



BERKELEY-CHARLESTON-DORCHESTER
COUNCIL OF GOVERNMENTS

PLANNING, PARTNERSHIP & PROSPERITY

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FREIGHT AND ECONOMIC ANALYSIS

Freight Moves the Lowcountry, South Carolina, and the Southeast

Millions of tons of freight, including finished goods and intermediate materials, worth billions of dollars, traverse the BCD region's transportation infrastructure annually. Maintaining a safe, efficient and reliable freight network which supports this movement is critical for the region's economic prosperity and competitiveness. Freight tonnage and values were evaluated by mode, direction, and commodity type to estimate the extent of regional economic impact in both employment and monetary terms.

Year 2016 TRANSEARCH freight data was supplemented with the Waybill Sample rail data and U.S. Army Corps of Engineers Waterborne Commerce Statistic to quantify the freight flows and dimensions. Year 2018 IMPLAN model was then used to estimate the economic impacts associated with such freight movements

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FREIGHT



Photo credit: SC Ports Authority

IMPACTS



REGIONAL SOCIOECONOMICS

The three-county Berkeley-Charleston-Dorchester region comprised about **18%** of South Carolina's economy.



Volume and Direction

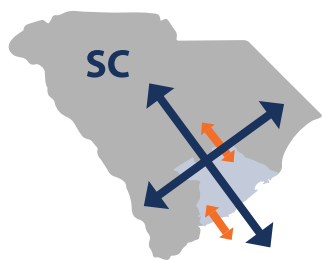
TRANSEARCH data indicated 113 million tons of freight traversed the Berkeley-Charleston-Dorchester region. Most of this volume was moved by truck (79%), including air freight intermodal transfers (0.02%). The USACE Waterborne Commerce Statistics reported that 22% (23 million tons) was funneled through the Port of Charleston.



79%
Truck



21%
Rail



73% Moved through the region

Including 23m (20%) tons via the Port of Charleston transferred to truck or rail.

