



Containerized Cargo Statistics

U.S. DEPARTMENT OF COMMERCE / Maritime Administration



Calendar Year 1973

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U.S. DEPARTMENT OF COMMERCE
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Containerized Cargo in U.S. Oceanborne Foreign Trade
Calendar Year 1973

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Introduction

This report on containerized cargo shipments is prepared by the Maritime Administration for the information of industry and interested government agencies.

Container cargo data included herein are derived from unadjusted sources. These data are compiled from Maritime Administration report forms MA-578A Supplemental Unitized Cargo Container Reports filed by ship operators and/or agents as required by Section 212(a) of the Merchant Marine Act of 1936 (as amended) and General Order 39 (as amended).

An MA-578A containerized cargo report is required (in addition to the MA-721/722 Vessel Utilization and Performance Report) for every entrance or clearance by self-propelled vessel of 1000 or more gross registered tons, that are engaged in the foreign trade of the United States and carrying at least five (5) loaded 20x8x8 container equivalent.

Prepared by the Office of Subsidy Administration, Division of Trade Studies and Statistics.

Containerized Cargo in U.S. Oceanborne Foreign Trade

Containerized commercial cargo tons in the oceanborne foreign trade of the United States have grown at an increasing rate since 1970. The data presented in Table 1 show that commercial cargo tons moved in containers were 7.7 million in 1970, 12 million in 1972, and 17.2 million in 1973; the average compounded rate of growth for the period 1970 to 1973 was 31 percent, and single year growth from 1972 to 1973 was 43 percent.

Several factors precipitated the increase. Some of the more significant ones are:

- (1) An increase in the number of container ships delivered during the latter part of 1972 and the early months of 1973.
- (2) improvements in port facilities and cargo handling equipment, which facilitated the efficient lading and unlanding of containers,
- (3) containerization of commodities heretofore considered uncontainerizable
- (4) introduction of additional markets to be serviced by containers.

The containerized share of total commercial cargo tons carried in liner service made similar advances. The containerized share grew from 15 percent in 1970 to 27 percent in 1972, and to 34 percent in 1973, which represents an average rate of growth of 31 percent over the three years and a 25 percent single year growth from 1972 - 1973.

Although the U.S. flag had a larger share of its liner commercial cargo tons carried in containers than its foreign counterparts, however, U.S. flag carriers lagged in growth rate. The lower U.S. flag growth rate may be due to (1) its relatively larger base in containerization, or (2) its smaller share in liner service (26%).

E. S. ...

Table 1
 Cargo In Containers Moved in United States Oceanborne Foreign Trade/
 Calendar Years 1970 - 1973

Year	Cargo Moved in Containers				Defense Long Tons	Commercial Long Tons	Container Share in Liner Service (Percent)
	Number of Containers <u>2/</u>	Cubic Feet	Total Long Tons <u>4/</u>				
1973	1,398,000	2,127,616,000	18,270,000		1,041	17,229	34
1972	1,090	1,668,040	13,385		1,358	12,027	27
1971 <u>3/</u>	849	1,168,230	10,114		1,652	8,462	19
1970	797	1,023,091	9,138		1,455	7,682	15
				<u>All Flags</u>			
				<u>U.S. Flag</u>			
1973	620	912,373	7,525		1,041	6,484	49
1972	520	740,445	5,765		1,358	4,407	45
1971 <u>3/</u>	456	630,738	5,130		1,652	3,478	34
1970	556	588,793	6,025		1,455	4,570	39
				<u>Foreign Flag</u>			
1973	778	1,215,243	10,745		0	10,745	28
1972	570	927,595	7,620		0	7,620	22
1971 <u>3/</u>	393	537,492	4,984		0	4,984	15
1970	241	434,298	3,113		0	3,112	8

1/ All units are in thousands; tons are in long tons (2,240)

2/ Mixed units of standard and nonstandard size containers

3/ Longshore strike

4/ Includes military cargoes

Containerized Cargo On Selected Trade Routes

This report is primarily designed to cover trade routes which have the highest concentration of container shipping. In calendar year 1973 containerized cargo moved on forty-five trade routes, however, the bulk of containerized traffic was concentrated on ten trade routes, as shown in Table.2.

Additional container data are presented on the ten principal container bearing trade routes.

Table 2

Containerized Cargo On Selected Trade Routes^{1/}
 Calendar Year 1972 - 1973

<u>Trade Route</u>	<u>Containers ^{2/}</u>		<u>Total Tons ^{4/}</u>	
	<u>Number</u>	<u>Percent of Total</u>	<u>Number</u>	<u>Percent of Total</u>
5-7-8-9	440	31	6,241	34
29	377	27	4,543	25
12	135	10	1,588	9
10	111	8	1,409	8
26	63	5	771	4
16	52	4	708	4
21	45	3	704	4
11	42	3	686	4
6	24	2	367	2
4	25	2	303	2
All Other	84	6	950	5
Total	1,398	100	18,270	100

Table 3

Containerized Cargo On Selected Trade Routes^{1/}
 Calendar Year 1972 - 1973

<u>Trade Route</u>	<u>Containers ^{2/}</u>			<u>Total Tons ^{4/}</u>		
	<u>Number</u>	<u>Number</u>	<u>Percent Increase</u>	<u>Number</u>	<u>Number</u>	<u>Percent Increase</u>
	<u>1973</u>	<u>1972</u>		<u>1973</u>	<u>1972</u>	
5-7-8-9	440	368	20	6,241	5,103	22
29	377	324	16	4,543	3,492	20
12	135	85	59	1,588	885	79
10	111	94	18	1,409	1,100	28
26	63	45	40	771	515	50
16	52	33	58	708	460	54
21	45	19	137	704	283	148
11	42	25	68	686	395	74
6	24	19	26	367	290	27
4	25	26	-4	303	328	-8
All Other	84	52	62	950	534	78
Total	1,398	1,090	28	18,270	13,385	36

^{1/} All units are in thousands; tons are in long tons (2,240)

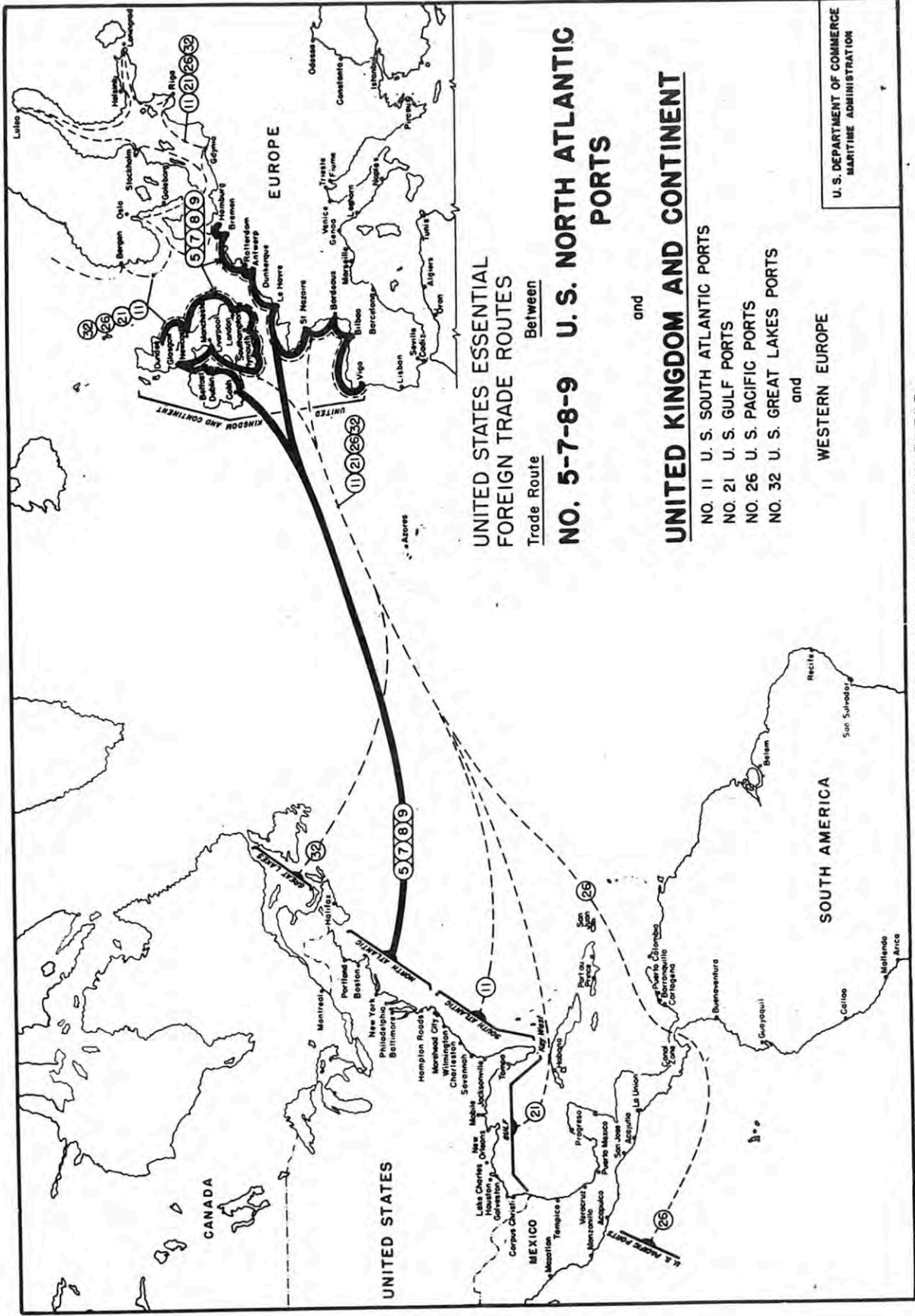
^{2/} Mixed units of standard and nonstandard size containers

