



U.S. Department of Transportation
Maritime Administration

U.S. Water Transportation Statistical Snapshot



May 2008

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May 2008

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**Office of
Policy and Plans**

**Office of
Congressional and Public Affairs**

Maritime Administration

**U.S. Department of
Transportation**



U.S. Department of Transportation

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Glossary

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It is the mission of the Maritime Administration to strengthen the U.S. water transportation system, including infrastructure, industry, and labor, to meet the economic and security needs of the Nation.

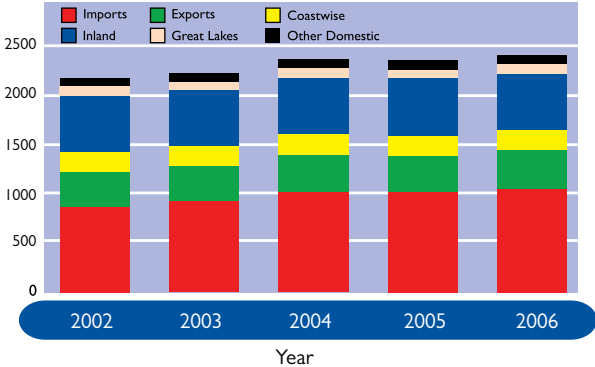
The U.S. water transportation industry serves the needs of both foreign and domestic commerce. It comprises companies that carry freight or passengers on the open seas or inland waterways, offer towing services, charter vessels, and operate canals and terminals.

The U.S. water transportation industry is in a period of renewal and expansion with major changes in trades, fleets, gross output and employment. The following snapshot highlights the major changes that have occurred over the last five years.

In 2006, U.S. waterborne trades amounted to 2.3 billion metric tons. Foreign trades accounted for 60 percent of the total, up from 56 percent five years earlier. The change in composition was due largely to a 13 percent rise in petroleum imports and a 5 percent decline in coastwise petroleum trades (next page).

U.S. Waterborne Trades, 2002-2006

(Million Metric Tons)



U.S. Waterborne Trades, 2002-2006

(Million Metric Tons)

| Trade | 2002 | 2003 | 2004 | 2005 | 2006 | % Ch. 2002-06 |
|-----------------|---------|---------|---------|---------|---------|---------------|
| Foreign | 1,197.9 | 1,250.2 | 1,315.1 | 1,339.6 | 1,440.2 | 19.9 |
| Container | 154.2 | 166.1 | 187.3 | 205.3 | 218.6 | 40.6 |
| Imports | 848.2 | 911.5 | 988.0 | 995.1 | 1,122.0 | 32.1 |
| Container | 91.9 | 98.1 | 112.9 | 123.6 | 122.7 | 44.4 |
| Exports | 348.7 | 338.7 | 377.2 | 364.5 | 393.6 | 12.9 |
| Container | 62.3 | 68.0 | 74.4 | 81.7 | 83.9 | 34.7 |
| Domestic | 926.3 | 921.9 | 949.9 | 933.4 | 928.6 | 0.1 |
| Coastwise | 196.3 | 202.8 | 200.1 | 193.8 | 183.2 | -6.7 |
| Container | 15.7 | 17.8 | 18.3 | 18.6 | 19.6 | 24.8 |
| Inland | 551.6 | 553.0 | 568.1 | 566.1 | 569.3 | 3.2 |
| Lakes | 92.1 | 81.5 | 93.9 | 87.3 | 87.9 | -4.6 |
| Other | 86.3 | 84.6 | 87.8 | 86.2 | 88.2 | 2.2 |
| Total | 2,123.2 | 2,172.1 | 2,315.1 | 2,293.0 | 2,348.2 | 10.6 |

Note: Other includes intra-port and intra-territory trades.

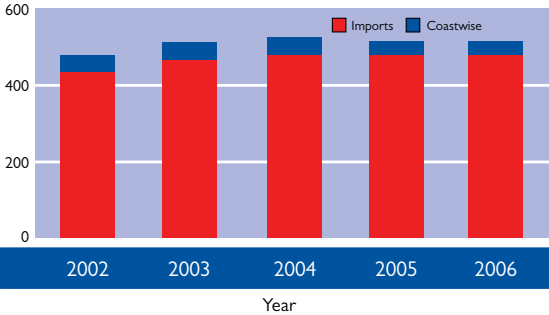
Sources: U.S. Army Corps of Engineers, Waterborne Commerce of the United States. Detailed data available at www.usace.army.mil/ndc. Foreign Container-PIERS, www.piers.com.

Trade Indicators

The 2002-2006 decline in coastwise crude oil trades was due largely to a 25 percent decline in Alaskan crude oil production which moved on tankers from the Trans-Alaskan Pipeline terminal in Valdez to the U.S. West Coast.

U.S. Crude Oil Trades, 2002-2006

(Million Metric Tons)



U.S. Waterborne Petroleum Trades, 2002-2006

(Million Metric Tons)

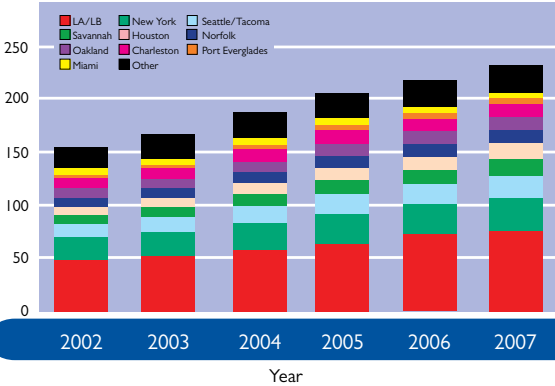
| Trade/Vessel Type | 2002 | 2003 | 2004 | 2005 | 2006 | % Ch. 2002-06 |
|---|-------|-------|-------|-------|-------|---------------|
| Domestic | 316.3 | 327.3 | 331.5 | 329.1 | 326.4 | 3.2 |
| Crude | 77.6 | 79.4 | 76.6 | 72.1 | 63.8 | -17.8 |
| Product | 238.7 | 247.9 | 254.9 | 257.0 | 262.6 | 10.0 |
| Coastwise | 140.0 | 146.4 | 148.0 | 142.4 | 132.4 | -5.4 |
| Crude | 46.5 | 46.2 | 43.5 | 40.7 | 33.4 | -28.2 |
| Alaska/ West Coast | 45.4 | 44.9 | 42.1 | 40.0 | 32.4 | -28.6 |
| Product | 93.5 | 100.2 | 103.1 | 101.6 | 99.0 | 5.9 |
| Foreign | 607.1 | 652.9 | 691.0 | 679.2 | 691.7 | 13.9 |
| Imports | 552.7 | 600.1 | 633.1 | 621.7 | 622.4 | 12.6 |
| Crude | 434.8 | 467.8 | 482.3 | 474.3 | 476.0 | 9.5 |
| Product | 117.9 | 132.3 | 150.8 | 147.4 | 146.4 | 24.2 |
| Exports | 54.4 | 52.8 | 57.9 | 57.5 | 69.3 | 27.4 |
| Alaska Crude Oil Prod. (Mil. Bbls.) | 359.3 | 355.6 | 332.5 | 315.4 | 270.5 | -24.7 |

Note: Domestic includes coastwise, inland, intra-port and intra-territory trades. Product figures include natural gas liquids.

