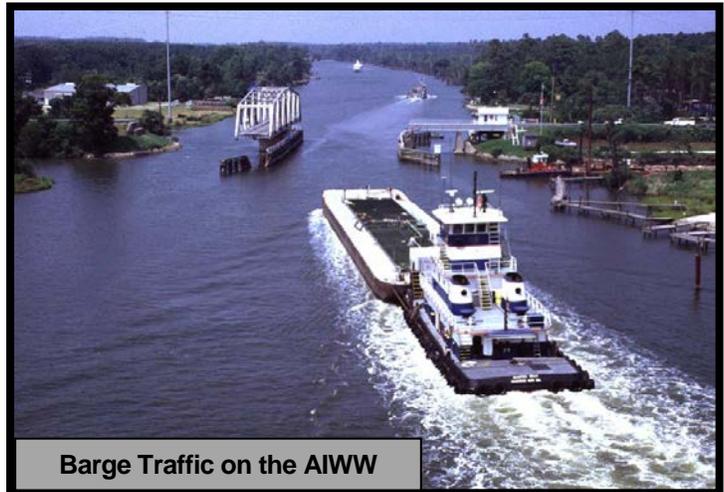




US Army Corps
of Engineers
Wilmington District

AIWW – Wilmington District (Navigation) (O&M)

- **Continued interest from Atlantic Intracoastal Waterway Association (AIWA)**
- **FY 2014 budget provides for essential operational activities and dike improvements to upland dredged material disposal areas within the high commercial use portion of the AIWW**



CONGRESSIONAL DISTRICT: NC 3, 7

DATE: 8 April 2013

1. **AUTHORIZATION:** River and Harbor Acts of 1912, 1927, and 1937, as amended.
2. **LOCATION AND DESCRIPTION:** The project is located on the east coast of the United States, between Norfolk, Virginia and the St. Johns River, Florida. The section within the Wilmington District begins at the Virginia-North Carolina state line and extends generally southerly and southwestwardly to North Carolina-South Carolina state line, a total of 308 channel miles. The authorized project consists of a waterway, 12 feet deep, with varying widths of 90 to 300 feet.
3. **FY 2012 FEDERAL FUNDING ALLOCATION:** \$ 4,319,000, which includes \$3,000,000 in FY 2012 Disaster Relief funds to restore portions of the project to pre-Hurricane Irene conditions. Funds were used to perform maintenance dredging of multiple inlet crossings from White Oak River to Snows Cut located along the waterway.
4. **FY 2013 BUDGET AMOUNT:** \$ 2,900,000 (not including Disaster Relief Appropriations). These funds are being used to perform hydrographic condition surveys, environmental monitoring and maintenance dredging within the high commercial use segment of the Atlantic Intracoastal Waterway (AIWW) in support of the Port of Morehead City (Alligator River to the Commonwealth of VA line).
5. **FY 2014 BUDGET AMOUNT:** \$ 1,600,000. Funds are being used to perform hydrographic surveys, real estate, mosquito control, environmental monitoring and dike improvements of upland dredged material disposal areas located within the high commercial use segment (approximately 2 million tons) in support of navigation commerce emanating to/from Morehead City Harbor.

PROJECT INFORMATION - AIWW - Wilmington District (Navigation) (O&M) – Continued

Additional funds in the amount of \$8,000,000 could be used to perform the following: \$3,000,000 for maintenance dredging of inlet crossings from MHC to the South Carolina state line which will provide for an 8-ft controlling depth year-round in this reach; and \$5,000,000 to initiate restoration of the AIWW to the 12-foot authorized project depth.

6. **ISSUE AND/OR STATUS:** Results of the (January 2007) AIWW Report to the North Carolina (NC) Sea Grant, NC Department of Environment and Natural Resources and NC Beach, Inlet & Waterway Association indicates that if the AIWW is allowed to continue to shoal, state-wide economic output will decline by \$109 million per year; job losses will be 1,700 per year; wages and salaries will decrease \$52 million per year; Federal tax revenue will decrease by \$14.5 million per year; and local tax revenue will decrease by \$8.8 million per year.

The users of the AIWW, which are adversely impacted by lack of channel maintenance, include:

- US Coast Guard search and rescue operations
- Barge traffic supporting intermodal transportation to deep draft ports
- Military equipment and supply transportation barges and vessels (DOD)
- Commercial fishing vessels
- Recreational vessels
- National Oceanic and Atmospheric Administration vessels (NOAA)
- US Army Corps of Engineers dredging vessels
- Industry dredging vessels

Two major industries in North Carolina, Nucor Steel and PCS Phosphate, use the AIWW to ship raw materials and finished products to and from the state port at Morehead City. Draft restrictions and possible channel closures between these facilities continue to greatly impact the viability of these industries.

Without the utilization of the waterway, seafood could only be landed at Oregon Inlet, Morehead City and Wilmington. Other sites in the state, serving the seafood industry, would be closed contributing to tremendous economic losses to the state.

7. **OTHER INFORMATION:** Project funding shortfalls have been approximately \$4 million below the amount needed to provide project users with the required channel depths.