

Title: **S.C. asks feds to stop plutonium shipment**  
 Author: BY MEGKINNARD The Associated Press  
 Size: 70.68 square inch  
 Myrtle Beach, SC Circulation: 61238



# S.C. asks feds to stop plutonium shipment

**Demand is part of a long-running dispute between S.C. and the federal government**

**S.C. sued the Department of Energy in February**

**A shipment of 331kg of plutonium is en route to SRS from Japan**

BY MEG KINNARD  
 The Associated Press

Federal officials must stop sending nuclear materials to South Carolina and should reroute a shipment of plutonium coming from Japan, Gov. Nikki Haley told the U.S. government in a letter.

The Republican governor's demand is part of a long-running dispute with the federal government over where the materials should be stored. Last month,

South Carolina sued the Energy Department, saying it had failed to remove plutonium from the state as promised.

"It is imperative to the safety of our citizens and our environment that South Carolina not allow this to happen," Haley wrote to Energy Secretary Ernest Moniz, asking him to stop or reroute a shipment of 331 kilograms of plutonium

coming to the Savannah River Site.

"Therefore, stop shipment or re-route this defense plutonium. God bless."

The shipment left Japan earlier this week, according to Savannah River Site Watch, a watchdog group that monitors activity relat-

**SEE PLUTONIUM, 4A**

**FROM PAGE 1A**

## PLUTONIUM

ed to the site. It is slated to arrive in South Carolina in about two months and, according to the group, consists of plutonium supplied to Japan in the 1960s and 1970s for nuclear reactor research purposes.

Tons of plutonium have accumulated over the years at the former nuclear weapons complex, where a facil-

ity to process such materials into commercial nuclear reactor fuel, as part of a nonproliferation agreement with Russia, remains incomplete. South Carolina is already suing the federal government over what the governor has called its broken promise to the state to finish the mixed-oxide fuel facility, which is billions

over budget and behind schedule.

Because the facility wasn't operational by a Jan. 1 deadline, the federal government was supposed to remove 1 metric ton of plutonium from South Carolina or pay fines of \$1 million a day for "economic and impact assistance" - up to \$100 mil-

lion yearly - until either the facility meets production goals or the plutonium is taken elsewhere for storage or disposal.

The lawsuit, filed in federal court in February, seeks the daily fines and removal of the plutonium. The Energy Department has not responded to the lawsuit in court.

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TIM DOMINICK tdominick@thestate.com

South Carolina Governor Nikki Haley and legislators toured the Savannah River Site by air and ground. Afterward she and SRS site manager Dave Moody (front left) addressed the media.

Title: **EGG-CITEMENT ATTHEMANSION**

Author:

Size: 54.56 square inch

Columbia, SC Circulation: 128564



# EGG-CITEMENT AT THE MANSION

Teagan Harris, 6, takes her time loading a group of Easter eggs during Gov. Nikki Haley's 2016 First Family's Annual Easter Egg Hunt at the Governor's Mansion Complex Thursday. At right, Karley Hoover, 8, and

Christian Agustin, 7, show off their Easter eggs.



**THESTATE.COM:** Video and gallery of photos of the egg hunt





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Author:

Size: 54.56 square inch

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PHOTOGRAPHS BY GERRY MELENDEZ gmelendez@thestate.com

Title: **SC Senate passes refugee registry bill**  
 Author: ANDREW SHAIN THE STATE  
 Size: 31.77 square inch  
 Greenville, SC Circulation: 113473



# SC Senate passes refugee registry bill

ANDREW SHAIN

THE STATE

The S.C. Senate approved a state registry of refugees Wednesday — one day after terrorists bombed a Brussels airport and subway station, killing more than 30 people and injuring another 250.

The Senate voted 39-6 to start the registry, which could be the first of its kind in the nation. The proposal, first raised after terrorist attacks in France and California last year, still needs approval from the GOP-controlled S.C. House before going to Republican Gov. Nikki Haley for her signature.