27% Originated and/or Terminated in the region



46%
Truck Through



17%

Truck - Originated/Terminated



15%

Truck-Water Through



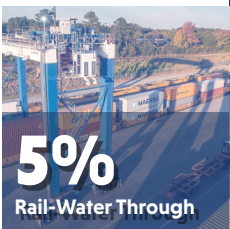
10%

Rail - Originated/Terminated



7%

Rail Through



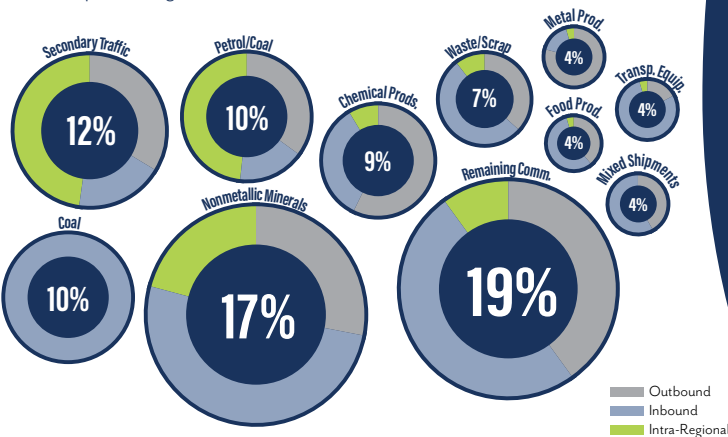
5%

Rail-Water Through

Commodities Originated/Terminated in Region

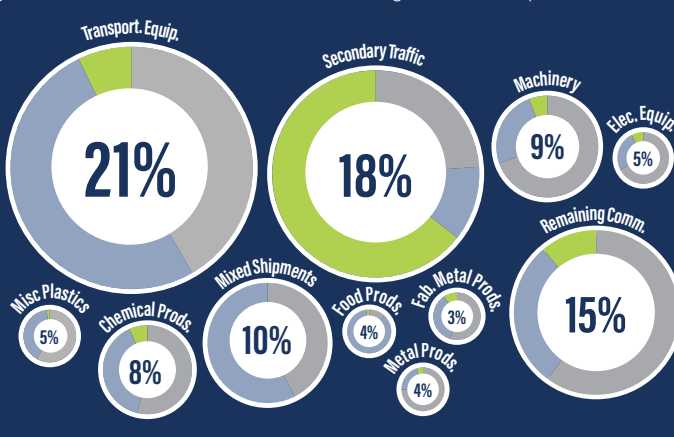
BY TON 35% Outbound 47% Inbound 17% Intra-Regional

Bulk commodities dominated tonnage movements, especially inbound coal and nonmetallic minerals. Such traffic reflected low-values per ton (\$25/ton). More valuable secondary traffic (\$3,300/ton) reflected warehouse repositioning associated with Port of Charleston movements.



BY VALUE 47% Outbound 36% Inbound 17% Intra-Regional

Leading commodities by value included transportation equipment, machinery, and electrical equipment – with high-values per ton (average \$11,200/ton). The values associated with the production and consumption of locally produced goods and/or materials were used to estimate freight economic impacts.



Economic Impacts

In 2018, freight impacts reflected complex supply chain relationships spanning local, domestic, and international movements. To quantify the economic impact, regional freight data were used with economic data. The direct, indirect, and induced impact of freight affected all sectors.



Accommodated **179,300 jobs**



Earned **\$9.5 billion** in income



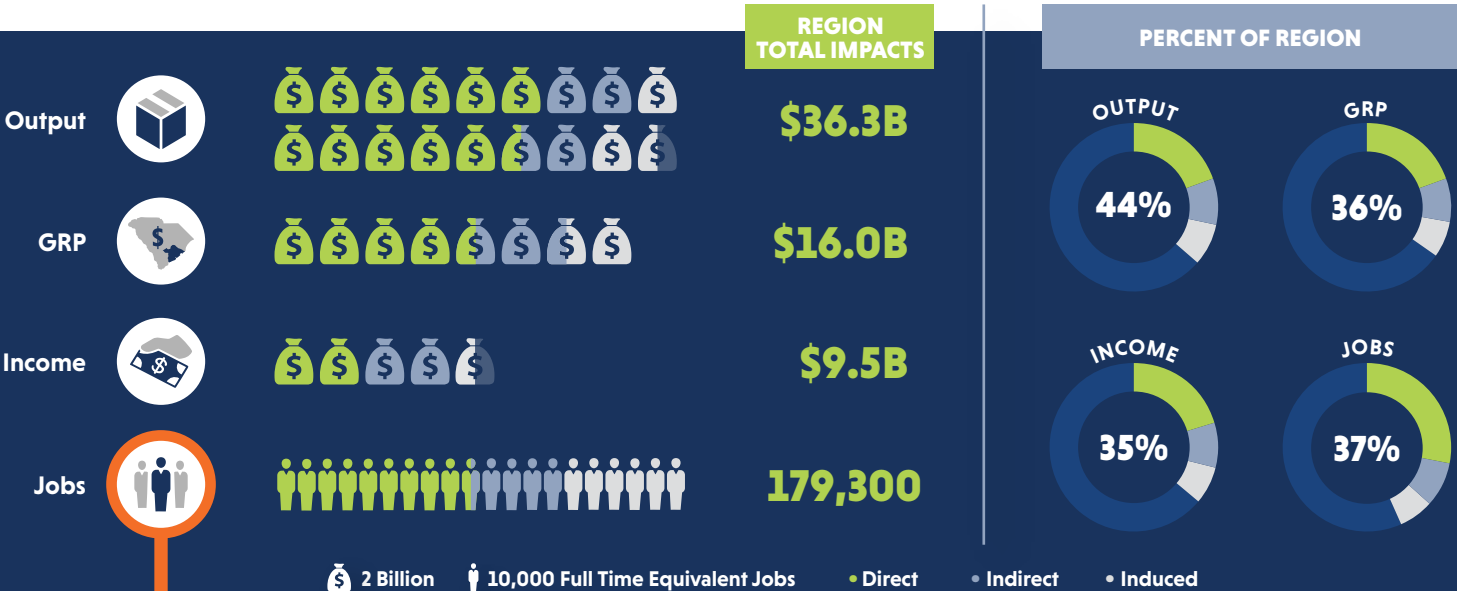
Produced **\$16 billion** in gross regional product (GRP)