Sources: Trade—U.S. Army Corps of Engineers, Waterborne Commerce of the United States. Detailed data available at www.usace.army.mil/ndc. Alaska production—Energy Information Agency, Petroleum Supply Annual. Detailed data available at www.eia.doe.gov.

U.S. foreign container trades increased by 51 percent over the last five years. In 2007, the top ten ports accounted for 89 percent of U.S. container trades.

U.S. Foreign Container Trades by U.S. Port, 2002-2007
(Million Metric Tons)



U.S. Foreign Container Trades by U.S. Port, 2002-2007
(Million Metric Tons)

| Port | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | % Ch. 2002-07 |
|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------|
| LA/LB | 48.7 | 52.1 | 58.2 | 64.0 | 72.8 | 76.0 | 56.1 |
| New York | 21.3 | 22.8 | 25.6 | 27.5 | 29.3 | 31.1 | 46.0 |
| Seattle/Tacoma | 12.7 | 13.8 | 15.6 | 19.5 | 18.1 | 19.7 | 55.1 |
| Savannah | 8.3 | 9.4 | 10.9 | 12.6 | 13.4 | 17.1 | 106.0 |
| Houston | 8.3 | 9.1 | 10.9 | 12.2 | 12.4 | 14.2 | 71.1 |
| Norfolk | 7.9 | 8.7 | 9.7 | 10.7 | 11.6 | 13.2 | 67.1 |
| Oakland | 8.2 | 8.9 | 10.1 | 11.8 | 11.9 | 12.3 | 50.0 |
| Charleston | 10.3 | 10.1 | 11.7 | 12.6 | 12.3 | 11.7 | 13.6 |
| Port Everglades | 2.8 | 3.1 | 3.7 | 4.5 | 4.9 | 5.4 | 92.9 |
| Miami | 6.2 | 6.3 | 6.6 | 6.4 | 6.2 | 5.3 | -14.5 |
| Top 5 | 99.4 | 107.1 | 121.3 | 135.9 | 146.1 | 158.2 | 59.2 |
| Top 10 | 134.8 | 144.2 | 163.1 | 181.9 | 193.0 | 206.1 | 52.9 |
| Total | 154.3 | 166.1 | 187.2 | 205.2 | 217.4 | 232.5 | 50.7 |

Source: Port Import/Export Reporting System (PIERS). Detailed data available at www.piers.com.

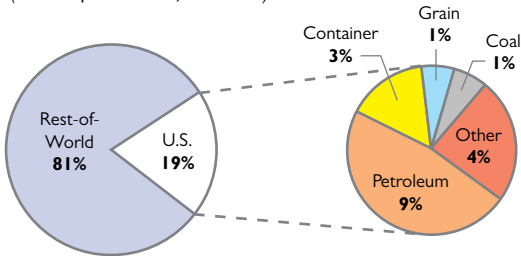
Trade Indicators

In 2006, U.S. foreign trade (1.4 billion metric tons) accounted for about 19 percent of global waterborne trade. U.S. petroleum trades accounted for about 9 percent of global trade (all products), and about 24 percent of global petroleum trades.

Over the last five years, global trade increased by 23 percent, the highest 5-year growth rate of the last 20 years. The surge in global trade has been driven largely by growth in global container trades and China's demand for primary products—petroleum, iron ore, coal and grains.

U.S. and Global Waterborne Trades, 2006

(Percent of Global Trade, Metric Tons)



U.S. and Global Waterborne Trades, 2006

(Million Metric Tons)

| Trade | 2002 | 2003 | 2004 | 2005 | 2006 | % Ch. 2002-06 |
|---------------------|---------|---------|---------|---------|---------|---------------|
| Global Trade | 6,209.0 | 6,553.0 | 6,954.0 | 7,258.0 | 7,615.0 | 22.6 |
| Coal | 406.0 | 448.0 | 483.0 | 507.0 | 544.0 | 34.0 |
| Iron Ore | 481.0 | 516.0 | 588.0 | 661.0 | 721.0 | 49.9 |
| Petroleum | 2,359.0 | 2,513.0 | 2,640.0 | 2,737.0 | 2,860.0 | 21.2 |
| LNG | 113.0 | 125.0 | 132.0 | 144.0 | 160.0 | 41.6 |
| Grain | 271.0 | 264.0 | 275.0 | 272.0 | 292.0 | 7.7 |
| Container | 718.0 | 805.0 | 918.0 | 1020.0 | 1,131.0 | 57.5 |
| U.S. Trade | 1,196.9 | 1,250.2 | 1,365.2 | 1,359.6 | 1,419.6 | 18.6 |
| Coal | 54.4 | 61.4 | 75.4 | 73.8 | 80.1 | 47.2 |
| Iron Ore | 18.8 | 18.6 | 20.5 | 20.2 | 19.3 | 2.7 |
| Petroleum | 607.1 | 652.9 | 690.9 | 679.2 | 691.7 | 13.9 |
| LNG | 9.5 | 16.2 | 22.2 | 16.7 | 17.3 | 82.1 |
| Grain | 101.7 | 97.1 | 103.6 | 94.1 | 107.1 | 5.3 |
| Container | 154.2 | 166.1 | 187.3 | 205.3 | 216.6 | 40.5 |

Sources: Global Trade—Clarkson Research Studies; U.S. Trade—U.S. Army Corps of Engineers, Waterborne Commerce of the United States. Detailed data available at www.usace.army.mil/ndc. Container—PIERS, www.piers.com.

In 2007, 6,867 oceangoing-vessels made 63,804 calls at U.S. ports. Vessel calls were up 13 percent from 5 years earlier. Of the 2007 calls, 34 percent were by tankers, 31 percent were by containerships, 17 percent were by dry bulk vessels, and 10 percent were by Roll on-Roll offs (Ro-Ro). In 2007, 88 percent of the tanker calls were by double-hull tankers, up from 58 percent 5 years before. Liquefied Natural Gas (LNG) carriers accounted for less than 1 percent of the calls, but were the fastest growing segment over the last 5 years.

