

What's the Megaport at Southport Mean for Brunswick County?

The Megaport Plan. A marine container terminal, as large or larger than the ports at Savannah, Charleston, and Hampton Roads. The 600-acre terminal site is north of Southport, next to the Brunswick Nuclear Plant and immediately south of the Military Ocean Terminal at Sunny Point, the largest ammunition terminal in the world. Cost has been variously estimated at \$4.4 to 6.1 billion.

Deterrence of Desirable Development The Brunswick County Economic Development Commission Web site and literature have a theme of "Work Where You Play." This seeks to attract quality knowledge and technology-based industries to the area because of recreational and aesthetic values. Introduction of a massive, around-the-clock, noisy and noisome industrial operation sending large numbers of trucks onto our roads would drive those quality industries away.

Deterrence of Tourism. Brunswick County's principal economic driver is recreation and tourism. The County is tenth in the State in tourism dollars. A megaport and associated activities are wholly incompatible with the natural features that draw those dollars.

Displaced Opportunity. Spending \$4 to 6 billion on a single project would effectively take Brunswick County out of the running for allocations of State and Federal funds for decades.

Taxes. The North Carolina State Ports Authority owns the site and would own the facility. The State Ports Authority does not pay taxes or make payments in lieu of taxes to host communities.

Trucks. Approximately 2000 to 5000 trucks would visit the terminal each day, using NC 87 and US 17 to reach Interstate highways. The trucks would pass by the campus of the South Brunswick Middle School and High School. Wear and tear on local roads would be a substantial burden.

Law Enforcement. The County and the local municipalities would bear the burden of law enforcement for both the trucks and the criminal activity that is attracted to marine terminals.

Emergency Services. The County and its municipalities would bear the burden of emergency services. The magnitude of potential disasters from a project of this scale with the constant presence of hazardous materials would overwhelm the resources of local fire departments and rescue squads.

Air Pollution. The megaport would bring to the Cape Fear River very large ships of non-US registry that are unregulated as to emissions. Those ships use the lowest, least expensive grade of fuel, with high sulfur content. Trucks that typically use container terminals are owner-driven and old, with much higher emissions than newer trucks. Studies in areas around other large ports show that medical care costs and mortality rates increase due to such emissions.

The Cape Fear River The Cape Fear River would be dredged to a depth of 50 feet or more with a large turning basin constructed in an area of salt marsh and shallow-water marine nurseries. Heavy traffic by very large container ships is incompatible with recreational uses of the river.

Decay. A national study by California State University shows that areas around ports exhibit higher levels of poverty, unemployment, and crime than other areas of the same metropolitan area.