Haley has expressed concerns about the vetting of refugees to U.S. Secretary of State John Kerry and FBI Director James Comey. Registry backers said they are concerned terrorists could enter the state under the guise of being refugees.

Several dozen refugees entered South Carolina last year, and an estimated 200 will arrive in the state this year.

A provision in the bill would hold refugee sponsors — often church organizations — liable in civil court if a refugee commits a violent crime or act of

terrorism. That provision could slow or halt refugees from entering South Carolina, said state Sen. Kevin Bryant, R-Anderson, who co-sponsored the bill.

“With the danger today of a terrorist infiltrating the refugee program, we have no other option than to enroll this information,” Bryant said. “We’ve got to choose our own citizens over those who are not citizens of our country.”

Registry opponents argued tracking refugees could add a stigma to people escaping violence and oppression in their home countries.

“In general, registries would be disfavored and not really what most people considered American,” said state Sen. Brad Hutto of Orangeburg, one of six Democrats to vote against the bill. “We often don’t like the idea of the government keeping tabs on everybody.”

Senators agreed to several changes in the bill before passing the registry. If passed, the state would require:

Sponsors to enroll refugees with the S.C. Department of Social Services within 30 days of

their entering the state. The original proposal had refugees registering with the agency.

Social Services to forward refugee information to the State Law Enforcement Division.

State Law Enforcement Division and local law enforcement agencies to check whether refugees pose a safety risk.

Information about refugees would not be made public. The original bill called for posting the registry online.

The revised bill also eliminates a ban on using state or local government money to aid refugees. Opponents said refugees could not attend public schools or get help from police officers or firefighters if a ban was part of the proposal.

New York is the only other state considering a refugee registry, the Associated Press reported.

“It’s the first time the Legislature in the state of South Carolina and the Legislature in the state of New York are on the same page,” Bryant said. “New York has seen attacks. Hopefully, this legislation will prevent an attack here.”

Title: **Mold project to bring 87 jobs to Oconee**  
 Author: AMANDA COYNE THE GREENVILLE NEWS  
 Size: 13.48 square inch  
 Greenville, SC Circulation: 113473



# Mold project to bring 87 jobs to Oconee

**AMANDA COYNE**

THE GREENVILLE NEWS

Baxter Enterprises and Hi-Tech Mold & Engineering will add 87 jobs over five years when it establishes operations in Oconee County.

The \$20.7 million project will manufacture molds and injection molded parts on a 87,000-square-foot facility in the Oconee Industry and Technology Park, assisted by a \$200,000 grant to Oconee County from the Coordinating Council for Economic Development.

The grant will go toward costs of property improvements.

“We appreciate both companies’ confidence in our work force and the substantial commitment they have made to Oconee County. Baxter and Hi-Tech Mold & Engineering are creating jobs that will improve the lives of many area families,” said Oconee County Council Chairman Paul Cain in a release from

Gov. Nikki Haley’s office. “Having a technology companies of this caliber locate in our community validates the investments we have made in infrastructure, workforce development and education, and proves that that these investments are now paying dividends to Oconee County.”

Those interested in the jobs created by the two companies can visit [www.baxterent.com](http://www.baxterent.com) and [www.hitechmold.com](http://www.hitechmold.com).



Title: **Falling short on highway reform**

Author:

Size: 56.57 square inch

Aiken, SC Circulation: 19635



# *Falling short on highway reform*

**B**oth the House and Senate recognize the necessity of providing additional funding for state highways. And given the wretched condition of so many roads and bridges, the problem is hard to miss. But neither body has been willing to insist on the best source for additional revenue for the S.C. Department of Transportation – a hike in the state gas tax.

There was strong support for a gas tax increase during Tuesday night's House debate on the budget, particularly among Democratic members who decried the General Assembly's willingness to let roads and bridges continue to deteriorate year after year.

