\$101,226,124
Glass And Glassware	\$153,542,738	\$351,207,778
Salt; Sulfur; Earth & Stone; Lime & Cement Plaster	\$152,759,804	\$34,401,410
Albuminoidal Subst; Modified Starch; Glue; Enzymes	\$97,654,414	\$109,664,844
Arms And Ammunition; Parts And Accessories Thereof	\$91,040,664	\$195,800,607
Oil Seeds Etc.; Misc Grain, Seed, Fruit, Plant Etc	\$89,270,195	\$4,270,889
Ships, Boats And Floating Structures	\$85,216,046	\$12,565,730
Toys, Games & Sport Equipment; Parts & Accessories	\$81,776,092	\$392,438,487

Product Description	S.C. Exports (2018)	S.C. Imports (2018)
Edible Preparations Of Meat, Fish, Crustaceans Etc	\$80,842,841	\$5,602,706
Aircraft, Spacecraft, And Parts Thereof	\$0 ¹³	\$650,735,134
Wadding, Felt Etc; Sp Yarn; Twine, Ropes Etc.	\$78,356,933	\$231,376,751
Miscellaneous Articles Of Base Metal	\$76,524,821	\$433,038,594
Photographic Or Cinematographic Goods	\$66,666,707	\$151,164,478
Impregnated Etc Text Fabrics; Tex Art For Industry	\$63,939,043	\$173,199,849
Base Metals Nesoi; Cermets; Articles Thereof	\$62,174,496	\$128,752,646
Miscellaneous Manufactured Articles	\$54,318,656	\$218,348,066
Mineral Fuel, Oil Etc.; Bitumin Subst; Mineral Wax	\$52,828,733	\$422,464,431
Carpets And Other Textile Floor Coverings	\$52,257,869	\$151,433,756
Apparel Articles And Accessories, Knit Or Crochet	\$35,881,913	\$1,210,880,753
Textile Art Nesoi; Needlecraft Sets; Worn Text Art	\$34,325,554	\$882,898,554
Prep Cereal, Flour, Starch Or Milk; Bakers Wares	\$30,494,901	\$30,606,379
Animal Or Vegetable Fats, Oils Etc. & Waxes	\$28,454,364	\$90,449,955
Cocoa And Cocoa Preparations	\$27,907,445	\$8,036,282
Tools, Cutlery Etc. Of Base Metal & Parts Thereof	\$24,619,735	\$491,063,366
Tobacco And Manufactured Tobacco Substitutes	\$24,451,824	\$11,639,909
Art Of Stone, Plaster, Cement, Asbestos, Mica Etc.	\$23,578,098	\$201,708,287
Edible Vegetables & Certain Roots & Tubers	\$21,241,456	\$13,410,078
Products Of Animal Origin, Nesoi	\$21,192,591	\$14,141,590
Railway Or Tramway Stock Etc; Traffic Signal Equip	\$20,913,656	\$27,676,576
Knitted Or Crocheted Fabrics	\$19,361,572	\$37,689,819
Ceramic Products	\$19,338,044	\$117,612,892
Explosives; Pyrotechnics; Matches; Pyro Alloys Etc	\$16,450,503	\$31,550,899
Special Classification Provisions, Nesoi	\$15,004,561	\$419,390,050
Ores, Slag And Ash	\$14,531,003	\$40,614,846
Sugars And Sugar Confectionary	\$12,976,097	\$8,043,772
Prep Vegetables, Fruit, Nuts Or Other Plant Parts	\$11,923,891	\$54,003,037
Printed Books, Newspapers Etc; Manuscripts Etc	\$11,285,228	\$35,275,843
Fertilizers	\$10,998,942	\$25,448,181
Apparel Articles And Accessories, Not Knit Etc.	\$9,814,898	\$516,641,164
Zinc And Articles Thereof	\$8,096,981	\$48,127,824
Cereals	\$6,742,080	\$14,463,652
Lac; Gums, Resins & Other Vegetable Sap & Extract	\$6,478,963	\$15,001,509
Raw Hides And Skins (no Furskins) And Leather	\$6,333,308	\$27,948,376
Footwear, Gaiters Etc. And Parts Thereof	\$6,250,651	\$811,138,587
Musical Instruments; Parts And Accessories Thereof	\$5,023,652	\$11,652,024

¹³ Note that all aerospace-related commodity exports are excluded from this analysis.

Product Description	S.C. Exports (2018)	S.C. Imports (2018)
Spec Wov Fabrics; Tufted Fab; Lace; Tapestries Etc	\$4,511,056	\$56,740,884
Dairy Prods; Birds Eggs; Honey; Ed Animal Pr Nesoi	\$4,084,447	\$7,735,547
Wool & Animal Hair, Including Yarn & Woven Fabric	\$3,527,246	\$15,085,986
Edible Fruit & Nuts; Citrus Fruit Or Melon Peel	\$3,396,618	\$12,569,935
Leather Art; Saddlery Etc; Handbags Etc; Gut Art	\$3,099,948	\$81,798,419
Works Of Art, Collectors' Pieces And Antiques	\$3,019,824	\$8,841,857
Milling Products; Malt; Starch; Inulin; Wht Gluten	\$2,498,792	\$70,501,956
Silk, Including Yarns And Woven Fabric Thereof	\$2,419,431	\$434,154
Lead And Articles Thereof	\$2,284,402	\$5,348,934
Headgear And Parts Thereof	\$1,413,891	\$28,162,507
Coffee, Tea, Mate & Spices	\$1,142,389	\$547,481,346
Mfr Of Straw, Esparto Etc.; Basketware & Wickerwrk	\$1,086,083	\$49,027,741
Prep Feathers, Down Etc; Artif Flowers; H Hair Art	\$872,510	\$8,821,204
Tin And Articles Thereof	\$760,964	\$297,836
Veg Text Fib Nesoi; Veg Fib & Paper Yns & Wov Fab	\$693,309	\$11,481,387
Umbrellas, Walking-sticks, Riding-crops Etc, Parts	\$672,508	\$12,236,774
Clocks And Watches And Parts Thereof	\$574,886	\$4,752,418
Fish, Crustaceans & Aquatic Invertebrates	\$339,168	\$24,021,935
Live Trees, Plants, Bulbs Etc.; Cut Flowers Etc.	\$327,731	\$8,044,125
Live Animals	\$192,722	\$0
Cork And Articles Of Cork	\$66,810	\$1,268,986
Vegetable Plaiting Materials & Products Nesoi	\$48,302	\$785,658
Furskins And Artificial Fur; Manufactures Thereof	\$4,824	\$670,720