

CONTAINERIZED CARGO STATISTICS

Calendar Year 1974



U.S. DEPARTMENT OF COMMERCE
Maritime Administration



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of cargo in containers in the waterborne foreign
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Calendar Year 1974



**U.S. DEPARTMENT OF COMMERCE
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Edward O. Vetter, Under Secretary**

Maritime Administration
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Maritime Affairs

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Part I

Introduction

This report is published for use by both industry and government groups interested in the waterborne foreign commerce of the United States. It contains summaries of containerized cargo statistics for each of the Maritime Administration designated U.S. foreign trade routes. These statistics are compiled from information gathered by the Maritime Administration as required by Section 212(A) of the Merchant Marine Act of 1936 (as amended) and General Order 39 (as amended).

All operators of self-propelled, dry cargo and/or passenger vessels of 1,000 or more gross registered tons which are engaged in the foreign commerce of the United States, must file Supplemental Unitized Cargo Container Reports, (form MA-578A), if they carry containerized cargo. A form must be filed if, on any one voyage, the vessel carries 10 or more 8x8x10 containers, half-height containers 8 feet in width and 10 or more feet in length, or flatbeds 8 feet in width and 20 or more feet in length. The forms are filed in duplicate with the appropriate District Director of Customs upon each initial entrance or final clearance of a vessel at a United States port.

In addition to the filings of all commercial merchant vessels, forms are filed for all voyages of merchant vessels operated by or for the account of the Department of Defense, except vessels of the Military Sealift Command nucleus fleet.

Data reported to the Maritime Administration are rounded to the nearest whole unit. Weight figures reported represent the weight of the cargo less the weight of the containers, and are expressed in long tons (2,240 lbs.). Volume measurements provided in this publication indicate the actual cubic feet of cargo lifted, and not the interior cubic capacity of the containers. Container counts include both standard and non-standard sized containers.

Statistics cited in this publication are quoted in thousands of units. A zero field in the tables indicates a count of 99 or less units or .09 percent or less.

The original sources of statistical data provided in this publication are "business confidential" and cannot be provided in any manner which would permit competitors to determine the carryings of individual operators. For this reason some of the tables in Part III have been omitted so as to protect proprietary data.

Container data tables are not provided for Trade Routes Nos. 2, 20, 28, 31, 32, 33, 34, 35, 36, 37, 38, 42, 43, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 77, 78, 80, 82, 83, 84, 85, 86, 87, 89, 92, and 93. These routes either did not have any container traffic in 1974, or had less than three operators which precluded the releasing of containerized cargo statistics on them.

Definitions:

Trade Route - a specifically designated channel through which commerce of the United States flows between a particular United States coastal area or areas and a specific foreign coastal area or areas.

Essential Trade Route - a trade route which has been determined by the Maritime Administration to be essential for the promotion, development, expansion, and maintenance of the foreign commerce of the United States.

Part II

Containerized Cargo Profile

Containerized cargo is a significant part of the total United States foreign waterborne commerce. In 1974, 21 million tons of cargo were carried in containers in the foreign commerce of the United States. This was a 19 percent increase over 1973 levels, and a 72 percent increase over 1972 levels. Besides this absolute growth, container transport has been growing in relation to total commercial liner tons as well. In 1974, 40 percent of all U.S. commercial liner cargoes were carried in containers, as compared to 34 percent in 1973, and 27 percent in 1972.

Because of the quicker turnaround times and savings in cargo handling costs made possible by containerization, the use of intermodal ships has grown rapidly over the last decade and a half. In 1974, this growth rate abated somewhat, not because of any negative influences, but because the industry is approaching the limits of economic feasibility. By 1974, most containerizable commodities had already been adapted to containerized transport. The growth in container traffic which did occur in 1974, was due to the following factors:

- 1) containerization of commodities previously considered uncontainerizable.
- 2) introduction of additional markets to be serviced by containerships.
- 3) improvements in port facilities and cargo handling equipment, which facilitated the efficient loading and unloading of containers.

4) an increase in the number of vessels in the world fleet which were capable of carrying containers.

In examining that portion of U.S. foreign commerce that is carried in U.S.-flag vessels, we find that an even larger proportion of total liner cargo was carried in containers. In 1974, 57 percent of U.S. liner cargoes carried in U.S.-flag vessels was containerized, while only 33 percent of the cargoes carried in foreign vessels were containerized. This reflects the greater technical advancement of the U.S. freighter fleet, and the enthusiasm of U.S. operators and shippers for developing intermodal transportation. In 1974, U.S.-flag vessels transported 8.8 million tons of U.S. commercial cargo. Thus, while U.S.-flag vessels carried only 31 percent of our total foreign cargoes, they carried 42 percent of all containers moved in 1974.

There were fourteen U.S.-flag operators engaged in U.S. oceanborne containerized foreign trade during 1974. They were American Export Lines, American President Lines, Delta Steamship Lines, Farrell Lines, Lykes Brothers Steamship Co., Moore-McCormack Lines, Pacific Far East Line, Prudential Lines, Sea Land, Seatrain, States Steamship Company, United States Lines, Waterman-Isthmian Line and Waterman Steamship Corp.

The major foreign flags and their shares of total containerized commercial cargo tonnage which moved in U.S. oceanborne foreign trade during 1974 were United Kingdom (13%), Japan (13%) and West Germany (12%). These three flags accounted for 67 percent of all commercial containerized cargo tonnage carried by foreign flags during calendar year 1974. The amount of Japanese flag commercial containerized cargo tonnage moved during 1974 increased 23 percent over 1973, while West Germany increased 14 percent and the United Kingdom increased 10 percent.

Among the various U.S. coastal districts listed in Table 1, the North Atlantic region predominates in containerized cargo traffic. In 1974, 55 percent of the containers moving in U.S. foreign commerce passed through North Atlantic ports. The region which showed the greatest growth in container traffic was the South Atlantic, where containerized cargo tonnage increased 38 percent. The only area showing a decline in container tonnage was the Great Lakes, which has suffered from diversion of containerized cargoes to North Atlantic ports. In 1974, container traffic on the Great Lakes was only half what it was in 1973.