^{4/} Includes military cargoes

Trade Route 5-7-8-9 - North Atlantic/United Kingdom, and Ireland
Germany (North Sea), Belgium, Netherlands, Atlantic France and
Spain (North of Portugal)

In calendar year 1973 U.S. Flag vessels made substantial gains in containerized commercial cargo tons moved on this trade route. The increase over the previous year was 38 percent vs. 15 percent for foreign flags; and the U.S. share increased from 40 percent for 1972 to 45 percent for 1973. This accomplishment by the U.S. flag was only exceeded by the 47 percent increase over the previous year achieved by the British flag. The British and the West German flag dominated the other foreign flags on this trade route by carrying about two thirds of the total containerized commercial cargo tons moved by foreign flag vessels.

Alcoholic beverages, road motor vehicles and parts, iron or steel plates plus sheets, iron or steel bars, and machinery plus appliances were the major five commodities in terms of tonnage shipped inbound in liner service. Tobacco-unmanufactured, wood in the rough, plastic material (synthetic resins), machinery plus appliance n.e.c., and wood manufactured were the major five commodities in terms of tons shipped outbound in liner service.



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Trade Route 5-7-8-9 - North Atlantic/United Kingdom, and Ireland Germany (North Sea), Belgium, Netherlands, Atlantic France and Spain (North of Portugal)
 Total All Flags ^{1/}

Year	No. of Containers ^{2/}		Cubic Feet		Total - Inbound and Outbound		Total Tons ^{4/}		Commercial Tons	
	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	Inbound	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	U.S. Flag Share (Percent)
1973	440	51	1,701,331	50	6,241		5,856	45	5,856	45
1972	368	49	584,227	47	5,103		4,708	40	4,708	40
1971 ^{3/}	313	52	491,077	48	4,306		3,872	43	3,872	43
1970	316	56	444,173	56	4,188		3,908	50	3,908	50
	7									
1973	236	48	387,605	48	3,425		3,403	44	3,403	44
1972	199	44	322,715	42	2,816		2,786	39	2,786	39
1971 ^{3/}	162	47	248,401	41	2,254		2,230	43	2,230	43
1970	163	55	222,995	51	2,200		2,182	51	2,182	51
	7									
1973	204	55	313,726	53	2,816		2,453	45	2,453	45
1972	169	54	261,512	53	2,287		1,922	42	1,922	42
1971 ^{3/}	151	58	242,676	56	2,052		1,642	43	1,642	43
1970	153	58	221,178	61	1,988		1,726	49	1,726	49

1/ All units are in thousands; tons are in long tons (2,240)

2/ Mixed units of standard and nonstandard size containers.

3/ Longshore strike

4/ Includes military cargoes

Trade Route 5-7-8-9 - North Atlantic/United Kingdom, and Ireland
 Germany (North Sea), Belgium, Netherlands, Atlantic France and Spain

U.S. Flags^{1/}

<u>Year</u>	<u>No. of Containers</u> 2/	<u>Cubic Feet</u>	<u>Total Tons</u> 4/	<u>Defense Tons</u>	<u>Commerical Tons</u>
		<u>Total - Inbound and Outbound</u>			
1973	226	352,451	2,994	385,000	2,609
1972	179	275,724	2,284	394	1,890
1971 3/	163	237,084	2,084	434	1,650
1970	177	248,292	2,247	279	1,968
		<u>Inbound</u>			
1973	114	187,199	1,528	22	1,506
1972	87	136,252	1,111	29	1,082
1971 3/	76	102,324	974	24	950
1970	89	113,422	1,137	18	1,119
		<u>Outbound</u>			
1973	112	165,252	1,466	363	1,103
1972	92	139,472	1,173	365	808
1971 3/	87	134,760	1,110	410	700
1970	88	134,870	1,110	261	849

1/ All units are in thousands; tons are in long tons (2,240)

2/ Mixed units of standard and nonstandard size containers

3/ Longshore strike

4/ Include military cargoes

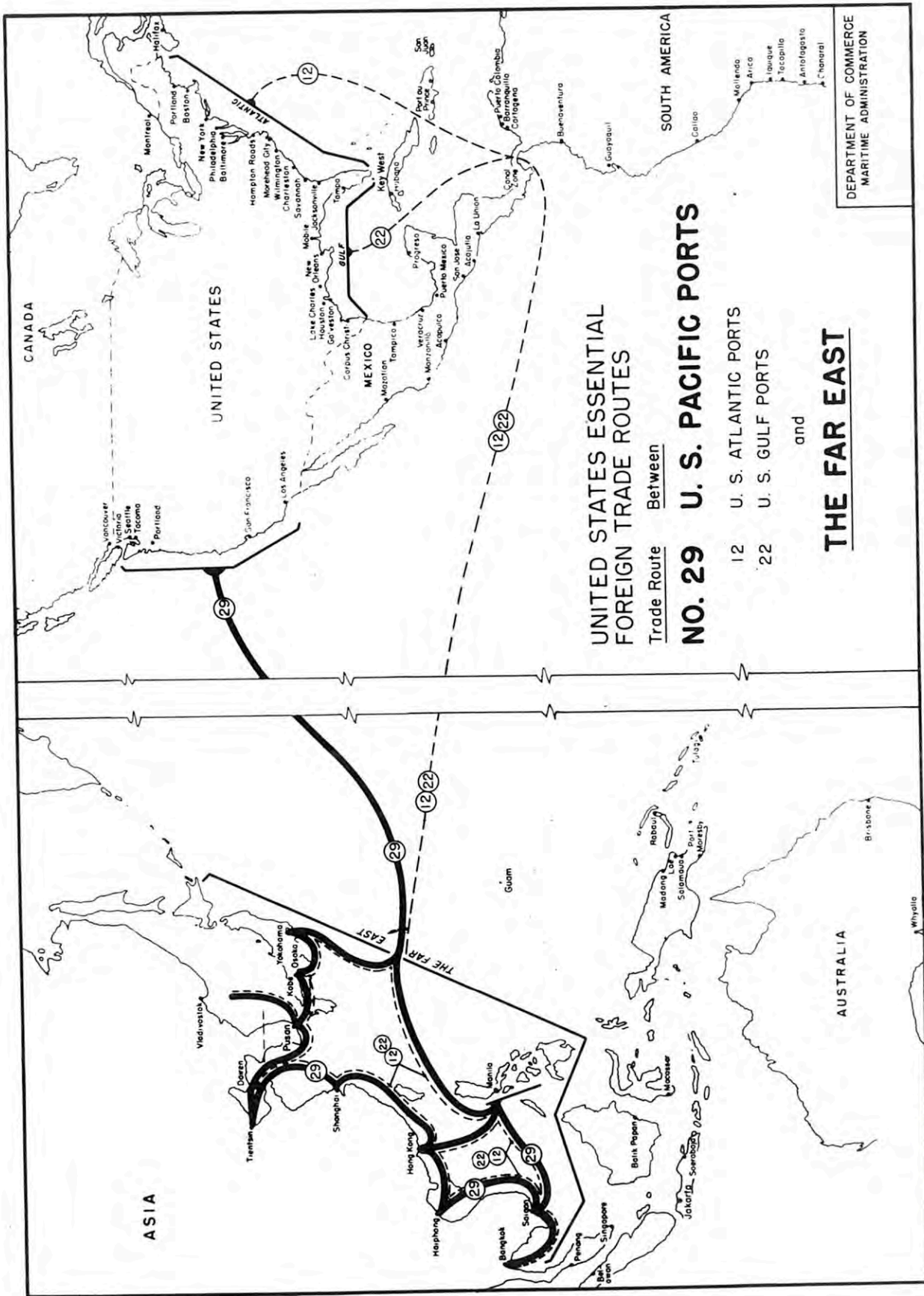
Trade Route 29 - Pacific, Hawaii, Alaska/Far East

Both the average compounded growth rate over the period 1970 to 1973 and single year growth from 1972 to 1973 in containerized commercial cargo tons moved on this Trade Route exceeded those of the total U.S. oceanborne containerized commercial tons; these were 34 percent vs 31 percent and 51 percent vs 43 percent respectively. However, U.S. flag vessels did not contribute towards this growth, the percentages in both categories for the U.S. were substantially lower.