But the House finally decided, much as the Senate did, to add \$415 million in General Fund revenue to DOT coffers so that critical repair work can at least get underway.

It was a practical decision that recognized the inability of the Senate to advance a gas tax increase in the face of a long filibuster by a few anti-tax zealots. Last year, the House endorsed a 10-cent increase in the gas tax, but the bill went nowhere in the Senate.

On Tuesday, however, the House wisely did not follow the Senate plan to have the General Fund contribution as a recurring appropriation, year after year.

Use of General Fund revenues for roads may be a practical short-term necessity given the dire condition of state highways

and bridges, but the Legislature should not embrace its use as a regular source of DOT funding, despite the insistence of Gov.

Nikki Haley.

A one-time allocation allows for more opportunity to raise the gas tax in the future, recognizing that it functions as a user fee nearly one-third of which is paid by out-of-state drivers. At 16.5-cents per gallon, the state gas tax is one of the lowest in the nation, and hasn't been increased since 1987.

And as noted by several House members, virtually all other major responsibilities of the state – education, social services, law enforcement and corrections – rely on the General Fund.

Rep. Walton McLeod, D-Newberry, pointed out that the gas tax has been the mainstay for road funding since the 1920s, and to shift that burden onto the General Fund will mean "less in the General Fund to pay for other programs."

Rep. James Smith, D-Richland, argued that increasing the gas tax is "the fiscally responsible thing to do," and suggested that House members should "care more about doing your job than keeping your job," even in an election year.

Since the House included a General Fund highway allocation similar to the Senate's, it is reasonable to assume that the DOT will get at least some of the additional money it needs to make headway on road repairs.

But the House has yet to approve the governance reforms supported by the Sen-



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ate. Those include giving Gov. Haley appointment authority over the state highway commission, and providing commission oversight for the State Infrastructure Bank, or SIB.

Each measure would provide for a higher level of accountability, essential to ensure that highway funds are used for priority projects. It is particularly needed for the SIB, which originally was created as a financing instrument for major highway projects, but has become a shadow highway commission that virtually operates on

its own authority.

At present, the majority of SIB members are appointed by the speaker of the House and the president pro tempore of the Senate. Those legislative leaders should not have that level of influence over a statewide transportation board.

Without governance reforms, there is inadequate assurance that highway funding will be put to best use. The House still has work to do.

— *Post & Courier*, Charleston



Title: **Haley continues pressuring House to pass Senate's road-repair plan**  
 Author: BY CASSIE COPE [ccope@thestate.com](mailto:ccope@thestate.com)  
 Size: 14.57 square inch  
 Myrtle Beach, SC Circulation: 61238



## Haley continues pressuring House to pass Senate's road-repair plan

BY CASSIE COPE  
[ccope@thestate.com](mailto:ccope@thestate.com)

Gov. Nikki Haley continued to urge S.C. House members Wednesday to agree with a state Senate plan to repair the state's crumbling roads. She applauded the House for agreeing late Tuesday night to spend \$415 million in added money on road-repairs.

Of that, \$365 million would go to the state Transportation Department, in-

cluding \$49 million to pay for repairs made after the October floods. Another \$50 million would go to county committees, most appointed by legislative delegations, to repair less-trafficked roads.

Big differences still separate the House and Senate road-repair proposals. The Senate proposal requires spending an added \$400 million a year on repairs. While the House met that number, some of the money that representatives approved for roads was a one-time appropriation.

The differences between the Senate and House plans will be worked out during the budget process. The House gave final approval to its version of the budget Wednesday before leaving Columbia until April 12. The Senate has yet to take up its budget plan.

During its recess, a House committee will meet to consider reforms to the Transportation Department. An audit of the department, to be released in the coming weeks, is expected to play into the reforms proposed.