Vessel Calls at U.S. Ports, 2002-2007

| Type | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | % Ch. 2002-07 |
|-----------|--------|--------|--------|--------|--------|--------|------------------|
| Tanker | 17,320 | 18,503 | 19,316 | 20,118 | 21,231 | 21,724 | 25.4 |
| D/Hull | 10,045 | 11,905 | 14,055 | 15,869 | 17,747 | 19,026 | 89.4 |
| Product | 10,949 | 10,998 | 11,572 | 12,217 | 13,282 | 13,277 | 21.3 |
| D/Hull | 5,770 | 6,578 | 7,712 | 8,799 | 10,252 | 10,811 | 87.4 |
| Crude | 6,371 | 7,505 | 7,744 | 7,901 | 7,949 | 8,447 | 32.6 |
| D/Hull | 4,275 | 5,327 | 6,343 | 7,070 | 7,495 | 8,215 | 92.2 |
| Container | 17,138 | 17,287 | 18,279 | 18,542 | 19,591 | 19,863 | 15.9 |
| Dry Bulk | 11,112 | 10,271 | 11,631 | 11,406 | 12,508 | 11,040 | -0.6 |
| Ro-Ro | 5,632 | 5,191 | 5,317 | 5,663 | 6,318 | 6,077 | 7.9 |
| Vehicle | 3,605 | 3,113 | 3,065 | 3,652 | 4,182 | 4,084 | 13.3 |
| Gas | 739 | 926 | 916 | 969 | 961 | 917 | 24.1 |
| LNG | 89 | 164 | 173 | 203 | 213 | 202 | 127.0 |
| Combo | 761 | 666 | 459 | 414 | 334 | 235 | -69.1 |
| General | 3,894 | 3,915 | 3,967 | 3,935 | 4,054 | 3,948 | 1.4 |
| All Types | 56,596 | 56,759 | 59,885 | 61,047 | 64,997 | 63,804 | 12.7 |

Note: See glossary for vessel type descriptions.

Source: Maritime Administration, Vessel Calls at U.S. Ports. Detailed data available at www.marad.dot.gov/marad_statistics.

Trade Indicators

The average size (DWT) of vessels calling at U.S. ports increased by 8 percent over the last five years. Containerships were 13 percent larger in terms of DWT, but 19 percent larger in terms of TEU's. Similarly, gas carriers were 26 percent larger in terms of DWT, but 36 percent larger in terms of cubic meters.

Average Vessel Size Per Call, 2002-2007

(DWT unless otherwise specified)

| Type | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | % Ch. 2002-07 |
|-----------|---------|---------|---------|---------|---------|---------|------------------|
| Tanker | 69,412 | 72,387 | 70,690 | 72,056 | 71,831 | 72,222 | 4.0 |
| D/Hull | 74,887 | 76,452 | 74,717 | 76,240 | 75,891 | 76,408 | 2.0 |
| Product | 37,050 | 37,790 | 37,684 | 37,956 | 37,669 | 36,699 | -0.9 |
| D/Hull | 36,128 | 37,104 | 37,163 | 37,799 | 37,934 | 36,994 | 2.4 |
| Crude | 125,028 | 123,085 | 120,010 | 124,784 | 128,913 | 128,058 | 2.4 |
| D/Hull | 127,200 | 125,040 | 120,376 | 124,083 | 127,811 | 128,278 | 0.8 |
| Container | 42,158 | 43,168 | 43,610 | 44,593 | 46,598 | 47,720 | 13.2 |
| (TEU) | 3,021 | 3,145 | 3,235 | 3,314 | 3,502 | 3,597 | 19.1 |
| Dry Bulk | 42,876 | 42,685 | 42,972 | 43,276 | 44,746 | 45,270 | 5.6 |
| Ro-Ro | 20,376 | 20,270 | 20,191 | 19,838 | 19,751 | 19,635 | -3.6 |
| Vehicle | 17,528 | 17,496 | 16,708 | 18,506 | 18,801 | 18,585 | 6.0 |
| Gas | 32,099 | 37,818 | 39,145 | 41,411 | 40,738 | 40,462 | 26.1 |
| (CM) | 43,774 | 55,024 | 57,465 | 61,410 | 60,037 | 59,369 | 35.6 |
| LNG | 56,290 | 68,564 | 70,458 | 70,374 | 70,962 | 73,703 | 30.9 |
| (CM) | 104,879 | 125,768 | 129,429 | 128,504 | 130,006 | 134,832 | 28.6 |
| Combo | 84,459 | 84,016 | 84,699 | 87,151 | 86,344 | 93,617 | 10.8 |
| General | 23,496 | 23,655 | 24,542 | 25,101 | 25,446 | 25,572 | 8.8 |
| All Types | 47,625 | 49,557 | 49,125 | 50,083 | 50,672 | 51,658 | 8.5 |

Note: See glossary for vessel type descriptions.

Source: Maritime Administration, Vessel Calls at U.S. Ports. Detailed data available at www.marad.dot.gov/marad_statistics.

Trade Indicators

Over the last five years, calls by containerships of 5,000 TEU or greater, which are largely post-panamax class, increased by 251 percent. The number of 5,000+ TEU containerships deployed in U.S. trades increased by 164 percent and calls per vessel increased by 33 percent.

Containership Calls at U.S. Ports by Size, 2002-2007

| Vessel Size, TEU's | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | % Ch. 2002-07 |
|---------------------|--------|--------|--------|--------|--------|--------|---------------|
| Calls | | | | | | | |
| < 1,000 | 566 | 626 | 443 | 394 | 332 | 372 | -34.3 |
| 1,000-1,999 | 4,097 | 3,492 | 3,463 | 3,600 | 3,814 | 3,532 | -13.8 |
| 2,000-2,999 | 4,032 | 4,032 | 4,541 | 4,410 | 3,986 | 4,048 | 0.4 |
| 3,000-3,999 | 4,129 | 4,050 | 3,888 | 3,624 | 3,333 | 2,917 | -29.4 |
| 4,000-4,999 | 3,186 | 3,945 | 4,210 | 4,226 | 4,782 | 5,033 | 58.0 |
| > 4,999 | 1,128 | 1,142 | 1,734 | 2,288 | 3,344 | 3,961 | 251.2 |
| Total | 17,138 | 17,287 | 18,279 | 18,542 | 19,591 | 19,863 | 15.9 |
| Vessels | | | | | | | |
| < 1,000 | 34 | 28 | 30 | 24 | 23 | 28 | -17.6 |
| 1,000-1,999 | 261 | 234 | 185 | 183 | 189 | 168 | -35.6 |
| 2,000-2,999 | 267 | 258 | 266 | 259 | 257 | 229 | -14.2 |
| 3,000-3,999 | 194 | 201 | 191 | 189 | 177 | 167 | -13.9 |
| 4,000-4,999 | 165 | 197 | 207 | 234 | 258 | 271 | 64.2 |
| > 4,999 | 105 | 107 | 160 | 193 | 260 | 277 | 163.8 |
| Total | 1,026 | 1,025 | 1,039 | 1,082 | 1,164 | 1,140 | 11.1 |
| Calls/Vessel | | | | | | | |
| < 1,000 | 16.6 | 22.4 | 14.8 | 16.4 | 14.4 | 13.3 | -20.2 |
| 1,000-1,999 | 15.7 | 14.9 | 18.7 | 19.7 | 20.2 | 21.0 | 33.9 |
| 2,000-2,999 | 15.1 | 15.6 | 17.1 | 17.0 | 15.5 | 17.7 | 17.1 |
| 3,000-3,999 | 21.3 | 20.1 | 20.4 | 19.2 | 18.8 | 17.5 | -17.9 |
| 4,000-4,999 | 19.3 | 20.0 | 20.3 | 18.1 | 18.5 | 18.6 | -3.8 |
| > 4,999 | 10.7 | 10.7 | 10.8 | 11.9 | 12.9 | 14.3 | 33.1 |
| Total | 16.7 | 16.9 | 17.6 | 17.1 | 16.8 | 17.4 | 4.3 |

Notes: Panamax refers to the maximum dimensions of a vessel that can pass through the locks of the Panama Canal: length-965 feet, beam-106 feet, and draft-39.5 feet. Percent changes calculated on unrounded numbers.