In 1973 vessels registered under the Japanese flag carried 43 percent of the containerized commercial cargo tons on this trade route, substantially more than U.S. flag vessels; but when defense cargo tons were included U.S. flag vessels carried slightly more.

Although in 1973, Russian flag vessels showed the greatest percentage growth, however, their share amounted to only 3 percent of the containerized commercial cargo tons moved on this trade route.

Road motor vehicles and parts, telecommunication apparatus, iron or steel plates plus sheets, fresh fish or simply preserved, and clothing-etc-excluding fur were the major five commodities in terms of tons shipped inbound in liner service. Pulp and waste paper, feeding stuff for animals, unmilled wheat, cotton, and wood in the rough were the major five commodities in terms of tons shipped outbound in liner service.



Trade Route 29 - Pacific, Hawaii, Alaska/Far East
Total All Flags^{1/}

Year	No. of Containers 2/ All Flags		Cubic Feet All Flags		U.S. Flag Share (Percent)		Total All Flags ^{1/}		Total U.S. Flag Share (Percent)		Commercial Tons All Flags	
	Total	U.S. Flag Share (Percent)	Total	U.S. Flag Share (Percent)	Total	U.S. Flag Share (Percent)	Total	U.S. Flag Share (Percent)	Total	U.S. Flag Share (Percent)	Total	U.S. Flag Share (Percent)
1973	377	41	573,376	39	4,543	39	4,084	32	4,084	32	4,084	32
1972	324	60	511,721	50	3,492	58	2,705	46	2,705	46	2,705	46
1971 ^{3/}	261	61	336,145	66	2,809	62	1,775	40	1,775	40	1,775	40
1970	283	62	318,734	66	2,784	64	1,700	41	1,700	41	1,700	41
<u>Total - Inbound and Outbound</u>												
<u>Inbound</u>												
1973	195	41	312,173	42	1,860	38	1,833	37	1,833	37	1,833	37
1972	173	58	274,022	52	1,438	54	1,368	51	1,368	51	1,368	51
1971 ^{3/}	133	57	176,461	61	1,096	57	970	52	970	52	970	52
1970	157	56	163,394	61	1,134	57	1,000	51	1,000	51	1,000	51
<u>Outbound</u>												
1973	182	42	261,203	36	2,684	39	2,252	28	2,252	28	2,252	28
1972	151	63	237,699	47	2,054	61	1,337	40	1,337	40	1,337	40
1971 ^{3/}	128	65	159,684	71	1,713	65	805	26	805	26	805	26
1970	126	69	155,340	72	1,650	69	700	26	700	26	700	26

^{1/} All units are in thousands; tons are in long tons (2,240)

^{2/} Mixed units of standard and nonstandard size containers

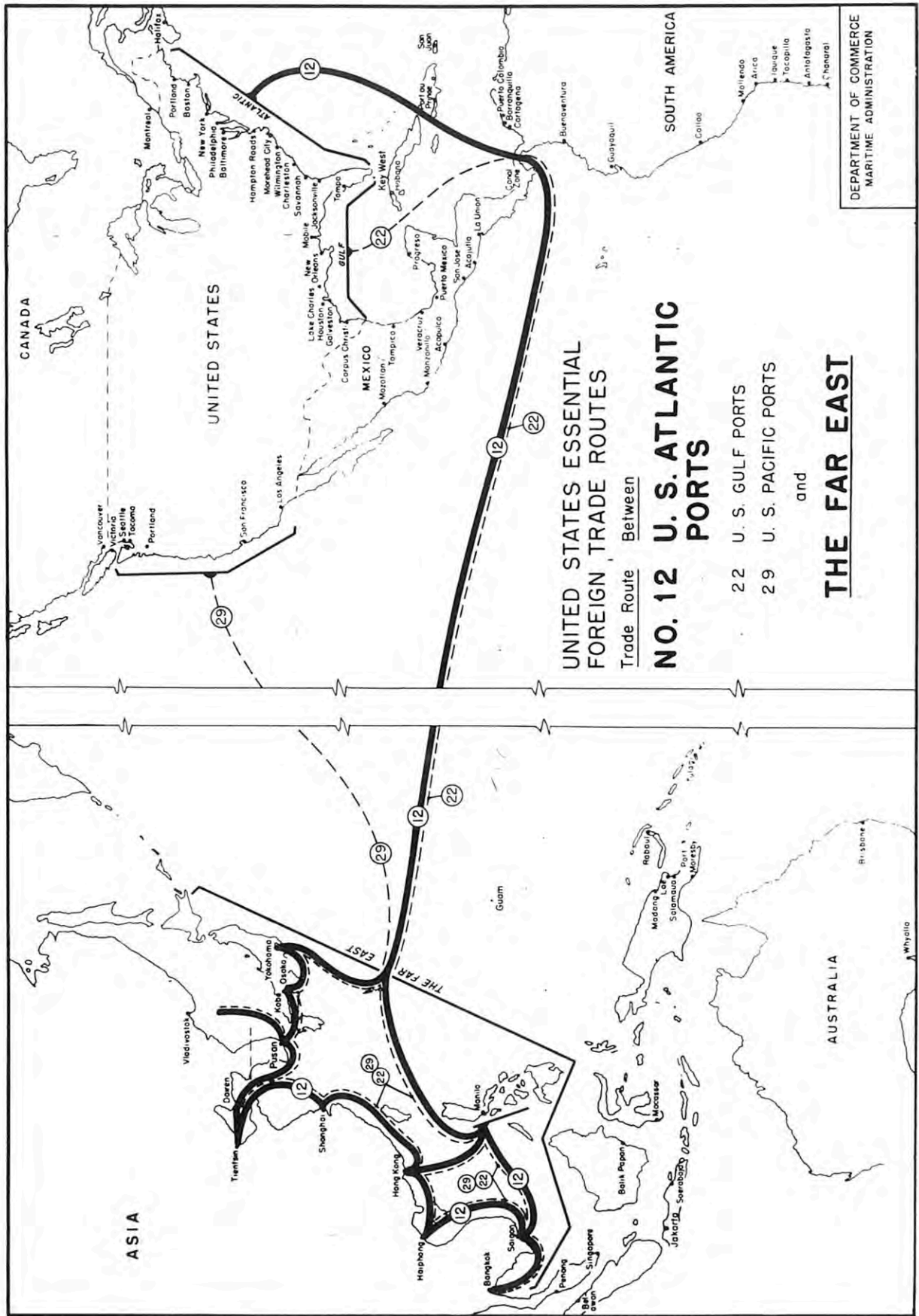
^{3/} Longshore strike

^{4/} Includes military cargoes

Trade Route 12 - Atlantic/Far East

Containerized commercial cargo movement on this trade route has grown rapidly since 1970; the average compounded rate of growth for the period 1970 through 1973 was 95 percent. U.S. flag vessels carried more tons than any other single flag; Japan was a very close second. West Germany and Liberia also carried substantial tons on this trade route.

Road motor vehicles and parts, wood veneers-plywood boards, nails-screws, nuts, bolts, etc., clothing-etc., not fur, and sugar-syrups-molasses-honey were the major five commodities in terms of tons shipped inbound in liner service. Road motor vehicles and parts, wood veneers-plywood boards, nails-screws-bolts, nuts, etc., clothes etc., excluding fur, and sugar-molasses-syrups-honey were the major five commodities in terms of tons shipped in liner service.



