

Transportation—Air and Water

This section presents data on civil air transportation, both passenger and cargo, and on water transportation, including inland waterways, oceanborne commerce, the merchant marine, cargo and vessel tonnages, and shipbuilding. Comparative data on various types of transportation carriers are presented in Section 21, Land Transportation.

Principal sources of these data are the annual *National Transportation Statistics*, issued by the U.S. Bureau of Transportation Statistics; the *Annual Report* issued by the Air Transport Association of America, Washington, DC; and the annual *Waterborne Commerce of the United States* issued by the Corps of Engineers of the Department of the Army. In addition, the U.S. Census Bureau in its commodity transportation survey (part of the census of transportation, taken every 5 years through 1992, for years ending in “2” and “7”) provides data on the type, weight, and value of commodities shipped by manufacturing establishments in the United States, by means of transportation, origin, and destination. See text, Section 17, Business, for a discussion of the 1997 Economic Census. See also Section 32.

Additional sources of data on water transportation include *Merchant Fleets of the World*, issued periodically by the U.S. Maritime Administration; *The Bulletin*, issued monthly by the American Bureau of Shipping, New York, NY; and the annual *World Fleet Statistics* and the *Register Book*, published by Lloyd’s Register of Shipping, London, England.

Civil aviation—Federal promotion and regulation of civil aviation have been carried out by the FAA and the Civil Aeronautics Board (CAB). The CAB promoted and regulated the civil air transportation industry within the United States and between the United States and foreign countries.

The Board granted licenses to provide air transportation service, approved or disapproved proposed rates and fares, and approved or disapproved proposed agreements and corporate relationships involving air carriers. In December 1984, the CAB ceased to exist as an agency. Some of its functions were transferred to the Department of Transportation (DOT), as outlined below. The responsibility for investigation of aviation accidents resides with the National Transportation Safety Board.

The Office of the Secretary, DOT aviation activities include: negotiation of international air transportation rights, selection of U.S. air carriers to serve capacity controlled international markets, oversight of international rates and fares, maintenance of essential air service to small communities, and consumer affairs. DOT’s Bureau of Transportation Statistics (BTS) handles aviation information functions formerly assigned to CAB. Prior to BTS, the Research and Special Programs Administration handled these functions.

The principal activities of the FAA include: the promotion of air safety; controlling the use of navigable airspace; prescribing regulations dealing with the competency of airmen, airworthiness of aircraft and air traffic control; operation of air route traffic control centers, airport traffic control towers, and flight service stations; the design, construction, maintenance, and inspection of navigation, traffic control, and communications equipment; and the development of general aviation.

The CAB published monthly and quarterly financial and traffic statistical data for the certificated route air carriers. BTS continues these publications, including both certificated and noncertificated (commuter) air carriers. The FAA publishes annually data on the use of airway facilities; data related to the location of airmen, aircraft, and

airports; the volume of activity in the field of nonair carrier (general aviation) flying; and aircraft production and registration.

General aviation comprises all civil flying (including such commercial operations as small demand air taxis, agriculture application, powerline patrol, etc.) but excludes certificated route air carriers, supplemental operators, large-aircraft commercial operators, and commuter airlines.

Air carriers and service—The CAB previously issued “certificates of public convenience and necessity” under Section 401 of the Federal Aviation Act of 1958 for scheduled and nonscheduled (charter) passenger services and cargo services. It also issued certificates under Section 418 of the Act to cargo air carriers for domestic all-cargo service only. The DOT Office of the Secretary now issues the certificates under a “fit, willing, and able” test of air carrier operations. Carriers operating only a 60-seat-or-less aircraft are given exemption authority to carry passengers, cargo, and mail in scheduled and nonscheduled service under Part 298 of the DOT (formerly CAB) regulations. Exemption authority carriers who offer scheduled passenger service to an essential air service point must meet the “fit, willing, and able” test.

Vessel shipments, entrances, and clearances—Shipments by dry cargo vessels comprise shipments on all types of watercraft, except tanker vessels; shipments by tanker vessels comprise all types of cargo, liquid and dry, carried by tanker vessels.

A vessel is reported as entered only at the first port which it enters in the United States, whether or not cargo is unloaded at that port. A vessel is reported as cleared only at the last port at which clearance is made to a foreign port, whether or not it takes on cargo. Army and Navy vessels entering or clearing without commercial cargo are not included in the figures.

Units of measurement—Cargo (or freight) tonnage and shipping weight both represent the gross weight of the cargo including the weight of containers, wrappings, crates, etc. However, shipping weight excludes lift and cargo vans and similar substantial outer containers. Other tonnage figures generally refer to stowing capacity of vessels, 100 cubic feet being called 1 ton. Gross tonnage comprises the space within the frames and the ceiling of the hull, together with those closed-in spaces above deck available for cargo, stores, passengers, or crew, with certain minor exceptions. Net or registered tonnage is the gross tonnage less the spaces occupied by the propelling machinery, fuel, crew quarters, master’s cabin, and navigation spaces. Substantially, it represents space available for cargo and passengers. The net tonnage capacity of a ship may bear little relation to weight of cargo. Deadweight tonnage is the weight in long tons required to depress a vessel from light water line (that is, with only the machinery and equipment on board) to load line. It is, therefore, the weight of the cargo, fuel, etc., which a vessel is designed to carry with safety.

No. 1066. Air and Water Transportation Industries—Summary: 1992 and 1997

[For establishments with payroll. (10,405 represents \$10,405,000,000). See Table 865 in Section 17, Business, for more comparative economic census data]

Industry	1987 SIC code ¹	Establishments	Revenue (mil. dol.)	Annual payroll (mil. dol.)	Paid employees ² (1,000)
1997 ECONOMIC CENSUS DATA					
Air transportation: ³	45				
1997.....		11,445	47,387	10,405	362
Water transportation:	44				
1997.....		9,214	35,179	6,330	179
1992.....		8,147	29,207	5,170	171
1992 ECONOMIC CENSUS DATA					
Air transportation ⁴	45	(NA)	82,670	24,530	707
Air transportation, including air courier services ⁴	451,2	(NA)	76,503	22,734	627
Scheduled and air courier services ⁴	451	(NA)	73,070	22,026	604
Scheduled ⁴	4512	(NA)	62,057	19,090	505
Air courier services.....	4513	2,639	11,013	2,935	99
Nonscheduled.....	452	1,791	3,433	708	23
Airport terminal services.....	458	3,252	6,168	1,796	80
Water transportation.....	44	8,147	29,207	5,170	171
Water transportation of freight.....	441,2,3,4	836	14,704	1,523	37
Deep sea foreign and domestic freight.....	441, 2	615	11,948	1,148	27
Other water transportation of freight.....	443,4	221	2,756	375	10
Great Lakes-St. Lawrence Seaway freight.....	4432	26	559	81	1
Water transportation of freight, n.e.c. ⁵	4449	195	2,197	293	9
Water transportation of passengers.....	448	1,033	4,133	508	23
Ferries.....	4482	118	155	51	2
Water transportation of passengers, except by ferry.....	4481,9	915	3,978	457	22
Services incidental to water transportation.....	449	6,278	10,370	3,140	111
Marinas.....	4493	3,348	1,651	346	18
Other services incidental to water transportation.....	4491,2,9	2,930	8,719	2,794	93

NA Not available. ¹ 1987 Standard Industrial Classification code; see text, Section 17, Business. ² For the pay period including March 12. ³ Excludes large certificated air passenger carriers which are out of scope for the 1997 Economic Census. Comparable data for 1992 are not available. ⁴ Revenue for scheduled air transportation includes revenues for large certificated passenger carriers that was reported to the Office of Airline Statistics, U.S. Dept. of Transportation, as published in *Air Carrier Financial Statistics Quarterly*. ⁵ N.e.c. means not elsewhere classified.

Source: U.S. Census Bureau, *Census of Transportation, Communications, and Utilities: 1992, UC92-A-1* and *1997 Economic Census, Core Business Statistics, Comparative Statistics Series, EC97X-CS2*.

No. 1067. U.S. Scheduled Airline Industry—Summary: 1990 to 1998

[For calendar years or Dec. 31 (465.6 represents 465,600,000). For domestic and international operations. Covers carriers certificated under Section 401 of the Federal Aviation Act. Minus sign (-) indicates loss]

