U.S. Department of Transportation
Maritime Administration

U.S. Water Transportation Statistical Snapshot

February 2011

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Preface

The Maritime Administration's mission is to improve and strengthen the U.S. water transportation system to meet the economic, environmental 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 with major changes in trades, fleets, gross output, employment and assets. The following snapshot highlights the major changes that have occurred over the last five years (2004-2009).

At a Glance

Trade Indicators

In 2009, U.S. water trades (foreign and domestic) amounted to 2.0 billion metric tons. Foreign trade accounted for 61 percent of the total, up from 58 percent 5 years earlier (p. 4).

For the period 2004-2009, U.S. coastwise trades declined by 24 percent due largely to a decline in coastwise petroleum trades (p. 5).

In 2009, container trade accounted for 17 percent of U.S. waterborne foreign trade, up from 14 percent 5 years before (p. 6).

In 2009, U.S. foreign trade accounted for about 16 percent of global waterborne trade, down from 19 percent 5 years earlier. Over the last 5 years, global trade (metric tons) increased by 11 percent, while U.S. trade declined by 8 percent (p. 7).

In 2009, 44 percent of U.S. foreign trade (all modes, including trade with Mexico and Canada) was moved by vessel in value terms, up from 42 percent 5 years earlier (p. 8).

In 2009, 6,996 oceangoing vessels made 55,560 calls at U.S. ports (p. 9). Vessel calls were down 7 percent from five years earlier. Over the same period, the average size of vessels calling at U.S. ports increased by 9 percent (p. 10). The capacity calling at U.S. ports (calls x average size) increased by 1 percent over the last 5 years.

For the period 2004-2009, the average size (TEUs) of containerships calling at U.S. ports increased by 19 percent as carriers expanded the deployment of post-panamax (5,000+ TEU) containerships in U.S. trades (pp. 11-13).

At a Glance

In 2009, the average age of vessels calling at U.S. ports was 10.3 years, down from 11.8 years in 2004. The 5-year decline in average age reflects the replacement of vessels built during the shipbuilding boom of the late 1970's (p. 13).

In 2009, Gulf ports accounted for 34 percent of U.S. vessel calls, up from 31 percent five years earlier. Gulf shares increased for all major vessel types (p. 14).

In 2009, U.S. ports accounted for about 8 percent of global vessel calls. The U.S. ranked second behind China in terms of overall calls (p. 16).

In 2009, U.S.-flag vessels accounted for 12 percent of calls (all flags) at U.S. ports, down from 13 percent five years earlier. Jones Act vessels accounted for 74 percent of U.S.-flag calls (p. 17).

In 2009, 63.8 million passenger nights were booked on North American cruises, down slightly from the year before (p. 18).

For 2009, average cruise fares were down 9.3 percent from a year earlier. The discounting process not only filled ships, but also maintained demand for port and other cruise-related services (p. 19).

Fleet Indicators

As of year-end 2009, nearly 40,000 U.S. privately-owned vessels were available for operation in U.S. foreign and domestic trades. All of the tugs, barges, ferries and lakes vessels had Jones Act trading privileges. About 30 percent (190 vessels) of the U.S.-owned oceangoing vessels were

registered under the U.S.-flag, and 15 percent (98 vessels) had Jones Act trading privileges (p. 20-23).

U.S.-Owned Fleet by Segment, 2009

				Barges				
	Ocean	Lakes	Tugs	Dry	Tank	Offshore	Ferries	Total
U.S.-Owned	638	48	5,735	27,483	4,731	688	604	39,927
U.S.-Flag	190	48	5,735	27,483	4,731	525	604	39,316
Jones Act	98	48	5,735	27,483	4,731	525	604	39,224
Foreign Trade	92	0	0	0	0	0		92
Foreign-Flag	450	0	0		0	163		613

Notes: Year-end fleets. The U.S. privately-owned fleet consists of vessels operated under U.S. and foreign flags. Ocean/Lakes—vessels of 10,000 DWT or greater.
Sources: Ocean and Offshore—Clarkson Research, Vessel Register; Tugs and barges—U.S. Army Corps of Engineers, Vessel Detail files.

Macroeconomic Indicators

For the period 2004-2009, 19,100 jobs were added in water transportation and related industries, an increase of 8 percent. The largest increases were in the transportation (13 percent) and shipbuilding and repair segments (12 percent) (p 24).

In 2009, about 52 percent of those employed in water transportation (33 thousand) were seafarers. Another 40 thousand seafarers were employed in other sectors (p. 25).

For the period 2004-2009, seafarer wages increased by 27 percent compared to 14 percent for other transport workers. The largest increase, 35 percent, was for captains, mates and pilots, reflecting the aging and retirement of U.S. marine officers (p 26).

At a Glance

For the period 2004-2009, the average price for water transportation services increased by about 27 percent. The largest increases were in the domestic segments; coastwise (38 percent), Great Lakes (45 percent) and inland (74 percent) (p. 27).

For the period 2004-2009, value-added (gross output less the cost of intermediate inputs) for U.S. water transportation increased by 66 percent due largely to a decline in the cost of energy and other inputs. In 2009, energy accounted for roughly 19 cents of every dollar spent on water transportation services, down from 26 cents five years before (p. 28).

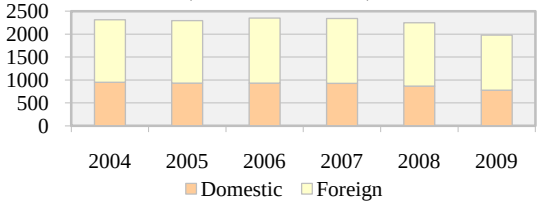
For the period 2004-2009, the value of water transportation fixed assets increased by 26 percent. Investment in new vessel assets was largely to replace assets built 25 years earlier (p. 29).

In 2009, water transportation companies accounted for 43 percent of the vessel fixed assets, compared to 59 percent 30 years earlier (p. 29).

Trade Indicators

In 2009, U.S. waterborne trade (foreign and domestic) amounted to 2.0 billion metric tons, down from 2.3 billion metric tons prior to the recession. Foreign trade accounted for 61 percent of the total, up from 58 percent 5 years earlier. The change in composition was due largely to an 18 percent decline in domestic trades and a 29 percent increase in exports.

U.S. Waterborne Trade, 2004-2009
(Million Metric Tons)



U.S. Waterborne Trades, 2004-2009
(Million Metric Tons)

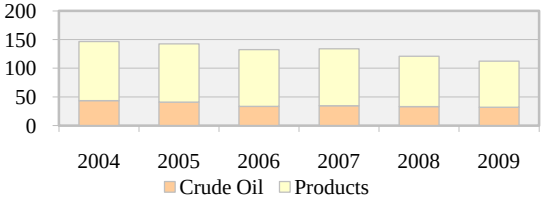
Trade	2004	2005	2006	2007	2008	2009	% Ch. 2004-09
Foreign	1,305.6	1,351.0	1,380.6	1,375.9	1,376.5	1,202.0	-7.9
Imports	954.6	995.7	1,000.5	949.9	892.1	750.0	-21.4
Exports	351.1	355.4	380.2	426.0	484.4	452.1	28.8
Domestic	949.9	933.4	928.6	926.7	867.6	777.5	-18.1
Coastwise	200.1	193.8	183.2	186.7	169.0	152.2	-23.9
Inland	568.1	566.1	569.3	564.2	533.9	474.0	-16.6
Lakes	93.9	87.3	87.9	86.7	82.0	57.3	-39.0
Other	87.8	86.2	88.2	89.1	82.7	94.0	7.1
Total	2,255.5	2,284.4	2,309.2	2,302.6	2,244.1	1,979.5	-12.2

Note: Other includes intra-port and intra-territory trades.
Sources: Domestic Trade—U.S. Army Corps of Engineers, Waterborne Commerce of the United States, www.iwr.usace.army.mil/ndc; Foreign Trade—Bureau of Census, Foreign Trade Division, www.census.gov/foreign-trade.