Trade Route 12 - Atlantic/Far East
Total All Flags^{1/}

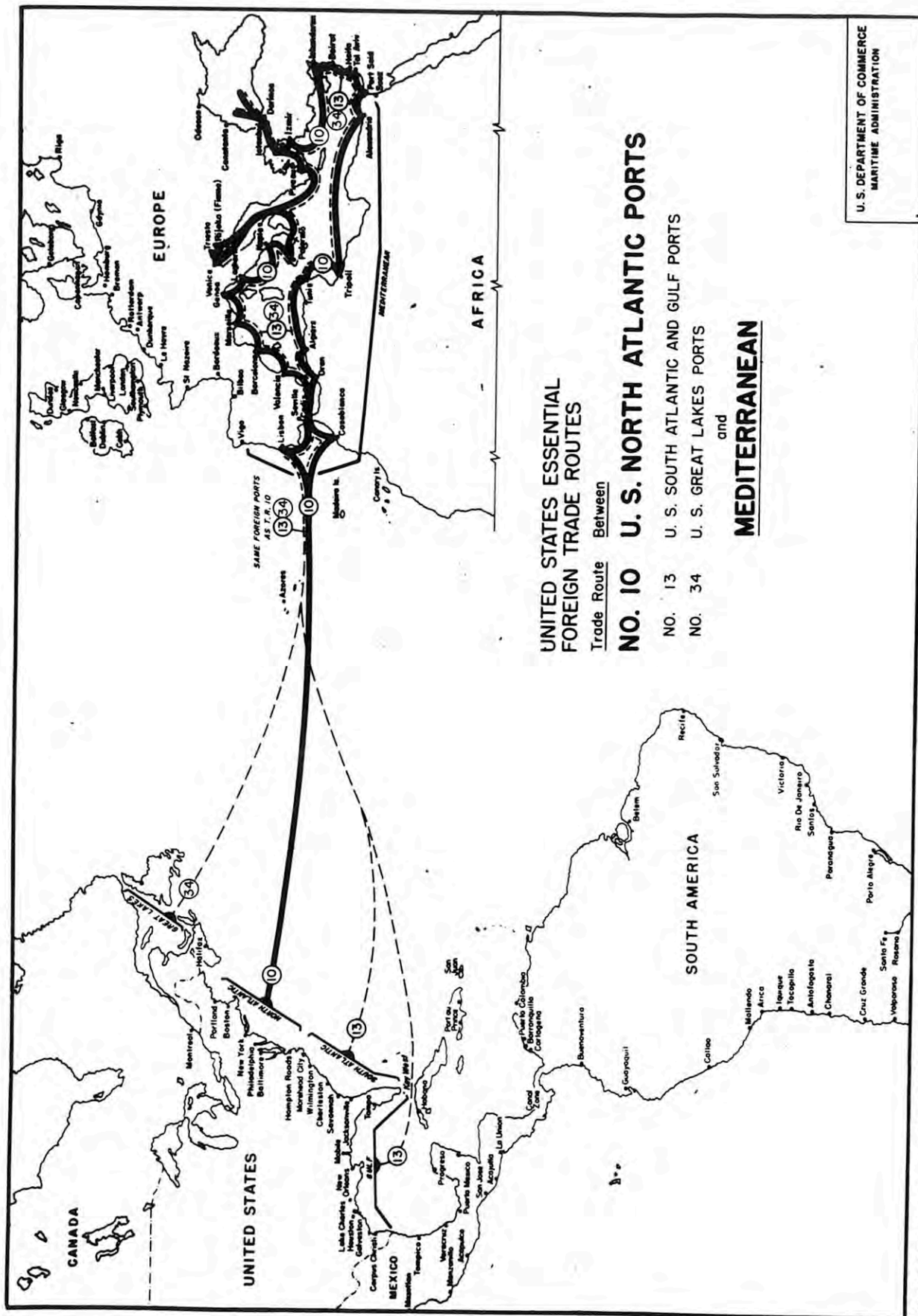
Year	No. of Containers ^{2/}		Cubic Feet		Total All Flags ^{1/}		Total U.S. Flag Share (Percent) ^{4/}		Commercial Tons	
	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	U.S. Flag Share (Percent)
1973	135	39	205,710	34	1,588	34	1,553	33	1,553	33
1972	85	a/	127,980	a/	885	a/	862	a/	862	a/
1971 ^{3/}	57	a/	71,779	a/	517	a/	493	a/	493	a/
1970	27	a/	31,216	a/	215	a/	209	a/	209	a/
<u>Total - Inbound and Outbound</u>										
<u>Inbound</u>										
1973	82	40	131,515	35	809	35	802	35	802	35
1972	58	a/	91,606	a/	532	a/	528	a/	528	a/
1971 ^{3/}	38	a/	50,562	a/	311	a/	311	a/	311	a/
1970	19	a/	21,867	a/	138	a/	137	a/	137	a/
<u>Outbound</u>										
1973	53	38	74,195	31	779	32	751	31	751	31
1972	27	a/	36,374	a/	353	a/	334	a/	334	a/
1971 ^{3/}	19	a/	21,217	a/	206	a/	182	a/	182	a/
1970	8	a/	9,349	a/	77	a/	72	a/	72	a/

1/ All units are in thousands; tons are in long tons (2,240)
2/ Mixed units of standard and nonstandard size containers
3/ Longshore strike
4/ Includes military cargoes
a/ Suppressed due to reasons of confidentiality

Trade Route 10 - North Atlantic/Mediterranean, Black Sea, Portugal,
Spain (South of Portugal), Morocco and Azores

The U.S. flag made a remarkable comeback, from 33 percent in 1972 to 51 percent in 1973, in its share of containerized traffic on this trade route; vessels under the U.S. flag carried more than half of the containerized commercial cargo tons in 1973 vs one-third in 1972. Norway and West Germany were the leading foreign flags, but their total tons amounted to roughly two thirds of U.S. tons.

Vegetables-preserved n.e.s., alcoholic beverages, tobacco-unmanufactured, building material-lime-cements, and footwear were the five major commodities in terms of tonnage shipped inbound in liner service. Waste from textile fabrics, iron or steel plates plus sheets, iron and steel scrap, animal oils and fats-n.e.s., and pulp and waste paper were the major five commodities in terms of tons shipped outbound in liner service.



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Trade Route 10 - North Atlantic/Mediterranean, Black Sea, Portugal, Spain
(South of Portugal), Morocco and Azores
Total All Flags^{1/}

Year	No. of Containers ^{2/}		Cubic Feet		Total Tons ^{4/}		Commercial Tons	
	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	U.S. Flag Share (Percent)	Total All Flags	U.S. Flag Share (Percent)
1973	111	58	173,141	57	1,409	53	1,337	51
1972	94	48	139,121	46	1,100	40	989	33
1971 ^{3/}	79	62	98,743	66	816	57	722	51
1970	73	66	86,255	72	673	65	614	61
<u>Total - Inbound and Outbound</u>								
1973	58	53	92,811	52	748	49	741	48
1972	51	47	74,203	44	615	41	598	40
1971 ^{3/}	44	55	51,811	60	455	51	446	50
1970	42	62	48,963	65	383	60	376	59
<u>Inbound</u>								
1973	53	62	80,330	63	661	58	596	54
1972	43	49	64,918	49	485	37	391	23
1971 ^{3/}	35	71	46,932	72	361	65	276	54
1970	31	71	37,292	81	290	71	238	64
<u>Outbound</u>								

1/ All units are in thousands; tons are in long tons (2,240)
^{2/} Mixed units of standard and nonstandard size containers
^{3/} Longshore strike
^{4/} Includes military cargoes

Trade Route 10 - North Atlantic/Mediterranean, Black Sea, Portugal, Spain
(South of Portugal), Morocco and Azores
U.S. Flag^{1/}

<u>Year</u>	<u>No. of Containers</u> ^{2/}	<u>Cubic Feet</u>	<u>Total Tons</u> ^{4/}	<u>Defense Tons</u>	<u>Commercial Tons</u>
1973	64	98,927	746	67	679
1972	45	64,623	436	108	328
1971 ^{3/}	49	64,909	465	94	371
1970	48	61,763	435	59	376
<u>Total - Inbound and Outbound</u>					
			<u>Inbound</u>		
1973	31	48,638	365	6	359
1972	24	32,974	255	17	238
1971 ^{3/}	24	30,934	231	9	222
1970	26	31,620	230	7	223
			<u>Outbound</u>		
1973	33	50,289	381	61	320
1972	21	31,649	181	91	90
1971 ^{3/}	25	33,975	234	85	149
1970	22	30,143	205	52	153

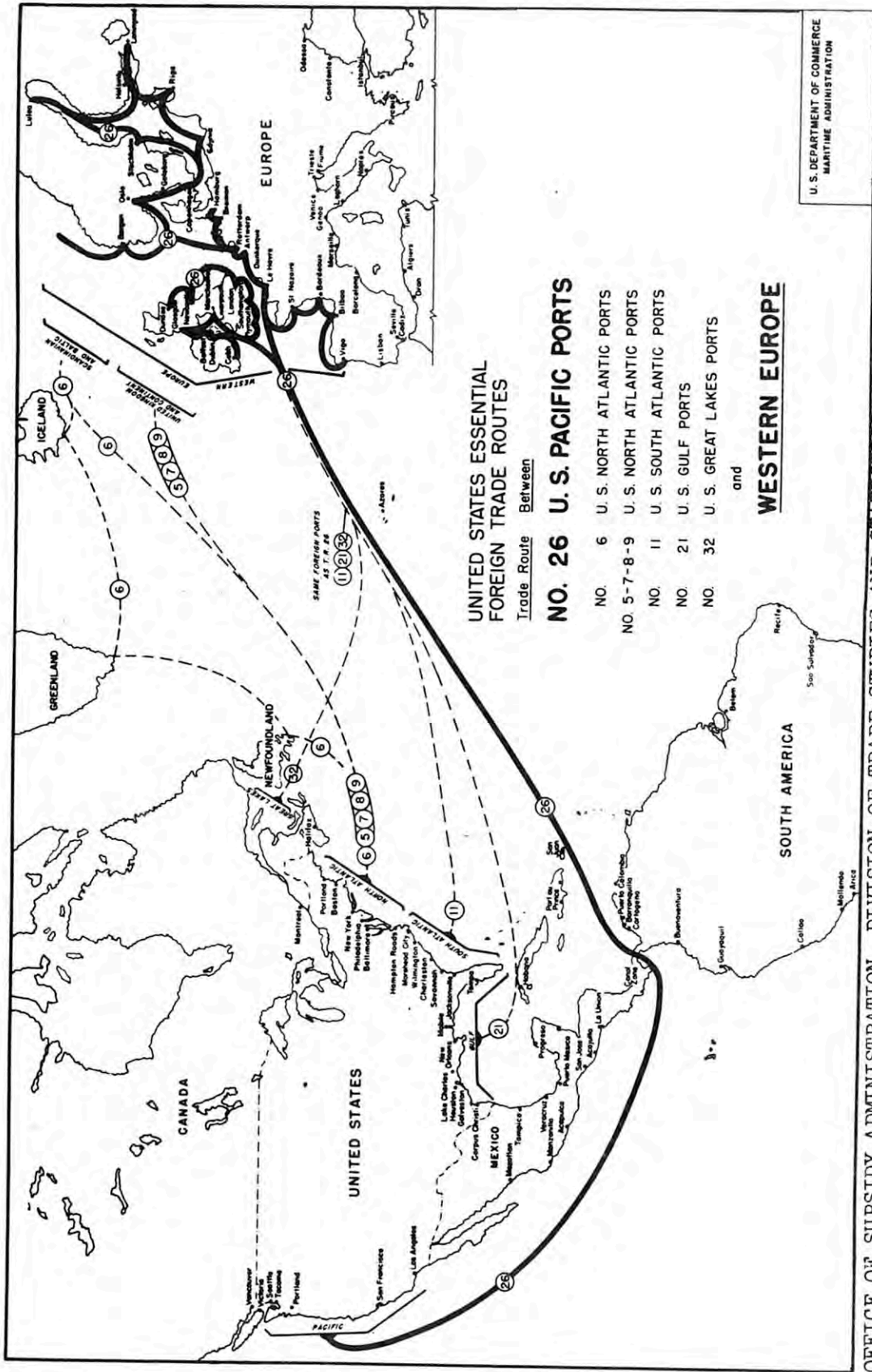
- 1/ All units are in thousands; tons are in long tons (2,240)
2/ Mixed units of standard and nonstandard size containers
3/ Longshore strike
4/ Includes military cargoes