Item	Unit	1990	1992	1993	1994	1995	1996	1997	1998
SCHEDULED SERVICE									
Revenue passengers enplaned.....	Mil.	465.6	475.1	488.5	528.8	547.8	581.2	599.1	614.2
Revenue passenger miles.....	Bil.	457.9	478.6	489.7	519.4	540.7	578.7	605.6	619.5
Available seat miles.....	Bil.	733.4	752.8	771.6	784.3	807.1	835.1	860.8	874.2
Revenue passenger load factor.....	Percent	62.4	63.6	63.5	66.2	67.0	69.3	70.3	70.9
Mean passenger trip length ¹	Miles	984	1,007	1,002	982	987	996	1,011	1,009
Freight and express ton miles.....	Mil.	10,546	11,130	11,944	13,792	14,578	15,301	17,959	18,116
Aircraft departures.....	1,000 ...	6,924	7,051	7,245	7,531	8,062	8,230	8,192	8,309
FINANCES									
Total operating revenue².....	Mil. dol. .	76,142	78,140	84,559	88,313	94,578	101,938	109,568	113,346
Passenger revenue.....	Mil. dol. .	58,453	59,828	63,945	65,422	69,594	75,286	79,471	80,986
Freight and express revenue.....	Mil. dol. .	5,432	5,916	6,662	7,284	8,616	9,679	10,477	10,651
Mail revenue.....	Mil. dol. .	970	1,184	1,212	1,183	1,266	1,279	1,362	1,690
Charter revenue.....	Mil. dol. .	2,877	2,801	3,082	3,548	3,885	3,447	3,575	3,811
Total operating expense.....	Mil. dol. .	78,054	80,585	83,121	85,600	88,718	95,729	100,982	104,034
Operating profit.....	Mil. dol. .	-1,912	-2,444	1,438	2,713	5,860	6,209	8,586	9,312
Interest expense.....	Mil. dol. .	1,978	1,743	2,027	2,347	2,424	1,981	1,733	1,826
Net profit.....	Mil. dol. .	-3,921	-4,791	-2,136	-344	2,314	2,804	5,170	4,894
Revenue per passenger mile.....	Cents. . .	12.8	12.5	13.1	12.6	12.9	13.0	13.1	13.1
Rate of return on investment.....	Percent . .	-6.0	-9.3	-0.4	5.2	11.9	11.5	14.7	12.0
Operating profit margin.....	Percent . .	-2.5	-3.1	1.7	3.1	6.2	6.1	7.8	8.2
Net profit margin.....	Percent . .	-5.1	-6.1	-2.5	-0.4	2.4	2.8	4.7	4.3
EMPLOYEES³									
Total.....	1,000 ...	545.8	540.4	537.1	539.8	547.0	564.4	586.5	621.1
Pilots and copilots.....	1,000 ...	47.1	51.1	52.1	52.9	55.4	57.6	60.4	64.1
Other flight personnel.....	1,000 ...	8.9	8.2	8.1	7.7	8.6	8.9	10.7	11.1
Flight attendants.....	1,000 ...	83.4	86.3	85.0	86.5	86.7	89.1	96.2	97.6
Mechanics.....	1,000 ...	61.0	58.6	57.5	55.8	50.5	50.8	65.5	69.9
Aircraft and traffic servicing personnel.....	1,000 ...	251.2	243.1	242.8	247.2	251.1	266.5	269.6	290.1
All other.....	1,000 ...	94.2	93.2	91.7	89.7	94.8	91.6	84.1	88.3

¹ For definition of mean, see Guide to Tabular Presentation. ² Includes other types of revenues, not shown separately. ³ Average number of full time equivalents.

Source: Air Transport Association of America, Washington, DC, *Air Transport*, annual, and *Air Transport, Facts and Figures*, annual.

No. 1068. Airline Cost Indexes: 1980 to 1998

[Covers U.S. major and national service carriers. Major carriers have operating revenues of \$1 billion or more; nationals have operating revenues from \$75 million to \$1 billion]

Index	Index (1982=100)								Percent distribution of total operating expenses ¹			
	1980	1985	1990	1994	1995	1996	1997	1998	1980	1990	1995	1998
Composite index	86.8	102.8	122.6	129.9	131.3	136.6	137.4	134.8	100.0	100.0	100.0	100.0
Labor costs:												
Passenger carriers	85.8	116.0	121.7	148.7	155.7	159.4	163.0	164.5	35.2	31.6	35.5	35.5
Cargo carriers	78.3	116.0	148.8	145.4	151.7	159.6	156.0	159.1	27.3	30.0	40.0	31.1
Fuel	89.7	79.6	77.2	54.4	55.3	64.6	62.5	49.4	30.0	17.3	12.0	9.9
Aircraft fleet ^{2,3}	88.1	123.7	177.0	217.5	222.8	230.3	223.4	228.2	5.2	7.9	9.7	9.2
Interest ^{2,4}	88.1	98.0	96.0	87.6	93.5	86.9	72.1	67.4	3.2	2.6	3.1	1.8
Insurance	80.4	155.3	68.2	110.8	111.6	111.5	96.0	64.5	0.3	0.3	0.8	0.4
Maintenance material	104.9	119.9	190.5	157.2	153.4	169.4	191.0	201.2	2.5	3.4	2.8	3.4
Landing fee	87.2	99.9	139.0	171.6	176.6	181.5	184.0	177.4	1.7	1.8	2.2	1.9
Traffic commissions ²	75.4	112.9	169.2	163.3	139.4	130.7	126.9	113.0	4.9	9.4	8.6	6.9
Communication ²	65.8	96.6	111.2	118.2	116.0	114.8	110.4	119.0	1.1	1.4	1.6	1.5
Advertising and promotion ²	67.1	96.2	97.8	69.7	63.6	58.4	54.7	59.2	1.6	2.0	1.5	1.4
Passenger food ²	90.6	98.9	128.4	120.6	110.9	104.0	102.8	105.2	2.9	3.5	3.4	3.2
All other	86.3	111.3	130.6	144.5	147.6	150.4	152.9	154.7	11.8	19.1	22.7	25.8

¹ Total operating expenses plus interest on long term debt, less depreciation and amortization. ² Passenger airlines only.

³ Includes lease, aircraft and engine rentals, depreciation and amortization. ⁴ Interest on debt.

Source: Air Transport Association of America, Washington, DC, *Air Transport*, annual; and unpublished data.

No. 1069. Top 40 Airports in 1998—Passengers Enplaned: 1988 and 1998

[In thousands (421,683 represents 421,683,000), except rank. For calendar year. Airports ranked by total passengers enplaned by large certificated air carriers, 1998]

Airport	1988		1998		Airport	1988		1998	
	Total	Rank	Total	Rank		Total	Rank	Total	Rank
All airports, total	421,683	(X)	571,834	(X)	Philadelphia, PA	6,637	23	10,279	19
Top 40 airports	329,475	(X)	456,887	(X)	Charlotte (Douglas Municipal), NC	6,620	24	10,238	20
Atlanta (Hartsfield Intl), GA	21,824	2	34,945	1	New York (John F. Kennedy), NY	10,660	9	9,927	21
Chicago (O'Hare), IL	26,597	1	32,565	2	Salt Lake City, UT	4,730	26	9,088	22
Dallas/Ft. Worth, TX	21,014	3	27,718	3	Pittsburgh, PA	8,379	16	8,957	23
Los Angeles, CA	18,643	4	22,747	4	Honolulu, HI	8,396	15	8,598	24
Denver, CO	14,442	5	16,837	5	Cincinnati, OH	3,543	35	7,770	25
San Francisco, CA	13,348	6	16,657	6	Washington (National), DC	7,259	19	7,041	26
Detroit (Wayne County), MI	9,214	14	15,110	7	San Diego, CA	5,181	25	6,959	27
Phoenix (Sky Harbor Intl), AZ	9,455	13	15,034	8	Baltimore, MD	4,370	30	6,828	28
Newark, NJ	10,838	8	14,552	9	Tampa, FL	4,495	28	6,241	29
St. Louis (Lambert-St Louis), MO	9,554	11	14,212	10	Portland, OR	2,823	39	6,180	30
Las Vegas (McCarran Intl), NV	8,665	21	14,017	11	Cleveland, OH	3,547	34	5,686	31
Minneapolis/St. Paul, MN	8,171	17	13,901	12	Ft. Lauderdale, FL	3,899	32	5,474	32
Houston (Intercontinental), TX	6,872	20	13,783	13	Washington (Dulles Intl), DC	4,327	31	5,357	33
Miami, FL	9,462	12	12,469	14	Kansas City, MO	4,470	29	5,279	34
Seattle-Tacoma, WA	6,826	22	12,228	15	Chicago (Midway), IL	3,174	38	5,024	35
Orlando, FL	7,473	18	11,862	16	San Jose, CA	2,774	40	4,992	36
Boston (Logan Intl), MA	10,141	10	10,637	17	San Juan PR	3,264	36	4,411	37
New York (La Guardia), NY	11,322	7	10,338	18	Oakland, CA	1,826	41	4,410	38
					New Orleans, LA	3,200	37	4,353	39
					Houston (William P. Hobby), TX	3,840	33	4,183	40

X Not applicable.

Source: U.S. Bureau of Transportation Statistics, Office of Airline Information, *Airport Activity Statistics of Certificated Route Air Carriers, Calendar Year 1998 and the Federal Aviation Administration, Airport Activity Statistics, 1988*.

No. 1070. Domestic Airline Markets: 1998

[In thousands. (3,625 represents 3,625,000). For calendar year. Data are for the 30 top markets and include all commercial airports in each metro area. Data do not include connecting passengers]

Market	Passengers	Market	Passengers
New York to—from Los Angeles	3,625	Honolulu to—from Lihue, Kauai	1,637
New York to—from Chicago	3,069	New York to—from West Palm Beach	1,560
New York to—from Miami	2,834	Honolulu to—from Kona, Hawaii	1,467
New York to—from San Francisco	2,683	Chicago to—from Atlanta	1,467
New York to—from Boston	2,651	Los Angeles to—from Oakland	1,459
Honolulu to—from Kahului, Maui	2,541	Chicago to—from Detroit	1,458
New York to—from Orlando	2,521	New York to—from Dallas/Ft. Worth	1,457
New York to—from Atlanta	2,377	Los Angeles to—from Phoenix	1,344
New York to—from Washington	2,372	Boston to—from Washington	1,340
Dallas/Ft. Worth to—from Houston	2,213	Los Angeles to—from Honolulu	1,335
Los Angeles to—from Las Vegas	2,055	Chicago to—from Dallas/Ft. Worth	1,329
Los Angeles to—from San Francisco	2,020	Chicago to—from Minneapolis/St. Paul	1,278
New York to—from Ft. Lauderdale	1,808	Los Angeles to—from Seattle	1,246
New York to—from San Juan	1,798	New York to—from Detroit	1,229
Chicago to—from Los Angeles	1,680	Chicago to—from San Francisco	1,193

Source: Air Transport Association of America, Washington, DC, *Air Transport 1999*.

