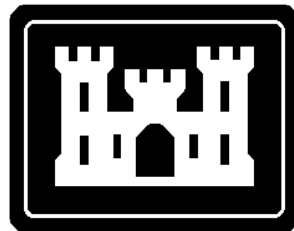


**The U.S.
Waterway
System -
*TRANSPORTATION
FACTS***



**Navigation Data Center
U.S. Army Corps of Engineers
December 2007**

U.S. Waterborne Traffic by Major Commodities in 2006
(Millions of Short Tons¹ and Change from 2005)

| Commodities ² | Domestic | | | | | | | |
|----------------------------|--------------|-------------|-------------|------------|--------------|------------|----------------|-------------|
| | Coastwise | | Lakewise | | Internal | | Total | |
| | Tons | % | Tons | % | Tons | % | Tons | % |
| Total³ | 201.8 | -5.5 | 96.9 | 0.7 | 627.6 | 0.6 | 1,023.5 | -0.5 |
| Coal | 9.8 | -0.9 | 20.8 | -1.5 | 177.5 | -2.4 | 223.4 | -2.4 |
| Coal Coke | ** | -100.0 | 0.4 | -44.8 | 5.7 | 11.7 | 6.4 | 1.7 |
| Crude Petroleum | 36.8 | -18.0 | ** | 0.0 | 32.7 | -1.1 | 70.4 | -11.4 |
| Petroleum Products | 109.1 | -2.6 | 1.5 | 4.4 | 126.9 | 5.2 | 289.4 | 2.1 |
| Chemical and Related Prod. | 9.6 | -7.0 | 0.1 | -13.9 | 48.9 | -2.6 | 69.4 | -4.5 |
| Forest Prod., Wood & Chips | 1.9 | -16.6 | ** | -73.8 | 5.0 | -20.7 | 7.5 | -19.4 |
| Pulp and Waste Paper | ** | -97.7 | ** | 0.0 | ** | -76.8 | 0.1 | 52.1 |
| Sand, Gravel and Stone | 8.7 | 3.3 | 25.0 | -6.1 | 87.4 | 2.4 | 130.4 | 1.2 |
| Iron Ore and Scrap | 0.5 | -32.0 | 42.9 | 6.4 | 11.2 | 3.4 | 58.5 | 6.5 |
| Non-Ferrous Ores & Scrap | ** | ** | ** | 0.0 | 5.8 | -7.4 | 5.8 | -6.6 |
| Sulphur, Clay and Salt | ** | -96.4 | 0.9 | -17.7 | 7.4 | -2.4 | 8.5 | -7.3 |
| Primary Manuf. Goods | 10.6 | 17.2 | 4.3 | 10.2 | 30.9 | 0.6 | 47.0 | 4.6 |
| Food and Farm Products | 5.3 | -13.3 | 0.3 | 4.9 | 73.6 | 3.9 | 79.6 | 2.5 |
| All Manuf. Equipment | 9.4 | -2.2 | 0.1 | ** | 9.5 | -3.3 | 19.9 | -1.3 |
| Waste and Scrap, NEC | ** | ** | ** | 0.0 | 1.4 | -1.9 | 2.3 | 18.1 |

| Commodities ² | Foreign | | | | | | Grand | |
|----------------------------|----------------|------------|--------------|------------|----------------|------------|----------------|------------|
| | Inbound | | Outbound | | Total | | Total | |
| | Tons | % | Tons | % | Tons | % | Tons | % |
| Total³ | 1,130.9 | 3.1 | 434.0 | 8.0 | 1,564.9 | 4.4 | 2,588.4 | 2.4 |
| Coal | 35.4 | 25.7 | 47.9 | -2.4 | 83.3 | 7.8 | 306.7 | 0.1 |
| Coal Coke | 4.2 | 40.1 | 0.9 | -23.9 | 5.0 | 22.5 | 11.5 | 9.9 |
| Crude Petroleum | 524.7 | 0.4 | ** | 0.0 | 524.7 | 0.4 | 595.0 | -1.3 |
| Petroleum Products | 161.4 | -0.7 | 76.3 | 21.2 | 237.7 | 5.5 | 527.1 | 3.6 |
| Chemical and Related Prod. | 48.0 | 5.5 | 58.7 | 3.6 | 106.7 | 4.4 | 176.1 | 0.7 |
| Forest Prod., Wood & Chips | 10.2 | -7.8 | 8.7 | -4.6 | 18.9 | -6.4 | 26.3 | -10.5 |
| Pulp and Waste Paper | 2.3 | 6.8 | 17.0 | 3.5 | 19.3 | 3.9 | 19.5 | 4.1 |
| Sand, Gravel and Stone | 46.3 | 3.1 | 4.5 | 6.9 | 50.8 | 3.4 | 181.1 | 1.8 |
| Iron Ore and Scrap | 16.2 | 9.3 | 15.7 | -1.1 | 31.9 | 3.9 | 90.4 | 5.6 |
| Non-Ferrous Ores & Scrap | 17.3 | -8.6 | 3.3 | -19.5 | 20.6 | -10.6 | 26.4 | -9.7 |
| Sulphur, Clay and Salt | 12.6 | -20.6 | 5.5 | 4.4 | 18.2 | -14.4 | 26.7 | -12.2 |
| Primary Manuf. Goods | 123.2 | 20.3 | 19.1 | -0.2 | 142.3 | 17.1 | 189.2 | 13.7 |
| Food and Farm Products | 36.7 | 2.2 | 154.9 | 12.5 | 191.7 | 10.4 | 271.3 | 7.9 |
| All Manuf. Equipment | 78.5 | 6.8 | 18.6 | 12.2 | 97.1 | 7.8 | 117.0 | 6.1 |
| Waste and Scrap, NEC | ** | 0.0 | ** | 0.0 | ** | 0.0 | 2.3 | 18.1 |

1. ** denotes tonnage less than 50,000 tons or extreme percent change.

2. Commodity abbreviations: Prod. (Products); Sand, Gravel and Stone also includes Soil and Rock; Manuf. (Manufactured); and NEC (Not Elsewhere Classified).

3. Column totals are greater than row sums because of excluded commodity groups. Row totals are greater than column sums because intraport and intra-territory are not included.