Trade Route 26 - Pacific, Hawaii, Alaska/United Kingdom and Ireland,
Continental Europe North of Portugal

The average compounded growth rate in containerized commercial cargo tons moved on this trade route was 31 percent for the period 1970 through 1973, and the single year increase from 1972 to 1973 was 49 percent. The U.S. flag was not a significant factor on this trade route. The leading foreign flag was Sweden, followed by Denmark, United Kingdom, and W. Germany.

Road motor vehicles and parts paper and paperboard, alcoholic beverages, iron or steel bars, and glass were the major five commodities in terms of tons shipped inbound in liner service. Nuts plus fruits n.e.s., pulp and waste paper, wood-shaped or simply worked, fresh vegetables-chilled-frozen, and wood veneers plywood boards were the major five commodities in terms of tons shipped outbound in liner service.

U.S. flag data are not shown separately due to reasons of confidentiality.



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Trade Route 26 - Pacific, Hawaii, Alaska/United Kingdom and Ireland,
Continental Europe North of Portugal

Total All Flags^{1/}

<u>Year</u>	<u>No. of Containers</u> ^{2/}	<u>Cubic Feet</u>	<u>Total Tons</u> ^{4/}	<u>Defense Tons</u>	<u>Commercial Tons</u>
		<u>Total - Inbound and Outbound</u>			
1973	63	80,897	771	8	763
1972	45	52,698	515	5	510
1971 ^{3/}	34	41,625	384	0	384
1970	35	41,277	343	<u>b/</u>	343
		<u>Inbound</u>			
1973	29	36,095	319	<u>b/</u>	319
1972	23	25,064	255	0	255
1971 ^{3/}	18	22,261	185	0	185
1970	17	19,655	147	<u>b/</u>	147
		<u>Outbound</u>			
1973	34	44,802	452	8	444
1972	22	27,634	260	5	255
1971 ^{3/}	16	19,364	199	0	199
1970	18	21,622	196	<u>b/</u>	196

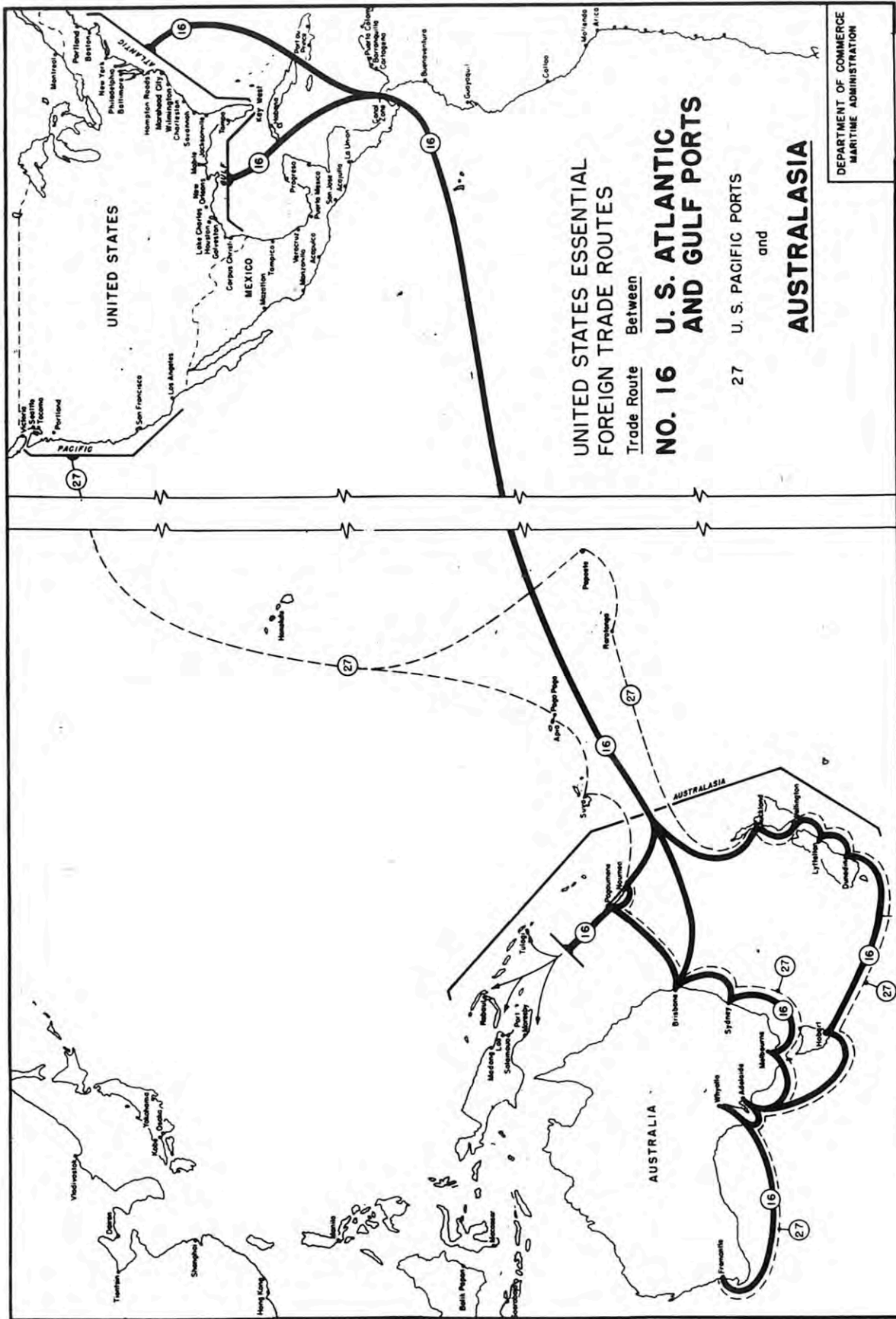
1/ All units are in thousands, tons are in long tons (2,240)
 2/ Mixed units of standard and nonstandard size containers
 3/ Longshore strike
 4/ Includes military cargoes
b/ Less than 500 tons

Trade Route 16 - Atlantic, Gulf/Australasia

Containerized commercial cargo tons moved on this trade route maintained a very high average compounded growth rate of 158 percent during 1970 - 1973. The U.S. flag ranked third, behind the United Kingdom and West Germany and ahead of Australia.

Meat-fresh, chilled or frozen, chemical products plus materials n.e.c., wool and other animal hair, sugar-syrups-molasses-honey, milk and cream were the major five commodities in terms of tons shipped inbound in liner service. Fertilizer-manufactured, paper and paper-board, plastic materials, chemical products and metals n.e.c., and crude minerals n.e.s. were the five major products in terms of tons shipped outbound in liner service.

U.S. flag data are not shown separately due to reasons of confidentiality.



