

**Commercial & Recreational
Intracoastal Waterway Interests
in Maintaining the AIWW**

Brad Pickel

Executive Director

**Atlantic Intracoastal Waterway
Association**



The Atlantic Intracoastal Waterway Association

- Organized in 1999 as a 501c(6) organization to encourage the continuation and further development of waterborne commerce and recreation on the Atlantic Intracoastal Waterway of Virginia, North Carolina, South Carolina, Georgia and Florida.
- The Association advocates for regular dredging and adequate maintenance to promote safe, cost-effective navigation.





The US Army Corps of Engineers maintains the Waterway for 1,088 miles between Norfolk, Virginia and Miami Florida. The AIWW is authorized to 12 feet deep with widths of 90 feet through land cuts and 150 feet in open water areas, and nine feet deep in most of Florida.



Users of the AIWW

- Commercial shippers move numerous products including fuel oil, gasoline, asphalt, fertilizers, chemicals, wood chips, wood, limestone, sand, gravel, iron, steel, slag, lime, fabricated metal products, soybeans, vegetables, produce, and electrical machinery. Dredging equipment moved along the AIWW.
- Commercial fishing fleets supply jobs to local communities.
- As many as 12,000 recreational boaters make the annual migration from the northeast to Florida. A typical boater spends an estimated \$300 per day leading to thousands of small business jobs in hundreds of communities along the waterway.
- Strategic corridor for national security- Shipment of fuel and equipment for the military. AIWW used for training exercises for national security agencies.

Economic Impact- Florida

- Current Economic Impact (December 2011)
 - \$11.86 Billion in Business Volume
 - \$3.02 Billion in Personal Income
 - 66,843 Jobs
 - \$540.4 Million in Tax Revenues
- If Maintained at Authorized Width and Depth
 - \$13.16 Billion in Business Volume
 - \$3.37 Billion in Personal Income
 - 74,679 Jobs
 - \$601.3 Million in Tax Revenues



AIWA's Legislative Agenda

- Pursue Additional Funding for Marine Highway M-95
- AIWW Maintenance Needs Assessment

| State | FY 2014 Budget | FY 2014 Workplan | FY 2015 Budget |
|----------------|----------------|-------------------------------|--------------------------------|
| Virginia | \$3,330,000 | \$4,662,250 | \$6,945,000 |
| North Carolina | \$1,600,000 | \$1,680,000 | \$2,600,000 |
| South Carolina | Zero | Zero | \$500,000 |
| Georgia* | \$164,000 | \$164,000 | \$176,000 |
| Florida | \$250,000 | \$1,750,000 | \$600,000 |
| Total for M-95 | \$5,344,000 | \$8,256,250 (54% increase) | \$10,521,000 (27% increase) |

AIWW Needs Assessment

- WRRDA Section 2008 language requires Corps of Engineers to quantify annual maintenance dredging needs and provide report to Congress.



Regional, state and local efforts

- AIWA working to develop new information to support funding metrics
- Participate in the Governors' South Atlantic Alliance Working Waterfronts Technical Team
 - Spearheading report highlighting critical shoaling areas of the AIWW



North Carolina

- Alligator-Pungo landcut
- Bogue Inlet- Dredging scheduled 2014
- AIWW between Bear and Browns Inlet
- Browns Inlet- 2013
- New River and New River Inlet- 2013
- Carolina Beach Inlet- 2013
- Shalotte Inlet- 2014
- Lockwoods Folly Inlet- 2014

South Carolina

- Jeremy Creek near McClellanville, SC
- South of McClellanville to Awendaw Creek - 2010
- North of Ben Sawyer Bridge to Isle of Palms Bridge (Deweese Inlet to Breach Inlet Area) – 2008-2009
- Ashepoo-Coosaw Cutoff – 2008

Georgia

- Fields Cut - 2008
- Elba Cut - 2008
- Hells Gate - 2011
- Florida Passage - 2008
- Creighton Narrows - 1999
- Little Mud/South River - 2001
- Altamaha Sound - 2011
- Buttermilk Sound - 2011
- Jekyll Creek - 1998