Geographic Distribution of U.S. Waterborne Activities in 2006

| | Coastal ¹ | Great Lakes | Inland ² | Total ³ |
|------------------------------------|----------------------|-------------|---------------------|--------------------|
| Number of Ports Handling | | | | |
| Over 250,000 Short Tons | 115 | 49 | 26 | 190 |
| Domestic Traffic | | | | |
| Short Tons (millions) | 201.8 | 96.9 | 627.6 | 1,023.5 |
| Trip Ton-miles (billions) | 227.2 | 53.1 | 279.8 | 561.6 |
| Average Haul (miles) | 1,125.6 | 548.1 | 445.8 | 548.7 |
| Foreign Traffic⁴ | | | | |
| Short Tons (millions) | 1,501.8 | 63.2 | N/A | 1,564.9 |
| Trip Ton-miles (billions) | 79.7 | 40.7 | N/A | 120.4 |
| Average Haul (miles) | 53.1 | 643.8 | N/A | 76.9 |

1. All deep draft (over 12 feet) except Great Lakes and the Columbia River.
2. N/A denotes tonnage not applicable.
3. Domestic Total includes local traffic of 91.4 million short tons, 1.6 billion trip ton-miles, 17.4 miles average haul and intra-territory traffic of 5.8 million short tons. Trip ton-miles are not compiled for intra-territory traffic. Total may not equal column sum due to rounding.
4. Trip ton-miles and Average Haul for Coastal ports are based on the distance transported on U.S. waterways from entrance channels to ports and waterways; and for Great Lakes ports are based on the distance transported on the Great Lakes and St. Lawrence River to the International Boundary at St. Regis, Quebec, Canada.

Corps Dredging Facts

- Corps and contractor owned dredges removed 204.2 million cubic yards (mcy) of material from Corps constructed and maintained channels in FY 2006 at a cost of \$966.1 million. This was a 19.9% decrease in cubic yards (cy) and a 1.0% increase in cost from FY 2005.
- In FY 2006, maintenance dredging accounted for 67.5% of the quantity dredged and 54.0% of the cost. The average cost/cy for maintenance work dredging increased 31.1% to \$3.79 while the average cost/cy for new work dredging increased 53.6% to \$12.03 when compared to 2005 values.
- Private dredging contractors, who removed 80.3% (164.1 mcy) of the material dredged, were paid 89.1% (\$861.3 million) of the total FY 2006 Corps dredging dollars.
- In FY 2006, 60 private dredging companies submitted a total of 299 bids for 134 contracts. Awards were made to 43 different companies, 16 large and 27 small businesses. Large and small companies received 67 (50.0%) and 67 (50.0%) of the contracts respectively.
- The cutterhead pipeline dredge was the most widely used dredge in FY 2006 receiving 54.9% of the contracts, removing 58.1% of the contracted quantity and earning 50.6% of the contract dollars. Hopper dredges removed 25.3% of the quantity and earned 17.6% of the contract dollars. Mechanical dredges removed 8.5% of the quantity, earning 21.3% of the contract dollars. The remaining dredging was performed by a combination of more than one type of dredge.
- The District that awarded the most contract dollars in FY2006 was New Orleans with \$92.3 million. New Orleans District also had contracts dredging the most cubic yards (44.2 mcy).
- Visit the NDC website at <http://www.iwr.usace.army.mil/ndc/dredge/dredge.htm> for more dredging information, including the weekly *Corps/Industry Dredge Fleet Status* report, the *Corps of Engineers Dredge Report*, the *Advertising Schedule* for the current fiscal year, the *Dredging Contracts Awarded* reports for the current and previous fiscal years, and more.

Geographic Distribution of U.S. Waterway Facilities¹

| | Atlantic | | Gulf | | Pacific | |
|----------------------------------|----------|---------|-------|---------|---------|---------|
| | Deep | Shallow | Deep | Shallow | Deep | Shallow |
| Commercial Facilities | 1,473 | 587 | 1,606 | 1,093 | 1,387 | 363 |
| Cargo | 787 | 198 | 948 | 475 | 688 | 151 |
| Service | 500 | 274 | 545 | 505 | 608 | 171 |
| Unused | 186 | 115 | 113 | 113 | 91 | 41 |
| Lock Sites² | 0 | 14 | 1 | 44 | 2 | 9 |
| Lock Chambers² | 0 | 14 | 1 | 44 | 3 | 13 |

| | Great Lakes | | Inland | Total | | |
|----------------------------------|-------------|---------|---------|-------|---------|-------|
| | Deep | Shallow | Shallow | Deep | Shallow | All |
| Commercial Facilities | 600 | 154 | 2,321 | 5,066 | 4,518 | 9,584 |
| Cargo | 378 | 78 | 1,576 | 2,801 | 2,478 | 5,279 |
| Service | 170 | 62 | 484 | 1,823 | 1,496 | 3,319 |
| Unused | 52 | 14 | 261 | 442 | 544 | 986 |
| Lock Sites² | 4 | 1 | 137 | 7 | 205 | 212 |
| Lock Chambers² | 6 | 1 | 175 | 10 | 247 | 257 |

1. Waterways greater than 12 feet (except for the 14-15 foot portions of the Columbia and Snake rivers) are classified as deep draft.
2. Locks, including 5 control structures, owned and/or operated by the U.S. Army Corps of Engineers at the close of FY 2005.

Lock Facts

- In 2006, the Corps owned and operated locks were available to serve the public for over 1,974,643 hours with only 136,516 hours of downtime.
- The Corps owned or operated 257 lock chambers at 212 sites at the close of FY 2005, but only 195 sites with 240 chambers received funding. Nineteen Fox River locks (17 locks and two guard locks) were transferred to the State of Wisconsin in 2004.
- The new Montgomery Point Lock located on the White River in Arkansas was opened in 2004.
- Many of the 212 lock sites serving navigation include multi-purpose dams. For example, 46 lock-associated dams currently produce hydropower.
- In FY2006 the average age of all Corps locks is 56.5 years.
- Seven of the 257 chambers were built in the 1800's and are operational. The oldest operating locks in the U.S. are Kentucky River locks 1 and 2, built in 1839.
- Oregon's John Day Lock has the highest lift of any U.S. lock at 110 feet. This compares to the collective 404 foot lift of all 29 locks on the upper Mississippi River.
- The Lock Characteristics Database is available on the NDC website at <http://www.iwr.usace.army.mil/ndc/lockchar/lockchar.htm> providing information on the physical characteristics of all Corps owned and/or operated locks.
- Visit the NDC website at <http://www.iwr.usace.army.mil/ndc/lpms/lpms.htm> for the *Key Lock Report*, *Summary of Lock Statistics*, and *Lock Contact Information*.