Trade Indicators

For the period 2004-2009, coastwise movements of petroleum (crude oil and petroleum products) fell by 23 percent. The decline in petroleum trades reflects an overall decline in U.S. petroleum demand (products supplied) and a decline in Alaska crude oil production which moved on tankers from the Trans-Alaskan Pipeline terminal at Valdez to U.S. West Coast ports.

U.S. Coastwise Petroleum Trades, 2004-2009
(Million Metric Tons)



U.S. Coastwise Petroleum Trades, 2004-2009
(Million Metric Tons Unless Otherwise Specified))

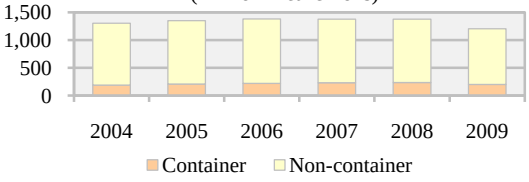
	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
Coastwise	146.6	142.3	132.3	133.7	121.0	112.4	-23.3
Crude Oil	43.5	40.7	33.4	34.6	33.0	32.0	-26.4
Product	103.1	101.6	98.9	99.1	88.0	80.4	-22.0
Products Supplied							
(Mil. Barrels)	7,587.6	7,592.8	7,550.9	7,548.3	7,136.3	6,851.6	-9.7
Alaska Crude Oil Production							
(Mil. Barrels)	332.5	315.4	270.5	263.6	249.9	235.5	-29.2

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

Trade Indicators

In 2009, container trade accounted for 17 percent of U.S. waterborne trade, up from 14 percent 5 years before. The top five U.S. container ports accounted for 66 percent of U.S. container trade, up from 62 percent 5 years earlier. Over the same period, Savannah's share increased from 6 percent to 8 percent; while Charleston's share fell from 6 percent to 4 percent.

U.S. Foreign Trade, Container and Non-Container, 2004-2009
(Million Metric Tons)



U.S. Foreign Container Trades by U.S. Port , 2004-2009
(Million Metric Tons)

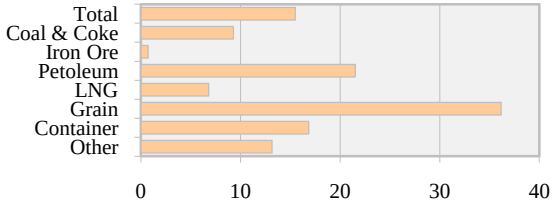
Port	2004	2005	2006	2007	2008	2009	% Ch. 2004-09
LA/LB	53.6	57.1	66.5	69.7	69.8	57.5	7.3
New York	23.6	26.8	27.8	29.9	31.9	27.8	17.8
Houston	14.6	15.3	16.3	17.6	18.4	16.3	11.6
Savannah	11.6	13.6	14.5	17.1	18.7	15.7	35.3
Seattle/Tacoma	14.5	18.3	17.6	18.9	17.9	15.3	5.5
San Francisco	9.6	10.9	11.4	11.7	11.8	11.6	20.8
Norfolk	10.1	10.9	11.9	12.3	12.9	10.5	4.0
Charleston	10.8	12.1	11.2	11.3	10.9	7.7	-28.7
Miami	8.5	9.7	9.3	8.8	8.3	7.6	-10.6
New Orleans	5.0	4.6	5.5	6.0	5.7	5.2	4.0
Top 5	117.8	131.0	142.7	153.2	156.7	132.6	12.6
Top 10	161.8	179.1	192.2	203.3	206.2	175.1	8.2
Total, Container	187.6	205.8	220.6	231.6	235.2	200.6	6.9
Total Non-Container	1,118.0	1,145.3	1,160.0	1,144.3	1,141.3	1,001.4	-10.4

Source: U.S. Bureau of Census, Foreign Trade Division, www.census.gov/foreign-trade.

Trade Indicators

In 2009, U.S. foreign trade accounted for about 16 percent of global waterborne trade, down from 19 percent 5 years earlier. Over the last 5 years, global trade (metric tons) increased by 11 percent, while U.S. trade declined by 8 percent. The increase in global trade was driven largely by growth in global container trades and China's demand for primary products—petroleum, iron ore, coal and grains. The 5-year growth was interrupted in 2009 by a recession-induced decline (5 percent) in global trade.

U.S. Share of Global Trade, 2009
(Percent of Metric Tons)



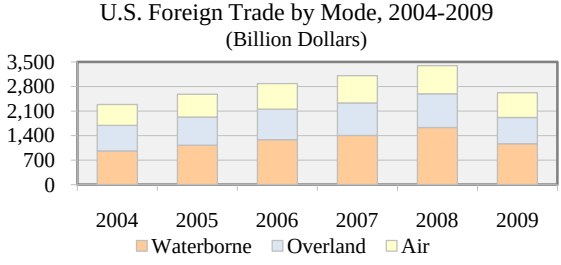
U.S. and Global Waterborne Trades, 2004-2009
(Million Metric Tons)

Trade	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
Global	6,963.0	7,272.3	7,635.2	7,943.4	8,139.3	7,752.0	11.3
Coal & Coke	659.7	687.6	728.6	771.8	797.2	792.1	20.1
Iron Ore	586.6	657.5	721.3	781.0	840.0	907.5	54.7
Petroleum	2,485.8	2,576.3	2,668.3	2,746.2	2,745.7	2,638.5	6.1
LNG	131.3	141.7	159.5	171.4	172.8	172.0	31.0
Grain	273.0	273.0	290.0	303.0	323.0	313.0	14.7
Container	918.0	1,020.0	1,134.0	1,265.0	1,317.0	1,191.0	29.7
Other	1,908.4	1,916.1	1,933.4	1,904.9	1,943.5	1,737.9	-8.9
U.S.	1,305.6	1,351.0	1,380.6	1,375.9	1,376.5	1,202.0	-7.9
Coal & Coke	71.5	74.9	80.4	88.1	107.5	73.5	2.8
Iron Ore	18.6	21.6	17.9	17.1	18.7	6.6	-64.5
Petroleum	622.5	638.8	624.1	617.6	606.0	567.7	-8.8
LNG	17.9	16.1	15.7	18.6	10.1	11.7	-34.8
Grain	108.4	102.3	111.4	122.1	118.9	113.2	4.5
Container	187.6	205.8	220.6	231.6	235.2	200.6	6.9
Other	279.1	291.5	310.5	280.8	280.1	228.7	-18.1

Sources: Global Trade—Clarkson Research, www.clarksons.net; U.S. Trade—U.S. Bureau of Census, Foreign Trade Division, www.census.gov/foreign-trade.