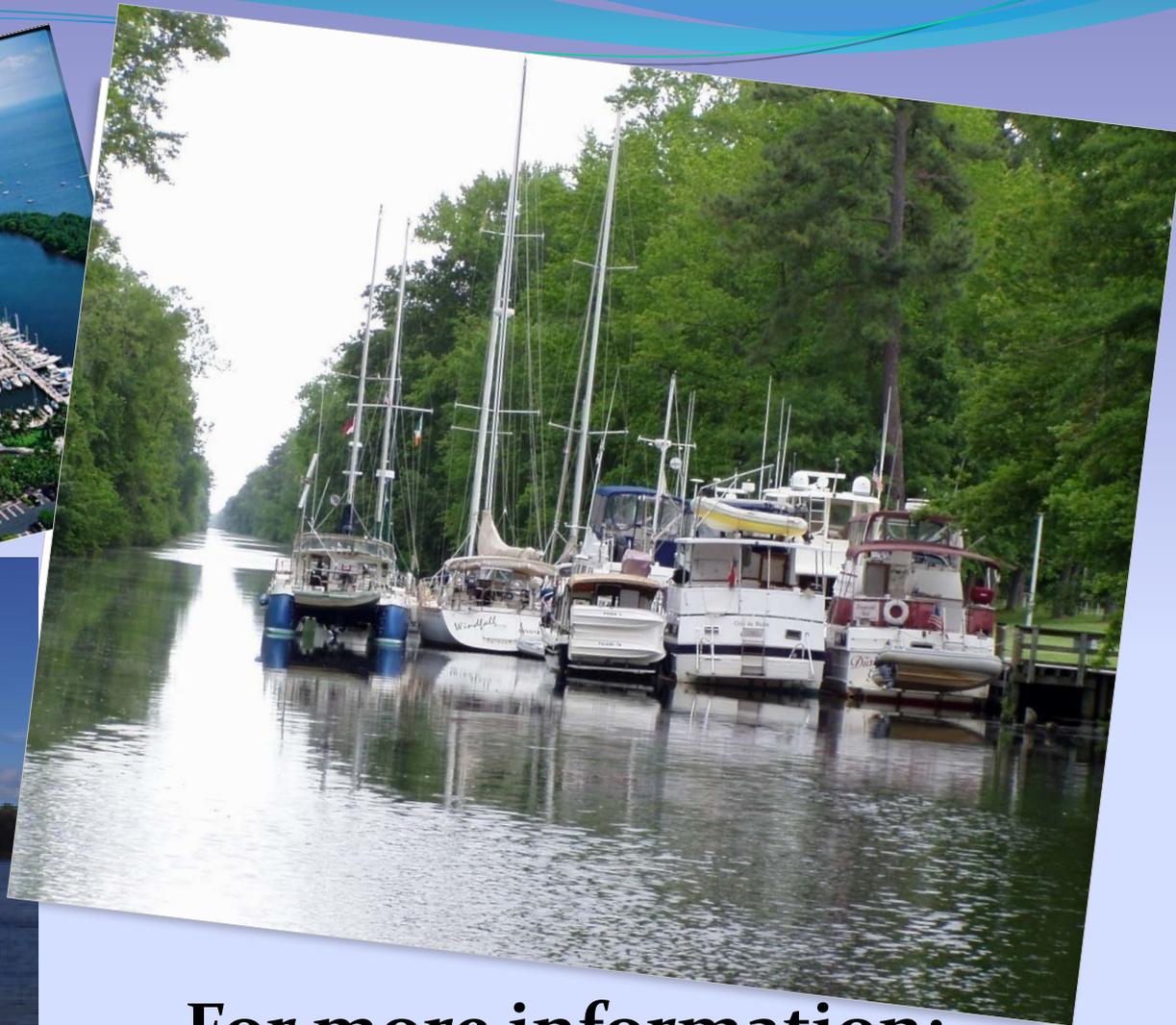
Florida

- Sawpit (Nassau County)- 2013
- Palm Valley (St. Johns County)- 2014
- St. Augustine (St. Johns County)- 2013
- AIWW in the vicinity of Matanzas Inlet- 2014
- Crossroads (Martin County)- 2013
- Jupiter Inlet area (Palm Beach County)- 2014
- AIWW in the vicinity of the South Lake Worth Inlet
- Bakers Haulover (Miami Dade County)- Due 2014

How can NOAA help the AIWW?

- Collect additional data to increase resolution in critical shoaling areas
- Maintain the Magenta Line as a reference line and identify it as such
- Investigate opportunities for crowdsourcing of data.





**For more information:
www.atlanticintracoastal.org**