Leading U.S. Ports in 2006
(Millions of Short Tons and Percent Change from 2005)

| Rank | Type ² | Port | Domestic | | Foreign | | Total ¹ | |
|------|-------------------|------------------------------|----------|-------|---------|-------|--------------------|-------|
| | | | Tons | % | Tons | % | Tons | % |
| 1 | C | South Louisiana, LA, Port of | 118.8 | 0.9 | 106.7 | 12.8 | 225.5 | 6.2 |
| 2 | C | Houston, TX | 69.3 | 4.0 | 152.9 | 5.4 | 222.1 | 5.0 |
| 3 | C | New York, NY and NJ | 66.3 | 3.0 | 91.4 | 4.0 | 157.6 | 3.6 |
| 4 | C | Long Beach, CA | 12.8 | -22.5 | 71.6 | 13.0 | 84.4 | 5.7 |
| 5 | C | Beaumont, TX | 22.2 | 18.0 | 57.3 | -4.6 | 79.5 | 0.8 |
| 6 | C | Corpus Christi, TX | 23.8 | -0.2 | 53.8 | -0.1 | 77.6 | -0.1 |
| 7 | I | Huntington - Tristate | 77.2 | -8.0 | 0.0 | 0.0 | 77.2 | -8.0 |
| 8 | C | New Orleans, LA | 38.1 | 16.1 | 38.8 | 17.4 | 76.9 | 16.7 |
| 9 | C | Los Angeles, CA | 8.9 | 12.3 | 57.0 | 21.5 | 66.0 | 20.2 |
| 10 | C | Mobile, AL | 25.5 | -3.0 | 34.3 | 9.4 | 59.8 | 3.8 |
| 11 | C | Lake Charles, LA | 24.1 | 17.1 | 34.3 | 6.7 | 58.4 | 10.8 |
| 12 | C | Baton Rouge, LA | 37.1 | 0.5 | 19.3 | -14.1 | 56.3 | -5.0 |
| 13 | C | Plaquemines, LA, Port of | 35.0 | 9.8 | 20.9 | 30.7 | 55.9 | 16.7 |
| 14 | C | Texas City, TX | 13.1 | -8.9 | 35.8 | -17.7 | 48.9 | -15.5 |
| 15 | L | Duluth-Superior, MN and WI | 32.5 | 7.6 | 14.5 | -0.3 | 47.0 | 5.0 |
| 16 | C | Tampa, FL | 27.7 | -4.8 | 18.6 | -7.7 | 46.2 | -6.0 |
| 17 | C | Baltimore, MD | 14.4 | -9.1 | 28.0 | -0.8 | 42.4 | -3.8 |
| 18 | I | Pittsburgh, PA | 42.0 | -3.8 | 0.0 | 0.0 | 42.0 | -3.8 |
| 19 | C | Paulsboro, NJ | 13.7 | 0.1 | 25.5 | 38.9 | 39.2 | 22.4 |
| 20 | C | Philadelphia, PA | 13.8 | 5.2 | 24.8 | -5.5 | 38.6 | -1.9 |
| 21 | C | Pascagoula, MS | 11.0 | 16.6 | 26.7 | 34.0 | 37.7 | 28.4 |
| 22 | C | Valdez, AK | 36.2 | -18.7 | 0.0 | 0.0 | 36.2 | -18.7 |
| 23 | C | Norfolk Harbor, VA | 8.4 | -5.3 | 25.9 | -2.1 | 34.2 | -2.9 |
| 24 | C | Savannah, GA | 1.7 | -6.9 | 32.3 | 14.1 | 34.0 | 12.8 |
| 25 | C | Freeport, TX | 5.0 | -3.4 | 27.2 | -4.5 | 32.1 | -4.3 |
| 26 | I | St. Louis, MO and IL | 31.3 | 3.2 | 0.0 | 0.0 | 31.3 | 3.2 |
| 27 | C | Portland, OR | 12.2 | 3.6 | 16.3 | -0.5 | 28.5 | 1.2 |
| 28 | C | Port Arthur, TX | 9.5 | 14.2 | 18.9 | 4.6 | 28.4 | 7.6 |
| 29 | C | Seattle, WA | 5.9 | -16.3 | 22.0 | 5.0 | 28.0 | -0.4 |
| 30 | C | Charleston, SC | 3.1 | -14.4 | 23.4 | 6.9 | 26.4 | 3.9 |
| 31 | C | Tacoma, WA | 7.3 | -4.5 | 18.8 | -9.2 | 26.0 | -8.0 |
| 32 | L | Chicago, IL | 22.5 | -2.3 | 3.2 | 15.2 | 25.7 | -0.4 |
| 33 | C | Richmond, CA | 11.3 | -11.6 | 14.3 | 22.1 | 25.6 | 4.6 |
| 34 | C | Portland, ME | 0.9 | -18.8 | 24.4 | -13.6 | 25.2 | -13.8 |
| 35 | C | Port Everglades, FL | 9.5 | -8.8 | 15.3 | 7.5 | 24.8 | 0.6 |
| 36 | C | Jacksonville, FL | 8.2 | -11.1 | 14.0 | 11.7 | 22.2 | 2.0 |
| 37 | C | Boston, MA | 7.9 | 9.7 | 13.9 | -8.1 | 21.9 | -2.3 |
| 38 | C | Marcus Hook, PA | 10.8 | 2.0 | 9.3 | -3.8 | 20.1 | -0.8 |
| 39 | I | Memphis, TN | 19.1 | 11.7 | 0.0 | 0.0 | 19.1 | 11.7 |
| 40 | L | Detroit, MI | 13.0 | -0.7 | 4.4 | -0.2 | 17.4 | -0.5 |
| 41 | C | Oakland, CA | 2.9 | -7.2 | 13.7 | 1.8 | 16.6 | 0.1 |
| 42 | C | Honolulu, HI | 15.0 | 9.7 | 1.2 | -17.4 | 16.2 | 7.2 |
| 43 | L | Indiana Harbor, IN | 15.7 | 13.9 | 0.5 | 34.7 | 16.2 | 14.5 |
| 44 | L | Cleveland, OH | 11.5 | 12.1 | 3.7 | 8.9 | 15.2 | 11.3 |
| 45 | C | Anacortes, WA | 11.4 | -9.4 | 3.7 | 17.6 | 15.1 | -4.0 |
| 46 | L | Two Harbors, MN | 13.4 | 24.3 | 0.1 | -72.0 | 13.4 | 22.5 |
| 47 | I | Cincinnati, OH | 13.3 | -8.6 | 0.0 | 0.0 | 13.3 | -8.6 |
| 48 | C | San Juan, PR | 7.0 | -1.0 | 6.0 | -5.4 | 12.9 | -3.1 |
| 49 | C | Newport News, VA | 5.1 | -13.3 | 6.3 | -20.0 | 11.3 | -17.2 |
| 50 | L | Toledo, OH | 2.3 | -21.0 | 8.9 | 16.7 | 11.2 | 6.3 |