No. 1071. Worldwide Airline Fatalities: 1987 to 1999

[For scheduled air transport operations]

Year	Fatal accidents	Passenger deaths	Death rate ¹	Death rate ²	Year	Fatal accidents	Passenger deaths	Death rate ¹	Death rate ²
1987	25	900	0.09	0.06	1994	27	1,171	0.09	0.06
1988	29	742	0.07	0.04	1995	25	711	0.05	0.03
1989	29	879	0.08	0.05	1996	24	1,146	0.07	0.05
1990	27	544	0.05	0.03	1997	26	929	0.06	0.04
1991	29	638	0.06	0.03	1998	20	904	0.05	0.03
1992	28	1,076	0.09	0.06	1999	20	489	0.03	0.02
1993	33	864	0.07	0.04					

¹ Rate per 100 million passenger miles flown. ² Rate per 100 million passenger kilometers flown.

Source: International Civil Aviation Organization, Montreal, Canada, *Civil Aviation Statistics of the World*, annual.

No. 1072. Airline Passenger Screening Results: 1980 to 1998

[Calendar year data (585 represents 585,000,000)]

Item	1980	1985	1990	1995	1996	1997	1998
Persons screened (mil.)	585	993	1,145	1,263	1,497	1,660	1,903
WEAPONS DETECTED							
Firearms, total	1,914	2,913	2,549	2,390	2,155	2,067	1,515
Handguns	1,878	2,823	2,490	2,230	1,999	1,905	1,401
Long guns	36	90	59	160	156	162	114
Other/other dangerous articles	108	74	304	(X)	(X)	(X)	(X)
Explosive/incendiary devices	8	12	15	(X)	(X)	(X)	(X)
Persons arrested:							
Carrying firearms/explosives	1,031	1,310	1,336	1,194	999	924	660
Giving false information	32	42	18	68	131	72	86
Bomb threats received:							
Against airports	1,179	477	448	346	(X)	(NA)	(NA)
Against aircraft	268	153	338	327	(X)	(NA)	(NA)

NA Not available. X Not applicable.

Source: U.S. Bureau of Transportation Statistics, *National Transportation Statistics*, 1999, Internet site <<http://www.bts.gov/ntda/nts/NTS99/ch31index.html>> (accessed 14 August 2000).

No. 1073. Aircraft Accidents: 1982 to 1999

[For years ending December 31]

Item	Unit	1982	1985	1990	1995	1997	1998	1999, prel.
Air carrier accidents, all services ¹	Number	18	21	24	36	49	50	52
Fatal accidents	Number	5	7	6	3	4	1	2
Fatalities	Number	235	526	39	168	8	1	12
Aboard	Number	223	525	12	162	6	-	11
Rates per 100,000 flight hours:								
Accidents	Rate	0.241	0.241	0.198	0.267	0.309	0.297	0.298
Fatal accidents	Rate	0.057	0.080	0.049	0.022	0.025	0.006	0.011
Commuter air carrier accidents ²	Number	26	18	15	12	16	8	13
Fatal accidents	Number	5	7	4	2	5	-	5
Fatalities	Number	14	37	7	9	46	-	12
Aboard	Number	14	36	5	9	46	-	12
Rates per 100,000 flight hours:								
Accidents	Rate	2.000	1.036	0.641	0.457	1.628	2.261	4.833
Fatal accidents	Rate	0.385	0.403	0.171	0.076	0.509	-	1.859
On-demand air taxi accidents ³	Number	132	157	107	75	82	77	76
Fatal accidents	Number	31	35	29	24	15	18	12
Fatalities	Number	72	76	51	52	39	48	38
Aboard	Number	72	75	49	52	39	44	38
Rates per 100,000 flight hours:								
Accidents	Rate	4.39	6.11	4.76	4.39	3.64	3.03	2.71
Fatal accidents	Rate	1.03	1.36	1.29	1.41	0.67	0.71	0.43
General aviation accidents ⁴	Number	3,233	2,739	2,215	2,053	1,853	1,909	1,908
Fatal accidents	Number	591	498	443	412	353	365	342
Fatalities	Number	1,187	956	767	734	643	623	628
Aboard	Number	1,170	945	762	727	637	617	622
Rates per 100,000 flight hours:								
Accidents	Rate	10.90	9.66	7.77	8.23	7.28	7.12	7.05
Fatal accidents	Rate	1.99	1.75	1.55	1.64	1.39	1.36	1.26

- Represents zero. ¹ U.S. air carriers operating under 14 CFR 121. Beginning 1997, includes aircraft with 10 or more seats, previously operating under 14 CFR 135. ² All scheduled service of U.S. air carriers operating under 14 CFR 135. Beginning 1997, only aircraft with fewer than 10 seats. ³ All nonscheduled service of U.S. air carriers operating under 14 CFR 135. ⁴ U.S. civil registered aircraft not operated under 14 CFR 121 or 135.

Source: U.S. National Transportation Safety Board, Internet site <<http://www.ntsb.gov/aviation/stats.htm>> (accessed 14 August 2000).

No. 1074. On-Time Flight Arrivals and Departures at Major U.S. Airports: 1999

[In percent. Quarterly, based on gate arrival and departure times for domestic scheduled operations of U.S. major airlines. All U.S. airlines with 1 percent or more of total U.S. domestic scheduled airline passenger revenues are required to report on-time data. A flight is considered on time if it operated less than 15 minutes after the scheduled time shown in the carrier's computerized reservation system. Cancelled and diverted flights are considered late. See source for data on individual airlines]

Airport	On-time arrivals				On-time departures			
	1st. qtr.	2d. qtr.	3d. qtr.	4th. qtr.	1st. qtr.	2d. qtr.	3d. qtr.	4th. qtr.
Total, all airports	74.81	74.26	75.47	79.81	78.41	79.62	79.80	83.08
Total 29 major airports	74.09	73.71	74.91	79.59	76.94	78.35	78.15	82.40
Atlanta, Hartsfield International	74.29	73.30	73.89	74.29	77.79	77.48	77.73	80.38
Baltimore/Washington International	75.67	74.58	72.83	78.03	77.07	77.48	75.40	79.07
Boston, Logan International	64.83	70.39	67.58	75.68	72.83	80.14	75.30	82.11
Charlotte Douglas	75.78	79.11	75.09	83.58	75.28	78.33	73.42	83.19
Chicago, O'Hare	67.86	65.05	73.36	76.44	70.89	71.99	76.84	80.33
Cincinnati International	79.16	78.68	82.57	86.67	82.68	84.02	85.95	89.57
Dallas/Ft. Worth Regional	78.35	72.20	82.66	86.48	76.52	73.44	82.03	86.53
Denver International	80.88	77.10	78.26	84.94	83.28	81.57	82.10	87.60
Detroit, Metro Wayne	74.81	80.59	81.62	85.78	72.51	80.30	79.75	83.61
Houston George Bush	82.79	75.36	78.81	83.60	84.59	79.49	81.95	86.49
Las Vegas, McCarran International	76.58	76.49	75.03	76.97	77.99	77.91	73.78	75.89
Los Angeles International	74.30	72.04	72.22	78.39	79.30	79.13	77.15	80.06
Miami International	74.64	69.17	68.24	77.32	77.56	76.69	74.70	82.34
Minneapolis/St. Paul International	78.95	80.22	81.39	86.22	79.15	82.42	81.78	85.73
Newark International	67.75	66.81	65.35	69.78	73.82	77.60	73.60	78.68
New York, Kennedy International	75.34	73.72	74.93	79.18	79.02	84.04	83.15	86.44
New York, LaGuardia	67.94	68.04	65.75	72.61	75.04	79.12	75.32	80.75
Orlando International	76.84	76.03	74.99	79.73	81.38	82.36	82.31	86.06
Philadelphia International	66.82	67.96	65.11	73.77	66.30	72.93	68.82	77.65
Phoenix, Sky Harbor International	76.65	76.21	73.38	80.28	77.40	76.39	72.80	77.22
Pittsburgh, Greater International	72.31	77.21	73.74	81.61	73.13	78.62	72.92	82.22
Portland International	76.87	77.80	78.69	79.44	84.91	84.48	85.04	84.42
Ronald Reagan International	73.37	75.03	72.78	81.85	78.29	82.80	80.54	87.49
St. Louis, Lambert	75.51	77.85	84.39	85.50	75.73	77.20	82.49	85.64
Salt Lake City International	79.77	81.72	83.09	85.27	84.70	85.96	85.55	86.93
San Diego International, Lindbergh	73.34	74.49	77.46	80.56	79.64	81.38	81.80	81.95
San Francisco International	66.04	70.17	66.09	76.70	75.45	79.94	76.08	81.96
Seattle-Tacoma International	71.35	71.34	71.20	69.17	79.64	78.13	76.27	75.94
Tampa International	74.12	73.13	72.10	76.87	79.21	80.59	80.92	84.97

Source: U.S. Department of Transportation, Office of Consumer Affairs, *Air Travel Consumer Report*, monthly.