Trade Indicators

In 2009, 44 percent of U.S. foreign trade (all modes) was moved by vessel in value terms, up from 42 percent 5 years earlier. The container segment amounted to 56 percent of waterborne trade in value terms.



U.S. Foreign Trade by Mode, 2004-2009

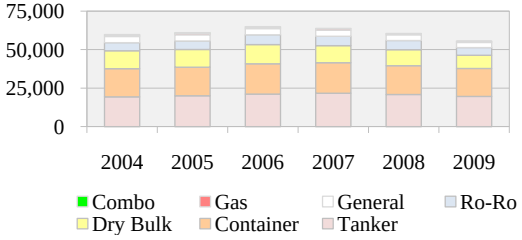
Trade	2004	2005	2006	2007	2008	2009
Billion Dollars						
Total (All Modes)	2,284.6	2,574.5	2,879.9	3,105.2	3,391.1	2,615.7
Waterborne	958.6	1,122.3	1,278.7	1,398.7	1,623.8	1,162.4
Container	536.9	603.8	670.3	736.6	800.5	651.3
Overland	726.6	800.3	870.0	925.1	961.7	751.7
Air	599.3	651.9	731.2	781.4	805.6	701.5
Percent of All Modes						
Waterborne	42.0	43.6	44.4	45.0	47.9	44.4
Container	23.5	23.5	23.3	23.7	23.6	24.9
Overland	31.8	31.1	30.2	29.8	28.4	28.7
Air	26.2	25.3	25.4	25.2	23.8	26.8

Source: U.S. Bureau of Census, Foreign Trade Division, www.census.gov/foreign-trade.

Trade Indicators

In 2009, 6,996 oceangoing vessels made 55,560 calls at U.S. ports. Vessel calls were down 7 percent from five years earlier. 2009 was the third consecutive year of decline. The declines were spread over all of the major vessel types. Of the 2009 calls, 35 percent were by tankers, 33 percent were by containerships, 15 percent were by dry bulk vessels, 9 percent were by RO-ROs, and 6 percent were by general cargo ships. Ninety-five percent of the tanker calls were by double-hull (DH) vessels, up from 73 percent 5 years earlier.

Vessel Calls at U.S. Ports, 2004-2009



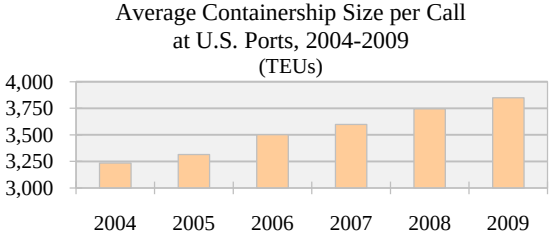
Vessel Calls at U.S. Ports, 2004-2009

Type	2004	2005	2006	2007	2008	2009	% Ch. 2004-09
Tanker	19,316	20,118	21,231	21,724	20,907	19,641	1.7
DH	14,055	15,869	17,747	19,026	19,036	18,631	32.6
Product	11,572	12,217	13,282	13,277	12,662	11,815	2.1
DH	7,712	8,799	10,252	10,811	10,952	10,887	41.2
Crude	7,744	7,901	7,949	8,447	8,245	7,826	1.1
DH	6,343	7,070	7,495	8,215	8,084	7,744	22.1
Container	18,279	18,542	19,591	19,863	18,735	18,206	-0.4
Dry Bulk	11,631	11,406	12,508	11,040	10,363	8,587	-26.2
Ro-Ro	5,317	5,663	6,318	6,077	5,964	4,951	-6.9
Vehicle	3,065	3,652	4,182	4,084	4,102	3,336	8.8
Gas	916	969	961	917	769	704	-23.1
LNG	173	203	213	202	171	201	16.2
Combo	459	414	334	235	180	135	-70.6
General	3,967	3,935	4,054	3,948	3,660	3,336	-15.9
All Types	59,885	61,047	64,997	63,804	60,578	55,560	-7.2

Notes: Calls were by oceangoing vessels of 10,000 DWT or greater. DH—double-hull. See glossary for vessel type descriptions.
Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

In 2009, the average vessel size per call at U.S. ports was 53,430 DWT, up 9 percent from five years before. The average size of containerships increased by 19 percent in terms of TEU capacity as carriers expanded the deployment of post-panamax containerships in U.S. trades.



Average Vessel Size Per Call, 2004-2009
(DWT unless otherwise specified)

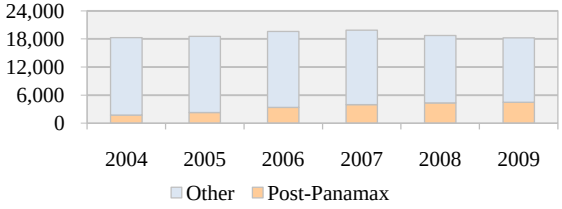
Type	2004	2005	2006	2007	2008	2009	% Ch. 2004-09
Tanker	70,690	72,056	71,831	72,222	72,281	72,066	1.9
DH	74,717	76,240	75,891	76,408	75,034	73,623	-1.5
Product	37,684	37,956	37,669	36,699	36,661	37,345	-0.9
DH	37,163	37,799	37,934	36,994	36,936	37,303	0.4
Crude	120,010	124,784	128,913	128,058	126,984	124,486	3.7
DH	120,376	124,083	127,811	128,278	126,648	124,685	3.6
Container	43,610	44,593	46,598	47,720	49,213	50,202	15.1
(TEU)	3,235	3,314	3,502	3,597	3,744	3,848	19.0
Dry Bulk	42,972	43,276	44,746	45,270	47,306	48,081	11.9
Ro-Ro	20,191	19,838	19,751	19,635	20,153	20,628	2.2
Vehicle	16,708	18,506	18,801	18,585	18,896	19,203	14.9
Gas	39,145	41,411	40,738	40,462	40,755	44,487	13.6
(CM)	57,465	61,410	60,037	59,369	60,159	66,986	16.6
LNG	70,458	70,374	70,962	73,703	70,097	74,465	5.7
(CM)	129,429	128,504	130,006	134,832	128,834	135,895	5.0
Combo	84,699	87,151	86,344	93,617	97,607	102,154	20.6
General	24,542	25,101	25,446	25,572	24,585	23,689	-3.5
All Types	49,125	50,083	50,672	51,658	52,535	53,430	8.8

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. DH—double-hull. See glossary for vessel type descriptions. Average vessel size is the sum of vessel calls weighted by vessel deadweight (DWT) divided by calls. For containerships and gas carriers, capacities are also expressed in twenty-foot equivalent units, (TEU) and cubic meters (CM), respectively.
Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

For the period 2004-2009, calls by containerships of 5,000 TEU or greater, which are largely post-panamax class, increased by 156 percent while the number of 5,000+ TEU containerships deployed in U.S. trades increased by 129 percent. In 2009, 5,000+ TEU containerships accounted for 24 percent of containership calls at U.S. ports, up from 9 percent five years before.