Continued on the next panel

Leading U.S. Ports in 2006 – continued
(Millions of Short Tons and Percent Change from 2005)

| Rank | Type ² | Port | Domestic | | Foreign | | Total ¹ | |
|------|-------------------|------------------------------|----------|-------|---------|-------|--------------------|-------|
| | | | Tons | % | Tons | % | Tons | % |
| 51 | C | New Haven, CT | 7.3 | -7.6 | 3.6 | 18.6 | 10.9 | -0.3 |
| 52 | C | Matagorda Port Lv Pt Com, TX | 2.6 | 7.8 | 8.2 | -10.7 | 10.8 | -6.9 |
| 53 | C | Barbers Point, Oahu, HI | 2.2 | -45.4 | 8.6 | 12.2 | 10.7 | -7.5 |
| 54 | C | New Castle, DE | 6.0 | -9.5 | 3.4 | 6.7 | 9.4 | -4.2 |
| 55 | C | Galveston, TX | 4.1 | -10.1 | 5.3 | 51.9 | 9.4 | 16.8 |
| 56 | C | Providence, RI | 3.5 | -14.3 | 5.8 | -3.2 | 9.3 | -7.7 |
| 57 | C | Kalama, WA | 1.0 | -9.4 | 8.1 | -11.8 | 9.1 | -11.6 |
| 58 | L | Gary, IN | 8.4 | 21.3 | 0.7 | 93.3 | 9.1 | 24.8 |
| 59 | L | Presque Isle, MI | 6.9 | -8.8 | 2.1 | -36.7 | 9.1 | -17.4 |
| 60 | L | Burns Waterway Harbor, IN | 6.6 | -13.6 | 2.4 | 8.1 | 9.0 | -8.7 |
| 61 | C | Wilmington, NC | 3.0 | -3.5 | 5.4 | 9.3 | 8.4 | 4.3 |
| 62 | C | Albany, NY | 6.6 | 8.2 | 1.6 | 34.3 | 8.1 | 12.4 |
| 63 | C | Miami, FL | 0.7 | -41.8 | 7.4 | -5.2 | 8.1 | -10.2 |
| 64 | C | Vancouver, WA | 2.2 | 9.7 | 5.9 | 37.1 | 8.0 | 28.5 |
| 65 | C | Camden-Gloucester, NJ | 2.6 | 5.9 | 4.9 | -8.1 | 7.4 | -3.7 |
| 66 | I | Louisville, KY | 7.4 | -13.3 | 0.0 | 0.0 | 7.4 | -13.3 |
| 67 | L | Conneaut, OH | 4.6 | 12.9 | 2.8 | -17.0 | 7.4 | -0.5 |
| 68 | L | Stoneport, MI | 6.8 | 0.9 | 0.1 | 22.3 | 6.9 | 1.2 |
| 69 | L | Ashtabula, OH | 2.3 | -51.9 | 4.5 | -8.3 | 6.8 | -29.8 |
| 70 | L | Calcite, MI | 5.5 | -14.0 | 1.0 | 3.4 | 6.4 | -11.8 |
| 71 | C | Wilmington, DE | 0.9 | -20.7 | 5.4 | -26.5 | 6.3 | -25.7 |
| 72 | C | Nikishka, AK | 3.2 | -22.3 | 2.9 | -11.0 | 6.2 | -17.3 |
| 73 | I | Mount Vernon, IN | 5.7 | -1.8 | 0.0 | 0.0 | 5.7 | -1.8 |
| 74 | L | Escanaba, MI | 5.7 | 11.8 | 0.0 | 0.0 | 5.7 | 12.2 |
| 75 | L | Port Inland, MI | 4.8 | 10.5 | 0.7 | 19.8 | 5.5 | 11.7 |
| 76 | C | Bridgeport, CT | 3.2 | -11.0 | 2.2 | 16.5 | 5.4 | -1.7 |
| 77 | C | Brownsville, TX | 1.0 | -43.0 | 4.3 | 28.5 | 5.3 | 4.0 |
| 78 | L | Silver Bay, MN | 5.2 | 0.2 | 0.0 | 0.0 | 5.2 | 0.2 |
| 79 | C | Longview, WA | 1.0 | -13.5 | 4.1 | 0.6 | 5.0 | -2.5 |
| 80 | L | St. Clair, MI | 4.9 | 18.1 | 0.0 | 0.0 | 4.9 | 18.1 |
| 81 | C | Portsmouth, NH | 0.8 | 6.6 | 4.0 | -10.7 | 4.8 | -8.2 |
| 82 | C | Kahului, Maui, HI | 4.7 | 16.4 | 0.1 | -7.1 | 4.8 | 16.0 |
| 83 | I | St. Paul, MN | 4.7 | -6.8 | 0.0 | 0.0 | 4.7 | -6.8 |
| 84 | I | Nashville, TN | 4.5 | 1.1 | 0.0 | 0.0 | 4.5 | 1.1 |
| 85 | I | Vicksburg, MS | 4.2 | 3.5 | 0.0 | 0.0 | 4.2 | 3.5 |
| 86 | C | Port Manatee, FL | 0.5 | -17.5 | 3.6 | -6.3 | 4.1 | -7.9 |
| 87 | C | Port Canaveral, FL | 0.7 | -40.7 | 3.4 | -10.8 | 4.1 | -17.6 |
| 88 | L | Marine City, MI | 3.9 | -4.0 | 0.1 | -30.2 | 4.0 | -4.9 |
| 89 | L | Milwaukee, WI | 2.6 | 7.8 | 1.4 | 1.1 | 4.0 | 5.3 |
| 90 | L | Sandusky, OH | 1.7 | -8.4 | 2.1 | 22.6 | 3.8 | 6.6 |
| 91 | L | Marblehead, OH | 3.0 | 1.7 | 0.8 | 37.0 | 3.8 | 7.5 |
| 92 | C | Morehead City, NC | 1.5 | -7.4 | 2.2 | -4.3 | 3.7 | -5.6 |
| 93 | L | Lorain, OH | 2.9 | 10.6 | 0.7 | 67.6 | 3.6 | 18.4 |
| 94 | I | Kansas City, MO | 3.6 | 9.1 | 0.0 | 0.0 | 3.6 | 9.1 |
| 95 | C | Panama City, FL | 1.9 | 1.5 | 1.7 | 29.4 | 3.6 | 13.0 |
| 96 | C | Victoria, TX | 3.6 | 10.3 | 0.0 | 0.0 | 3.6 | 10.3 |
| 97 | C | Penn Manor, PA | 0.1 | 58.1 | 3.3 | 35.6 | 3.4 | 36.1 |
| 98 | C | Fall River, MA | 1.1 | -16.4 | 2.3 | 21.9 | 3.4 | 6.6 |
| 99 | L | Alpena, MI | 3.0 | 4.0 | 0.3 | -3.8 | 3.3 | 3.1 |
| 100 | C | San Diego, CA | 0.5 | -23.2 | 2.8 | 6.9 | 3.3 | 1.3 |