The port of New York surpasses all other U.S. ports in container traffic. In 1974, eight million tons of containerized cargo passed through the port of New York. This was three and one-half times the volume of containerized cargo passing through Los Angeles, the second largest U.S. container port. Several major ports registered impressive gains in container traffic in 1974. In Boston, traffic was up 58 percent, while in Miami traffic rose 72 percent over 1973 levels.

Table 3 lists the percentage of containerized cargo carried by U.S.-flag vessels for major U.S. ports. The East Coast ports of New York, Norfolk and Baltimore each showed a substantial amount of container movement by West German and United Kingdom vessels. Ships of each of these nations moved over one million tons through the port of New York, over 225,000 tons through Baltimore, and over 270,000 tons through Norfolk. The predominant foreign flag moving containers through West Coast ports was Japan. Japanese flag vessels moved 107,000 tons through Long Beach; 241,000 tons through San Francisco; 178,000 tons through Oakland; 315,000 tons through Seattle; and 999,000 tons through Los Angeles. The 999,000 tons moved through the port of Los Angeles constituted 44 percent of all containerized cargo through that port, which exceeded the 29 percent carried by U.S.-flag vessels.

The comparisons of individual Trade Routes found in Tables 4 and 5, indicate that Trade Route Nos. 5-7-8-9 and 29 are the most active in terms of container traffic. The East Coast/Northern Europe route (5-7-8-9) accounts for 30 percent of all container movements in U.S. foreign trade, while 26 percent

is carried in the Pacific/Far East trade (Trade Route No. 29). Trade Route No. 4 (U.S. Atlantic/Caribbean) experienced the greatest growth in container traffic of the major U.S. trade routes. Tonnage in 1974 was almost double 1973 levels, while the number of containers increased 72 percent.

Table 1

Containerized Cargo by U.S. Coastal Districts^{1/}
 Calendar Years 1973 - 1974

<u>Coastal Districts</u>	<u>Containers^{2/}</u>			<u>Total Tons^{3/}</u>		
	<u>Number</u>		<u>Percent Increase</u>	<u>Number</u>		<u>Percent Increase</u>
	<u>1973</u>	<u>1974</u>		<u>1973</u>	<u>1974</u>	
North Atlantic	776	887	14	10,402	12,369	19
South Atlantic	83	110	33	1,198	1,659	38
Gulf	62	80	29	877	1,125	28
South Pacific	384	440	15	4,598	5,507	20
North Pacific	112	121	8	1,362	1,548	14
Great Lakes	8	4	-50	118	59	-50
Hawaii	5	6	20	53	60	13
Alaska	0	0	-	0	0	-
Puerto Rico	1	2	100	18	24	33
Total	1,431	1,650	15	18,626	22,351	20

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

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

^{3/} Includes military cargoes

Table 2

Containerized Cargo by Selected U.S. Ports^{1/}
 Calendar Years 1973 - 1974

U.S. Port ^{4/}	Containers ^{2/}			Total Tons ^{3/}		
	Number		Percent Increase	Number		Percent Increase
	1973	1974		1973	1974	
New York	523	583	10	6,991	8,038	15
Los Angeles	154	180	17	1,804	2,262	25
Norfolk	96	121	26	1,356	1,678	24
Baltimore	95	108	14	1,210	1,584	31
Oakland	90	101	12	1,118	1,290	15
Seattle	83	90	8	983	1,114	13
San Francisco	73	84	15	834	1,001	20
Long Beach	67	74	10	805	951	18
Charleston	32	36	12	471	615	31
Philadelphia	36	44	22	519	613	18
Houston	31	37	19	458	530	16
New Orleans	27	38	41	364	521	43
Miami	19	30	58	241	414	72
Savannah	19	27	42	255	364	43
Portland	20	24	20	296	331	12
Boston	15	22	47	199	314	58
All Other Ports	51	51	0	722	731	1
Total	1,431	1,650	15	18,626	22,351	20

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

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

^{3/} Includes military cargoes

^{4/} Ports selected on the basis of total tons moved

Table 3

Percentage of Containerized Tonnage Carried by U.S. Flag Vessels
Through Selected U.S. Ports

<u>U.S. Port</u>	<u>Percent</u>	<u>U.S. Port</u>	<u>Percent</u>
New York	53	Oakland	64
Los Angeles	29	Seattle	51
Norfolk	44	San Francisco	52
Baltimore	37	Long Beach	34

Table 4

Containerized Cargo on Selected Trade Routes^{1/}
 Calendar Year 1974

<u>Trade Route</u> ^{4/}	<u>Containers</u> ^{2/}		<u>Total Tons</u> ^{3/}	
	<u>Number</u>	<u>Percent of Total</u>	<u>Number</u>	<u>Percent of Total</u>
5-7-8-9	463	28	6,794	30
29	457	28	5,749	26
12	164	10	2,141	10
10	144	9	1,907	9
16	65	4	902	4
21	61	4	892	4
26	67	4	819	3
11	47	3	788	3
4	43	2	603	3
6	24	1	375	2
All other	115	7	1,381	6
Total	1,650	100	22,351	100

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

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

^{3/} Includes military cargoes

^{4/} Trade routes selected on basis of total tons moved.

Table 5

Comparison of Containerized Cargo on Selected Trade Routes^{1/}
 Calendar Years 1973 - 1974

Trade Route ^{4/}	Containers ^{2/}			Total Tons ^{3/}		
	Number		Percent Increase	Number		Percent Increase
	1973	1974		1973	1974	
5-7-8-9	440	463	5	6,233	6,794	9
29	405	457	13	4,826	5,749	19
12	138	164	19	1,622	2,141	32
10	109	144	32	1,386	1,907	38
16	52	65	25	709	902	27
21	45	61	36	704	892	27
26	64	67	5	770	819	6
11	42	47	12	705	788	12
4	25	43	72	305	603	98
6	23	24	4	371	375	1
All Other	84	115	37	950	1,381	45
Total	1,431	1,650	15	18,626	22,351	20