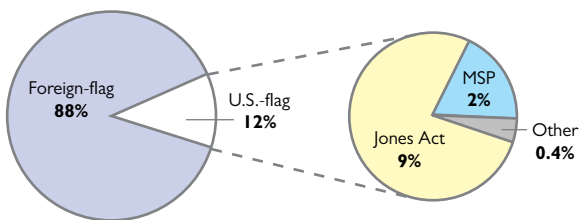
Source: Maritime Administration, Vessel Calls at U.S. Ports. Detailed data available at www.marad.dot.gov/marad_statistics.

Trade Indicators

In 2007, U.S.-flag oceangoing vessels accounted for 12 percent of the calls at U.S. ports. Jones Act vessels accounted 78 percent of U.S.-flag calls and 9 percent of overall calls. Maritime Security Program (MSP) vessels accounted for 2 percent of overall calls.

U.S.-flag vessels averaged 36 calls per vessel while foreign-flag vessels averaged only 8 calls per vessel. Jones Act vessels call primarily at U.S. ports, while foreign-flag and non-Jones Act U.S.-flag vessels spend significant time in foreign ports.

Vessel Calls at U.S. Ports by Flag, 2007



U.S.-flag Vessel Calls at U.S. Ports by Segment, 2007

| | Jones Act | MSP | Other | Total |
|-----------|-----------|-------|-------|-------|
| Tanker | 3,448 | 36 | 0 | 3,484 |
| D/Hull | 2,633 | 36 | 0 | 2,669 |
| Product | 2,421 | 36 | 0 | 2,457 |
| D/Hull | 1,629 | 36 | 0 | 1,665 |
| Crude | 1,027 | 0 | 0 | 1,027 |
| D/Hull | 1,004 | 0 | 0 | 1,004 |
| Container | 1,417 | 977 | 163 | 2,557 |
| Dry Bulk | 63 | 0 | 36 | 99 |
| Ro-Ro | 842 | 344 | 57 | 1,243 |
| Vehicle | 120 | 344 | 20 | 484 |
| General | 14 | 0 | 23 | 37 |
| All Types | 5,784 | 1,357 | 279 | 7,420 |

Note: Jones Act Fleet—Vessels built in the U.S. and registered under U.S.-flag; or vessels reconstructed in the U.S. and registered under U.S.-flag; or foreign-built vessels forfeited for violation of U.S. law and registered under U.S.-flag. These vessels have unrestricted coastwise trading privileges.

Source: Maritime Administration, Vessel Calls at U.S. Ports. Detailed data available at www.marad.dot.gov/marad_statistics.

Over the last five years, the South Atlantic had the highest growth (20 percent) in vessel calls among the six U.S. coastal regions.

In 2007, ninety-one percent of the container calls were at Atlantic and Pacific ports, up from 89 percent in 2002.

Vessel Calls by U.S. Coast, 2002 and 2007

| Type | N. Atl. | S. Atl. | PNW | PSW | P.R. | U.S.G. | Total |
|----------------------|---------|---------|-------|--------|-------|--------|--------|
| 2002 | | | | | | | |
| Tanker | 3,122 | 1,297 | 1,793 | 2,069 | 241 | 8,798 | 17,320 |
| Container | 3,043 | 5,444 | 1,787 | 5,034 | 568 | 1,262 | 17,138 |
| Dry Bulk | 1,388 | 1,156 | 2,111 | 1,389 | 85 | 4,983 | 11,112 |
| Ro-Ro | 1,804 | 1,555 | 792 | 883 | 167 | 431 | 5,632 |
| Gas | 73 | 26 | 43 | 50 | 33 | 514 | 739 |
| Combo | 234 | 69 | 0 | 26 | 14 | 418 | 761 |
| General | 789 | 828 | 171 | 570 | 269 | 1,267 | 3,894 |
| All Types | 10,453 | 10,375 | 6,697 | 10,021 | 1,377 | 17,673 | 56,596 |
| 2007 | | | | | | | |
| Tanker | 4,037 | 1,705 | 1,850 | 2,519 | 215 | 11,398 | 21,724 |
| Container | 3,644 | 7,057 | 1,788 | 5,570 | 498 | 1,306 | 19,863 |
| Dry Bulk | 1,294 | 1,106 | 2,406 | 1,204 | 42 | 4,988 | 11,040 |
| Ro-Ro | 1,612 | 1,811 | 709 | 1,332 | 227 | 386 | 6,077 |
| Gas | 181 | 32 | 25 | 43 | 8 | 628 | 917 |
| Combo | 28 | 63 | 0 | 8 | 1 | 135 | 235 |
| General | 743 | 678 | 379 | 598 | 188 | 1,362 | 3,948 |
| All Types | 11,539 | 12,452 | 7,157 | 11,274 | 1,179 | 20,203 | 63,804 |
| % Ch. 2002-07 | | | | | | | |
| Tanker | 29.3 | 31.5 | 3.2 | 21.7 | -10.8 | 29.6 | 25.4 |
| Container | 19.8 | 29.6 | 0.1 | 10.6 | -12.3 | 3.5 | 15.9 |
| Dry Bulk | -6.8 | -4.3 | 14.0 | -13.3 | -50.6 | 0.1 | -0.6 |
| Ro-Ro | -10.6 | 16.5 | -10.5 | 50.8 | 35.9 | -10.4 | 7.9 |
| Gas | 147.9 | 23.1 | -41.9 | -14.0 | -75.8 | 22.2 | 24.1 |
| Combo | -88.0 | -8.7 | 0.0 | -69.2 | -92.9 | -67.7 | -69.1 |
| General | -5.8 | -18.1 | 121.6 | 4.9 | -30.1 | 7.5 | 1.4 |
| All Types | 10.4 | 20.0 | 6.9 | 12.5 | -14.4 | 14.3 | 12.7 |

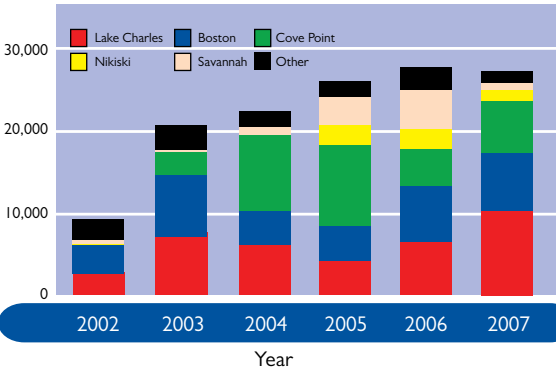
Note: See glossary for coast descriptions.