1. Total may not equal column sum due to rounding.

2. Type code depicts the location of the port as Coastal (C), Great Lakes (L), or Inland (I).

Domestic Traffic for Selected U.S. Inland Waterways in 2006

(Millions of Short Tons, Billions of Ton-miles¹ and Change from 2005)

| Waterway | Length (miles) | Tons | | Ton-Miles | | Trip ² Ton-Miles | |
|--|-------------------|-------|-------|-----------|-------|--------------------------------|-------|
| | | 2006 | % | 2006 | % | 2006 | % |
| Atlantic Coast | | | | | | | |
| Atlantic Intracoastal Waterway, VA-FL | 793 | 2.6 | -4.3 | 0.2 | -8.4 | 0.3 | -9.8 |
| Intracoastal Wtwy, Jacksonville to Miami, FL | 349 | 0.2 | -63.6 | ** | -84.3 | ** | -83.4 |
| Gulf Coast | | | | | | | |
| Bayou Teche, LA | 107 | 1.6 | 10.5 | ** | 8.5 | 0.6 | -1.6 |
| Black Warrior and Tombigbee rivers, AL | 449 | 21.6 | -3.5 | 3.4 | -11.5 | 6.8 | -8.7 |
| Chocolate Bayou, TX | 13 | 3.6 | 3.1 | ** | 3.2 | 0.7 | -7.1 |
| Gulf Intracoastal Waterway, TX-FL | 1,109 | 122.6 | 5.6 | 19.3 | 3.4 | 55.9 | 3.1 |
| GIWW: Morgan City-Port Allen, LA | 64 | 22.5 | -4.6 | 1.4 | -4.6 | 20.8 | -1.9 |
| Petit Anse, Tigre, Carlin bayous, LA | 16 | 2.4 | 7.6 | ** | 6.3 | 3.4 | 17.0 |
| Tennessee-Tombigbee Waterway, AL and MS | 234 | 6.6 | 1.9 | 1.2 | -0.8 | 3.9 | -5.9 |
| Mississippi River System | | | | | | | |
| Allegheny River, PA | 72 | 2.9 | -1.4 | ** | 2.7 | 0.8 | -18.3 |
| Atchafalaya River, LA | 121 | 11.7 | 17.8 | 0.7 | 8.7 | 8.6 | 24.8 |
| Big Sandy River, KY and WV | 27 | 20.4 | -24.4 | 0.1 | -26.5 | 8.9 | 1.0 |
| Cumberland River, KY and TN | 381 | 25.3 | 8.2 | 2.7 | 7.6 | 10.5 | 9.7 |
| Green and Barren rivers, KY | 109 | 10.7 | 1.8 | 0.6 | -2.1 | 3.8 | -4.6 |
| Illinois Waterway, IL | 357 | 43.6 | -1.0 | 8.0 | -1.5 | 38.6 | 0.5 |
| J. Bennett Johnston Waterway, LA | 218 | 9.8 | 20.0 | 0.4 | 42.3 | 8.1 | 23.4 |
| Kanawha River, WV | 91 | 20.6 | 3.0 | 1.4 | 5.8 | 8.0 | -1.7 |
| McClellan-Kerr Arkansas R. Nav. Sys., AR/OK | 462 | 12.8 | 4.6 | 2.7 | 6.3 | 7.4 | 7.9 |
| Mississippi River Mpls, MN to Mouth of Passes | 1,814 | 313.5 | 4.8 | 165.7 | 5.0 | 223.2 | 3.5 |
| Minneapolis, MN to Mouth of Missouri River | 663 | 71.3 | 3.4 | 12.8 | 5.8 | 76.4 | 4.2 |
| Mouth of Missouri R. to Mouth of Ohio R. | 195 | 110.2 | 7.9 | 17.8 | 6.5 | 108.7 | 6.4 |
| Mouth of Ohio River up to Baton Rouge, LA | 720 | 188.4 | 6.1 | 113.1 | 4.9 | 194.5 | 4.1 |
| Baton Rouge up to New Orleans, LA ³ | 130 | 214.2 | 2.3 | 16.7 | 4.9 | 179.1 | 3.0 |
| New Orleans, LA to Mouth of Passes ³ | 106 | 119.4 | 7.3 | 5.2 | -0.6 | 69.4 | 7.1 |
| Missouri R. (MO, KS, NE & IA) to Sioux City, IA | 732 | 8.3 | 4.5 | ** | -35.0 | 0.1 | -52.6 |
| Monongahela River, PA and WV | 129 | 28.0 | -0.8 | 1.3 | 3.7 | 8.5 | 0.5 |
| Ohio River, PA, WV, OH, KY, IN, and IL | 981 | 241.5 | -3.1 | 57.8 | -3.6 | 127.4 | -1.8 |
| Ouachita and Black Rivers, AR and LA | 332 | 2.0 | 20.2 | 0.3 | 17.9 | 1.0 | 33.8 |
| Tennessee River, TN, KY, MS and AL | 652 | 54.0 | 1.4 | 5.8 | -0.6 | 27.8 | 4.6 |
| Pacific Coast | | | | | | | |
| Columbia River System, OR, WA, and ID ³ | 596 | 18.6 | 1.3 | 2.8 | 3.1 | 2.3 | 3.1 |
| Columbia River and Willamette River | | | | | | | |
| below Vancouver, WA and Portland, OR ³ | 113 | 17.9 | 2.2 | 0.7 | 3.7 | 2.3 | 3.9 |
| Vancouver, WA to The Dalles, OR | 85 | 10.2 | 2.4 | 0.8 | 2.3 | 2.3 | 2.8 |
| The Dalles Dam to McNary Lock and Dam | 100 | 8.9 | 3.5 | 0.8 | 4.9 | 2.2 | 3.1 |
| Above McNary L & D to Kennewick, WA | 39 | 6.5 | 4.1 | 0.2 | 5.2 | 1.8 | 3.1 |
| Snake River (WA and ID) to Lewiston, ID | 141 | 5.2 | -0.8 | 0.3 | -1.2 | 1.6 | -1.3 |
| Willamette River above Portland, OR | 118 | 1.6 | -1.1 | ** | -28.5 | ** | 2.0 |

1. ** denotes ton-miles of less than 50 million.