No. 1075. Consumer Complaints Against U.S. Airlines: 1990 to 1999

[Calendar year data. See source for data on individual airlines]

Complaint category	1990	1992	1993	1994	1995	1996	1997	1998	1999
Total	7,703	5,639	4,438	5,179	4,629	5,782	6,394	7,980	17,381
Flight problems ¹	3,034	1,624	1,211	1,586	1,133	1,628	1,699	2,270	6,469
Customer service ²	758	695	599	805	667	999	1,418	1,716	3,664
Ticketing/boarding ³	624	680	577	598	666	857	904	805	1,328
Disability ⁴	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	(NA)	331	526
Baggage	1,329	752	627	761	628	882	826	1,105	2,353
Refunds	701	721	482	393	576	521	531	601	940
Oversales ⁵	399	265	257	301	263	353	414	387	673
Fares ⁶	312	573	398	267	185	180	195	276	584
Advertising	96	54	51	94	66	61	57	39	57
Tours	29	12	16	127	18	16	13	23	28
Smoking	74	25	30	20	15	13	5	(?)	(?)
Credit	5	10	4	2	4	3	1	(?)	(?)
Other	342	228	186	225	408	269	331	427	759

NA Not available. ¹ Cancellations, delays, etc. from schedule. ² Unhelpful employees, inadequate meals or cabin service, treatment of delayed passengers. ³ Errors in reservations and ticketing; problems in making reservations and obtaining tickets. ⁴ Prior to 1998, included in ticketing/boarding. ⁵ All bumping problems, whether or not airline complied with DOT regulations. ⁶ Incorrect or incomplete information about fares, discount fare conditions, and availability, etc. (?) Included in "Other" beginning 1998.

Source: U.S. Dept. of Transportation, Office of Consumer Affairs, *Air Travel Consumer Report*, monthly.

No. 1076. Commuter/Regional Airline Operations—Summary: 1980 to 1998

[Calendar year data (14.8 represents 14,800,000). Commuter/regional airlines operate primarily aircraft of predominately 75 passengers or less and 18,000 pounds of payload capacity serving short haul and small community markets. Represents operations within all North America by U.S. Regional Carriers. Averages are means. For definition of mean, see Guide to Tabular Presentation]

Item	Unit	1980	1985	1990	1994	1995	1996	1997	1998
Passenger carriers operating	Number	214	179	150	125	124	109	104	97
Passengers enplaned	Millions	14.8	126.0	42.1	57.1	57.2	61.9	66.3	71.1
Average passengers enplaned per carrier	1,000	69.2	152.4	277.5	457.0	461.4	568.3	637.5	733.0
Revenue passenger miles (RPM)	Billions	1.92	4.41	7.61	12.02	12.75	14.22	15.30	17.42
Average RPMs per carrier	Millions	8.97	24.64	50.75	96.15	102.80	130.49	147.09	179.64
Airports served	Number	732	854	811	806	780	782	766	773
Average trip length	Miles	129	173	183	210	223	230	231	245
Passenger aircraft operated	Number	1,339	1,745	1,917	2,172	2,138	2,127	2,104	2,150
Average seating capacity (seats)	Number	13.9	19.2	22.1	23.7	24.6	25.1	25.9	27.7
Fleet flying hours	1,000	1,740	2,854	3,447	4,565	4,659	4,568	4,695	4,631
Average annual utilization per aircraft	Hours	1,299	1,635	1,798	2,102	2,179	2,148	2,231	2,154

¹ Adjusted to exclude a merger in 1986. ² Prior to 1994, utilization results reflected airborne rather than block hours. Data inclusive of carriers which may have operated during only part of calendar year 1996.

Source: Regional Airline Association and AvStat Associates, Washington, DC, Annual Report of the Regional Airline Industry (copyright).

No. 1077. Civil Flying—Summary: 1970 to 1997

[As of Dec. 31 or for years ending Dec. 31, except as noted (50.5 represents \$50,500,000)]

Item	Unit	1970	1980	1985	1990	1995	1996	1997
Airports in operation ¹	Number	11,261	15,161	16,318	17,490	18,224	18,292	18,345
Heliports	Number	790	2,336	3,120	4,085	4,559	4,596	4,626
Private	Number	7,001	10,347	10,457	12,412	13,092	13,163	13,211
Airports with runway lights	Number	3,554	4,738	4,941	4,822	4,838	4,847	4,832
Airports with paved runways	Number	3,805	5,833	6,721	7,694	8,195	8,218	8,248
Airport Improvement Program ²	Mil. dol.	50.5	639.0	842.1	1,244.7	1,418.1	1,379.9	1,475.9
Total civil aircraft ³	1,000	154.5	259.4	274.9	275.9	(NA)	(NA)	(NA)
Active aircraft ⁴	1,000	134.5	214.8	215.4	218.9	195.5	198.6	200.0
Air carriers, total	1,000	2.8	3.8	4.7	6.7	7.4	7.5	7.6
General aviation aircraft ⁵	1,000	131.7	211.0	210.7	212.2	188.1	191.1	192.4
Fixed-wing aircraft: Multi-engine	1,000	18.4	31.7	33.6	32.7	24.6	25.6	26.2
Single-engine	1,000	109.5	168.4	164.4	165.1	137.7	138.1	140.7
Rotorcraft	1,000	2.2	6.0	6.4	7.4	5.8	6.2	6.8
Balloons, blimps, gliders, etc	1,000	1.6	5.0	6.3	7.0	4.7	4.2	4.1
Airman certificates held	1,000	1,002	1,195	1,105	1,195	1,290	1,157	1,157
Pilot ⁷	1,000	733	827	710	703	639	622	616
Held by women	Percent	4.0	6.4	6.1	5.8	6.0	5.9	5.8
Airline transport	1,000	34	70	83	108	124	127	131
Commercial	1,000	187	183	152	149	134	129	125
Private	1,000	304	357	311	299	261	254	248
Student ⁸	1,000	196	200	147	128	101	95	96
Nonpilot	1,000	269	368	395	492	651	534	541
Ground technicians ⁹	1,000	241	321	341	421	574	459	464
FAA employees: Total	Number	53,125	55,340	47,245	51,269	48,324	48,618	49,531
Air traffic control specialists ¹⁰	Number	(NA)	27,190	23,580	24,339	23,208	22,823	22,985
Full performance	Number	(NA)	16,317	11,672	12,985	14,845	15,799	14,630
Developmental ¹¹	Number	(NA)	4,387	4,304	5,042	2,272	1,999	2,312
Assistants	Number	(X)	(X)	1,465	1,153	355	335	319
Traffic management coordinators ¹²	Number	(X)	(X)	(X)	370	561	542	584
Electronic technicians/ATSS ¹³	Number	(NA)	8,871	6,856	6,458	6,749	6,927	7,021
Aviation safety inspectors	Number	(NA)	2,038	1,897	2,984	2,991	3,265	3,577
Engineers	Number	(NA)	2,436	2,457	2,745	2,810	2,860	2,860
Other	Number	(NA)	14,805	12,455	14,743	12,566	12,743	13,088
General aviation: ⁵								
Hours flown	Million	26.0	41.0	34.1	34.8	26.6	26.9	27.7
Fuel consumed: ¹⁴ Gasoline	Mil. gal.	362	520	420	353	287	289	292
Jet fuel ¹⁵	Mil. gal.	415	766	691	663	560	608	642

NA Not available. X Not applicable. ¹ Existing airports, heliports, seaplane bases, etc. recorded with FAA. Includes military airports with joint civil and military use. Includes U.S. outlying areas. Airport-type definitions: Public—publicly owned and under control of a public agency; private—owned by a private individual or corporation. May or may not be open for public use. ² Fiscal year data. Does not include System Planning Grants. Includes U.S. outlying areas. 1970-1980 data are obligated Federal funds for the Airport Development Aid Program. Thereafter, data are appropriated Federal funds under the Airport and Airway Improvement Act of 1982. ³ Registered aircraft that flew 1 or more hours during the year. ⁴ Includes helicopters. ⁵ See text. This section, beginning 1995, excludes commuters and includes experimental aircraft, not shown separately. Prior to 1995, experimental aircraft were included in the appropriate type. Data beginning 1995 may not be comparable to data for earlier years due to revisions in survey procedures. ⁶ Includes autogyros; excludes air carrier helicopters. ⁷ Includes all active pilots. An active pilot is one with a pilot certificate and a valid medical certificate. Also includes pilots who hold a recreational certificate or only a helicopter, glider, or lighter than air certificate, not shown separately. ⁸ Includes dispatchers, flight navigators and engineers, and ground technicians—mechanics, parachute riggers, and ground and ground instructors. Data for 1996 on mechanics, repairmen, parachute riggers, ground instructors, and dispatchers are limited to those ages 70 years and less. ⁹ No medical examinations are required, therefore, data represent all certificates on record and include retired or otherwise inactive technicians. See footnote 8. ¹⁰ Includes all air traffic control specialists (staff positions, managers, supervisors, and for 1970-1985 traffic management coordinators, not shown separately) and air traffic assistants. ¹¹ Serving in-flight service stations, towers, and centers. ¹² Prior to 1990, included in total air traffic control specialists. ¹³ Airway Transportation Systems Specialists ¹⁴ Source: 1970, U.S. Bureau of Mines; thereafter, FAA General Aviation Activity and Avionics Survey. Data for 1996 are estimated using new information on survey nonresponse and so are not strictly comparable to earlier years. ¹⁵ Includes kerosene-type and naphtha-type jet fuels.

Source: Except as noted, U.S. Federal Aviation Administration, *FAA Statistical Handbook of Aviation*, annual, last published in 1993. Internet site <<http://www.api.faa.gov/handbook96/toc96.htm>>; and unpublished data.