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Trade Route 16 - Atlantic, Gulf/Australasia
 Total All Flags^{1/}

<u>Year</u>	<u>No. of Containers</u> ^{2/}	<u>Cubic Feet</u>	<u>Total Tons</u> ^{4/}	<u>Defense Tons</u>	<u>Commercial Tons</u>
1973	52	43,841	708	1	707
1972	33	25,657	460	0	460
1971 ^{3/}	11	9,088	120	b/	120
1970	4	4,901	41	0	41
<u>Total - Inbound and Outbound</u>					
<u>Inbound</u>					
1973	22	18,791	315	0	315
1972	18	13,695	267	0	267
1971 ^{3/}	4	3,357	45	0	45
1970	2	2,979	18	0	18
<u>Outbound</u>					
1973	30	25,050	393	1	392
1972	15	11,962	193	0	193
1971 ^{3/}	7	5,731	75	b/	75
1970	2	1,922	23	0	23

^{1/} All units are in thousands; tons are in long tons (2,240)

^{2/} Mixed units of standard and nonstandard size containers

^{3/} Longshore strike

^{4/} Includes military cargoes

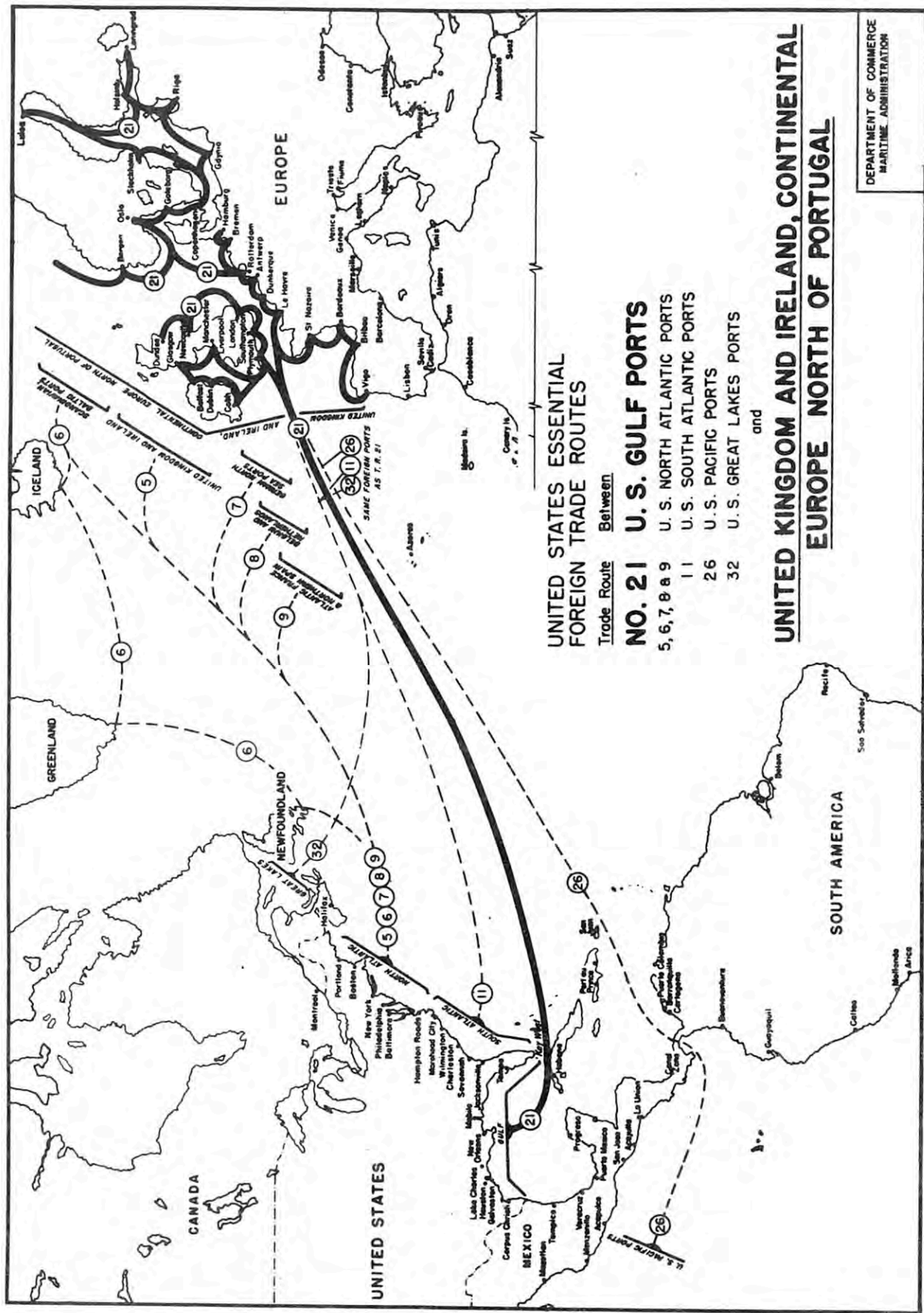
b/ Less than 500 tons

Trade Route 21 - Gulf/United Kingdom and Ireland, Continental Europe
North of Portugal

Phenomenal growth in containerized commercial cargo tons moved occurred on this trade route in 1973; the average compounded growth rate was 102% from 1970 to 1973, and the single year increase over 1972 was 168 percent. U.S. flag moved more tons than all the other flags combined, with West Germany and Mexico ranked second and third respectively.

Iron or steel bars, iron or steel plates plus sheets, paper and paperboard, road motor vehicle and parts, and iron or steel tubes, fittings were the five major commodities in terms of tons shipped inbound in liner service. Feeding-stuff for animals, paper and paperboard, pulps and waste paper, rice, and cotton were the major five commodities in terms of tons shipped outbound in liner service.

U.S. flag data are not shown separately due to reasons of confidentiality.



UNITED STATES ESSENTIAL FOREIGN TRADE ROUTES

Trade Route	Between
NO. 21	U. S. GULF PORTS
5, 6, 7, 8 a 9	U. S. NORTH ATLANTIC PORTS
11	U. S. SOUTH ATLANTIC PORTS
26	U. S. PACIFIC PORTS
32	U. S. GREAT LAKES PORTS

UNITED KINGDOM AND IRELAND, CONTINENTAL EUROPE NORTH OF PORTUGAL

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Trade Route 21 - Gulf/United Kingdom and Ireland, Continental Europe North of Portugal
Total All Flags^{1/}

<u>Year</u>	<u>No. of Containers</u> ^{2/}		<u>Cubic Feet</u>		<u>Total Tons</u> ^{4/}		<u>Commercial Tons</u>	
	<u>Total All Flags</u>	<u>U.S. Flag Share (Percent)</u>	<u>Total All Flags</u>	<u>U.S. Flag Share (Percent)</u>	<u>Total All Flags</u>	<u>U.S. Flag Share (Percent)</u>	<u>Total All Flags</u>	<u>U.S. Flag Share (Percent)</u>
1973	45	64	90,444	63	704	63	694	62
1972	19	a/	34,571	a/	283	a/	259	a/
1971 ^{3/}	9	a/	11,086	a/	127	a/	116	a/
1970	7	a/	8,784	a/	92	a/	84	a/
<u>Total - Inbound and Outbound</u>								
<u>Inbound</u>								
1973	17	65	34,014	66	221	58	221	58
1972	9	a/	16,141	a/	118	a/	116	a/
1971 ^{3/}	4	a/	4,306	a/	40	a/	39	a/
1970	4	a/	4,545	a/	47	a/	47	a/
<u>Outbound</u>								
1973	28	64	56,430	62	483	64	473	64
1972	10	a/	18,430	a/	165	a/	143	a/
1971 ^{3/}	5	a/	6,780	a/	87	a/	77	a/
1970	3	a/	4,239	a/	45	a/	37	a/