2. Internal and intraport tons times total distance from origin to destination.

3. Includes coastwise entrance channel miles for tons and ton-miles but not for trip ton-miles.

U.S. Waterborne Traffic by State in 2006¹
(Millions of Short Tons and Change from 2005)

| Rank | State | Domestic | | Foreign | | Total ² | |
|------|----------------------|----------|-------|---------|-------|--------------------|-------|
| | | Tons | % | Tons | % | Tons | % |
| 1 | Louisiana | 270.0 | 4.5 | 219.9 | 10.9 | 489.9 | 7.3 |
| 2 | Texas | 124.7 | 2.1 | 363.6 | -0.4 | 488.4 | 0.3 |
| 3 | California | 43.6 | -12.5 | 194.3 | 16.9 | 238.0 | 10.1 |
| 4 | New Jersey | 56.2 | 2.2 | 78.5 | 8.4 | 134.7 | 5.7 |
| 5 | Florida | 61.9 | -6.5 | 66.8 | -0.4 | 128.7 | -3.4 |
| 6 | Washington | 51.0 | -6.7 | 70.3 | 4.6 | 121.2 | -0.5 |
| 7 | Illinois | 117.2 | 2.4 | 3.2 | 15.2 | 120.4 | 2.7 |
| 8 | Ohio | 92.7 | -8.9 | 24.3 | 7.3 | 117.0 | -6.0 |
| 9 | Kentucky | 108.7 | -2.8 | 0.0 | 0.0 | 108.7 | -2.8 |
| 10 | Pennsylvania | 66.4 | -2.4 | 38.6 | -2.8 | 105.0 | -2.5 |
| 11 | New York | 52.9 | 1.3 | 49.3 | 11.5 | 102.2 | 6.0 |
| 12 | Alabama | 46.3 | -0.7 | 34.3 | 9.4 | 80.6 | 3.4 |
| 13 | Indiana | 69.4 | 3.1 | 4.1 | 27.8 | 73.5 | 4.2 |
| 14 | West Virginia | 71.4 | -9.7 | 0.0 | 0.0 | 71.4 | -9.7 |
| 15 | Michigan | 58.0 | -2.6 | 13.2 | -10.2 | 71.3 | -4.1 |
| 16 | Virginia | 19.3 | -9.3 | 36.1 | -4.6 | 55.4 | -6.3 |
| 17 | Maryland | 21.0 | -10.3 | 33.5 | 8.8 | 54.4 | 0.6 |
| 18 | Tennessee | 51.1 | 6.4 | 0.0 | 0.0 | 51.1 | 6.4 |
| 19 | Alaska | 43.1 | -17.6 | 7.9 | -6.4 | 51.0 | -16.1 |
| 20 | Mississippi | 22.6 | 3.7 | 28.1 | 29.0 | 50.7 | 16.3 |
| 21 | Virgin Islands | 21.6 | -3.7 | 26.3 | -6.7 | 47.9 | -5.4 |
| 22 | Wisconsin | 33.8 | 6.7 | 12.8 | 4.3 | 46.6 | 6.0 |
| 23 | Minnesota | 39.2 | 8.5 | 3.8 | -9.6 | 43.0 | 6.6 |
| 24 | Georgia | 1.8 | -7.8 | 34.7 | 13.6 | 36.5 | 12.3 |
| 25 | Delaware | 19.2 | -2.1 | 16.0 | -25.6 | 35.2 | -14.4 |
| 26 | Oregon | 15.8 | 0.2 | 19.0 | -5.7 | 34.9 | -3.1 |
| 27 | Missouri | 30.7 | 9.8 | 0.0 | 0.0 | 30.7 | 9.8 |
| 28 | Puerto Rico | 11.9 | 1.7 | 17.7 | 4.9 | 29.6 | 3.6 |
| 29 | Maine | 1.6 | -7.2 | 26.5 | -13.5 | 28.1 | -13.1 |
| 30 | Hawaii | 17.4 | 0.4 | 10.4 | 9.9 | 27.8 | 3.8 |
| 31 | South Carolina | 3.1 | -14.0 | 24.5 | 6.7 | 27.5 | 3.9 |
| 32 | Massachusetts | 9.9 | -1.5 | 17.5 | -6.7 | 27.4 | -4.9 |
| 33 | Connecticut | 13.4 | -7.1 | 5.9 | 14.4 | 19.3 | -1.4 |
| 34 | Arkansas | 14.8 | 17.8 | 0.0 | 0.0 | 14.8 | 17.8 |
| 35 | Iowa | 13.8 | 9.7 | 0.0 | 0.0 | 13.8 | 9.7 |
| 36 | North Carolina | 5.3 | -5.8 | 8.0 | 1.8 | 13.4 | -1.4 |
| 37 | Rhode Island | 3.7 | -15.2 | 7.4 | 10.5 | 11.0 | 0.4 |
| 38 | New Hampshire | 0.8 | 6.6 | 4.0 | -10.7 | 4.8 | -8.2 |
| 39 | Oklahoma | 4.5 | 2.0 | 0.0 | 0.0 | 4.5 | 2.0 |
| 40 | Kansas | 2.0 | 13.6 | 0.0 | 0.0 | 2.0 | 13.6 |
| 41 | Idaho | 1.0 | -5.5 | 0.0 | 0.0 | 1.0 | -5.5 |
| 42 | District of Columbia | 0.7 | -12.4 | 0.0 | 0.0 | 0.7 | -12.4 |
| 43 | Guam | 0.4 | 40.4 | 0.0 | 0.0 | 0.4 | 40.4 |
| 44 | American Samoa | 0.2 | -4.8 | 0.0 | 0.0 | 0.2 | -4.8 |

