



# NoPort News

A newsletter of the North Carolina International Terminal

*All the news that prints to fit.*

August 4, 2009

## ***Dredgery***

The Corps of Engineers, Wilmington District, has established a page on its Web site for the reconnaissance study for a new channel for the North Carolina International Terminal at

[http://www.saw.usace.army.mil/Authorized\\_Projects/NCIT/main.htm](http://www.saw.usace.army.mil/Authorized_Projects/NCIT/main.htm).

The Project Manager is Debra Willis, [debra.k.willis@usace.army.mil](mailto:debra.k.willis@usace.army.mil).

The first step would be an interagency “scoping” meeting. We understand that it has not yet been scheduled. They will need a large room, because the study will involve not only the project management people at the Corps, but also the regulatory people. The Corps recognizes that the terminal project itself and its road and rail access are tied to the channel study, so the environmental impact analysis will be extensive. The Corps also recognizes the sensitive nature of the project, and the need to involve many interested parties.

In preparation for that study, we have learned a few things:

- The channel would have to be extended 17 miles out to sea to reach water of sufficient depth for the new Panamax container ships.
- Approximately 60 million cubic yards of material would have to be removed and taken to disposal sites. Ten million cubic yards would be rock.
- At the terminal site, the wharf would be on the high ground inshore of the 100 acres of salt marsh at the river, and that salt marsh would be removed for the channel.
- The Castle Hayne aquifer underlies the channel at the terminal site and for much of its length to the mouth of the river. Dredging at the terminal site would penetrate the aquifer to a depth of five to twelve feet over a broad area. In other areas, blasting would threaten the integrity of the “confining unit” separating the aquifer from the sea.
- The project to increase the depth of the channel to Wilmington Harbor, initiated in 2000, involved the removal of approximately 13 million cubic yards of material, including 600,000 cubic yards of rock. As of April 2009, the cost of that project was \$533 million.

Regarding the last point, we leave you with a math problem: If the removal of 13 million cubic yards of material with 600,000 cubic yards of rock cost \$533 million, then how much would removal of 60 million cubic yards with 10 million cubic yards of rock cost? Whatever it costs, the State of North Carolina would be expected to pay half.

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