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

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

^{3/} Includes military cargoes

^{4/} Trade routes selected on basis of total tons moved

Part III

TOTAL ALL FLAGS 1/

YEAR	NO. OF CONTAINERS 2/				CUBIC FEET				TONNAGE			
	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%
TOTAL INBOUND & OUTBOUND												
1974	1,650.0	47.1	1,525.3	44.0	2,576,129.7	46.4	2,384,936.4	43.3	22,351.3	45.0	20,818.8	42.3
1973	1,431.5	45.2	1,326.7	41.2	2,162,879.3	43.9	2,017,544.9	40.2	18,625.6	41.9	17,487.2	38.5
1972	1,090.5	48.0	956.1	40.9	1,668,461.5	44.5	1,488,983.3	38.0	13,453.4	43.5	12,076.8	37.3
1971 3/	839.3	53.6	698.3	44.7	1,156,392.7	53.9	949,202.1	44.5	10,032.6	50.5	8,345.9	41.2
1970	800.3	54.9	674.8	46.6	1,027,690.5	57.0	856,553.4	48.6	9,183.3	54.2	7,703.7	45.7
TOTAL INBOUND												
1974	819.9	45.4	802.9	44.8	1,311,157.4	46.4	1,280,264.3	45.7	10,377.6	43.4	10,190.0	43.0
1973	733.2	43.9	720.8	43.0	1,141,700.9	44.1	1,120,330.4	43.1	8,805.8	40.1	8,704.8	39.5
1972	588.0	45.8	567.4	43.9	908,745.5	43.6	876,463.8	41.6	6,816.5	40.1	6,684.4	39.0
1971 3/	435.8	51.1	415.7	48.8	596,169.5	50.8	561,761.3	48.0	4,818.3	46.8	4,655.3	45.1
1970	416.5	51.2	399.2	49.1	524,796.8	52.5	495,705.9	49.7	4,437.6	50.7	4,275.4	48.8
TOTAL OUTBOUND												
1974	830.1	48.8	722.3	43.1	1,264,972.3	46.5	1,104,672.1	40.6	11,973.7	46.4	10,628.8	41.7
1973	698.3	46.5	605.8	39.0	1,021,178.4	43.7	897,214.5	36.5	9,819.8	43.6	8,782.3	37.5
1972	502.4	50.5	388.6	36.6	759,643.1	45.6	612,446.5	33.0	6,635.9	47.0	5,391.4	35.2
1971 3/	403.4	56.3	282.6	38.7	560,223.1	57.1	387,440.7	39.4	5,214.3	54.0	3,690.5	36.3
1970	383.7	58.8	275.6	43.0	502,861.4	61.8	360,847.5	47.1	4,745.4	57.5	3,428.2	41.7

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 OR A PERCENT .09% OR LESS;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL TRADE ROUTES TOTAL U.S. FLAG 1/ CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
			TOTAL INBOUND & OUTBOUND			
			TOTAL INBOUND	TOTAL OUTBOUND		
1974	777.8	671.3	1,196,002.1	1,033,366.6	10,961.1	8,813.9
1973	646.8	546.4	949,114.4	810,267.3	7,805.3	6,725.7
1972	522.9	391.1	742,630.9	566,521.3	5,852.3	4,502.5
1971 3/	449.7	312.1	622,761.1	422,235.5	5,070.6	3,438.8
1970	439.0	314.5	586,212.4	416,526.2	4,978.9	3,518.7
TOTAL INBOUND						
1974	372.4	359.8	608,163.2	584,765.0	4,505.0	4,382.3
1973	322.2	310.3	503,121.2	462,427.4	3,532.6	3,436.7
1972	269.1	248.8	396,094.4	364,385.0	2,731.7	2,603.6
1971 3/	222.7	202.9	302,769.9	263,713.9	2,296.4	2,097.6
1970	213.3	196.0	275,445.5	246,404.4	2,249.3	2,087.7
TOTAL OUTBOUND						
1974	405.4	311.4	587,838.9	448,601.5	5,556.1	4,431.5
1973	324.4	236.0	445,993.2	327,839.8	4,276.7	3,292.9
1972	253.8	142.2	346,536.5	202,130.2	3,120.5	1,898.9
1971 3/	227.0	109.2	319,971.2	152,521.5	2,814.1	1,341.1
1970	225.7	118.4	310,734.6	170,121.7	2,729.1	1,431.0

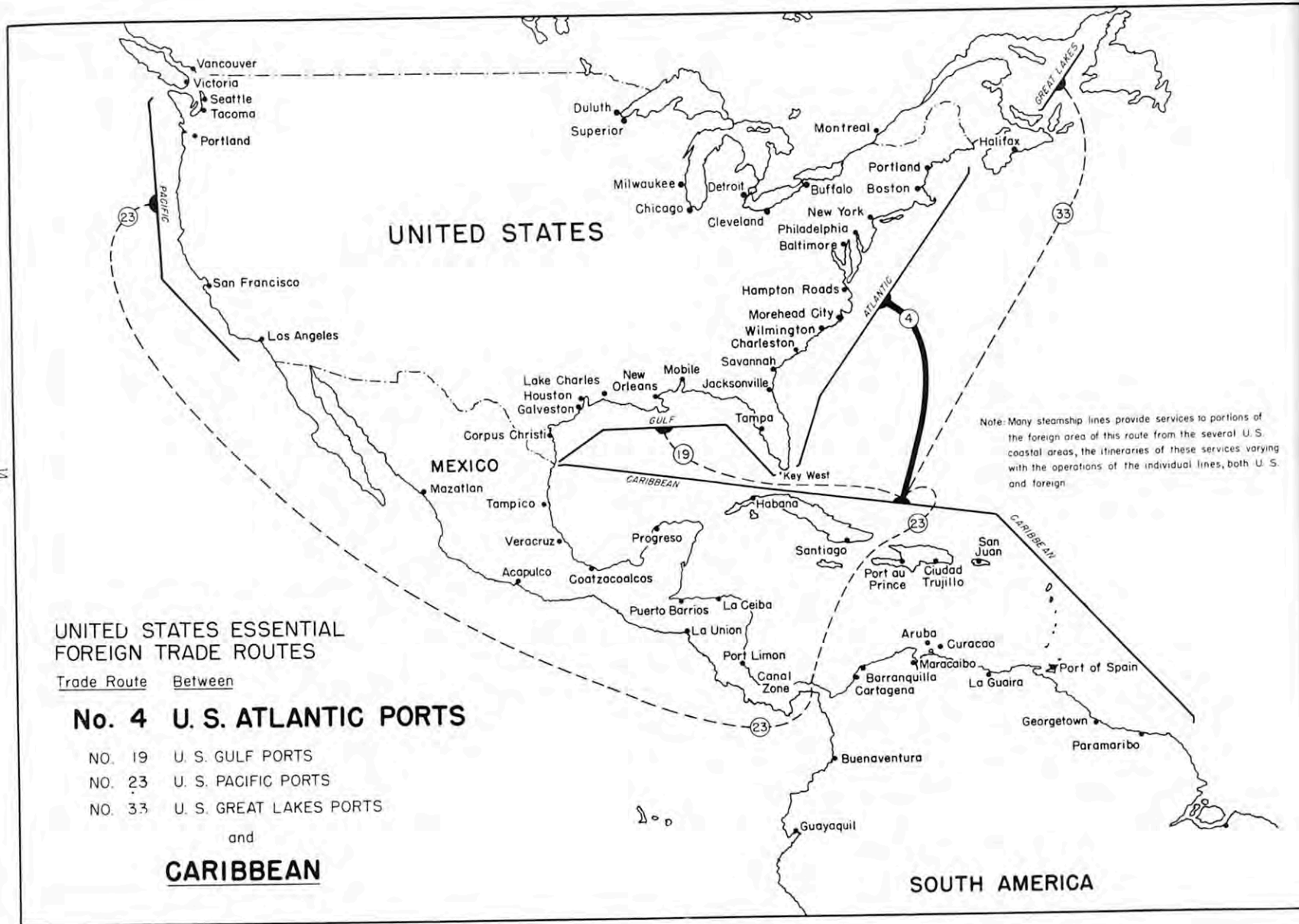
1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 4