No. 1078. Net Orders for U.S. Civil Jet Transport Aircraft: 1985 to 1999

[1985 and 1990 are net new firm orders; beginning beginning 1994, net announced orders. Minus sign (-) indicates net cancellations. In 1997 Boeing acquired McDonnell Douglas]

Type of aircraft and customer	1985	1990	1994	1995	1996	1997	1998	1999
Total number ¹	468	670	79	421	595	501	601	346
U.S. customers	242	259	12	138	408	258	392	192
Foreign customers	226	411	67	283	187	243	209	70
McDonnell Douglas MD-11, total	-	52	2	-6	9	11	12	-
U.S. customers	-	16	2	3	1	-	3	-
Foreign customers	-	36	-	-9	8	11	9	-
McDonnell Douglas MD-80/90, total	114	116	1	51	29	-14	26	-20
U.S. customers	37	91	-8	-	18	-11	24	-
Foreign customers	77	25	9	51	11	-3	2	-20
McDonnell Douglas MD-95, total	-	-	-	50	-	-	65	15
U.S. customers	-	-	-	50	-	-	50	-
Foreign customers	-	-	-	-	-	-	15	15
Boeing 737, total	253	189	49	189	349	280	350	258
U.S. customers	146	38	9	85	284	120	207	155
Foreign customers	107	151	40	104	65	160	143	45
Boeing 747, total	37	153	-5	35	66	37	-4	22
U.S. customers	13	24	-1	2	22	15	1	1
Foreign customers	24	129	-4	33	44	22	-5	19
Boeing 757, total	51	66	5	-7	44	45	47	18
U.S. customers	39	33	-1	-6	35	25	34	7
Foreign customers	12	33	6	-1	9	20	13	2
Boeing 767, total	10	60	27	26	10	96	40	32
U.S. customers	4	23	11	4	11	85	31	21
Foreign customers	6	37	16	22	-1	11	9	1
Boeing 777, total	-	34	-	83	88	46	65	21
U.S. customers	-	34	-	-	37	24	42	8
Foreign customers	-	-	-	83	51	22	23	8

- Represents zero. ¹ Includes types of aircraft not shown separately. Beginning 1999, includes unidentified customers.

Source: Aerospace Industries Association of America, Washington, DC, Research Center, Statistical Series 23, Internet site <<http://www.aia-aerospace.org>>.

No. 1079. U.S. Aircraft Shipments: 1980 to 1999

[Value in millions of dollars (18,929 represents \$18,929,000,000)]

Year	Total		Civil						Military	
	Units	Value	Large transports		General aviation ¹		Helicopters		Units	Value
			Units	Value	Units	Value	Units	Value		
1980	14,677	18,929	387	9,895	11,877	2,486	1,366	656	1,047	5,892
1985	3,610	27,269	278	8,448	2,029	1,431	384	506	919	16,884
1990	3,321	38,585	521	22,215	1,144	2,007	603	254	1,053	14,109
1994	2,309	36,568	309	18,124	928	2,357	308	185	764	15,902
1995	2,436	33,658	256	15,263	1,077	2,842	292	194	811	15,359
1996	2,235	36,247	269	17,564	1,130	3,127	278	193	558	15,363
1997	2,777	45,883	374	25,810	1,569	4,674	346	231	488	15,168
1998, est.	3,554	55,398	559	35,890	2,213	5,646	363	252	419	13,610
1999, est.	3,976	60,895	620	39,000	2,496	6,895	345	200	515	14,800

¹ Excludes off-the-shelf military aircraft.

Source: U.S. Department of Commerce, International Trade Administration, Internet site <<http://www.ita.doc.gov/td/aerospace/inform/information.htm>>.

No. 1080. Employment and Earnings in Aircraft Industries: 1985 to 1999

[Annual averages of monthly figures (794 represents 794,000). See headnote, Table 682]

Item	1987 SIC ¹ code	Unit	1985	1990	1995	1998	1999
Employment:							
Total	(X)	1,000 . . .	794	898	549	616	576
Aircraft	3721	1,000 . . .	326	381	244	270	248
Aircraft engines and engine parts	3724	1,000 . . .	148	152	93	103	100
Aircraft equipment, n.e.c. ²	3728	1,000 . . .	143	180	114	151	141
Guided missiles, space vehicles, and parts	376	1,000 . . .	177	185	98	92	87
Average weekly earnings:	(X)						
Aircraft engines and parts	3724	Dollars . . .	542	637	770	840	871
Aircraft equipment, n.e.c.	3728	Dollars . . .	506	570	677	752	739
Guided missiles, space vehicles, and parts	376	Dollars . . .	515	612	765	840	836
Average hourly earnings:	(X)						
Aircraft, excluding lump sum benefits	3721	Dollars . . .	13.18	15.66	19.97	21.08	21.78
Aircraft with lump sum benefits	3721	Dollars . . .	13.40	16.32	20.02	21.14	21.84
Aircraft engines and parts	3724	Dollars . . .	12.85	14.84	17.34	18.93	19.67
Aircraft equipment, n.e.c.	3728	Dollars . . .	11.66	13.37	15.93	17.06	17.47
Guided missiles, space vehicles, and parts	376	Dollars . . .	12.14	14.39	17.74	19.96	20.24

X Not applicable. ¹ 1987 Standard Industrial Classification; see text, Section 17, Business. ² N.e.c. means not elsewhere classified. ³ For production workers.

Source: U.S. Bureau of Labor Statistics, *Employment and Earnings*, monthly, June issues and Internet site <<http://stats.bls.gov/ceshome.htm>>.

No. 1081. Aerospace—Sales, New Orders, and Backlog: 1990 to 1998

[In billions of dollars (136.6 represents \$136,600,000,000), except as indicated. Reported by establishments in which the principal business is the development and/or production of aerospace products]

Item	1990	1993	1994	1995	1996	1997	1998
Net sales	136.6	109.9	104.3	102.8	103.1	114.9	120.7
Percent U.S. Government	53.8	49.9	54.8	49.5	49.8	44.7	36.9
Complete aircraft and parts	49.9	48.9	43.3	42.5	41.8	54.5	62.9
Aircraft engines and parts	16.4	12.2	11.3	12.5	15.7	12.1	12.8
Missiles and space vehicles, parts	22.0	18.1	18.4	18.4	18.5	21.4	20.7
Other products, services	48.3	30.7	31.3	29.4	27.1	27.1	24.3
Net, new orders	146.0	79.7	88.7	109.1	126.3	119.0	111.2
Backlog, Dec. 31	250.1	211.8	192.6	202.6	229.9	219.0	206.7

¹ Except engines sold separately.

Source: U.S. Census Bureau, *Current Industrial Reports*, Aerospace Industries, Internet site <<http://www.census.gov/cir/www/alpha.html>> (accessed 15 August 2000).

No. 1082. Aerospace Industry Sales by Product Group and Customer: 1985 to 2000

[In billions of dollars (96.6 represents \$96,600,000,000). Due to reporting practices and tabulating methods, figures may differ from those in Table 1081]

Item	Current dollars					Constant (1987) dollars ³				
	1985	1990	1995	1999 ¹	2000 ²	1985	1990	1995	1999 ¹	2000 ²
Total sales	96.6	134.4	107.8	155.3	149.4	97.8	121.6	85.7	118.3	111.2
PRODUCT GROUP										
Aircraft, total	50.5	71.4	55.0	90.3	83.2	51.1	64.6	43.8	68.8	62.0
Civil ⁴	13.7	31.3	24.0	54.5	45.7	13.9	28.3	19.1	41.5	34.1
Military	36.8	40.1	31.1	35.8	37.5	37.2	36.3	24.7	27.3	27.9
Missiles	11.4	14.2	7.4	8.0	8.7	11.6	12.8	5.9	6.1	6.5
Space	18.6	26.4	27.4	31.1	32.6	18.8	23.9	21.8	23.7	24.3
Related products and services ⁵	16.1	22.4	18.0	25.9	24.9	16.3	20.3	14.3	19.7	18.5
CUSTOMER GROUP										
Aerospace, total	80.5	112.0	89.8	129.5	124.5	81.5	101.3	71.5	98.6	92.7
DOD ⁶	53.2	60.5	42.4	44.2	46.5	53.9	54.8	33.7	33.6	34.6
NASA ⁷ and other agencies	6.3	11.1	11.4	11.4	11.6	6.3	10.0	9.1	8.7	8.6
Other customers ⁸	21.0	40.4	36.0	73.9	66.4	21.3	36.5	28.6	56.3	49.4
Related products and services ⁵	16.1	22.4	18.0	25.9	24.9	16.3	20.3	14.3	19.7	18.5

¹ Preliminary. ² Estimate. ³ Based on AIA's aerospace composite price deflator. ⁴ All civil sales of aircraft (domestic and export sales of jet transports, commuters, business, and personal aircraft and helicopters). ⁵ Electronics, software, and ground support equipment, plus sales of nonaerospace products which are produced by aerospace-manufacturing use technology, processes, and materials derived from aerospace products. ⁶ Department of Defense. ⁷ National Aeronautics and Space Administration. ⁸ Includes civil aircraft sales (see footnote 4), commercial space sales, all exports of military aircraft and missiles and related propulsion and parts.

Source: Aerospace Industries Association of America, Inc., Washington, DC, *1999 Year-end Review and Forecast*, Internet site <<http://www.aia-aerospace.org>>.

No. 1083. Aerospace Industry—Net Profits After Taxes: 1980 to 1999

[For calendar year (2,588 represents \$2,588,000,000). Minus sign (-) indicates loss]

Year	Aerospace industry profits				All manufacturing corporations profits as a percent of—		
	Total (mil. dol.)	As percent of—			Sales	Assets	Equity
		Sales	Assets	Equity			
1980	2,588	4.3	5.2	16.0	4.8	6.9	13.9
1985	3,274	3.1	3.6	11.1	3.8	4.6	10.1
1986	3,093	2.8	3.1	9.4	3.7	4.2	9.5
1987	4,582	4.1	4.4	14.6	4.9	5.6	12.8
1988	4,883	4.3	4.4	14.9	6.0	6.9	16.2
1989	3,866	3.3	3.3	10.7	5.0	5.6	13.7
1990	4,487	3.4	3.4	11.5	4.0	4.3	10.7
1991	¹ 2,484	1.8	1.9	6.1	2.5	2.6	6.4
1992	² -1,836	-1.4	-1.2	-5.2	1.0	1.0	2.6
1993	4,621	3.6	3.5	13.2	2.8	2.9	8.1
1994	5,655	4.7	4.3	14.8	5.4	5.8	15.6
1995	4,633	3.8	3.5	11.1	5.7	6.2	16.2
1996	7,150	5.6	5.1	17.1	6.0	6.5	16.8
1997	7,221	5.2	4.8	17.3	6.2	6.6	16.6
1998	7,701	5.0	4.8	18.0	6.0	6.1	15.7
1999, prel.	² 10,800	6.7	6.7	23.8	6.3	6.2	16.8

¹ Reflects unusually large nonoperating expenses totalling \$3.4 billion in 1991 and \$8.7 billion in 1992 due to the initial implementation of a change in accounting for future retirement benefit costs and defense-downsizing restructuring charges. Many large aerospace corporations chose to write off against first quarter earnings amounts required to comply with FASB 106.