Containership Calls at U.S. Ports, Post-Panamax and Other, 2004-2009



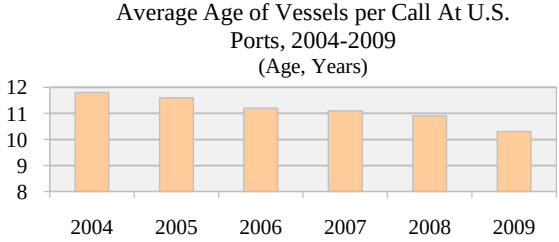
Containership Calls at U.S. Ports by Size, 2004-2009

Vessel Size, TEUs	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
Calls							
< 2,000	3,906	3,994	4,146	3,904	3,493	3,290	-15.8
2,000-2,999	4,541	4,410	3,986	4,099	3,347	2,677	-41.0
3,000-3,999	3,888	3,624	3,333	2,866	2,460	2,500	-35.7
4,000-4,999	4,210	4,226	4,782	5,033	5,121	5,305	26.0
> 4,999	1,734	2,288	3,344	3,961	4,314	4,434	155.7
Total	18,279	18,542	19,591	19,863	18,735	18,206	-0.4
Vessels							
< 2,000	215	207	212	196	196	179	-16.7
2,000-2,999	266	259	257	230	219	220	-17.3
3,000-3,999	191	189	177	166	141	147	-23.0
4,000-4,999	207	234	258	271	284	306	47.8
> 4,999	160	193	260	277	326	366	128.8
Total	1,039	1,082	1,164	1,140	1,166	1,218	-16.7

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. Post-panamax refers to vessels that are too large to transit the Panama Canal locks. Panamax refers to the maximum dimensions of a vessel that can transit Panama Canal locks: length—965 feet; beam—106 feet, and draft—39.5 feet.
Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

In 2009, the average age of vessels calling at U.S. ports was 10.3 years, down from 11.8 years in 2004. The 5-year decline in average age reflects the replacement of vessels built during the shipbuilding boom of the late 1970's.



Average Age of Vessels per Call at U.S. Ports, 2004-2009
(Age, Years)

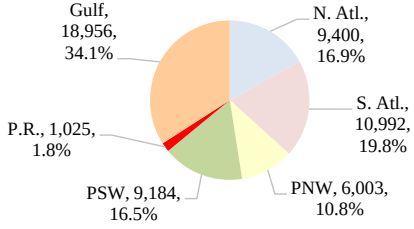
Type	2004	2005	2006	2007	2008	2009
Tanker	10.9	10.1	9.5	9.2	8.8	8.3
DH	7.3	7.1	7.0	7.4	7.4	7.5
Product	12.2	11.3	10.6	10.2	9.5	8.7
DH	8.0	7.4	7.3	7.5	7.3	7.3
Crude	8.9	8.3	7.6	7.5	7.6	7.8
DH	6.4	6.6	6.7	7.2	7.4	7.6
Container	10.5	10.6	10.2	10.0	10.1	10.1
Dry Bulk	12.4	12.4	12.2	12.8	12.8	12.2
Ro-Ro	16.6	16.6	16.8	16.7	15.9	13.6
Vehicle	15.1	14.8	14.4	14.2	13.7	9.6
Gas	13.9	12.3	11.7	11.2	12.8	10.2
LNG	11.6	9.1	9.8	7.1	12.7	8.8
Combo	12.3	11.3	12.9	12.5	12.0	12.3
General	13.5	13.6	13.4	13.5	13.5	13.2
All Types	11.8	11.6	11.2	11.1	10.9	10.3

Notes: The calls are by oceangoing vessels of 10,000 DWT or greater. DH—double-hull. See glossary for vessel type descriptions. Average age is the sum of vessel calls weighted by vessel age divided by calls.
Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

In 2009, Gulf ports accounted for 34 percent of U.S. vessel calls, up from 31 percent 5 years earlier. The Gulf share of U.S. vessel calls increased for all major vessel types.

Vessel Calls at U.S. Ports by Coast, 2009



Vessel Calls at U.S. Ports by Coast, 2004 and 2009
(Percent of Calls)

Type	N. Atl.	S. Atl.	PNW	PSW	P.R.	U.S.G.	Total
2004							
Tanker	19.7	7.5	8.0	10.8	1.6	52.4	100.0
Container	17.0	33.3	10.1	29.8	2.8	7.0	100.0
Dry Bulk	13.5	11.1	19.5	12.6	0.6	42.6	100.0
Ro-Ro	29.0	28.7	11.2	20.3	3.9	7.0	100.0
Gas	17.6	7.6	3.7	6.7	4.6	59.8	100.0
Combo	23.5	15.7	0.7	3.3	0.7	56.2	100.0
General	23.3	20.2	5.5	16.5	5.7	28.8	100.0
All Types	18.7	18.9	10.9	18.0	2.3	31.2	100.0
2009							
Tanker	16.7	6.8	8.0	11.8	1.0	55.8	100.0
Container	17.5	35.6	9.3	26.1	2.5	9.0	100.0
Dry Bulk	9.1	10.8	22.2	10.8	0.3	46.8	100.0
Ro-Ro	27.6	32.7	10.2	16.1	3.4	9.9	100.0
Gas	19.0	8.7	3.6	3.4	2.7	62.6	100.0
Combo	9.6	10.4	3.0	1.5	0.0	75.6	100.0
General	19.0	16.8	9.3	11.1	4.9	39.0	100.0
All Types	16.9	19.8	10.8	16.5	1.8	34.1	100.0

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. DH—double-hull. See glossary for coast and vessel type descriptions.
Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

In 2009, the top 10 U.S. ports accounted for 60 percent of oceangoing vessel calls. Houston was largest for tanker calls; LA/LB was largest for containership calls, and New Orleans was largest for dry bulk calls.

Vessel Calls at U.S. Ports, Top Ten Ports, 2009

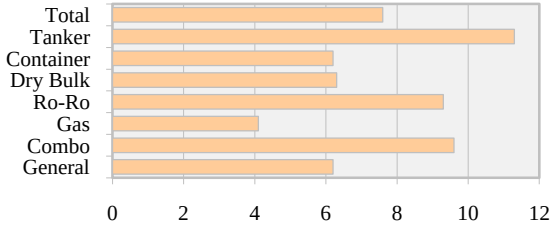
Tanker		Container		Dry Bulk	
Houston	3,905	LA/LB	2,442	New Orleans	2,031
New Orleans	1,474	New York	2,319	Columbia R.	1,379
New York	1,296	San Francisco	1,859	Houston	580
Philadelphia	1,140	Savannah	1,714	Virginia Ports	547
LA/LB	1,096	Virginia Ports	1,615	San Francisco	479
Texas City	971	Charleston	1,312	LA/LB	388
Port Arthur	931	Houston	931	Mobile	310
Corpus Christi	736	Seattle	676	Baltimore	267
San Francisco	735	Pt. Everglades	597	Tampa	254
Freeport, TX	561	Miami	591	New York	221
Top 10	12,845	Top 10	14,056	Top 10	6,456
All Ports	19,641	All Ports	18,206	All Ports	8,587
Ro-Ro		**Gas**		**General**	
Baltimore	675	Houston	144	Houston	389
Jacksonville	555	New Orleans	84	Philadelphia	389
New York	494	Tampa	76	New Orleans	271
Tacoma	295	Boston	61	Columbia R.	185
Charleston	261	Elba Is.	52	Mobile	182
Miami	251	Freeport, TX	36	LA/LB	163
LA/LB	223	Philadelphia	30	San Juan, P.R.	163
Brunswick	215	Cove Point	25	Port Arthur	119
San Juan, P.R.	168	San Francisco	23	Port Hueneme	109
Houston	165	Lake Charles	20	New York	97
Top 10	3,302	Top 10	551	Top 10	2,067
All Ports	4,951	All Ports	704	All Ports	3,336
Combo		**All Types**			
Houston	39	Houston	6,153		
Corpus Christi	33	New York	4,430		
Virginia Ports	13	LA/LB	4,312		
New Orleans	12	New Orleans	4,226		
Mobile	11	San Francisco	3,275		
Portland, ME	10	Virginia Ports	2,502		
Columbia R.	4	Savannah	2,219		
Freeport, TX	2	Philadelphia	2,171		
Honolulu	2	Columbia R.	1,925		
LOOP	2	Charleston	1,865		
Top 10	128	Top 10	33,078		
All Ports	135	All Ports	55,560		