Atlantic/Caribbean (Including Cristobal and East Coast Mexico)

In 1974, the growth rate of containerized commercial cargo on this trade route was one of the highest of all trade routes. Total commercial tons increased by 105 percent. The outbound cargo increased 131 percent while inbound tonnage rose 57 percent. These increases were largely due to a surge in U.S.-flag participation on this route. U.S.-flag tonnage increased 240 percent while the foreign flag total increased only 65 percent. The U.S. fleet was the predominant fleet carrying commercial containerized cargo on Trade Route 4, followed by the United Kingdom and the Netherlands. U.S.-flag vessels carried 38 percent more cargo than British vessels during 1974, whereas the United Kingdom had carried 40 percent more than the U.S. in 1973.

Food products were the most common commodities shipped to the U.S. on this trade route, fresh fruit, coffee and meats being among the major containerized cargoes. In the southbound direction, many manufactured goods travelled in containers. Among these were motor vehicle parts, plastics, etc. The balance of trade on this route was heavily weighted in favor of U.S. exports to the Caribbean, in 1974. The ratio of container exports to imports was 2.6.



TRADE ROUTE 04 US ATL/CARIBBEAN,EAST COAST MEXICO

YEAR	NO. OF CONTAINERS 2/				TOTAL ALL FLAGS 1/				TONNAGE			
	TOTAL	US%		COMMERCIAL US%	CUBIC FEET		COMMERCIAL US%		TOTAL	US%		COMMERCIAL US%
		TOTAL	US%		TOTAL	US%	TOTAL	US%				
TOTAL INBOUND & OUTBOUND												
1974	43.1	38.6	40.2	35.8	63,351.2	53.8	55,446.1	48.7	603.0	40.2	568.5	37.8
1973	24.9	31.0	22.9	25.2	30,254.6	46.0	25,031.7	34.8	304.6	29.4	277.5	22.7
1972	26.4	30.9	25.2	28.6	36,355.8	26.4	34,299.6	23.1	329.4	24.9	314.8	22.3
1971 3/	18.8	41.6	18.2	39.9	21,252.0	34.4	20,531.3	32.4	213.7	32.6	208.5	31.1
1970	19.7	35.8	18.6	32.1	21,779.7	28.5	20,776.8	25.0	221.6	26.2	214.5	23.8
TOTAL INBOUND												
1974	10.9	36.5	10.2	32.6	17,092.7	63.2	12,759.8	51.5	166.5	40.0	155.0	36.1
1973	7.6	27.1	7.1	22.7	10,126.0	55.4	8,029.7	43.7	104.9	26.8	98.5	22.0
1972	7.7	24.0	7.6	23.1	12,370.6	24.2	12,174.6	23.0	109.0	20.3	107.4	19.1
1971 3/	4.8	27.3	4.8	27.5	6,481.3	21.0	6,413.3	21.2	66.8	21.0	66.4	21.1
1970	4.1	19.2	4.1	18.7	5,472.3	12.4	5,447.4	12.0	56.8	8.1	56.7	8.0
TOTAL OUTBOUND												
1974	32.1	39.3	29.9	36.8	46,258.5	50.4	42,686.2	47.9	436.5	40.3	413.4	38.4
1973	17.3	32.8	15.8	26.3	20,128.6	41.2	17,002.0	30.5	199.7	30.9	179.0	23.2
1972	18.6	33.7	17.5	31.0	23,985.2	27.6	22,124.9	23.2	220.3	27.2	207.3	24.0
1971 3/	13.9	46.6	13.4	44.3	14,770.6	40.3	14,117.9	37.6	146.8	37.9	142.0	35.8
1970	15.6	40.2	14.5	35.9	16,307.3	33.9	15,329.3	29.6	164.7	32.5	157.7	29.5

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 OR A PERCENT .09% OR LESS;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE 04 US ATL/CARIBBEAN,EAST COAST MEXICO

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
	TOTAL INBOUND & OUTBOUND					
1974	16.6	14.3	34,100.9	27,027.5	242.3	214.6
1973	7.7	5.7	13,903.4	8,704.5	89.7	63.1
1972	8.1	7.2	9,610.8	7,926.8	82.1	70.2
1971 3/	7.8	7.2	7,314.9	6,662.2	69.7	64.9
1970	7.0	6.0	6,199.7	5,196.8	58.0	51.0
TOTAL INBOUND						
1974	4.0	3.3	10,796.1	6,567.1	66.6	56.0
1973	2.0	1.6	5,609.2	3,513.0	28.0	21.6
1972	1.8	1.7	2,994.8	2,798.8	22.1	20.5
1971 3/	1.3	1.3	1,359.7	1,359.7	14.0	14.0
1970	.8	.7	678.2	653.3	4.5	4.5
TOTAL OUTBOUND						
1974	12.6	11.0	23,304.7	20,460.3	175.7	158.6
1973	5.6	4.1	8,294.2	5,191.5	61.6	41.4
1972	6.2	5.4	6,615.9	5,128.0	59.9	49.7
1971 3/	6.5	5.9	5,355.2	5,302.5	55.6	50.9
1970	6.2	5.2	5,521.4	4,543.5	53.4	46.4