² Includes nonoperating income totaling an estimated \$5.7 billion.

Source: Aerospace Industries Association of America, Washington, DC, *1999 Year-end Review and Forecast*, Internet site <<http://www.aia-aerospace.org>>.

No. 1084. United States Total and Aerospace Foreign Trade: 1970 to 1998

[In millions of dollars (3,225 represents \$3,225,000,000), except percent. Data are reported as exports of domestic merchandise, including Department of Defense shipments and undocumented exports to Canada, f.a.s. (free alongside ship) basis, and imports for consumption, customs value basis. Minus sign (-) indicates deficit]

Year	Merchandise trade			Aerospace trade						
	Trade balance	Imports	Exports	Trade balance	Imports	Total	Exports			
							Civil		Military	
						Percent of U.S. exports	Total	Trans-ports		
1970	3,225	39,952	43,176	3,097	308	3,405	7.9	2,516	1,283	889
1971	-1,476	45,563	44,087	3,830	373	4,203	9.5	3,080	1,567	1,123
1972	-5,729	55,583	49,854	3,230	565	3,795	7.6	2,954	1,119	841
1973	2,390	69,476	71,865	4,360	782	5,142	7.2	3,788	1,664	1,354
1974	-3,884	103,321	99,437	6,350	745	7,095	7.1	5,273	2,655	1,822
1975	9,551	99,305	108,856	7,045	747	7,792	7.2	5,324	2,397	2,468
1976	-7,820	124,614	116,794	7,267	576	7,843	6.7	5,677	2,468	2,166
1977	-28,353	151,534	123,182	6,850	731	7,581	6.2	5,049	1,936	2,532
1978	-30,205	176,052	145,847	9,058	943	10,001	6.9	6,018	2,558	3,983
1979	-23,922	210,285	186,362	10,123	1,624	11,747	6.3	9,772	4,998	1,975
1980	-19,696	245,262	225,566	11,952	3,554	15,506	6.9	13,248	6,727	2,258
1981	-22,267	260,982	238,715	13,134	4,500	17,634	7.4	13,312	7,180	4,322
1982	-27,510	243,952	216,442	11,035	4,568	15,603	7.2	9,608	3,834	5,995
1983	-52,409	258,048	205,639	12,619	3,446	16,065	7.8	10,595	4,683	5,470
1984	-106,703	330,678	223,976	10,082	4,926	15,008	6.7	9,659	3,195	5,500
1985	-117,712	336,526	218,815	12,593	6,132	18,725	8.6	12,942	5,518	5,783
1986	-138,279	365,438	227,159	11,826	7,902	19,728	8.7	14,851	6,276	4,875
1987	-152,119	406,241	254,122	14,575	7,905	22,480	8.8	15,768	6,377	6,714
1988	-118,526	440,952	322,426	17,860	9,087	26,947	8.4	20,298	8,766	6,651
1989	-109,399	473,211	363,812	22,083	10,028	32,111	8.8	25,619	12,313	6,492
1990	-101,718	495,311	393,592	27,282	11,801	39,083	9.9	31,517	16,691	7,566
1991	-66,723	488,453	421,730	30,785	13,003	43,788	10.4	35,548	20,881	8,239
1992	-84,510	532,665	448,164	31,356	13,662	45,018	10.0	36,906	22,379	8,111
1993	-115,568	580,659	465,091	27,235	12,183	39,418	8.5	31,823	18,146	7,596
1994	-150,630	663,256	512,626	25,010	12,363	37,373	7.3	30,500	15,931	7,322
1995	-158,801	743,543	584,742	21,561	11,509	33,071	5.7	25,079	10,606	7,991
1996	-170,214	795,289	625,075	26,602	13,668	40,270	6.4	29,477	13,624	10,792
1997	-181,488	870,671	689,182	32,239	18,134	50,374	7.3	40,075	21,028	10,299
1998	-231,100	913,597	682,497	40,960	23,110	64,071	9.4	51,999	29,168	12,072

Source: Aerospace Industries Association of America, Washington, DC, *Air Transport Facts and Figures*, annual.

No. 1085. International Transportation Transactions of the United States: 1990 to 1999

[In millions of dollars (37,339 represents \$37,339,000,000). Data are international transportation transactions recorded for balance of payment purposes (see Table 1307). Receipts include freight on exports carried by U.S.-operated carriers and foreign carrier expenditures in U.S. ports. Payments include freight on imports carried by foreign carriers and U.S. carrier port expenditures abroad. Freight on exports carried by foreign carriers is excluded since such payments are directly or indirectly for foreign account. Similarly, freight on U.S. imports carried by U.S. carriers is a domestic rather than an international transaction. Minus sign (-) indicates excess of payments over receipts]

Item	1990	1992	1993	1994	1995	1996	1997	1998	1999
Total receipts	37,339	38,147	38,486	40,751	44,990	46,496	47,874	45,702	46,809
Ocean passenger fares	154	176	237	287	285	338	296	394	360
Other ocean transportation	12,141	11,328	11,533	12,404	13,581	12,502	12,230	10,930	11,735
Freight	4,326	4,136	4,056	4,506	5,282	4,703	4,571	3,786	3,929
Port expenditures	7,815	7,192	7,477	7,898	8,299	7,799	7,659	7,144	7,806
Air passenger fares ¹	15,144	16,442	16,291	16,710	18,624	20,084	20,572	19,704	19,416
Other air transportation	8,174	8,374	8,568	9,311	10,016	10,928	12,013	12,010	12,439
Freight	2,432	2,589	2,815	3,175	3,654	3,958	4,610	4,757	5,046
Port expenditures	5,742	5,785	5,753	6,136	6,362	6,970	7,403	7,253	7,393
Miscellaneous receipts	1,726	1,827	1,857	2,039	2,484	2,644	2,763	2,664	2,859
Total payments	35,497	34,372	35,934	39,081	41,697	43,212	47,097	50,334	55,542
Ocean passenger fares	248	301	341	353	353	444	358	399	369
Other ocean transportation	13,078	11,781	12,473	13,694	14,068	13,492	14,094	15,582	17,701
Import freight	10,904	9,752	10,462	11,369	11,514	11,259	11,907	13,652	15,727
Port expenditures	2,174	2,029	2,011	2,325	2,554	2,233	2,187	1,930	1,974
Air passenger fares ¹	10,283	10,302	11,069	12,709	14,310	15,365	17,780	19,572	21,036
Other air transportation	9,881	10,468	10,497	10,525	11,061	11,751	12,575	12,559	13,990
Import freight	2,207	2,376	2,580	2,914	3,113	3,201	3,541	3,624	4,138
Port expenditures	7,674	8,092	7,917	7,611	7,948	8,550	9,034	8,935	9,852
Miscellaneous payments	2,007	1,520	1,554	1,800	1,905	2,160	2,290	2,222	2,446
Balance	1,842	3,775	2,552	1,670	3,293	3,284	777	-4,632	-8,733

¹ Includes interairline settlements.

Source: U.S. Bureau of Economic Analysis, *Survey of Current Business*, July 2000; and unpublished data.

No. 1086. Federal Expenditures for Civil Functions of the Corps of Engineers, United States Army: 1970 to 1998

[In millions of dollars (1,128 represents \$1,128,000,000). For fiscal years ending in year shown, see text, Section 9, State and Local Government. These expenditures represent the work of the Corps of Engineers to plan, design, construct, operate, and maintain civil works projects and activities, particularly in the management and improvement of rivers, harbors, and waterways for navigation, flood control, and multiple purposes. The amounts listed below do not include the expenditure of funds contributed, advanced, or reimbursed by other government agencies or local interests. Includes Puerto Rico and outlying areas]

Fiscal year	Total program ¹	Navigation	Flood control	Multiple purpose	Fiscal year	Total program ¹	Navigation	Flood control	Multiple purpose
1970	1,128	398	379	331	1991	3,511	1,473	1,447	443
1980	3,061	1,225	1,228	551	1992	3,675	1,562	1,469	469
1985	2,956	1,234	1,187	419	1993	3,335	1,461	1,243	464
1986	3,163	1,345	1,300	402	1994	3,727	1,607	1,436	521
1987	2,937	1,135	1,272	411	1995	3,796	1,620	1,399	598
1988	3,086	1,271	1,271	423	1996	3,627	1,566	1,349	557
1989	3,252	1,395	1,253	462	1997	3,745	1,620	1,430	545
1990	3,297	1,391	1,397	375	1998	4,091	1,660	1,523	618

¹ Includes expenditures which are not associated with a specific purpose (e.g., headquarters staff supervision, management, and administration activities, and some research and development activities).

Source: U.S. Army Corps of Engineers, *Report of Civil Works Expenditures by State and Fiscal Year*, annual.