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. See glossary for coast and vessel type descriptions.
Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

In 2009, U.S. ports accounted for about 8 percent of global vessel calls. The U.S. ranked second in terms of overall calls. Tanker calls at U.S. ports accounted for 11 percent of global tanker calls.

U.S. Share of Global Vessel Calls
by Vessel Type, 2009
(Percent of Calls)



Global Vessel Calls by Country and Vessel Type, 2009

Country	Tanker	Cont.	Dry Bulk	Ro-Ro	Gas	Combo	Gen.	Total
China	5,088	43,690	12,942	1,017	325	73	3,930	67,065
U.S.	19,641	18,206	8,587	4,951	704	135	3,336	55,560
Japan	3,727	22,094	9,066	4,974	1,942	11	4,477	46,291
Singapore	9,780	14,658	10,987	1,538	861	198	2,346	40,368
Brazil	6,609	9,975	7,386	1,020	158	81	2,075	27,304
S. Korea	3,812	12,892	5,253	2,335	737	31	2,222	27,282
Taiwan	2,584	13,281	4,116	185	333	3	967	21,469
Italy	6,740	7,902	1,764	3,388	263	14	1,212	21,283
India	7,230	4,372	6,856	297	711	28	1,583	21,077
Australia	2,584	3,794	10,434	1,601	434	41	1,332	20,220
Top 10	67,795	150,864	77,391	21,306	6,468	615	23,480	347,919
Other	106,134	142,891	59,269	32,187	10,772	795	30,214	382,262
Total	173,929	293,755	136,660	53,493	17,240	1,410	53,694	730,181

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. See glossary for vessel descriptions.
Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

In 2009, U.S.-flag vessels accounted for 12 percent of calls (all flags) at U.S. ports, down from 13 percent five years earlier. Of the U.S.-flag calls, 47 percent were by tankers, 35 percent were by containerships, and 16 percent were by Ro-Ro vessels. Jones Act vessels accounted for 74 percent of U.S.-flag calls.

Vessel Calls at U.S. Ports, U.S.-flag and Jones Act Fleets, 2004-2009

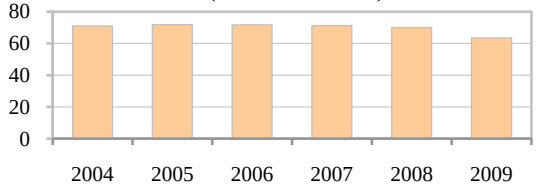
Vessel Type	2004	2005	2006	2007	2008	2009	% Ch. 2004-09
U.S.-Flag							
Tanker	3,591	3,676	3,421	3,581	3,378	3,222	-10.3
D/Hull	1,882	2,012	2,190	2,669	2,686	2,745	45.9
Product	2,449	2,532	2,455	2,527	2,440	2,388	-2.5
D/Hull	1,361	1,372	1,474	1,665	1,799	1,919	41.0
Crude	1,142	1,144	966	1,054	938	834	-27.0
D/Hull	521	640	716	1,004	887	826	58.5
Container	2,992	2,605	2,465	2,557	2,477	2,668	-10.8
Dry Bulk	128	131	77	99	97	102	-20.3
Ro-Ro	1,079	1,238	1,364	1,243	1,152	909	-15.8
Vehicle	227	451	565	484	496	391	72.2
Combo	0	0	0	0	0	1	na
General	102	95	53	37	44	20	-80.4
All Types	7,892	7,745	7,380	7,517	7,148	6,922	-12.3
Jones Act							
Tanker	3,591	3,662	3,386	3,545	3,351	3,191	-11.1
D/Hull	1,882	1,998	2,155	2,633	2,659	2,714	44.2
Product	2,449	2,518	2,420	2,491	2,413	2,357	-3.8
D/Hull	1,361	1,358	1,439	1,629	1,772	1,888	38.7
Crude	1,142	1,144	966	1,054	938	834	-27.0
D/Hull	521	640	716	1,004	887	826	58.5
Container	1,583	1,579	1,490	1,417	1,275	1,272	-19.6
Dry Bulk	78	72	38	63	55	59	-24.4
Ro-Ro	779	856	868	842	735	579	-25.7
Vehicle	0	97	113	120	109	102	na
Combo	0	0	0	0	0	1	na
General	73	63	25	14	17	4	-94.5
All Types	6,104	6,232	5,807	5,881	5,433	5,106	-16.3

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. DH—double-hull. 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, www.marad.dot.gov/data_statistics.

Trade Indicators

In 2009, 63.8 million passenger nights were booked on North American cruises, down slightly from the year before. The North America cruise market has been capacity driven; that is, cruise lines have discounted fares to fill ships. For 2009, real GDP (gross domestic product) was down 2.4 percent from a year earlier; yet North American passenger nights were down only 0.7 percent. As economic conditions deteriorated, cruise lines discounted fares to increase occupancy rates. For 2009, average cruise fares were down 9.3 percent from a year earlier. The discounting process not only filled ships, but also maintained demand for port and other cruise-related services.

U.S. Consumer Price Index,
Ship Passenger Fares, 2004-2009
(Index, 1997 = 100)



Source: U.S. Bureau of Labor Statistics, www.bls.gov.

North American Cruises, Key Statistics, 2004-2009
(Capacity and Traffic in Thousands)

	Vessels		Capacity		Traffic		Occupancy %	
Year	No.	Cruises	Pass.	Pass. Nights	Pass.	Pass. Nights	Pass.	Pass. Nights
2004	110	4,465	8,658	57,641	9,418	61,628	109	107
2005	114	4,462	8,884	59,030	9,744	63,714	110	108
2006	110	4,435	9,094	60,265	9,971	65,034	110	108
2007	116	4,498	9,383	62,398	10,312	67,385	110	108
2008	119	4,235	8,999	59,298	9,934	64,294	110	108
2009	112	4,120	8,913	58,908	9,858	63,820	111	108

Note: A double stateroom with two passengers is considered 100 percent occupied. Since many double staterooms can accommodate three or four people, occupancy can be more than 100 percent.
Source: Maritime Administration, North American Cruise Statistics, www.marad.dot.gov/data_statistics.