1. Includes shipments, receipts and intrastate commerce.

2. Total may not equal column sum due to rounding.

U. S. Flag Vessels as of December 31, 2006¹

| Vessel Type | Number | Age ² | | | | | |
|-----------------------------------|---------------|------------------|--------------|--------------|--------------|--------------|---------------|
| | | < = 5 | 6 - 10 | 11 - 15 | 16 - 20 | 21 - 25 | > 25 |
| Vessel (total)³ | 41,109 | 5,577 | 7,319 | 3,753 | 2,499 | 5,201 | 16,434 |
| Self-Propelled (total) | 8,870 | 789 | 814 | 453 | 465 | 1,276 | 5,055 |
| Dry Cargo | 946 | 123 | 103 | 75 | 127 | 96 | 421 |
| Tanker | 90 | 14 | 10 | 2 | 3 | 21 | 40 |
| Pushboat | 2,575 | 164 | 146 | 88 | 55 | 375 | 1,743 |
| Tugboat | 2,710 | 198 | 190 | 84 | 77 | 315 | 1,838 |
| Passenger ⁴ | 828 | 53 | 88 | 101 | 148 | 110 | 328 |
| Offshore Supply | 1,721 | 237 | 277 | 103 | 55 | 359 | 685 |
| Barge (total) | 32,211 | 4,788 | 6,502 | 3,299 | 2,033 | 3,922 | 11,359 |
| Dry Covered | 13,062 | 1,460 | 3,238 | 1,375 | 208 | 1,995 | 4,761 |
| Dry Open | 8,673 | 1,697 | 1,960 | 1,106 | 1,109 | 1,120 | 1,660 |
| Lash/Seabee | 580 | 0 | 0 | 100 | 185 | 2 | 293 |
| Deck | 5,492 | 788 | 792 | 316 | 437 | 488 | 2,418 |
| Other Dry Cargo ⁵ | 154 | 10 | 16 | 16 | 10 | 24 | 72 |
| Single Hull Tank | 466 | 13 | 14 | 20 | 9 | 56 | 354 |
| Double Hull Tank | 3,124 | 638 | 419 | 357 | 67 | 197 | 1,444 |
| Other Tank ⁶ | 660 | 182 | 63 | 9 | 8 | 40 | 357 |

1. Survey date as of December 31, 2006; includes updates through August 30, 2007.
2. Age (in years) is based upon the year the vessel was built or rebuilt, using calendar year 2006 as the base year.
3. Total is greater than sum because of 28 unclassified vessels and 326 vessels of unknown age; figures include vessels available for operation.
4. Includes passenger, excursion/sightseeing.
5. Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.
6. Includes tank barges that may be double sided only or double bottom only.

U.S. Waterborne Container Traffic by Region in 2006 (Loaded and Empty in Thousands of TEU's¹)

| Region | Domestic ² | | Foreign | | Total | |
|--------------------------|-----------------------|------------|---------------|------------|---------------|------------|
| | Loaded | Empty | Loaded | Empty | Loaded | Empty |
| Total³ | | | | | | |
| Inbound | 2,053 | 485 | 18,360 | N/A | 20,414 | N/A |
| Outbound | 2,053 | 485 | 8,852 | N/A | 10,906 | N/A |
| Atlantic | | | | | | |
| Inbound | 651 | 53 | 6,905 | N/A | 7,556 | N/A |
| Outbound | 637 | 53 | 4,280 | N/A | 4,917 | N/A |
| Gulf | | | | | | |
| Inbound | 39 | 9 | 912 | N/A | 951 | N/A |
| Outbound | 54 | 9 | 849 | N/A | 903 | N/A |
| Pacific | | | | | | |
| Inbound | 1,363 | 423 | 10,543 | N/A | 11,906 | N/A |
| Outbound | 1,363 | 423 | 3,723 | N/A | 5,087 | N/A |

1. TEU = Twenty Foot Equivalent Units. Foreign empties not included.
2. A domestic container is counted as an inbound and outbound movement.
3. Total includes 130 loaded TEU's for the Great Lakes.

Ports and Waterways Facts

- The Port of New York / New Jersey is the largest port complex on the East Coast of North America. The Port Authority directly oversees the operation of seven cargo terminals in the New York/New Jersey region.
- The Port of South Louisiana, which stretches 54 miles along the Mississippi River, is the largest tonnage port in the Western Hemisphere. It is comprised of facilities in St. Charles, St. John the Baptist, and St. James Parishes.
- Duluth-Superior is by far the largest port on the Great Lakes and is one of the premier bulk cargo ports in North America. It has a navigation season that usually begins in late March and continues until mid-January.
- The Port of Los Angeles encompasses 7,500 acres (3,300 water; 4,200 land), 43 miles of waterfront and features 27 cargo terminals, including dry and liquid bulk, container, break bulk, automobile, and omni facilities. It is the largest container port in the U.S. The adjacent port of Long Beach is the second largest container port in the U.S.
- The longest contiguous dock in the U.S. (9,693 linear feet) is in Savannah. Garden City Terminal, operated by the Georgia Ports Authority, is the largest single common user terminal on the East and Gulf Coasts. The terminal encompasses over 1,200 acres and 1.2 million square feet of covered storage.
- Over 3.9 million passengers transited through the Port of Miami in 2007, making it the busiest cruise port in the world. Port Everglades in Broward County Florida operates 12 cruise terminals; cruise ship calls at the port exceed 1,750 (representing over 3.4 million passengers) annually.
- The 12,000 miles of inland and intracoastal waterways, like highways, operate as a system, and much of the commerce moves on multiple segments. They serve as connecting arteries, much like neighborhood streets help people reach interstate highways.
- Waterways are operated by the Corps as multi-purpose, multi-objective projects. They not only serve commercial navigation, but in many cases also provide hydropower, flood protection, municipal water supply, agricultural irrigation, recreation, and regional development.
- Forty-one states, 16 state capitals and all states east of the Mississippi River are served by commercially navigable waterways.
- For more ports and waterways facilities data and information visit the NDC website at <http://www.iwr.usace.army.mil/ndc/ports/ports.htm>.

Trust Fund Facts

- The Inland Waterway Trust Fund earned \$101.5 million in FY 2007. This included \$91.1 million paid by the barge and towing industry and \$10.4 million interest. The Fund disbursed \$159.8 million for construction projects leaving a balance of \$209.4 million, its lowest level since 1993.
- The FY 2007 Harbor Maintenance Trust Fund equity grew 15% from FY 2006 to \$3.81 billion. Total receipts grew 7.5% to \$1.42 billion. The taxes from domestic commerce of \$67.8 million grew 3.2% over the previous year. The taxes collected from imports grew 4.3% to \$994.7 million. All transfers totaled \$909.9 million (U.S. Army Corps of Engineers received \$890.6 million, an increase from FY 2006's \$779.0 million).