No. 1087. Freight Carried on Major U.S. Waterways: 1980 to 1998

[In millions of tons (4.0 represents 4,000,000)]

Item	1980	1985	1990	1993	1994	1995	1996	1997	1998
Atlantic intracoastal waterway	4.0	3.1	4.2	3.8	3.7	3.5	4.3	3.6	3.8
Great Lakes	183.5	148.1	167.1	159.6	175.3	177.7	181.8	188.6	192.2
Gulf intracoastal waterway	94.5	102.5	115.5	114.9	117.6	117.9	118.0	118.1	113.6
Mississippi River system	584.2	527.8	659.6	660.4	693.3	710.1	701.8	707.1	707.4
Mississippi River mainstem	441.5	384.0	475.6	475.1	496.8	520.2	505.6	504.7	503.9
Ohio River system ²	179.3	203.9	260.0	257.2	270.5	267.6	270.9	274.9	277.9
Columbia River	49.2	42.4	51.4	51.2	50.9	57.1	51.2	52.7	49.1
Snake River	5.1	3.5	4.8	5.3	5.9	6.8	5.7	6.1	5.8

¹ Main channels and all tributaries of the Mississippi, Illinois, Missouri and Ohio Rivers. ² Main channels and all navigable tributaries and embayments of the Ohio, Tennessee, and Cumberland Rivers.

Source: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States*, annual.

No. 1088. Waterborne Commerce, by Type of Commodity: 1990 to 1998

[In millions of short tons (2,163.9 represents 2,163,900,000). Domestic trade includes all commercial movements between United States ports and on inland rivers, Great Lakes, canals, and connecting channels of the United States, Puerto Rico, and Virgin Islands]

Commodity	1998						
	1990	1995	1997	Total	Domestic	Foreign imports	Foreign exports
Total ¹	2,163.9	2,240.4	2,333.1	2,339.5	1,094.1	840.7	404.7
Coal	339.9	324.5	326.0	316.1	229.4	12.0	74.7
Petroleum and petroleum products	923.2	907.1	988.2	987.5	382.5	552.1	52.9
Crude petroleum	485.7	504.6	553.3	539.7	103.2	433.4	3.1
Petroleum products ¹	437.5	402.5	434.9	447.7	279.3	118.7	49.7
Gasoline	116.9	114.4	114.7	109.0	86.8	17.4	4.8
Distillate fuel oil	77.4	76.7	88.2	94.2	66.3	23.3	4.6
Residual fuel oil	145.2	111.9	114.4	127.2	82.6	35.3	9.3
Chemicals and related products	123.8	153.7	156.7	156.4	77.7	27.4	51.3
Crude material, inedible ¹	374.7	381.7	400.9	394.3	245.6	95.1	53.6
Forest products, wood and chips	55.7	47.2	44.0	39.1	17.7	4.4	16.9
Pulp and waste paper	11.8	14.9	11.9	11.3	0.2	1.2	10.0
Soil, sand, gravel, rock, and stone	144.2	152.5	167.8	173.1	139.8	27.2	6.0
Primary manufactured goods ¹	76.0	106.3	117.0	141.0	41.2	86.7	13.1
Papers products	10.7	13.1	14.3	13.3	0.9	4.5	7.9
Lime, cement and glass	28.3	33.9	38.4	46.1	16.5	28.0	1.5
Primary iron and steel products	25.1	44.1	48.0	63.5	16.8	45.3	1.5
Food and farm products ¹	267.5	303.2	271.7	265.7	91.5	28.8	145.4
Fish	3.2	3.6	2.1	2.0	0.1	1.2	0.7
Grain ¹	157.3	167.9	131.0	132.3	49.6	1.8	80.9
Corn	96.1	105.0	77.1	78.1	34.4	0.1	43.7
Wheat	44.5	48.5	40.6	41.3	11.3	0.3	29.7
Oilseeds	36.0	46.1	53.4	45.6	23.7	0.3	21.6
Soybeans	32.2	42.0	48.4	38.6	18.1	(Z)	20.5
Vegetables products	6.7	9.0	8.9	10.4	1.9	2.9	5.5
Processed grain and animal feed	28.2	33.0	30.8	30.4	8.1	0.9	21.4

Z Rounds to zero. ¹ Includes categories not shown separately.

Source: U.S. Army Corps of Engineers, *Waterborne Commerce of the United States*, annual.

No. 1089. Cargo-Carrying U.S. Flag Fleet by Area of Operation: 1999

[As of July 1. Tons in thousands of metric tons. (68,941 represents 68,941,000). One ton equals 100 cubic feet of space. Represents active vessels]

Area of operation	Total fleet		Liquid carriers		Dry bulk carriers		Containerships		Other freighters ¹	
	Num-ber	Tons	Num-ber	Tons	Num-ber	Tons	Num-ber	Tons	Num-ber	Tons
Total	29,077	68,941	3,496	19,470	21,419	37,908	118	3,265	4,044	8,298
Total commercial fleet	28,891	65,256	3,468	18,586	21,419	37,908	113	3,179	3,891	5,583
Foreign trade	395	7,240	85	2,624	201	1,086	64	2,461	45	1,069
Self-propelled	159	6,393	39	2,353	11	510	64	2,461	45	1,069
Less than 1,000 gross tons	-	-	-	-	-	-	-	-	-	-
Greater than or equal to 1,000 gross tons	159	6,393	39	2,353	11	510	64	2,461	45	1,069
Non-self-propelled	236	847	46	271	190	576	-	-	-	-
Less than 1,000 gross tons	197	577	7	1	190	576	-	-	-	-
Greater than or equal to 1,000 gross tons	39	270	39	270	-	-	-	-	-	-
Domestic trade	28,496	58,016	3,383	15,962	21,218	36,822	49	718	3,846	4,514
Coastal (including noncontiguous)	2,596	13,291	574	9,368	537	1,530	49	718	1,436	1,675
Self-propelled	182	6,454	97	5,759	-	-	23	557	62	138
Less than 1,000 gross tons	73	31	18	12	-	-	-	-	55	19
Greater than or equal to 1,000 gross tons	109	6,423	79	5,747	-	-	23	557	7	119
Non-self-propelled	2,414	6,837	477	3,609	537	1,530	26	161	1,374	1,537
Less than 1,000 gross tons	1,701	1,457	86	100	389	675	-	-	1,226	682
Greater than or equal to 1,000 gross tons	713	5,380	391	3,509	148	855	26	161	148	855
Internal waterways	25,709	42,405	2,788	6,500	20,600	33,214	-	-	2,321	2,691
Self-propelled	26	18	-	-	-	-	-	-	26	18
Less than 1,000 gross tons	26	18	-	-	-	-	-	-	26	18
Greater than or equal to 1,000 gross tons	-	-	-	-	-	-	-	-	-	-
Non-self-propelled	25,683	42,387	2,788	6,500	20,600	33,214	-	-	2,295	2,673
Less than 1,000 gross tons	24,122	37,013	1,527	2,344	20,374	32,269	-	-	2,221	2,400
Greater than or equal to 1,000 gross tons	1,561	5,374	1,261	4,156	226	945	-	-	74	273
Great Lakes	191	2,320	21	94	81	2,078	-	-	89	148
Self-propelled	62	1,913	4	20	54	1,873	-	-	4	20
Less than 1,000 gross tons	9	3	2	1	4	2	-	-	3	-
Greater than or equal to 1,000 gross tons	53	1,910	2	19	50	1,871	-	-	1	20
Non-self-propelled	129	407	17	74	27	205	-	-	85	128
Less than 1,000 gross tons	101	144	3	4	18	26	-	-	80	114
Greater than or equal to 1,000 gross tons	28	263	14	70	9	179	-	-	5	14
National Defense Reserve Fleet	179	3,427	28	884	-	-	5	86	146	2,457
Ready Reserve Force(RRF)	90	1,892	10	303	-	-	3	50	77	1,539
Other Reserve	89	1,535	18	581	-	-	2	36	69	918
Other government: Sealift vessels	7	258	-	-	-	-	-	-	7	258

- Represents or rounds to zero. ¹ Includes general cargo, Ro-Ro, multi-purpose, LASH (Lighter Aboard Ship) vessels, and deck barges; excludes offshore supply vessels.

Source: U.S. Maritime Administration, Office of Statistical & Economic Analysis.

No. 1090. Private Shipyards—Summary: 1980 to 2000

[For calendar year, unless noted. (178.0 represents 178,000)]

Item	Unit	1980	1985	1990	1995	1996	1997	1998	1999	2000 ¹
Employment ²	1,000 . . .	178.0	138.3	130.8	105.0	100.4	98.6	104.4	99.1	98.1
Production workers	1,000 . . .	138.8	101.2	93.6	77.8	73.5	70.8	74.9	67.7	67.6
Building activity:										
Merchant vessels: ³										
Under construction ⁴	Number . .	69	10	-	3	10	14	12	5	9
Ordered	Number . .	7	-	3	8	5	6	1	6	-
Delivered	Number . .	23	3	-	1	1	4	5	2	-
Cancelled	Number . .	4	-	-	-	-	4	3	-	-
Under contract ⁵	Number . .	49	7	3	10	14	12	5	9	9
Naval vessels: ³										
Under construction ⁴	Number . .	99	100	95	57	46	46	42	50	44
Ordered	Number . .	11	11	7	6	11	4	20	-	2
Delivered	Number . .	19	26	15	17	11	8	12	6	-
Under contract ⁵	Number . .	91	85	87	46	46	42	50	44	46
Unfinished work: ⁴										
Commercial ships	Mil. dol. .	2,070	450	-	93.4	365.4	572.1	746.5	594.6	1917.0
Naval ships	Mil. dol. .	7,107	12,091	24,495	20,768	17,734	20,116	19,097	22,385.6	21,589.5

- Represents zero. ¹ As of June 1. ² Annual average of monthly data. ³ Vessels of 1,000 tons or larger. ⁴ As of Jan. 1. ⁵ As of Dec. 31.