Source: Maritime Administration, Vessel Calls at U.S. Ports. Detailed data available at www.marad.dot.gov/marad_statistics.

Trade Indicators

Liquefied Natural Gas (LNG) carrier capacity calling at U.S. ports increased by 192 percent over the last five years. In 2007, five ports accounted for 95 percent of the capacity calling at the U.S.

LNG Vessel Capacity Calling at U.S. Ports, 2002-2007 (Thousand Cubic Meters)



LNG Vessel Capacity Calling at U.S. Ports, 2002-2007 (Thousand Cubic Meters)

| Port | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | % Ch. 2002-07 |
|--------------|-------|--------|--------|--------|--------|--------|---------------|
| Lake Charles | 2,616 | 7,112 | 6,237 | 4,237 | 6,551 | 10,267 | 292.4 |
| Boston | 3,577 | 7,595 | 4,086 | 4,194 | 6,798 | 7,107 | 98.7 |
| Cove Point | 0 | 2,722 | 9,247 | 10,018 | 4,451 | 6,431 | na |
| Nikiski | 90 | 0 | 0 | 2,337 | 2,517 | 1,247 | 1,285.6 |
| Savannah | 517 | 353 | 900 | 3,392 | 4,700 | 803 | 55.3 |
| Top 5 | 6,800 | 17,781 | 20,470 | 24,177 | 25,016 | 25,855 | 280.2 |
| Other | 2,534 | 2,845 | 1,921 | 1,909 | 2,675 | 1,381 | -45.5 |
| Total | 9,334 | 20,626 | 22,391 | 26,086 | 27,691 | 27,236 | 191.8 |

Note: Capacity calling is the sum of calls weighted by vessel cubic meter capacity, or calls (p.5) x average vessel size (p. 6).

Source: Maritime Administration, Vessel Calls at U.S. Ports. Detailed data available at www.marad.dot.gov/marad_statistics.

The top ten departure ports for cruise passengers accounted for 77 percent of the North American departures during 2007, down from 86 percent four years earlier. Cruise lines have been expanding the number of home ports for their fleets, reducing congestion, and eliminating air fares to major cruise ports.

North America Cruise Passengers by Departure Port, 2003-2007

(Thousands)

| Trade | 2003 | 2004 | 2005 | 2006 | 2007 | % Ch. 2003-07 |
|-----------------|-------|-------|-------|-------|--------|---------------|
| Miami | 1,867 | 1,683 | 1,771 | 1,890 | 1,890 | 1.2 |
| Port Canaveral | 1,114 | 1,230 | 1,234 | 1,396 | 1,298 | 16.6 |
| Fort Lauderdale | 1,100 | 1,237 | 1,199 | 1,145 | 1,289 | 17.1 |
| Los Angeles | 516 | 434 | 615 | 583 | 624 | 20.9 |
| New York | 432 | 548 | 370 | 536 | 575 | 33.0 |
| San Juan | 579 | 677 | 581 | 555 | 534 | -7.8 |
| Galveston | 377 | 433 | 531 | 616 | 529 | 40.4 |
| Vancouver, CA | 466 | 436 | 434 | 402 | 462 | -0.8 |
| Seattle | 165 | 291 | 337 | 382 | 386 | 133.9 |
| Honolulu | 173 | 170 | 236 | 316 | 382 | 120.9 |
| Long Beach | 171 | 401 | 363 | 380 | 370 | 116.2 |
| Tampa | 419 | 399 | 408 | 461 | 368 | -12.2 |
| San Diego | 93 | 173 | 234 | 180 | 341 | 266.5 |
| New Orleans | 297 | 396 | 308 | 75 | 258 | -13.2 |
| Mobile | 0 | 29 | 88 | 99 | 130 | na |
| Jacksonville | 6 | 114 | 137 | 128 | 130 | 2,069.3 |
| Whittier | 0 | 88 | 96 | 109 | 113 | na |
| Seward | 152 | 75 | 68 | 69 | 76 | -49.7 |
| Cape Liberty | 0 | 0 | 147 | 123 | 65 | na |
| Baltimore | 57 | 105 | 67 | 60 | 62 | 8.0 |
| Boston | 69 | 73 | 80 | 62 | 52 | -24.5 |
| Charleston | 32 | 39 | 41 | 47 | 44 | 38.7 |
| San Francisco | 52 | 85 | 89 | 91 | 42 | -20.1 |
| Oakland | 0 | 2 | 0 | 0 | 33 | na |
| Norfolk | 15 | 48 | 45 | 25 | 31 | 104.2 |
| Philadelphia | 25 | 30 | 50 | 52 | 30 | 19.6 |
| Houston | 13 | 91 | 99 | 60 | 27 | 111.1 |
| Other Ports | 159 | 131 | 119 | 129 | 148 | -6.9 |
| Total | 8,349 | 9,418 | 9,747 | 9,971 | 10,289 | 23.2 |

Source: Maritime Administration, North American Cruise Statistics. Detailed data available at www.marad.dot/marad_statistics.

Fleet Indicators

As of year-end 2007, about 40,000 U.S. privately-owned vessels were available for operation in U.S. foreign and domestic trades. Over the last five years, the largest growth has been in the dry bulk, container, general cargo, offshore supply vessel (serving offshore oil exploration) and double-hull tank vessel fleets.

U.S. Privately-Owned Fleets, 2002-2007

(Vessels)

| Fleet | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | % Ch. 2002-07 |
|--------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Ocean/Lakes | 634 | 651 | 665 | 688 | 680 | 662 | 4.4 |
| Tanker | 271 | 287 | 290 | 275 | 272 | 233 | -14.0 |
| DH | 138 | 173 | 187 | 193 | 202 | 175 | 26.8 |
| Dry Bulk | 174 | 163 | 175 | 201 | 210 | 214 | 23.0 |
| Lakers | 51 | 50 | 49 | 48 | 47 | 47 | -7.8 |
| Container | 80 | 82 | 85 | 86 | 83 | 99 | 23.8 |
| Ro-Ro | 53 | 54 | 53 | 58 | 55 | 57 | 7.5 |
| Gas | 17 | 17 | 17 | 18 | 17 | 19 | 11.8 |
| Combo | 13 | 15 | 11 | 12 | 4 | 2 | -84.6 |
| General | 26 | 33 | 34 | 38 | 39 | 38 | 46.2 |
| Offshore Supply | 479 | 490 | 518 | 532 | 629 | 652 | 36.1 |
| Coastal & Waterways | 38,124 | 37,082 | 37,209 | 37,936 | 38,842 | 38,936 | 2.1 |
| Tugs | 5,180 | 5,172 | 5,314 | 5,290 | 5,555 | 5,608 | 8.3 |
| Dry barges | 28,281 | 27,272 | 27,197 | 27,876 | 28,291 | 28,335 | 0.2 |
| Tank Barges | 4,068 | 4,031 | 4,069 | 4,151 | 4,376 | 4,381 | 7.7 |
| DH | 2,820 | 2,809 | 2,895 | 3,014 | 3,403 | 3,484 | 23.5 |
| Ferries | 595 | 607 | 629 | 619 | 620 | 612 | 2.9 |
| Total | 39,237 | 38,223 | 38,392 | 39,156 | 40,151 | 40,250 | 2.6 |

Notes: DH—double-hull. Ocean/Lakes—Vessels of 10,000 DWT or greater.