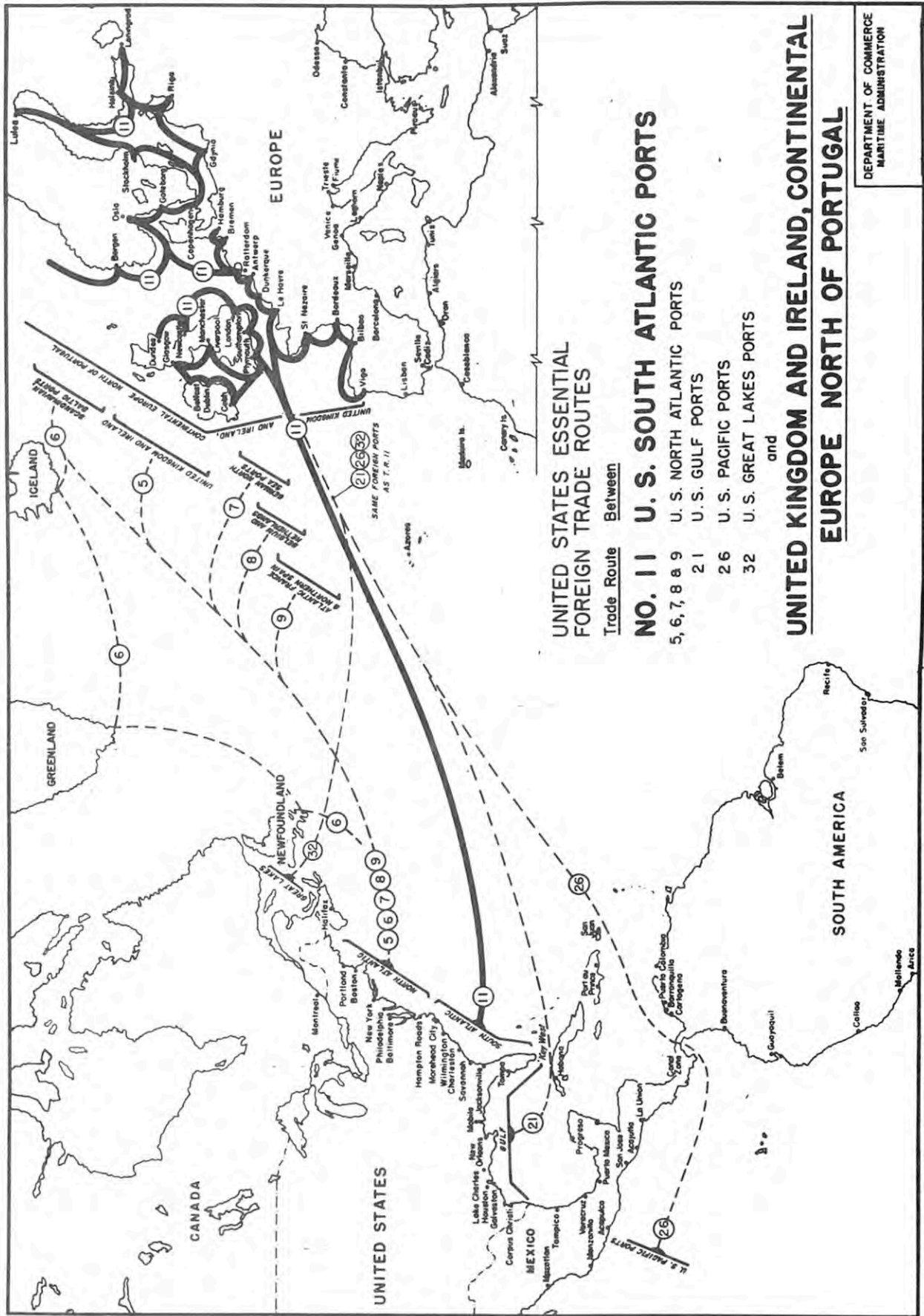
1/ All units are in thousands; tons are
2/ Mixed units of standard and nonstandard size containers
3/ Longshore strike
4/ Includes military cargoes
a/ Suppressed due to reasons of confidentiality

Trade Route 11 - South Atlantic/United Kingdom, Continental Europe,
North of Portugal

The average compounded growth rate on this trade route in containerized commercial cargo tons moved for the period 1970 through 1973 was 264 percent, the highest among all the selected trade routes. The United Kingdom dominated the containerized movement by moving almost two thirds of the commercial cargo tons. The U.S. flag was a distant second.

Iron or steel bars, iron or steel plates plus sheets, alcoholic beverages, wire products non electric fencing, and paper and paperboard were the major five commodities in terms of tons shipped inbound in liner service. Pulp and waste paper, paper and paperboard, crude minerals n.e.s., oil seeds-oil nuts-kernels, and tobacco-unmanufactured were the major five commodities in terms of tons shipped outbound in liner service.

U.S. flag data are not shown separately due to reasons of confidentiality.



UNITED STATES ESSENTIAL FOREIGN TRADE ROUTES

Trade Route Between

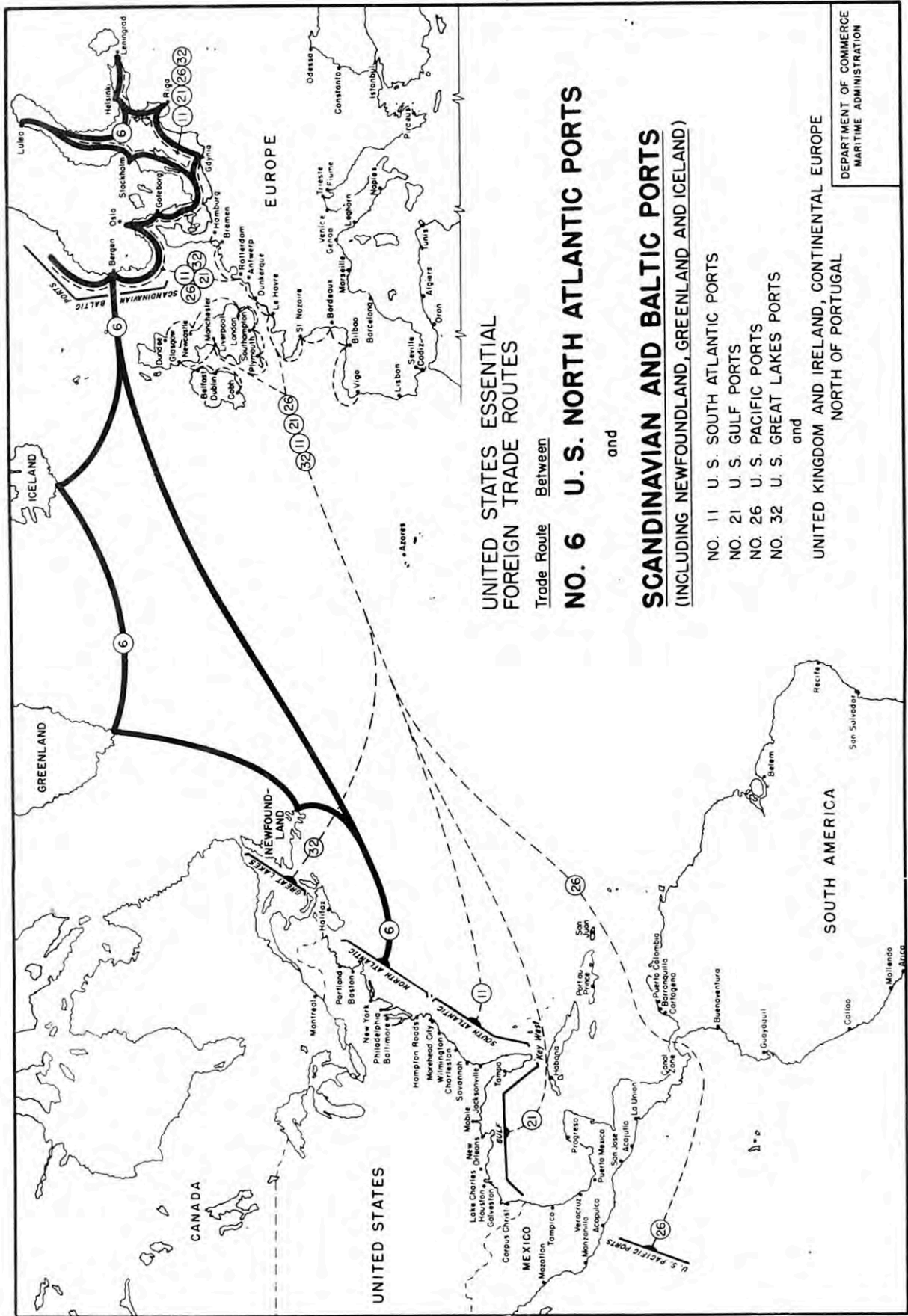
NO. 11 U. S. SOUTH ATLANTIC PORTS

- 5, 6, 7, 8 & 9 U. S. NORTH ATLANTIC PORTS
- 21 U. S. GULF PORTS
- 26 U. S. PACIFIC PORTS
- 32 U. S. GREAT LAKES PORTS

and

UNITED KINGDOM AND IRELAND, CONTINENTAL EUROPE NORTH OF PORTUGAL

DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION



UNITED STATES ESSENTIAL
FOREIGN TRADE ROUTES

Trade Route Between

NO. 6 U. S. NORTH ATLANTIC PORTS

and

SCANDINAVIAN AND BALTIC PORTS
(INCLUDING NEWFOUNDLAND, GREENLAND AND ICELAND)

- NO. 11 U. S. SOUTH ATLANTIC PORTS
- NO. 21 U. S. GULF PORTS
- NO. 26 U. S. PACIFIC PORTS
- NO. 32 U. S. GREAT LAKES PORTS

and
UNITED KINGDOM AND IRELAND, CONTINENTAL EUROPE
NORTH OF PORTUGAL

DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

Trade Route 6 - North Atlantic/Scandinavian and Baltic Ports
(Including Newfoundland)

The average compounded rate of growth from 1970 through 1973 in containerized commercial cargo tons moved on this trade route was 12 percent, and the single rate increase from 1972 to 1973 was 27 percent. Both were lower than those in the overall U.S. foreign oceanborne containerized trade. The U.S. flag was not a significant factor on this trade route; the leading foreign flags were the United Kingdom, Sweden, and West Germany.

Paper and paperboard, fish-fresh or simply preserved, meats in containers n.e.s., iron or steel bars, and road motor vehicles and parts were the major five commodities in terms of tons shipped inbound in liner service. Tobacco-unmanufactured, road motor vehicles and parts, iron or steel plates plus sheets, machinery appliances n.e.c., and corn or maize-unmilled were the major five commodities in terms of tons shipped outbound in liner service.