Sold **\$36 billion** worth of goods and services

Direct impacts averaged 58% of the total. Other multiplier impacts associated with indirect suppliers and induced re-spending accounted for 23% and 19% of the impacts, respectively.

Together the direct, indirect, and induced impacts averaged 38% of the region's economy – ranging from 37% of the workforce to 44% of output. The difference reflected high productivity levels per employee relative to regional sectors.

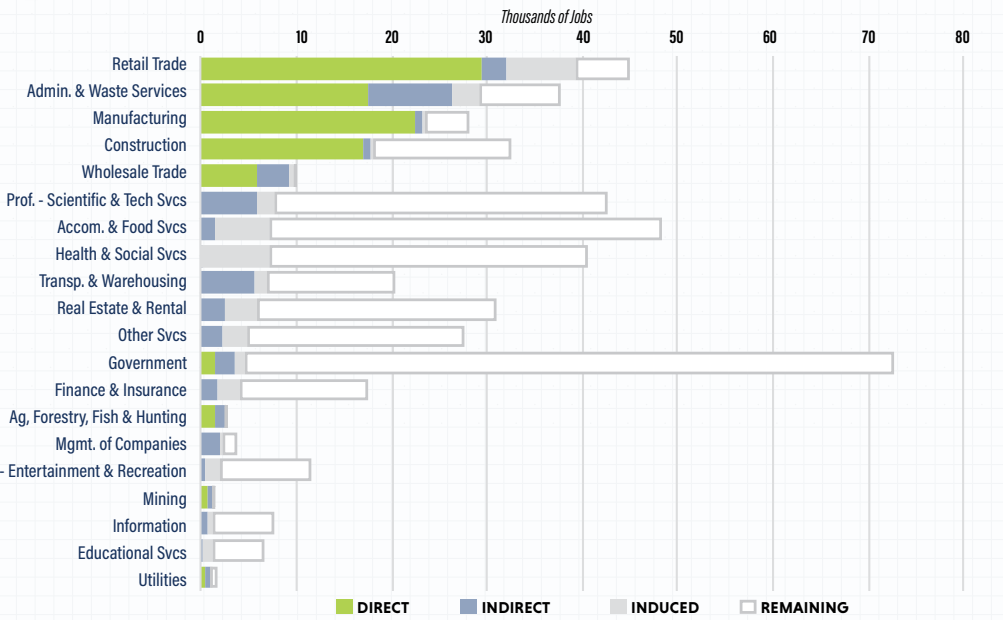


Sector Impacts

Freight dependent sectors included direct users, such as retail trade, admin/waste services, manufacturing, construction, and wholesale trade.

Other indirect and induced sector impacts included professional services, accommodation and food services, transportation and warehousing, etc.