Sources: Ocean and Offshore—Clarkson Research Service, Vessel Registers. Detailed data available at www.clarkson.net. Coastal and Waterways—U.S. Army Corps of Engineers, Vessel Detail Files. Detailed data available at www.usace.army.mil/ndc.

The U.S. offshore fleet is the youngest of the major segments with 40 percent built over the last ten years. The coastal and waterways fleet is the oldest with only 24 percent built since 1997.

Age Profile of U.S. Privately-Owned Fleets, 2007 (Vessels)

| Fleet | Year Built | | | | | |
|--------------------------------|-------------|-------------|-------------|-------------|-------------|------------|
| | Before 1983 | 1983 - 1987 | 1988 - 1992 | 1993 - 1997 | 1998 - 2002 | After 2002 |
| Ocean/Lakes | 187 | 112 | 60 | 79 | 125 | 99 |
| Tanker | 35 | 24 | 28 | 39 | 56 | 51 |
| DH | 8 | 9 | 12 | 39 | 56 | 51 |
| Dry Bulk | 78 | 36 | 7 | 20 | 45 | 28 |
| Lakers | 47 | 0 | 0 | 0 | 0 | 0 |
| Container | 18 | 23 | 17 | 13 | 15 | 13 |
| Ro-Ro | 21 | 17 | 2 | 5 | 7 | 5 |
| Gas | 13 | 0 | 0 | 2 | 2 | 2 |
| Combo | 2 | 0 | 0 | 0 | 0 | 0 |
| General | 20 | 12 | 6 | 0 | 0 | 0 |
| Offshore Supply | 309 | 48 | 15 | 21 | 159 | 100 |
| Coastal & Waterways | 19,454 | 1,387 | 3,409 | 5,304 | 5,565 | 3,817 |
| Tugs | 4,374 | 215 | 159 | 228 | 367 | 265 |
| Dry Cargo barges | 12,334 | 1,041 | 2,915 | 4,608 | 4,613 | 2,824 |
| Tank Barges | 2,476 | 69 | 263 | 398 | 499 | 676 |
| DH | 1,629 | 46 | 247 | 387 | 499 | 676 |
| Ferries | 270 | 62 | 72 | 70 | 86 | 52 |
| Total | 19,950 | 1,547 | 3,484 | 5,404 | 5,849 | 4,016 |

Notes: DH—double-hull. Ocean/Lakes—Vessels of 10,000 DWT or greater.

Sources: Ocean and Offshore—Clarkson Research Service, Vessel Registers. Detailed data available at www.clarkson.net. Coastal and Waterways—U.S. Army Corps of Engineers, Vessel Detail Files. Detailed data available at www.usace.army.mil/ndc.

Fleet Indicators

As of year-end 2007, 236 U.S.-flag, privately-owned ocean and Great Lakes vessels were available for operation in U.S. foreign and domestic trades. Of these, 146 were Jones Act vessels—unrestricted coastwise trading privileges.



Over the last five years, the U.S.-flag fleet has declined by 9 percent, due largely to a 31 percent decline in the Jones Act tanker fleet.

U.S.-Flag Privately-Owned Ocean and Lakes Fleets, 2002-2007 (Vessels)

| Fleet | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | % Ch. 2002-07 |
|------------------|------|------|------|------|------|------|------------------|
| U.S.-Flag | 257 | 251 | 249 | 249 | 236 | 236 | -8.2 |
| Tanker | 77 | 68 | 60 | 60 | 59 | 55 | -28.6 |
| DH | 28 | 29 | 27 | 31 | 35 | 36 | 28.6 |
| Dry Bulk | 65 | 64 | 64 | 61 | 60 | 61 | -6.2 |
| Lakers | 51 | 50 | 49 | 48 | 47 | 47 | -7.8 |
| Container | 75 | 74 | 81 | 79 | 70 | 76 | 1.3 |
| Ro-Ro | 33 | 36 | 36 | 41 | 39 | 37 | 12.1 |
| General | 7 | 9 | 8 | 8 | 8 | 7 | 0.0 |
| Jones Act | 173 | 164 | 157 | 154 | 151 | 146 | -15.6 |
| Tanker | 74 | 65 | 59 | 56 | 55 | 51 | -31.1 |
| DH | 27 | 28 | 26 | 27 | 31 | 32 | 18.5 |
| Dry Bulk | 55 | 54 | 53 | 52 | 51 | 51 | -7.3 |
| Lakers | 51 | 50 | 49 | 48 | 47 | 47 | -7.8 |
| Container | 29 | 28 | 28 | 29 | 28 | 27 | -6.9 |
| Ro-Ro | 13 | 15 | 15 | 15 | 15 | 15 | 15.4 |
| General | 2 | 2 | 2 | 2 | 2 | 2 | 0.0 |

Notes: DH—double-hull. Ocean/Lakes—Vessels of 10,000 DWT or greater. Jones Act Fleet—Vessels built in the U.S. and registered under U.S. flag; or vessels reconstructed in the U.S. and registered under U.S. flag; or foreign-built vessels forfeited for violation of U.S. law and registered under U.S. flag. These vessels have unrestricted coastwise trading privileges.

Source: Clarkson Research Service. Detailed data available at www.clarkson.net.

As of year-end 2007, only 21 percent of the U.S.-flag ocean and Lakes fleet were built since 1997. For the Jones Act segment, only 16 percent were built over the last 10 years. In contrast, 34 percent of the U.S. owned fleet were built since 1997 (See p. 13).