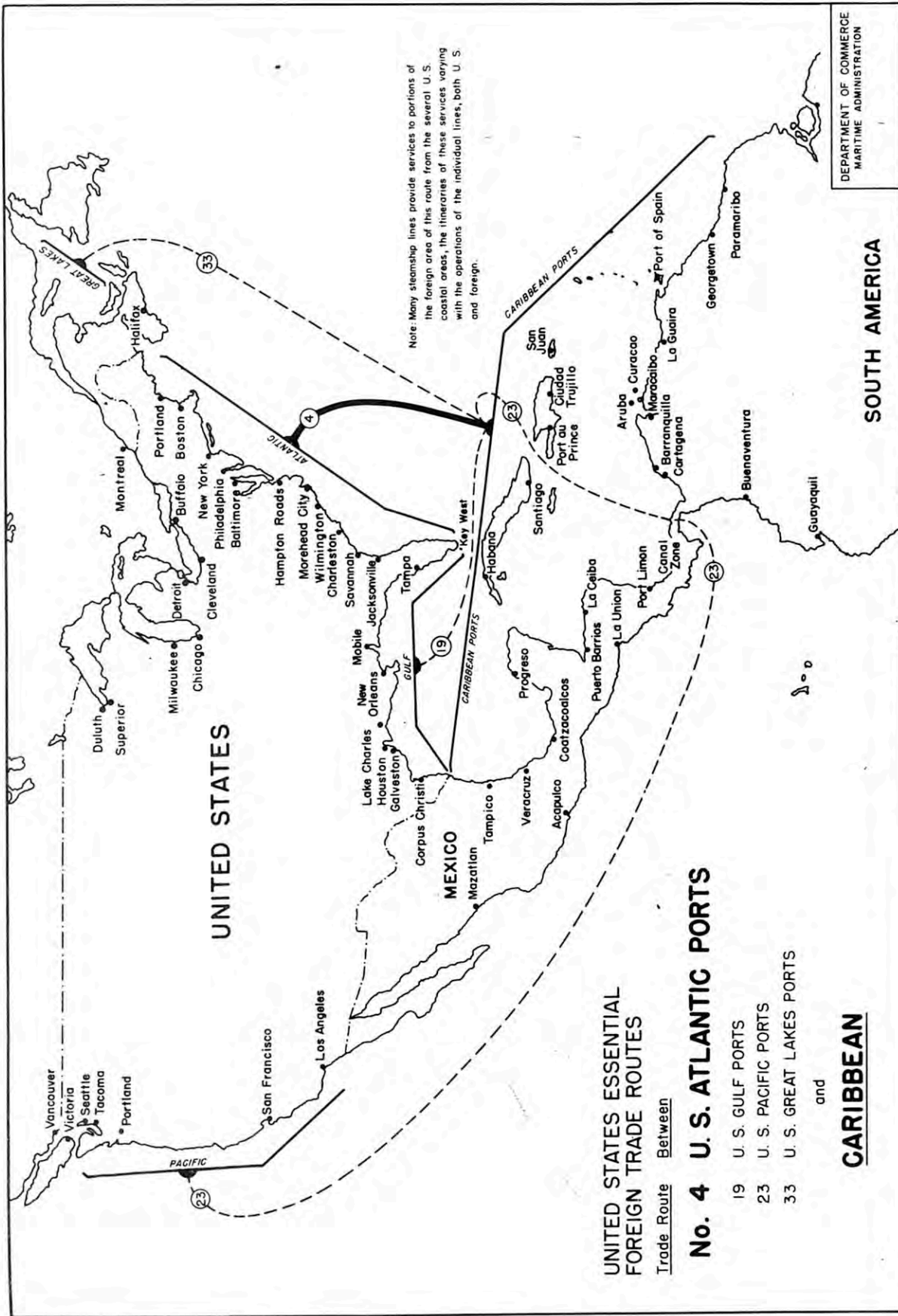
U.S. flag data were not shown separately due to reasons of confidentiality.

Trade Route 4 - Atlantic/Caribbean (Including Cristobal), East Coast Mexico

The total containerized cargo tons (including defense cargo) moved on this trade route amounted to 2 percent of the total containerized cargo tons in foreign oceanborne trade of the U.S. in calendar year 1973. U.S. flag data are not shown separately on this trade route due to reasons of confidentiality.

The predominant foreign flag on this trade route in 1973 was United Kingdom. The U.S. flag was second; the United Kingdom carried almost 40 percent more than the U.S. flag.

Coffee, fruits-fresh, meat-fresh-chilled or frozen, pig iron, and cocoa were the major five commodities in terms of tonnage shipped inbound in liner service. Fertilizers-unmanufactured, road motor vehicles and parts, paper and paperboard, plastic materials (synthetic resins), and machinery plus appliance n.e.c., were the major five commodities in terms of tons shipped outbound in liner service.



Note: Many steamship lines provide services to portions of the foreign area of this route from the several U. S. coastal areas, the itineraries of these services varying with the operations of the individual lines, both U. S. and foreign.

DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

UNITED STATES ESSENTIAL FOREIGN TRADE ROUTES

Trade Route Between

No. 4 U. S. ATLANTIC PORTS

- 19 U. S. GULF PORTS
- 23 U. S. PACIFIC PORTS
- 33 U. S. GREAT LAKES PORTS and

CARIBBEAN

OFFICE OF SUBSIDY ADMINISTRATION, DIVISION OF TRADE STUDIES AND STATISTICS

Trade Route 4 - Atlantic/Caribbean (Including Cristobal), East Coast Mexico
Total All Flags^{1/}

<u>Year</u>	<u>No. of Containers 2/</u>	<u>Cubic Feet</u>	<u>Total Tons 4/</u>	<u>Defense Tons</u>	<u>Commercial Tons</u>
1973	25	30,188	303	27	276
1972	26	36,277	328	15	313
1971 3/	19	21,330	214	5	209
1970	20	21,779	222	7	215
<u>Total - Inbound and Outbound</u>					
1973					
1972					
1971 3/					
1970					
<u>Inbound</u>					
1973	8	10,119	104	6	98
1972	8	12,370	109	2	107
1971 3/	5	6,481	67	b/	67
1970	4	5,472	57	b/	57
<u>Outbound</u>					
1973	17	20,069	199	21	178
1972	18	23,907	219	13	206
1971 3/	14	14,849	147	5	142
1970	16	16,307	165	7	158

- 1/ All units are in thousands; tons are in long tons (2,240)
 2/ Mixed units of standard and nonstandard size containers
 3/ Longshore strike
 4/ Includes military cargoes
 b/ Less than 500 tons

Containerized Cargo by U.S. Coastal Districts^{1/}
Calendar Year 1972 - 1973

<u>Coastal Districts</u>	<u>Containers</u> ^{2/}			<u>Total Tons</u> ^{4/}		
	<u>Number</u>		<u>Percent Increase</u>	<u>Number</u>		<u>Percent Increase</u>
	<u>1973</u>	<u>1972</u>		<u>1973</u>	<u>1972</u>	
North Atlantic	776	624	24	10,402	8,056	29
South Atlantic	83	49	69	1,198	711	68
Gulf	62	27	130	877	355	147
South Pacific	359	296	21	4,298	3,214	34
North Pacific	104	82	27	1,306	880	48
Great Lakes	8	9	-11	118	136	-13
Hawaii	5	2	150	53	27	96
Alaska	0	0	-	0	0	-
Puerto Rico	1	1	0	18	6	200
Total	1,398	1,090	28	18,270	13,385	36

^{1/} All units are in thousands; tons are in long tons (2,240)

^{2/} Mixed units of standard and nonstandard size containers

^{4/} Includes military cargoes

Containerized Cargo by Selected U.S. Ports^{1/}
 Calendar Year 1972 - 1973

<u>Coastal Districts</u>	<u>Containers</u> ^{2/}			<u>Total Tons</u> ^{4/}		
	<u>Number</u>		<u>Percent Increase</u>	<u>Number</u>		<u>Percent Increase</u>
	<u>1973</u>	<u>1972</u>		<u>1973</u>	<u>1972</u>	
New York	523	432	21	6,991	5,538	26
Los Angeles	147	113	30	1,722	1,187	45
Norfolk	96	83	16	1,356	955	42
Baltimore	95	67	42	1,210	1,022	18
Oakland	83	73	14	1,047	909	15
Seattle	76	63	21	912	646	41
San Francisco	67	64	5	763	627	22
Long Beach	61	44	39	734	472	58
Philadelphia	36	23	57	519	348	49
Charleston	32	21	52	471	298	58
Houston	31	14	121	458	192	139
New Orleans	27	11	145	364	139	162
Portland	20	11	82	296	134	121
Miami	19	15	27	241	202	19
Savannah	19	8	138	255	108	136
Boston	15	12	25	199	151	32
All Other Ports	51	36	42	722	457	58
Total	1,398	1,090	128	18,270	13,385	36

^{1/} All units are in thousands; tons are in long tons (2,240)

^{2/} Mixed units of standard and nonstandard size containers

^{4/} Includes military cargoes