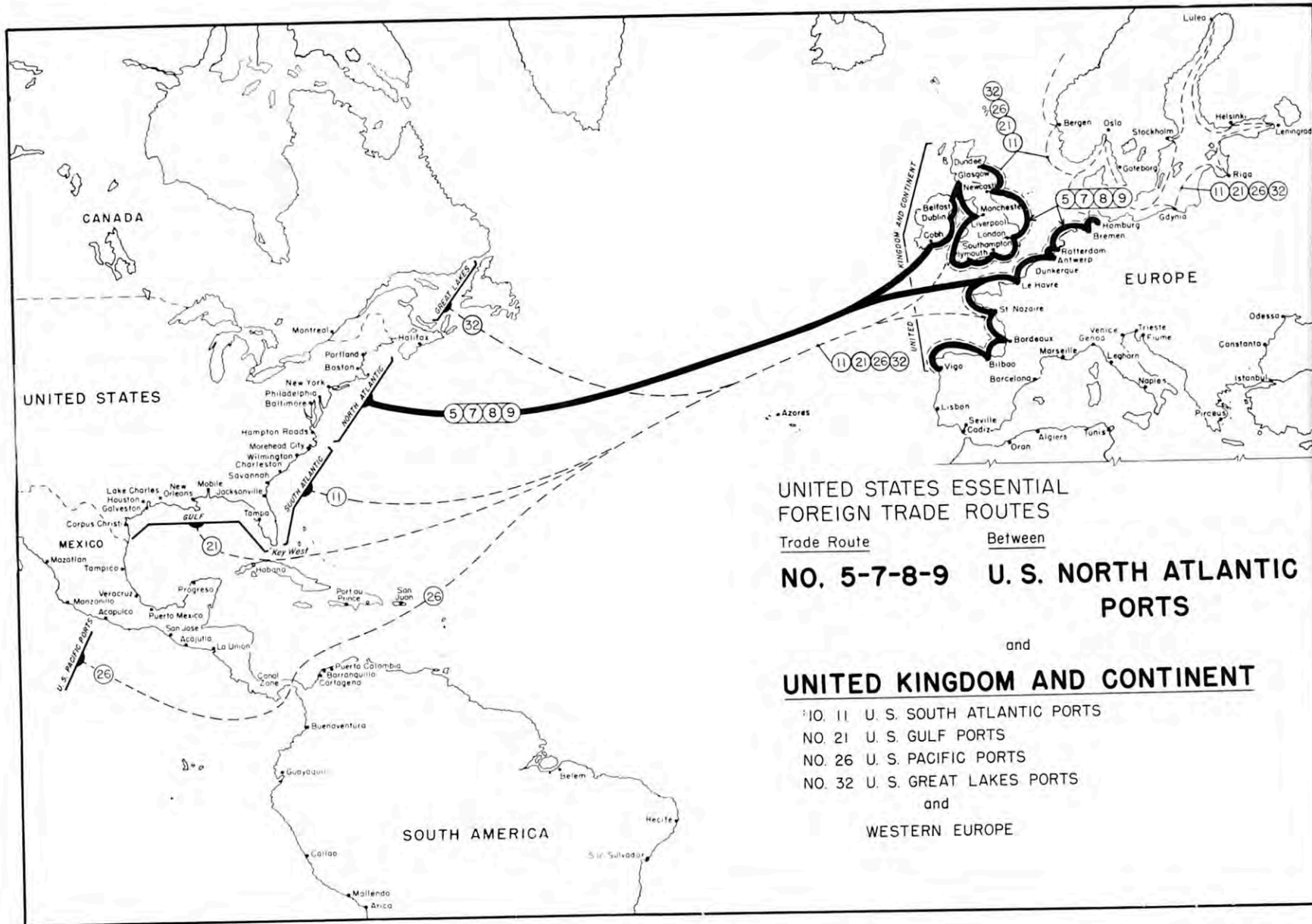
1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NOS. 5-7-8-9

North Atlantic/United Kingdom and Ireland, Germany (North Sea), Belgium, Netherlands, Atlantic France and Spain (North of Portugal)

Trade Route Nos. 5-7-8-9 continued to be the most active route in terms of containerized commercial cargo. Thirty percent of all containerized cargo exported or imported through all U.S. ports moved on this trade route during 1974. The amount of containerized commercial cargo tonnage increased seven percent, from 5.8 million tons in 1973 to 6.2 million tons in 1974.

U.S.-flag vessels carried 43.7 percent of all containers on this route, and thus handled over twice as much cargo as any of the other flags competing in this North Atlantic trade. The United Kingdom was second to the U.S. with 21 percent of total container traffic, followed by West Germany with 17 percent. Containerized tonnage traveling on this route is fairly well balanced between imports and exports.



TRADE ROUTE 05 - 07 - 08 - 09 US N ATL/UK, EUROPE(N OF PTGL)