Age Profile of U.S.-Flag Privately-Owned Ocean and Lake Fleets, 2007
(Vessels)

| Fleet | Year Built | | | | | |
|------------------|-------------|-------------|-------------|-------------|-------------|------------|
| | Before 1983 | 1983 - 1987 | 1988 - 1992 | 1993 - 1997 | 1998 - 2002 | After 2002 |
| U.S.-Flag | 110 | 44 | 10 | 22 | 23 | 27 |
| Tanker | 18 | 9 | 1 | 6 | 11 | 10 |
| DH | 8 | 1 | 0 | 6 | 11 | 10 |
| Dry Bulk | 52 | 5 | 0 | 0 | 2 | 1 |
| Lakers | 47 | 0 | 0 | 0 | 0 | 0 |
| Container | 19 | 20 | 6 | 11 | 7 | 12 |
| Ro-Ro | 16 | 9 | 2 | 5 | 3 | 4 |
| General | 5 | 1 | 1 | 0 | 0 | 0 |
| Jones Act | 96 | 18 | 2 | 6 | 7 | 17 |
| Tanker | 18 | 9 | 1 | 6 | 7 | 10 |
| DH | 8 | 1 | 0 | 6 | 7 | 10 |
| Dry Bulk | 50 | 1 | 0 | 0 | 0 | 0 |
| Lakers | 47 | 0 | 0 | 0 | 0 | 0 |
| Container | 17 | 5 | 1 | 0 | 0 | 4 |
| Ro-Ro | 9 | 3 | 0 | 0 | 0 | 3 |
| General | 2 | 0 | 0 | 0 | 0 | 0 |

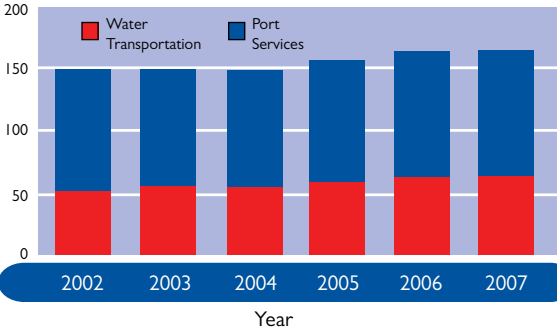
Notes: DH—double-hull. Ocean/Lakes—Vessels of 10,000 DWT or greater. Jones Act Fleet—Vessels built in the U.S. and registered under U.S. flag; or vessels reconstructed in the U.S. and registered under U.S. flag; or foreign-built vessels forfeited for violation of U.S. law and registered under U.S. flag. These vessels have unrestricted coastwise trading privileges.

Source: Clarkson Research Service. Detailed data available at www.clarkson.net.

Macroeconomic Indicators

Since 2002, 16,300 jobs have been added in the water transportation and port service industries. In 2007, transportation accounted for about 39 percent of the combined employment, up from 36 percent in 2002.

Employment in Water Transportation and Port Services, 2002-2007
(Thousand Jobs)



Employment in Water Transportation and Port Services, 2002-2007
(Thousand Jobs)

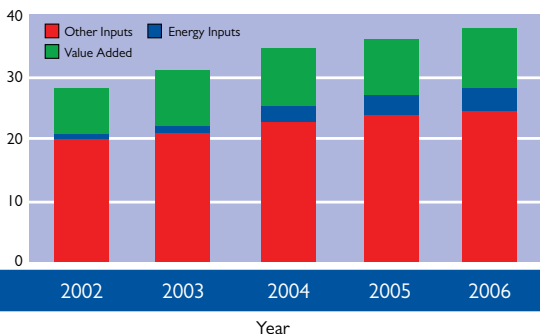
| Segment | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | % Ch. 2002-07 |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Transportation | 52.6 | 54.5 | 56.4 | 60.6 | 62.7 | 64.3 | 22.2 |
| Ocean, Coastal and Lakes | 32.3 | 33.7 | 35.2 | 37.3 | 39.1 | 40.0 | 23.8 |
| Inland | 20.3 | 20.8 | 21.2 | 23.3 | 23.6 | 24.3 | 19.7 |
| Port Services | 95.2 | 93.8 | 91.5 | 93.9 | 99.3 | 99.8 | 4.8 |
| Cargo Handling | 39.6 | 40.8 | 40.8 | 42.8 | 45.6 | 45.2 | 14.1 |
| Other | 55.6 | 53.0 | 50.7 | 51.1 | 53.7 | 54.6 | -1.8 |
| Total | 147.8 | 148.3 | 147.9 | 154.5 | 162.0 | 164.1 | 11.0 |

Source: U.S. Bureau of Labor Statistics, Current Employment Statistics Survey, Detailed Data Files. Detailed data available at www.bls.gov.

From 2002 to 2006, value added (gross output less the cost of intermediate inputs) for water transportation increased by 41 percent despite a 209 percent increase in the cost of energy inputs. Over the same period, the Industry's gross operating surplus (income) increased by 63 percent.

Water Transportation Gross Output, 2002-2006

(Billion Dollars)



Water Transportation Gross Output, 2002-2006

(Billion Dollars)

| Components | 2002 | 2003 | 2004 | 2005 | 2006 | % Ch. 2002-06 |
|--------------------------|------|------|------|------|------|------------------|
| Gross Output (GO) | 28.1 | 31.3 | 36.3 | 37.3 | 37.9 | 34.9 |
| Intermediate Inputs | 21.1 | 22.6 | 26.8 | 28.0 | 28.0 | 32.7 |
| Energy | 1.1 | 1.5 | 2.4 | 3.5 | 3.4 | 209.1 |
| Materials | 1.4 | 1.5 | 1.8 | 1.8 | 2.0 | 42.9 |
| Services | 18.6 | 19.7 | 22.6 | 22.8 | 22.6 | 21.5 |
| Value Added | 7.0 | 8.7 | 9.5 | 9.2 | 9.9 | 41.4 |
| Labor | 3.8 | 3.8 | 4.3 | 4.6 | 5.0 | 31.6 |
| Taxes less subsidies | 0.2 | 0.3 | -0.2 | 0.2 | 0.1 | -50.0 |
| Operating Surplus | 3.0 | 4.6 | 5.5 | 4.4 | 4.9 | 63.3 |

Notes: Gross Output is the market value of goods and services produced by labor and property in the United States. Value added is a measure of the contribution of each private industry and of government to the nation's GDP. It is defined as gross output minus intermediate inputs.

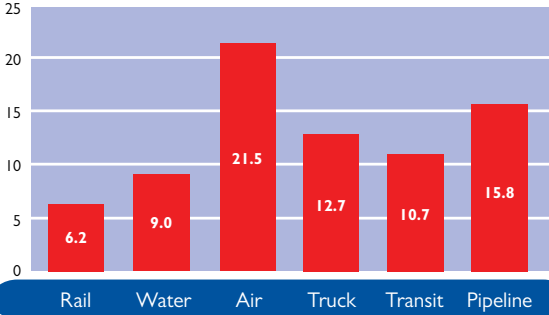
Source: U.S. Bureau of Economic Analysis, Gross Domestic Product by Industry Accounts. Detailed data available at www.bea.gov.

Macroeconomic Indicators

Water transportation ranks second among modes in energy efficiency (energy costs per dollar of gross output).

However, energy costs for water transportation have risen faster than those for the other modes.