Trade Indicators

The top ten departure ports for cruise passengers accounted for 76 percent of the departures during 2009, down from 78 percent 5 years earlier. Over the last 5 years, Seattle, San Diego, Jacksonville, Baltimore, Cape Liberty (NJ), and Mobile have emerged as significant cruise ports.

North America Cruise Passengers
by Departure Port, 2004-2009
(Thousands)

	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
Miami	1,683	1,771	1,890	1,894	2,114	2,044	21.5
Fort Lauderdale	1,237	1,199	1,145	1,289	1,187	1,277	3.2
Port Canaveral	1,230	1,234	1,396	1,298	1,226	1,189	-3.3
San Juan	677	581	555	534	521	507	-25.1
Seattle	291	337	382	386	435	430	47.8
Vancouver, BC	436	434	402	462	406	425	-2.8
Long Beach	401	363	380	367	365	415	3.5
San Diego	173	234	180	341	416	413	138.7
Los Angeles	434	615	583	626	607	412	-5.1
New York	461	370	515	525	477	403	-12.6
Tampa	399	408	461	368	393	401	0.5
Galveston	433	531	616	529	403	386	-10.9
New Orleans	396	308	75	258	185	243	-38.6
Jacksonville	114	137	128	130	87	188	64.9
Baltimore	105	67	60	62	46	166	58.1
Cape Liberty	87	147	144	132	163	156	79.3
Mobile	29	88	99	130	146	135	365.5
Honolulu	170	236	316	382	166	127	-25.3
Whittier	88	96	109	113	104	105	19.3
Boston	73	80	62	52	69	83	13.7
Seward	75	68	69	76	80	76	1.3
San Francisco	87	89	91	74	72	51	-41.4
Charleston	39	41	47	44	53	37	-5.1
Norfolk	48	45	25	31	41	26	-45.8
Philadelphia	30	50	52	30	14	12	-60.0
Houston	91	99	60	27	10	0	-100.0
Other Ports	132	117	129	150	147	151	14.4
Total	9,418	9,744	9,971	10,312	9,934	9,858	4.7

Source: Maritime Administration, North American Cruise Statistics, www.marad.dot.gov/data_statistics.

Fleet Indicators

As of year-end 2009, nearly 40,000 U.S. privately-owned vessels were available for operation in U.S. foreign and domestic trades. Over the last 5 years, the largest growth in vessels has been in the dry bulk, container, and offshore supply vessel (serving offshore oil exploration) fleets.

U.S. Privately-Owned Fleets, 2004-2009
(Vessels)

Fleet	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
Ocean	616	640	633	613	627	638	3.6
Tanker	290	275	272	233	234	237	-18.3
DH	187	193	202	175	187	212	13.4
Dry Bulk	126	153	163	167	174	186	47.6
Container	85	86	83	99	102	112	31.8
Ro-Ro	52	56	53	54	56	53	0.0
Gas	17	18	17	19	20	19	11.8
Combo	11	12	4	2	2	1	-90.9
General	34	38	39	38	38	30	-11.8
Lakers	50	49	48	48	48	48	-4.0
Offshore Supply	518	532	629	652	689	688	32.8
Coastal & Waterways	37,209	37,936	38,078	37,589	37,214	38,553	3.6
Tugs	5,314	5,290	5,285	5,356	5,424	5,735	7.9
Dry barges	27,197	27,876	27,937	27,162	26,652	27,483	1.1
Tank Barges	4,069	4,151	4,250	4,467	4,560	4,731	16.3
DH	2,895	3,014	3,124	3,256	3,334	3,424	18.3
Ferries	629	619	606	604	578	604	-4.0
Total	38,392	39,156	39,387	38,903	38,578	39,927	4.0

Notes: Year-end fleets. The U.S. privately-owned fleet consists of vessels operated under U.S. and foreign flags. All coastal and waterways vessels are U.S.-flag with unrestricted coastwise trading privileges. DH—double-hull. Ocean/Lakes—Self-propelled vessels of 10,000 DWT or greater.
Sources: Ocean and Offshore—Clarkson Research, Vessel Register, www.clarksons.net
Coastal and Waterways—U.S. Army Corps of Engineers, Vessel Detail files, www.iwr.usace.army.mil/ndc.

Fleet Indicators

As of year-end 2009, 45 percent of the U.S. privately-owned vessels were older than 25 years (built before 1985), but only 20 percent of the ocean vessels were older than 25 years, and only 10 percent of the tankers were older than 25 years as old, single-hull vessels were removed from service.

Age Profile of U.S. Privately-Owned Fleets, 2009
(Vessels)

	Year Built					
Fleet	Before 1985	1985-1989	1990-1994	1995-1999	2000-2004	After 2004
Ocean	133	65	59	120	137	124
Tanker	24	13	30	49	63	58
DH	8	9	25	49	63	58
Dry Bulk	41	17	6	32	47	43
Container	21	17	12	33	19	10
Ro-Ro	22	7	6	6	5	7
Gas	10	0	1	0	3	5
Combo	1	0	0	0	0	0
General	14	11	4	0	0	1
Lakers	48	0	0	0	0	0
Offshore Supply	314	8	17	112	127	110
Coastal & Waterways	17,413	1,551	3,416	6,474	4,412	5,287
Tugs	4,372	152	160	334	308	409
Dry Cargo barges	10,432	1,270	2,873	5,546	3,478	3,884
Tank Barges	2,335	44	328	517	541	966
DH	1,582	27	310	439	443	623
Ferries	274	85	55	77	85	28
Total	17,908	1,624	3,492	6,706	4,676	5,521

Notes: Year-end fleets. The U.S. privately-owned fleet consists of vessels operated under U.S. and foreign flags. All coastal and waterways vessels are U.S.-flag with unrestricted coastwise trading privileges. DH—double-hull. Ocean/Lakes—Self-propelled vessels of 10,000 DWT or greater.
Sources: Ocean and Offshore—Clarkson Research, Vessel Register, www.clarksons.net. Coastal and Waterways—U.S. Army Corps of Engineers, Vessel Detail Files, www.iwr.usace.army.mil/ndc.

Fleet Indicators

As of year-end 2009, 190 U.S.-flag, privately-owned oceangoing vessels were available for operation in U.S. foreign and domestic trades. Of these, 98 were Jones Act vessels with unrestricted coastwise trading privileges. Over the last 5 years, the Jones Act oceangoing fleet has declined by 8 percent, due largely to declines in the tanker and ro-ro fleets.

U.S.-Flag Privately-Owned Ocean Fleets, 2004-2009
(Vessels)

Fleet	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
U.S. Flag	198	199	187	188	188	190	-4.0
Tanker	60	60	59	55	55	59	-1.7
DH	27	31	35	36	40	46	70.4
Dry Bulk	15	13	13	14	13	13	-6.3
Container	81	79	70	76	75	75	-7.4
Ro-Ro	34	39	37	36	38	37	8.8
General	8	8	8	7	7	6	-25.0
Jones Act	106	105	102	97	96	98	-7.5
Tanker	59	56	55	51	51	55	-8.5
DH	26	27	31	32	36	42	61.5
Dry Bulk	4	4	4	4	4	4	0.0
Container	28	29	28	27	27	27	-3.6
Ro-Ro	13	14	13	13	13	11	-15.4
General	2	2	2	2	1	1	-50.0

Notes: Year-end fleets. Ocean—Self-propelled vessels of 10,000 DWT or greater. DH—double-hull. 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, Vessel Register, www.clarksons.net.