YEAR	NO. OF CONTAINERS 2/				TOTAL ALL FLAGS 1/				TONNAGE			
	TOTAL		US%		CUBIC FEET		COMMERCIAL US%		TOTAL		COMMERCIAL US%	
	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%
TOTAL INBOUND & OUTBOUND												
1974	463.0	48.8	417.7	45.6	749,360.1	48.9	678,376.0	45.9	6,794.1	45.8	6,244.6	43.7
1973	439.6	51.5	401.2	47.2	701,985.8	50.3	649,520.3	46.6	6,233.0	48.0	5,847.2	44.9
1972	369.2	48.8	327.4	42.2	586,122.5	47.3	530,262.9	41.7	5,124.2	44.9	4,729.8	40.3
1971 3/	312.5	51.5	272.4	45.2	479,976.4	49.3	419,118.9	42.9	4,297.6	48.4	3,822.8	43.0
1970	317.1	55.7	289.7	51.7	445,149.0	55.7	406,943.4	51.8	4,203.9	53.4	3,911.6	50.3
TOTAL INBOUND												
1974	239.0	45.6	231.8	45.1	394,757.6	47.3	373,843.1	46.9	3,555.9	42.3	3,481.3	42.3
1973	236.4	48.2	231.8	47.2	387,819.9	48.3	381,194.4	47.4	3,424.7	44.6	3,402.5	44.3
1972	198.9	43.7	192.5	41.9	322,716.0	42.2	314,310.6	40.7	2,816.8	39.5	2,787.9	38.8
1971 3/	161.8	46.8	158.0	45.5	237,596.0	42.9	230,977.1	41.3	2,247.0	43.2	2,223.4	42.6
1970	163.4	54.2	160.6	53.4	223,241.0	50.7	217,934.7	49.5	2,203.3	51.6	2,185.4	51.2
TOTAL OUTBOUND												
1974	224.0	52.3	185.8	46.2	364,602.5	50.7	304,532.8	44.6	3,238.2	49.7	2,763.2	45.4
1973	203.2	55.4	169.3	47.2	314,165.9	52.8	268,325.8	45.3	2,808.2	52.2	2,444.6	45.7
1972	170.3	54.7	134.7	42.8	263,333.6	53.5	215,879.3	43.3	2,306.3	51.6	1,940.9	42.5
1971 3/	150.6	56.6	114.4	44.9	242,380.3	55.5	188,141.7	44.9	2,050.5	54.0	1,599.3	43.6
1970	153.7	57.3	129.0	49.5	221,908.0	60.8	189,008.7	54.4	2,000.5	55.4	1,726.1	49.2

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 OR A PERCENT .09% OR LESS;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE 05 - 07 - 08 - 09 US N ATL/UK, EUROPE (N OF PTGL)

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
	TOTAL U.S. FLAG 1/					
			TOTAL INBOUND & OUTBOUND			
1974	226.1	190.4	366,734.5	311,084.3	3,113.8	2,726.9
1973	226.4	189.4	353,177.7	302,440.7	2,994.2	2,625.0
1972	180.1	138.3	277,226.1	221,366.5	2,300.9	1,906.6
1971 3/	161.0	123.2	236,477.1	180,010.2	2,079.5	1,645.6
1970	176.6	149.7	248,042.6	210,660.9	2,245.0	1,966.7
			TOTAL INBOUND			
1974	108.9	104.6	181,808.6	175,230.4	1,504.6	1,473.6
1973	113.9	109.4	187,199.0	180,832.7	1,528.0	1,508.3
1972	87.0	80.6	136,252.8	127,847.4	1,111.3	1,082.4
1971 3/	75.7	71.9	102,030.7	95,442.5	971.6	948.1
1970	88.5	85.8	113,173.0	107,866.7	1,135.8	1,118.0
			TOTAL OUTBOUND			
1974	117.1	85.8	184,925.9	135,853.8	1,609.1	1,253.2
1973	112.5	79.9	165,978.7	121,607.9	1,466.2	1,116.7
1972	93.1	57.6	140,973.3	93,519.0	1,189.5	824.1
1971 3/	85.3	51.3	134,446.4	84,567.6	1,107.9	697.5
1970	88.1	63.9	134,869.5	102,794.2	1,109.1	848.6

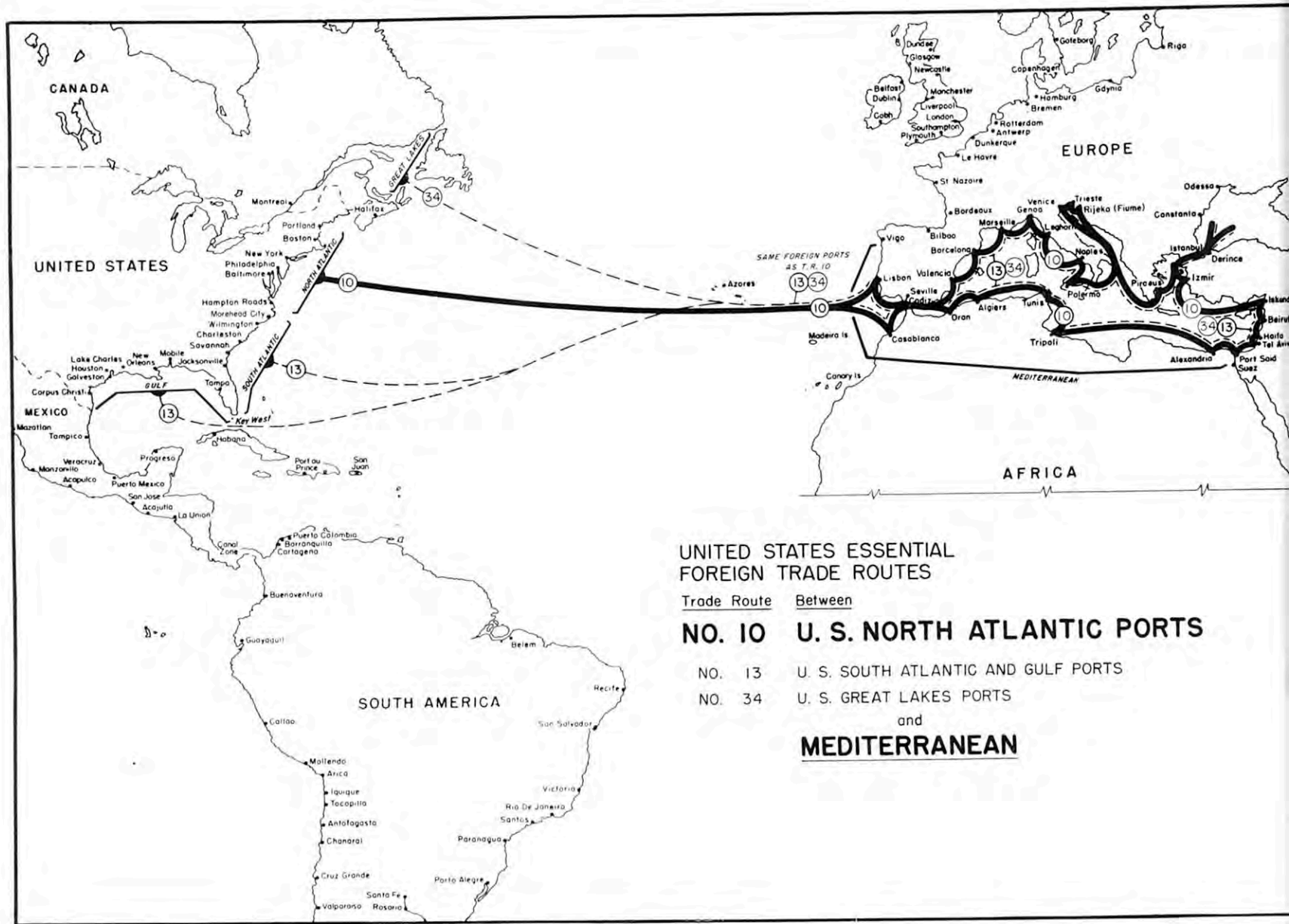
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 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 10