Source: 1980 and 1985, Shipbuilders Council of America, Arlington, VA., unpublished data; beginning 1990, U.S. Maritime Administration, unpublished data.

No. 1091. Employees in Government and Private Shipyards: 1960 to 1999

[In thousands (208 represents 208,000). Annual average employment in establishments primarily engaged in building and repairing of ships, barges, and lighters, whether self-propelled or towed by other craft. Includes all full- and part-time employees]

Year	Private yards			Year	Private yards			Year	Private yards		
	Total	Private yards	Federal yards		Total	Private yards	Federal yards		Total	Private yards	Federal yards
1960	208	112	96	1990	198	130	68	1995	139	106	33
1970	216	134	83	1991	193	131	62	1996	127	103	24
1975	220	154	66	1992	183	125	58	1997	124	102	22
1980	250	178	72	1993	163	113	50	1998	128	106	22
1985	218	138	80	1994	148	107	41	1999	121	100	21

Source: U.S. Bureau of Labor Statistics, *Employment and Earnings*, monthly, March and June issues; and Internet site <<http://stats.bls.gov/ceshome.htm>>.

No. 1092. Employment on U.S. Flag Merchant Vessels and Basic Monthly Wage Scale for Able-Bodied Seamen: 1975 to 1999

[Employment in thousands (20.5 represents 20,500)]

Year	Employment ¹	Year	Employment ¹	Year	East coast wage rate ²	West coast wage rate ²	Year	East coast wage rate ²	West coast wage rate ²
1980	19.6	1995	7.9	1980	967	1,414	1995	1,918	2,637
1985	13.1	1996	7.5	1985	1,419	2,029	1996	2,014	2,769
1990	11.1	1997	8.6	1990	1,505	2,218	1997	2,094	2,879
1992	9.2	1998	7.9	1992	1,655	2,438	1998	2,178	2,994
1993	9.3	1999	7.3	1993	1,721	2,438	1999	2,265	3,114

¹As of June 30, except beginning 1980, as of Sept. 30. Estimates of personnel employed on merchant ships, 1,000 gross tons and over. Excludes vessels on inland waterways, Great Lakes, and those owned by, or operated for, U.S. Army and Navy, and special types such as cable ships, tugs, etc. ²As of January. Basic monthly wage, over and above subsistence (board and room); excludes overtime and fringe pay benefits. West coast incorporates extra pay for Saturdays and Sundays at sea into base wages but east coast does not.

Source: U.S. Maritime Administration, *U.S. Merchant Marine Data Sheet*, monthly; and unpublished data.

No. 1093. Worldwide Tanker Casualties: 1980 to 1999

[136 represents 136,000. Data for 1980 covers tankers, ore/oil carriers and bulk/oil vessels of 6,000 deadweight tons and over; beginning 1985, 10,000 deadweight tons and over; excludes liquid gas carriers. Incident is counted in the year it is reported. Based on data from "Lloyd's List" published by Lloyd's of London. "Casualties" include weather damage, strandings, collisions and other contact, fires and explosions, machinery damage, and other mishaps]

Item	Unit	1980	1985	1990	1993	1994	1995	1996	1997	1998	1999
Casualties	Number	(NA)	340	541	314	270	280	241	270	201	231
Total losses ¹	Number	15	12	10	9	11	6	2	9	2	2
Deaths	Number	132	53	119	26	88	8	15	(NA)	(NA)	(NA)
Oil spills	Number	32	9	31	24	29	18	24	22	22	14
Amount	1,000 tons	136	80	61	120	110	4	72	50	9	36
Amount	Mil. gallons	42	25	19	37	33	1	22	15	3	11

NA Not available. ¹ Excludes losses due to hostilities.

Source: Tanker Advisory Center, Inc., New York, NY, "Worldwide Tanker Casualty Returns," quarterly.

No. 1094. Merchant Vessels—World and United States: 1970 to 1996

[20,980 represents 20,980,000. Through 1992, as of mid-year; thereafter for year-end. For propelled sea-going merchant ships of not less than 100 gross tonnage]

Year	World completed		World owned		U.S. completed		U.S. registered	
	Number	Gross tonnage (1,000)	Number	Gross tonnage (1,000)	Number	Gross tonnage (1,000)	Number	Gross tonnage (1,000)
		1970		2,814		20,980		52,444
1980	2,412	13,101	73,832	419,911	205	555	5,579	18,464
1985	1,964	18,157	76,395	416,269	66	180	6,447	19,518
1990	1,672	15,885	78,336	423,627	16	15	6,348	21,328
1992	1,506	18,633	79,845	444,305	27	54	5,737	18,228
1993	1,505	20,025	80,655	457,915	30	14	5,646	14,087
1994	1,789	19,612	80,676	475,859	28	29	5,270	13,655
1995	1,856	22,565	82,890	490,662	30	14	5,292	12,760
1996	1,745	25,881	84,264	507,873	29	24	5,289	12,024

Source: Through 1992, Lloyd's Register of Shipping, London, England, *Statistical Tables*, annual; and *Annual Summary of Merchant Ships Completed in the World*; thereafter, *World Fleet Statistics*, annual.

No. 1095. Merchant Vessels—Ships and Tonnage Lost Worldwide: 1980 to 1996

[For merchant vessels of 100 gross tonnage and above (1,791 represents 1,791,000). Excludes ships which have been declared constructive losses but have undergone repair during the year. Loss counted in the year the casualty occurred, providing that information was available at time of relevant publication]

Type of ship	Ships lost					Gross tonnage lost (1,000)				
	1980	1990	1994	1995	1996	1980	1990	1994	1995	1996
Total	363	160	171	190	151	1,791	1,047	1,532	1,055	836
Tankers	24	8	16	12	12	707	138	638	172	179
Ore/bulk carriers ¹	21	15	19	19	18	458	687	590	447	303
General cargo	211	87	76	88	77	478	202	237	218	240
Container ships	2	-	-	-	6	6	-	-	-	94
Passenger ²	9	-	2	1	-	112	-	26	185	-
Fishing	96	50	58	70	38	30	20	41	33	20

- Represents zero. ¹ Includes ore/bulk/oil carriers. ² Includes passenger cargo/ships.

Source: Lloyd's Register of Shipping, London, England, *Casualty Return*, annual.

No. 1096. Merchant Fleets of the World: 1999

[Vessels of 1,000 gross tons and over. As of Oct. 1. Specified countries have 100 or more ships]

Country of registry, 1999	Total	Tanker	Dry bulk ¹	Container-ship	Roll-on/roll-off	Cruise/passenger	Other ²
World total, 1999	28,202	6,953	5,709	2,442	1,478	284	11,336
United States	469	158	14	92	58	11	136
Privately-owned	283	130	14	87	26	1	25
Government-owned	186	28	-	5	32	10	111
Foreign total	27,733	6,795	5,695	2,350	1,420	273	11,200
Panama	4,616	1,033	1,361	489	264	46	1,423
Liberia	1,657	682	438	209	58	37	233
Russia	1,496	274	104	24	9	8	1,077
China	1,449	251	336	91	15	4	752
Malta	1,425	382	401	50	62	3	527
Cyprus	1,385	173	469	125	29	9	580
Bahamas	1,031	245	159	52	64	59	452
Singapore	880	399	139	161	38	-	143
Saint Vincent	813	97	144	31	35	4	502
Greece	693	272	266	41	20	15	79
Japan	661	273	162	26	118	6	76
Norway (NIS) ³	657	305	102	5	72	11	162
Turkey	537	84	167	20	19	3	244
Philippines	501	67	189	10	41	1	193
Indonesia	488	120	25	14	13	-	316
Antigua & Barbuda	464	11	16	125	20	-	292
Netherlands	450	62	5	44	14	7	318
Germany	447	17	-	245	15	2	168
Belize	438	71	25	6	3	-	333
Korea (South)	432	110	96	47	8	3	168
Italy	375	203	37	19	68	6	42
Malaysia	356	111	59	49	9	2	126
Denmark (DIS) ³	311	68	11	62	10	-	160
India	295	99	125	6	-	-	65
Thailand	294	97	35	12	-	1	149
Ukraine	247	16	8	5	10	6	202
Honduras	241	32	15	5	5	1	183
Hong Kong	218	19	117	44	3	-	35
Cambodia	201	-	19	1	5	-	176
Taiwan	179	17	53	73	1	-	35
Sweden	177	64	8	-	62	-	43
Brazil	159	75	41	6	9	-	28
Isle of Man	148	73	20	18	16	-	21
United Kingdom	147	52	4	32	21	9	29
Romania	145	6	16	2	6	-	115
Syria	128	-	4	-	1	-	123
Norway	126	41	7	-	11	-	67
Marshall Islands	124	47	46	21	3	-	7
Iran	123	24	44	3	2	-	50
Vietnam	118	13	9	1	1	-	94
Egypt	111	15	22	1	9	1	63
Portugal (MAR) ³	109	25	9	1	10	-	64
Netherlands Antillies & Aruba	103	10	-	15	3	1	74
Bermuda	101	30	23	19	11	-	18
All other	2,677	730	359	140	227	28	1,193

- Represents zero. ¹ Includes bulk/oil, ore/oil, and ore/bulk/oil carriers. ² Breakbulk ships, partial containerships, refrigerated cargo ships, barge and specialized cargo ships. ³ International Shipping Registry which is an open registry under which the ship flies the flag of the specified nation but is exempt from certain taxation and other regulations.

Source: U.S. Maritime Administration, *Merchant Fleets of the World*, summary report, annual; and unpublished data.