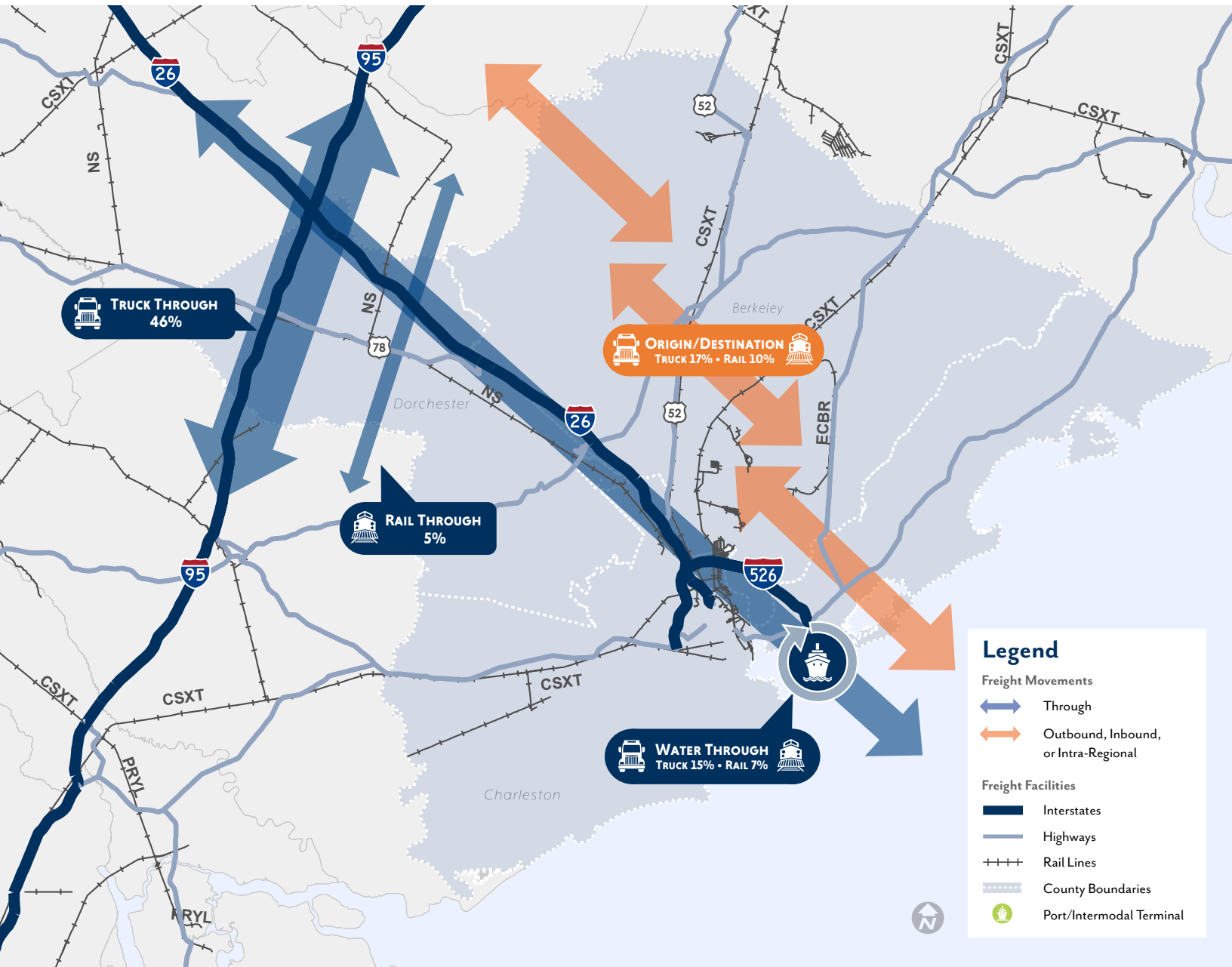
The bottom line is that all sectors relied on freight movement to deliver goods and services. Such reliance was borne out by the magnitude of job and other monetary impacts.



Recap

The economic impacts associated with Berkeley-Charleston-Dorchester region's freight system users represented 35%-44% of the area economy, depending on metric (i.e., jobs, income, GRP, output). Yet, the freight that originated and/or terminated in the region only comprised 27% of total freight tons traversing the region.

The other 73% of tonnage passed through the region, but originated and terminated throughout the state, the Southeast, and nation. Such through-freight moved via the Port of Charleston, the two major Class-I railroads, and the interstate highway system. As such, the economic benefits and impacts associated with the freight system extended far beyond the region.



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