North Atlantic/Mediterranean and Black Sea,
Portugal and Southern Spain, Morocco and the Azores

United States flag vessels continued to improve their percentage of the total commercial containerized cargo tonnage moved on this trade route. Their share rose from 51 percent in 1973 to 67 percent in 1974. Commercial containerized cargo for all flags increased 37 percent while the total amount of containerized commercial cargo tonnage carried by U.S. flag vessels increased 82 percent. More markedly, the 1974 U.S.-flag commercial tonnage figure has increased 269 percent since 1972. American Export Lines, Sea-Land Inc. and Prudential Lines were the only U.S.-flag operators showing movement of containerized cargo on this trade route during 1974.

Alcoholic beverages, preserved vegetables, and tobacco were among the major commodities inbound on this trade route in containers. Major exports that are containerizable include pulps and waster paper, animal oils and fats, waste from textile fabrics, and iron and steel plates, sheets and scrap. The container trade was well balanced between imports and exports.



**UNITED STATES ESSENTIAL
FOREIGN TRADE ROUTES**

Trade Route	Between
NO. 10	U. S. NORTH ATLANTIC PORTS
NO. 13	U. S. SOUTH ATLANTIC AND GULF PORTS
NO. 34	U. S. GREAT LAKES PORTS and MEDITERRANEAN

TRADE ROUTE 10 US N ATL/MED (INCLUDING BLACK SEA)

YEAR	NO. OF CONTAINERS 2/				TOTAL ALL FLAGS 1/				TONNAGE			
	TOTAL		US% COMMERCIAL US%		CUBIC FEET		COMMERCIAL US%		TOTAL		COMMERCIAL US%	
	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%
TOTAL INBOUND & OUTBOUND												
1974	144.0	69.7	131.3	66.9	236,833.6	72.0	217,825.1	69.6	1,906.6	69.1	1,798.8	67.3
1973	109.3	57.5	100.1	53.8	169,815.3	57.3	156,396.5	53.9	1,385.6	53.0	1,316.3	50.7
1972	94.4	48.1	78.6	38.0	139,121.2	46.5	117,406.8	36.8	1,100.3	39.7	988.9	33.2
1971 3/	77.0	63.0	63.1	55.1	97,582.0	65.8	80,333.2	58.5	803.3	56.9	711.1	51.5
1970	73.7	65.4	63.4	59.8	87,465.2	71.5	74,910.3	66.7	683.4	64.4	622.4	60.9
TOTAL INBOUND												
1974	69.4	69.6	67.7	68.9	118,914.7	71.0	116,269.7	70.4	936.7	68.5	923.4	68.1
1973	58.4	52.8	56.6	51.4	92,830.4	52.4	90,376.4	51.2	747.5	48.8	740.7	48.4
1972	51.4	47.1	47.8	43.2	74,203.4	44.4	69,707.7	40.9	615.3	41.5	597.9	39.8
1971 3/	42.6	54.7	40.1	51.9	51,384.7	60.2	48,451.1	57.8	448.5	51.1	440.2	50.1
1970	42.1	60.7	39.8	58.4	49,438.7	64.0	46,794.2	61.9	388.1	59.4	381.1	58.6
TOTAL OUTBOUND												
1974	74.5	69.9	63.5	64.7	117,918.8	72.9	101,555.3	68.6	969.9	69.7	875.4	66.5
1973	50.8	62.9	43.4	56.9	76,984.9	63.3	66,020.0	57.6	638.1	57.8	575.6	53.5
1972	42.9	49.3	30.7	30.0	64,917.8	48.8	47,699.0	30.8	485.0	37.4	391.0	23.1
1971 3/	34.3	73.4	23.0	60.8	46,197.2	72.0	31,882.0	59.6	354.7	64.2	270.9	53.8
1970	31.5	71.8	23.6	62.3	38,026.4	81.2	28,116.0	74.6	295.2	71.0	241.2	64.5

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 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE 10 US N ATL/MED (INCLUDING BLACK SEA)

