



US Army Corps
of Engineers
Wilmington District

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

- **Continued interest from Atlantic Intracoastal Waterway Association (AIWA)**
- **Ongoing maintenance dredging contract scheduled to be completed in Spring of 2019**
- **Maintenance dredging contract planned for award in August 2019**



CONGRESSIONAL DISTRICT: NC 3, 7

DATE: 25 March 2019

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 2018 FEDERAL FUNDING ALLOCATION:** \$4,841,000 (Includes \$2,000,000 of P.L. 115-123 supplemental funds for hurricane restoration).
4. **FY 2019 PRESIDENT'S BUDGET:** \$5,590,000. Funds are being used to perform hydrographic surveys, real estate, mosquito control, environmental monitoring and maintenance dredging located within the high commercial use segment (approximately 2 million tons) in support of navigation commerce emanating to/from Morehead City Harbor and critical inlet crossings to ensure safe transit of commercial cargo.
5. **FY 2019 WORK PLAN:** \$0.
6. **FY 2020 BUDGET AMOUNT:** \$2,155,000. These funds will be used to perform hydrographic surveys, real estate, mosquito control, environmental monitoring, and award of a maintenance dredging contract located within the high commercial use segment (approximately 2 million tons) in

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

support of navigation commerce emanating to/from Morehead City Harbor and for critical inlet crossings to ensure safe transit of commercial cargo from Morehead City Harbor to the South Carolina state line. Funds in the amount of \$8,830,000 could be used for additional dredging in the inlet crossing portion of the project (\$3,830,000) and for non-routine improvements to the upland disposal areas located in the northern part of the project (\$5,000,000).

7. **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.

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

A Federal no wake zone law was enacted under the Water Resources Development Act of 2016, Public Law 114-322, Section 1149, on December 16, 2016. In general, the law appears to apply to any marina located along the Atlantic Intracoastal Waterway, which extends from Virginia to Florida, and is focused on wakes created by recreational vessels only. The law does not specifically mention a marina by name or location, appears to have an eastern coastline national scope and excludes commercial traffic. Implementation guidance has been issued by the Corps to ensure that guidelines for implementing no wake zones along portions of the AIWW and adjacent to marinas are consistently applied across multiple states and fully coordinated with the US Coast Guard and state and local agencies ultimately responsible for safely enforcing this law.

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

A proposal to implement a No Wake Zone for recreational vessels in the Southport area is under review by the Corps and a decision is pending.

The Corps of Engineers issued a new policy on February 3, 2017 which affects the ability of non-federal interest to use federal disposal areas. Unless it is determined that excess capacity exists in the disposal area, non-federal interests can't use the Corps' disposal area. This is a significant change in policy and has the potential to impact operation and maintenance of private marinas and therefore commercial activity.