Vessel Facts

- Domestic vessel operating companies operating vessels on U.S. waterways increased 3.2% between 2005 and 2006 from 3,206 to 3,309 companies.
- The number of domestic tankers has steadily diminished from 232 in 1985 to 90 in 2006.
- The *Waterborne Transportation Lines of the U.S.*, which includes an inventory of vessel companies and their American flag vessels operating in the transportation of freight and passengers, is available on the NDC website at <http://www.iwr.usace.army.mil/ndc/veslchar/veslchar.htm>.

Top 20 U.S. Ports Handling Foreign Waterborne In-transits¹ in 2006
(Thousand Short Tons and Percent of Total Foreign Traffic)

| Rank Port | In-transits | | Total | % Total | Total |
|--------------------------|-----------------|----------------|-----------------|------------|--------------------|
| | Inbound | Outbound | | Foreign | Foreign |
| Total In-transits | 28,731.2 | 3,401.6 | 32,132.8 | 2.1 | 1,564,944.3 |
| 1 Portland, ME | 19,571.4 | 0.0 | 19,571.4 | 80.4 | 24,354.7 |
| 2 Brownsville, TX | 2,607.3 | 2.0 | 2,609.2 | 60.5 | 4,311.6 |
| 3 New York, NY and NJ | 979.8 | 672.5 | 1,652.3 | 1.8 | 91,352.0 |
| 4 Houston, TX | 857.5 | 423.3 | 1,280.8 | 0.8 | 152,877.4 |
| 5 Long Beach, CA | 936.0 | 315.2 | 1,251.2 | 1.7 | 71,559.1 |
| 6 Los Angeles, CA | 1,069.7 | 120.5 | 1,190.1 | 2.1 | 57,032.3 |
| 7 Portland, OR | 23.8 | 395.0 | 418.8 | 2.6 | 16,278.6 |
| 8 Savannah, GA | 207.7 | 170.8 | 378.5 | 1.2 | 32,283.0 |
| 9 Philadelphia, PA | 298.7 | 74.5 | 373.2 | 1.5 | 24,787.2 |
| 10 Seattle, WA | 140.8 | 183.6 | 324.4 | 1.5 | 22,031.4 |
| 11 Tacoma, WA | 199.5 | 105.5 | 304.9 | 1.6 | 18,761.5 |
| 12 San Juan, PR | 203.5 | 57.6 | 261.1 | 4.4 | 5,969.0 |
| 13 Charleston, SC | 135.7 | 60.7 | 196.4 | 0.8 | 23,374.7 |
| 14 Miami, FL | 156.9 | 24.1 | 181.0 | 2.4 | 7,424.0 |
| 15 Norfolk Harbor, VA | 122.0 | 46.3 | 168.3 | 0.7 | 25,875.7 |
| 16 Oakland, CA | 97.6 | 59.6 | 157.2 | 1.1 | 13,712.5 |
| 17 Port Everglades, FL | 121.9 | 32.6 | 154.5 | 1.0 | 15,285.2 |
| 18 Baltimore, MD | 120.9 | 23.9 | 144.7 | 0.5 | 28,014.0 |
| 19 Vancouver, WA | 56.2 | 79.9 | 136.2 | 2.3 | 5,883.6 |
| 20 Palm Beach, FL | 83.4 | 36.2 | 119.6 | 7.4 | 1,612.5 |

¹ Foreign Waterborne In-transits: Commerce shipped in bond through the United States from one foreign country to another. Inbound enters U.S. via vessel and outbound exits via vessel.

Waterborne Commerce Facts

- Crude petroleum comprised 60.9% of U.S. waterborne in-transits, while primary manufactured goods ranked second with 14.1% based on weight in 2006.
- The top five U.S. ports ranked by dollar value of foreign traffic for calendar year (CY) 2006 were: Los Angeles, CA; New York, NY and NJ; Long Beach, CA; Houston, TX; and Charleston, SC.
- In 2006, 10.1% of all U.S. waterborne commerce by weight was containerized (2.4% of domestic and 15.1% of foreign).
- The U.S. port exporting the largest volume of coal in 2006 was the Consolidated Port of Hampton Roads with 13.1 million short tons, down 21.7% from 2005.
- The St. Lawrence Seaway Development Corporation reported 35.6 million metric tons (39.2 million short tons) moving on the Montreal-Lake Ontario section of the St. Lawrence Seaway for calendar year 2006, a 13.7% increase from 2005.
- The Port of New Orleans rebounded in 2006, recouping tonnage lost last year due to Hurricane Katrina. Tonnage was up 16.7% from 65.9 million short tons to 76.9 million. The Port of South Louisiana was up 6.2% in 2006, registering the single highest total in the history of the port with 225.5 million short tons.
- Additional waterborne commerce data and information can be found on the NDC website at <http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm>, including the *Internal U.S. Waterway Monthly Tonnage Indicators, Waterborne Container Traffic for U.S. Ports and all 50 States and U.S. Territories*, the U.S. Foreign Waterborne Transportation Statistics Program, and more.

For Further Information

This fact card provides an overview of information about U.S. ports and waterways for the latest complete statistical year. Statistics are produced by the U.S. Army Corps of Engineers (USACE) Navigation Center (NDC). Domestic data are collected by NDC. U.S. foreign tonnage and vessel movements are derived from data provided by the Port Import Export Reporting Service, U.S. Customs and Border Protection, U.S. Bureau of the Census, and Statistics Canada. Contact one of the following sites for information on NDC's products and services:

- **Web Site:** Access for up-to-date statistics:
www.iwr.usace.army.mil/ndc

- **NDC:** Port, waterways, lock and dock infrastructure data; lock performance; dredging statistics; and water transportation summary materials.

Navigation Data Center
U.S. Army Corps of Engineers
7701 Telegraph Road
Alexandria, VA 22315-3868
703-428-9061, Fax 703-428-6047
E-mail: CEIWR-NDC.WEBMASTER@usace.army.mil

- **Waterborne Commerce Statistics Center:** Commercial movements of foreign and domestic cargo and vessels; and U.S. vessel and vessel operator statistics.

Waterborne Commerce Statistics Center, USACE
PO Box 61280
New Orleans, LA 70161-1280
504-862-1427, 504-862-1426; FAX 504-862-1423
E-mail: CEIWR-NDCWCSC.WEBMASTER@usace.army.mil

User feedback is essential for USACE to meet current needs. Provide comments to Director, Waterborne Commerce Statistics Center, P.O. Box 61280, New Orleans, LA 70161-1280 or e-mail CEIWR-NDCWCSC.WEBMASTER@usace.army.mil.