Title: **Registerrefugees, Senate says**  
 Author: BY ANDREW SHAIN ashain@thestate.com  
 Size: 38.75 square inch  
 Columbia, SC Circulation: 128564



**'WE HAVE NO OTHER OPTION'**

# Register refugees, Senate says

South Carolina could become first in the nation to track refugees

Bill still needs House approval before going to governor

Proposal would make sponsors liable for violent acts by refugees

BY ANDREW SHAIN

ashain@thestate.com

The S.C. Senate approved a state registry of refugees Wednesday — one day after terrorists bombed a Brussels airport and subway station, killing more than 30 people and injuring another 250.

The Senate voted 39-6 to start the registry, which could be the first of its kind in the nation. The proposal, first raised after terrorist attacks in France and California last year, still needs approval from the GOP-controlled S.C. House before going to Republican Gov. Nikki Haley

for her signature.

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Several dozen refugees entered South Carolina last year, and an estimated 200 will arrive in the state this year.

A provision in the bill would hold refugee sponsors — often church organizations — liable in civil court if a refugee commits

a violent crime or act of terrorism. That provision could slow or halt refugees from entering South Carolina, said state Sen. Kevin Bryant, R-Anderson, who co-sponsored the bill.

"With the danger today of a terrorist infiltrating the refugee program, we have no other option than to enroll this information," Bryant said. "We've got to choose our own citizens over those who are not citizens of our

**SEE REGISTRY, 7A**

## REGISTRY FROM PAGE 3A

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ernment keeping tabs on everybody."

Senators agreed to several changes in the bill before passing the registry. If passed, the state would require:

- Sponsors to enroll refugees with the S.C. Department of Social Services within 30 days of their entering the state. The original proposal had refugees registering with the agency.

- Social Services to forward refugee information to the State Law Enforcement Divi-

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officers or firefighters if a ban was part of the proposal.

New York is the only other state considering a refugee registry, the Associated Press reported.

"It's the first time the Legislature in the state of South Carolina and the Legislature in the state of New York are on the same page," Bryant said. "New York has seen attacks. They have experienced it first hand. Hopefully, this legislation will prevent an attack here in South Carolina."

Title: **Haley pressures House to pass bill**  
 Author: BY CASSIE COPE [ccope@thestate.com](mailto:ccope@thestate.com)  
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## ROAD-REPAIR PLAN

# Haley pressures House to pass bill

BY CASSIE COPE  
[ccope@thestate.com](mailto:ccope@thestate.com)

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Of that, \$365 million would go to the state Transportation Department, including \$49 million to pay for repairs made after the October floods. Another \$50 million would go to county committees, most appointed by legislative delegations, to repair less-trafficked roads.

"The money is great. But the money doesn't mean anything if

we don't reform the agency at hand," Haley said Wednesday, referring to the Transportation Department, now legislatively controlled.

Big differences still separate the House and Senate road-repair proposals.

The Senate proposal requires spending an added \$400 million a year on repairs. While the House met that number, some of the money that representatives approved for roads was a one-time appropriation.

State Rep. Gary Simrill, R-York, said requiring the state to spend an added \$400 million a year on roads could be unconstitutional and is bad public policy.

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During its recess, a special House committee plans to meet to consider reforms to the Transportation Department. An audit of the Transportation Department, to be released in the coming weeks, is expected to play into the reforms proposed.

But Haley again Wednesday

**SEE ROAD REPAIRS, 6A**

## ROAD REPAIRS

**FROM PAGE 3A**

urged the House to agree with Senate's reform proposal, which gives the governor more control over the state roads agency. If the House does not agree with the Senate plan, the road-repair bill will die again this year, she warned.

If the General Assembly

passes the roads proposal, Haley said she plans to sit down with House and Senate leaders over the summer to work on a permanent plan to pay for road repairs. That plan could include a funding stream – possibly a higher gas tax – instead of taking money each year from the state's general-fund bud-

get, Haley said.

In the past, Haley said she would support a 10-cent-a-gallon gas-tax increase only if it were offset by a far larger income tax cut. However, Haley said Wednesday she would support a plan that was a net tax decrease.

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