Energy Inputs as a Percent of Gross Output by Mode, 2006
(Percent)



Energy Inputs by Mode, 2002-2006

| Mode | 2002 | 2003 | 2004 | 2005 | 2006 | % Ch. 2002-06 |
|--------------------------|------|------|------|------|------|---------------|
| Billion Dollars | | | | | | |
| Rail | 44.2 | 46.7 | 50.8 | 57.1 | 64.6 | 46.2 |
| Water | 1.1 | 1.5 | 2.4 | 3.5 | 3.4 | 209.1 |
| Air | 12.3 | 13.9 | 19.6 | 28.5 | 31.4 | 155.3 |
| Truck | 17.1 | 17.7 | 21.9 | 30.8 | 33.7 | 97.1 |
| Transit | 1.9 | 2.1 | 2.2 | 3.1 | 3.3 | 73.7 |
| Pipeline | 4.1 | 4.1 | 4.3 | 5.4 | 5.3 | 29.3 |
| All Modes | 43.8 | 47.1 | 58.6 | 85.4 | 90.7 | 107.1 |
| % of Gross Output | | | | | | |
| Rail | 3.2 | 3.4 | 4.5 | 6.0 | 6.2 | 93.8 |
| Water | 3.9 | 4.8 | 6.6 | 9.4 | 9.0 | 131.8 |
| Air | 11.8 | 12.0 | 15.5 | 21.0 | 21.5 | 82.2 |
| Truck | 8.3 | 8.7 | 9.7 | 12.3 | 12.7 | 53.0 |
| Transit | 7.4 | 7.8 | 7.9 | 10.7 | 10.7 | 44.6 |
| Pipeline | 12.9 | 13.0 | 13.1 | 16.5 | 15.8 | 22.5 |
| All Modes | 7.6 | 7.9 | 9.0 | 12.1 | 12.0 | 57.9 |

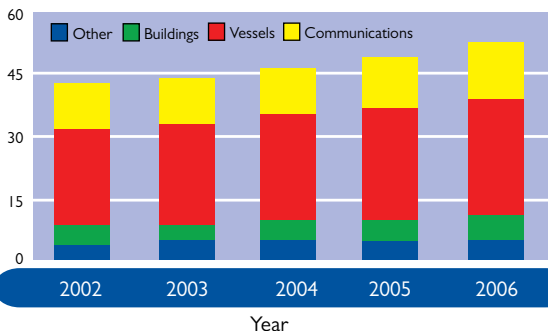
Note: Gross Output is the market value of goods and services produced by labor and property in the United States.

Source: U.S. Bureau of Economic Analysis, Gross Domestic Product by Industry Accounts. Detailed data available at www.bea.gov.

From 2002 to 2006, water transportation fixed assets increased by 24 percent. Vessel assets increased by 21 percent, the highest 5 year growth in 25 years. The increase in fixed assets has been spurred by a 63 percent rise in the Industry's operating surplus and a 32 percent increase in return on assets.

Water Transportation Fixed Assets, 2002-2006

(Billion Dollars)



Water Transportation Fixed Assets, 2002-2006

(Billion Dollars)

| Type | 2002 | 2003 | 2004 | 2005 | 2006 | % Ch. 2002-06 |
|--------------------|------|------|------|------|------|---------------|
| Vessels | 23.4 | 24.6 | 25.7 | 26.8 | 28.2 | 20.5 |
| Communications | 10.2 | 10.9 | 11.6 | 12.2 | 13.2 | 29.4 |
| Buildings | 4.5 | 4.6 | 5.0 | 5.6 | 6.1 | 35.6 |
| Other | 4.2 | 4.4 | 4.5 | 4.6 | 4.8 | 14.3 |
| Total | 42.3 | 44.5 | 46.8 | 49.2 | 52.4 | 23.9 |
| Operating Surplus | 3.0 | 4.6 | 5.5 | 4.4 | 4.9 | 63.3 |
| Surplus/Assets (%) | 7.1 | 10.3 | 11.8 | 8.9 | 9.4 | 32.4 |

Note: Fixed Assets are produced assets that are used repeatedly or continuously in the process of production for an extended period of time. They include equipment, software, and structures.

Source: U.S. Bureau of Economic Analysis, Fixed Asset Accounts. Detailed data available at www.bea.gov.

Glossary

Coastwise – Domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico, and traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean.

Combination Carrier – Ore/bulk/oil carriers, bulk/oil carriers.

Containership – Full containerships and refrigerated container carriers.

Deadweight Ton (DWT) – The total weight (metric tons) of cargo, fuel, fresh water, stores and crew which a ship can carry when immersed to its load line.

Dry Bulk – Bulk Vessels, bulk containerships, cement carriers, ore carriers, wood-chip carriers.

Fixed assets – Produced assets that are used repeatedly or continuously in the process of production of goods and/or services for an extended period of time.

Foreign trade – Waterborne import, export and in-transit traffic between the United States, Puerto Rico and the Virgin Islands and any foreign country.

Gas Carrier – LNG carriers, LNG/LPG carriers, LPG carriers.

General Cargo – General cargo carriers, partial containerships, refrigerated ships, barge carriers, livestock carriers.

Gross output – The market value of goods and services produced by labor and property in the United States.

Inland – Vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska. It also includes vessel movements on both inland waterways and the Great Lakes; those occurring between offshore areas and inland waterways (e.g., oil rig supplies and fish); and those taking place within Delaware Bay, Chesapeake Bay, Puget Sound, and the San Francisco Bay, which are considered internal bodies of water rather than arms of the ocean.

Glossary

Jones Act Fleet – Vessels built in the U.S. and registered under U.S. flag; or vessels reconstructed in the U.S. and registered under U.S. flag; or foreign-built vessels forfeited for violation of U.S. law and registered under U.S. flag. These vessels have unrestricted coastwise trading privileges.

Lakes – Waterborne traffic between United States ports on the Great Lakes System.

North Atlantic (N. Atl.) – All ports from Eastport, ME to Baltimore MD.

Pacific Northwest (PNW) – All U.S. ports from Barrow, AK to Coos Bay, OR.

Pacific Southwest (PSW) – All ports from Crockett, CA to San Diego, CA and all Hawaiian ports.

South Atlantic (S. Atl.) – All ports from Alexandria, VA to Miami, FL.

Panamax – The maximum dimensions (feet) allowed for a ship transiting Panama Canal locks:

| | |
|--------|------|
| Length | 965 |
| Beam | 106 |
| Draft | 39.5 |

Ro-Ro – Roll on-Roll off vessel, containership, or vehicle carrier.

Tanker – A Ship designed to transport liquids in bulk.

Twenty-Foot Equivalent Unit (TEU) – A nominal unit of measure equivalent to a 20' x 8' x 8' shipping container.

Trans Alaska Pipeline – An 800-mile long Pipeline System that stretches from Prudhoe Bay on Alaska's North Slope, to Valdez, the northernmost ice-free port in North America.

U.S. Gulf (U.S.G.) – All ports from Key West, FL to Brownsville, TX.

Value Added – A measure of the contribution of each private industry and of government to the nation's gross domestic product. It is defined as gross output minus intermediate inputs.

Statistics published in this *U.S. Waterborne Statistical Snapshot* come from many different sources. Some statistics may be subject to omissions and errors in reporting, recording, and processing.

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