Fleet Indicators

As of year-end 2009, 33 percent of the U.S.-flag ocean vessels were older than 25 years (built before 1985). For the Jones Act segment, 52 percent were older than 25 years. In contrast, only 12 percent of the U.S. owned non-Jones-Act vessels were older than 25 years.

Age Profile of U.S.-Flag Privately-Owned Ocean Fleets, 2009
(Vessels)

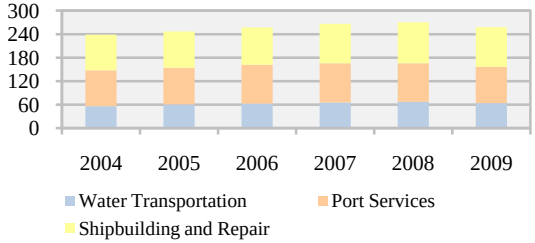
	Year Built					
Fleet	Before 1985	1985-1989	1990-1994	1995-1999	2000-2004	After 2004
U.S.-Flag	62	21	12	40	22	33
Tanker	19	2	2	12	7	17
DH	8	1	1	12	7	17
Dry Bulk	7	3	0	0	3	0
Container	19	11	3	23	10	9
Ro-Ro	13	4	6	5	2	7
General	4	1	1	0	0	0
Jones Act	51	5	3	10	9	20
Tanker	19	2	2	10	5	17
DH	8	1	1	10	5	17
Dry Bulk	4	0	0	0	0	0
Container	19	3	1	0	2	2
Ro-Ro	8	0	0	0	2	1
General	1	0	0	0	0	0

Notes: Year-end fleets. Ocean—Self-propelled vessels of 10,000 DWT or greater. DH—double-hull. 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, Vessel Register, www.clarksons.net.

Macroeconomic Indicators

For the period 2004-2009, 19,100 jobs were added in water transportation and related industries, an increase of 8 percent. The largest increases were in the transportation (13 percent) and shipbuilding and repair segments (12 percent).

U.S. Employment in Water Transportation and Related Industries, 2004-2009
(Thousand Jobs)



U.S. Employment in Water Transportation and Related Industries, 2004-2009
(Thousand Jobs)

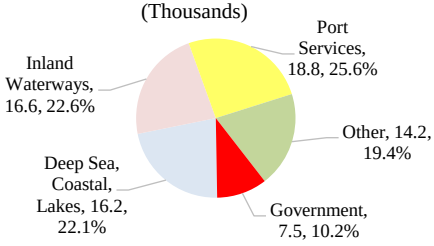
Segment	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
Transportation	56.4	60.6	62.7	65.5	67.1	63.7	12.9
Port Services	91.5	93.9	99.3	100.1	98.6	92.6	1.2
Cargo Handling	40.8	42.8	45.6	46.2	45.9	41.5	1.7
Other	50.7	51.1	53.7	53.9	52.1	51.1	0.8
Shipbuilding and Repair	90.8	92.2	95.1	101.0	104.8	101.5	11.8
Total	238.7	246.7	257.1	266.6	270.5	257.8	8.0

Note: The Current Employment Survey series are estimates of nonfarm wage and salary jobs, not estimates of employed persons; an individual with two jobs is counted twice by the survey.
Source: U.S. Bureau of Labor Statistics, Current Employment Statistics Survey, www.bls.gov.

Macroeconomic Indicators

In 2009, about 52 percent of those employed in water transportation (33 thousand) were seafarers. Another 40 thousand seafarers were employed in other sectors.

U.S. Seafarers by Sector, May 2009
(Thousands)



U.S. Seafarers by Sector and Type, May 2009
(Thousands)

Industry/Sector	Captains, Mates and Pilots	Sailors and Oilers	Marine Engineers	Total
All Industries/Sectors	30.5	31.9	10.9	73.3
Water Transportation	12.2	14.5	6.1	32.8
Inland Waterways	7.1	7.6	1.9	16.6
Deep Sea, Coastal and Lakes	5.1	6.9	4.2	16.2
Port Services	8.7	8.0	2.1	18.8
Other	7.4	5.7	1.1	14.2
Government	2.2	3.7	1.6	7.5

Notes: The Occupational Employment Statistics Survey produces employment and wage estimates for over 800 occupations. These are estimates of the number of people employed in certain occupations. Self-employed persons are not included in the estimates. The survey is done in May of each year.
Source: U.S. Bureau of Labor Statistics, Occupational Employment Statistics Survey, www.bls.gov

Macroeconomic Indicators

In 2009, the average annual wage for seafarers was about 75 percent higher than that for other transport workers. Over the last 5 years, seafarer wages have increased by 27 percent, compared to 14 percent for other transport workers. The largest wage increase, 35 percent, was for captains, mates and pilots.

Annual Wage, U.S. Seafarers and Related U.S. Occupations, May 2009
(Thousand Dollars)

Annual Wage, U.S. Seafarers and Related U.S. Occupations, 2004-2009
(Thousand Dollars)

Segment	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
Seafarers	44.0	44.7	47.2	50.4	53.6	56.0	27.3
Captains, Mates, Pilots	52.4	53.1	57.1	62.7	67.7	70.7	34.9
Sailors and Oilers	30.9	31.6	32.7	34.1	35.9	37.3	20.7
Marine Engineers	57.4	57.3	59.3	61.7	66.1	69.4	20.9
All Transport Occupations	28.3	28.8	29.5	30.7	31.5	32.2	13.8
Transport Occupations Excl. Seafarers	28.2	28.7	29.4	30.5	31.3	32.0	13.5
All U.S. Occupations	37.4	37.9	39.2	40.7	42.3	43.5	16.3

Notes: The Occupational Employment Statistics Survey produces employment and wage estimates for over 800 occupations. These are estimates of the number of people employed and wages in certain occupations. Self-employed persons are not included in the estimates. The survey is done in May of each year.
Source: U.S. Bureau of Labor Statistics, Occupational Employment Statistics Survey, www.bls.gov.

Macroeconomic Indicators

For the period 2004-2009, the average price for water transportation services increased by 15 percent. The largest increases were in the domestic segments; coastal (32 percent), Great Lakes (45 percent) and inland (61 percent). The increase in prices for inland (barge) services exceeded that for rail carload services and contributed to an increase in rail shipments of grains and other primary commodities to Pacific Northwest (PNW) ports.

Over the same period shipbuilding (self-propelled) prices increased by 53 percent, reflecting a surge in orders for new vessels.

