



# NoPort News

A newsletter of the North Carolina International Terminal

*All the news that prints to fit.*

July 6, 2010

*The castle-building habit, the day-dreaming habit--how it grows! what a luxury it becomes; how we fly to its enchantments at every idle moment, how we revel in them, steep our souls in them, intoxicate ourselves with their beguiling fantasies--oh, yes, and how soon and how easily our dream-life and our material life become so intermingled and so fused together that we can't quite tell which is which, anymore.*

*How empty is theory in the presence of fact!*

-Mark Twain

## ***Just a Dream***

The dream of the CEO of the State Ports Authority is crumbling. The fantasy of creating a global deepwater port where the trade is local and the water is shallow is fading as the facts prevail over theory. The flawed business plan, the cursory glance at environmental issues, the disregard of the people affected, and finally the arrogant prodigality of spending \$40 million in funds held in public trust are emerging into the daylight.

Late this afternoon, the Town Council of The Town of St. James, by a unanimous vote, adopted a resolution in opposition to the North Carolina International Terminal.

A few hours later, the Board of Commissioners of the City of Boiling Spring Lakes also unanimously adopted a strong resolution in opposition to the terminal.

And earlier this afternoon, the North Carolina Department of Transportation bowed to reality and suspended the planning for the highway connections to the terminal site. The public meeting planned for July 13 has been canceled.

What's left? The Town Council of the Town of Oak Island will consider a resolution in opposition at its meeting on July 13. The Commissioners of Brunswick County, seduced into somnolence by the siren song of jobs and the money to be made from collateral development, sit silent.

But it is not over. The State Ports Authority may wallow helplessly in a sea of debt, but the project is still afloat as long as the Authority owns the terminal property. And the US Army Corps of Engineers continues to march to its own drums, driven by its own needs for nourishment to construct enormously expensive and environmentally harmful projects, in determined disregard of the public's views and the public interest.

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