U.S. Producer Prices, Water Transportation and Related Industries, 2004-2009
(Indexes, 2004=100)

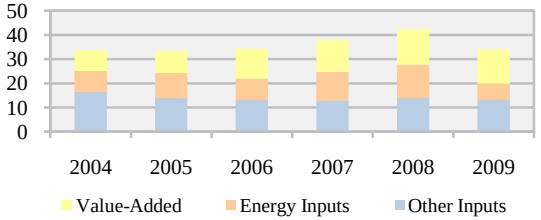
Segment	2004	2005	2006	2007	2008	2009
Water Transportation	100.0	105.0	109.7	112.0	125.4	114.6
Deep Sea	100.0	102.6	103.2	101.8	114.3	96.9
Coastwise	100.0	110.1	119.7	131.6	137.3	131.6
Great Lakes	100.0	104.0	111.7	123.7	143.0	145.0
Inland	100.0	115.6	139.6	142.1	166.6	161.4
Port Services	100.0	102.5	106.6	111.6	116.1	115.6
Cargo Handling	100.0	101.7	104.6	108.5	110.1	112.7
Shipbuilding and Repair	100.0	102.6	106.3	110.8	113.6	117.3
Shipbuilding						
Self-Propelled	100.0	106.4	114.8	122.0	131.0	152.5
Non-Self-Propelled	100.0	111.3	121.9	127.1	130.8	125.6
Repair	100.0	101.9	109.0	121.5	123.6	124.7
Other Related Prices						
Rail, Carload	100.0	111.7	121.4	125.5	140.2	133.1
Fuel						
Heavy Fuel Oil	100.0	148.7	160.9	173.1	229.3	156.3
Diesel	100.0	147.5	169.2	183.7	253.4	140.8

Note: The Producer Price Index (PPI) is a family of indexes that measures the average change over time in selling prices received by domestic producers of goods and services.
Source: U.S. Bureau of Labor Statistics, Current Employment Statistics Survey, www.bls.gov.

Macroeconomic Indicators

For the period 2004-2009, value-added (gross output less the cost of intermediate inputs) for U.S. water transportation increased by 66 percent due largely to a decline in the cost of energy and other inputs. In 2009, energy accounted for roughly 19 cents of every dollar spent on water transportation services, down from 26 cents 5 years before.

U.S. Water Transportation Gross Output, 2004-2009
(Billion Dollars)



U.S. Water Transportation Gross Output, 2004-2009
(Billion Dollars)

Components	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
Gross Output	33.8	33.5	34.3	38.3	42.6	34.2	1.2
Intermediate Inputs	25.1	24.3	22	24.7	27.8	19.9	-20.7
Energy	8.7	10.3	8.6	11.7	13.6	6.5	-25.3
Materials	1.9	1.5	1.6	2.2	2.2	1.8	-5.3
Services	14.5	12.4	11.8	10.8	11.9	11.6	-20.0
Value-Added	8.7	9.3	12.4	13.5	14.8	14.4	65.5
Labor	4.2	4.7	5.1	5.5	5.9	5.9	40.5
Taxes less subsidies	0.1	0.5	0.5	0.7	0.9	0.8	700.0
Operating Surplus	4.4	4.1	6.7	7.3	8.0	7.7	75.0

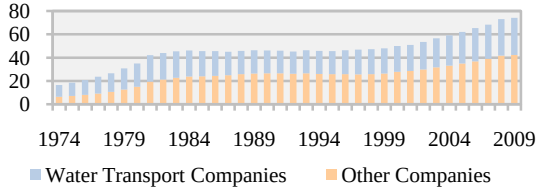
Notes: Gross Output is the market value of goods and services produced by labor and property in the United States. Value added is a measure of the contribution of each private industry and of government to the nation's GDP. It is defined as gross output minus intermediate inputs.
Source: U.S. Bureau of Economic Analysis, Gross Domestic Product by Industry Accounts, www.bea.gov.

Macroeconomic Indicators

For the period 2004-2009, the value of water transportation fixed assets increased by 26 percent. Investment in new vessel assets was largely to replace assets built in the late 1970s.

In 2009, water transportation companies accounted for 43 percent of the vessel fixed assets, compared to 59 percent 30 years earlier. Other vessel-owning companies include oil companies, water transport support companies, financial intermediaries, and leasing companies.

U.S. Vessel Assets,
1974-2009
(Current Cost, Billion Dollars)



U.S. Water Transportation Fixed Assets and Investment
2004-2009
(Current Cost, Billion Dollars)

Type	2004	2005	2006	2007	2008	2009	%Ch. 2004-09
Fixed Assets (Current Cost)							
Water Transport Companies	47.0	49.5	54.6	56.3	59.2	59.0	25.5
Vessels	26.0	27.0	28.4	29.3	31.3	31.7	26.0
Buildings	5.4	6.4	8.5	10.0	10.5	10.1	87.0
Communications	10.8	11.2	12.4	11.5	11.7	11.5	6.5
Other	4.8	4.9	5.3	5.5	5.7	5.7	18.8
Other Companies , Vessels	33.2	35.1	36.9	39.0	41.7	42.4	27.7
Investment							
Water Transport Companies	5.4	5.5	7.5	6.5	7.1	5.5	1.8
Vessels	2.0	2.0	1.9	2.0	3.0	1.9	-0.5
Buildings	0.2	0.7	1.8	1.4	0.5	0.5	150.0
Communications	2.1	2.0	2.7	2.1	2.5	2.2	4.8
Other	1.1	0.8	1.1	1.0	1.1	0.9	-18.2
Other Companies, Vessels	2.8	2.7	2.4	3.6	4.0	2.6	-7.1

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. See glossary for definition of current cost value.
Source: U.S. Bureau of Economic Analysis, Fixed Asset Accounts, 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, and bulk/oil carriers.

Containership – Fully cellular containerships and refrigerated container carriers.

Current Cost Value of Assets – Current-cost estimates of fixed assets reflect the prices of the given period. For instance, the estimate of fixed assets for 2009 reflects the value of the stock expressed in the prices that would have been paid for those assets if they had been purchased at the end of 2009. Similarly, the 2004 fixed asset estimate reflects the value of the stock in 2004 expressed at the prices that would have been paid for them if they had been purchased in 2004.

In principle, the current-cost value of fixed assets is the market, or replacement, value of the stock; that is, the value for which the assets in the stock could be bought or sold in that year.

Current Employment Survey (CES) – The CES employment series are estimates of non-farm wage and salary jobs, not estimates of employed persons; an individual with two jobs is counted twice by the survey.

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, and wood-chip carriers.

Glossary

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 – Liquefied natural gas (LNG) carriers, liquefied petroleum gas (LPG) carriers, and LNG/LPG carriers.

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

Great Lakes (Lakes) – Waterborne commerce between U.S. ports on the Great Lakes System.

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 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.

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.

Glossary

These vessels have unrestricted coastwise trading privileges.

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.

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

Length:	965.0
Beam:	106.0
Draft:	39.5

Puerto Rico (PR) – All ports in Puerto Rico.

Producer Prices – The Producer Price Index (PPI) is a family of indexes that measures the average change over time in selling prices received by domestic producers of goods and services. PPIs measure price change from the perspective of the seller. This contrasts with other measures of price change from the purchaser's perspective. Sellers' and purchasers' prices may differ due to government subsidies, sales and excise taxes, and distribution costs.

RO-RO – Roll-on/roll-off vessels, ro-ro containerships, and vehicle carriers.

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

Tanker – Petroleum tankers, and chemical tankers.

Glossary

Product: 10,000 – 69,999 DWT.
Crude: > 69,999 DWT.

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 – 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.

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