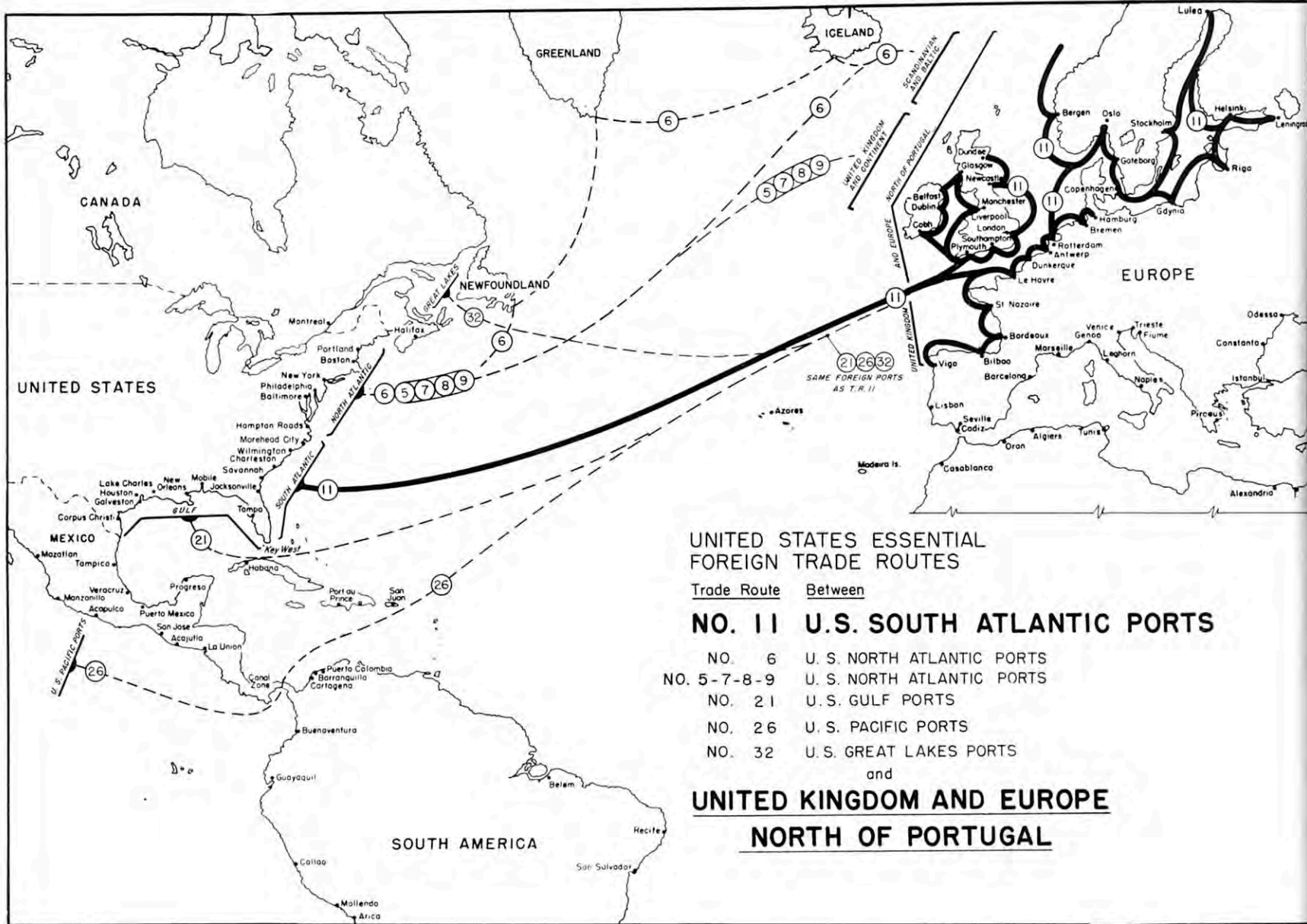
YEAR	NO. OF CONTAINERS 2/		TOTAL U.S. FLAG 1/		TONNAGE	
	TOTAL	COMMERCIAL	CUBIC FEET		TOTAL	COMMERCIAL
			TOTAL	COMMERCIAL		
			TOTAL INBOUND & OUTBOUND			
1974	100.3	87.8	174,407.3	151,579.2	1,317.8	1,211.2
1973	62.8	53.8	97,365.6	84,251.6	733.8	667.0
1972	45.4	29.8	64,623.4	43,195.3	436.6	328.4
1971 3/	48.5	34.8	64,173.2	46,994.9	456.9	366.3
1970	49.2	37.9	62,497.5	49,942.6	440.2	379.1
			TOTAL INBOUND			
1974	48.3	46.6	84,434.5	81,887.8	641.4	628.6
1973	30.8	29.0	48,638.1	46,242.4	365.0	358.7
1972	24.2	20.6	32,974.1	28,482.2	255.4	238.0
1971 3/	23.3	20.8	30,932.8	27,999.1	228.9	220.7
1970	25.5	23.2	31,620.3	28,975.8	230.4	223.4
			TOTAL OUTBOUND			
1974	52.0	41.1	85,972.8	69,691.3	676.3	582.5
1973	32.0	24.7	48,727.5	38,009.1	368.8	308.2
1972	21.1	9.2	31,649.2	14,713.1	181.2	90.3
1971 3/	25.1	13.9	33,240.4	18,995.7	227.9	145.6
1970	22.6	14.7	30,877.2	20,966.8	209.7	155.6

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 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 11
South Atlantic/United Kingdom,
Continental Europe North of Portugal

The amount of containerized commercial cargo on Trade Route No. 11 increased 16 percent during 1974 when compared to 1973 tonnage figures. This increase is far less than the 76 percent increase experienced in 1973, which indicates the extent to which containerization has already penetrated the liner market on this trade. Over half the liner cargo traveling on Trade Route No. 11 in 1974, was carried in containers, and it can therefore be expected that the rapid growth in containerized traffic of the early 1970's will be replaced by a more moderate expansion on this route in the coming years. U.S.-flag vessels ranked second behind vessels flying the United Kingdom flag, in 1974. The United Kingdom vessels carried more containerized commercial cargo than all other flags combined on this trade route. West German flag vessels were the only other vessels that carried a significant amount of containerized cargo during 1974.

Unlike the North Atlantic/Northern Europe trade route, the South Atlantic route is poorly balanced between containerized imports and exports. In 1974, the ratio of exports to imports was 1.8.



TRADE ROUTE 11 US S ATL/UK,IRELD,CONT EUROPE(N OF PTGL)

TOTAL ALL FLAGS 1/

YEAR	NO. OF CONTAINERS 2/				CUBIC FEET				TONNAGE			
	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%
TOTAL INBOUND & OUTBOUND												
1974	46.5	28.6	45.4	27.6	93,281.4	20.3	91,821.3	19.7	787.8	23.2	777.0	22.9
1973	42.4	31.8	41.1	29.9	81,300.7	26.1	79,284.1	24.5	704.8	29.3	669.4	25.9
1972	25.1	19.2	22.8	11.1	48,413.5	16.3	44,502.9	9.6	394.3	10.9	379.9	7.5
1971 3/	8.7	27.8	8.0	21.0	17,582.3	26.5	15,704.0	17.7	144.3	27.1	133.0	20.9
1970	.9	.0	.9	.0	1,409.4	.0	1,409.4	.0	13.4	.0	13.4	.0
TOTAL INBOUND												
1974	17.9	27.3	17.4	27.5	31,756.5	29.1	31,069.9	29.5	279.2	23.8	272.9	24.3
1973	17.1	30.4	16.7	29.3	28,941.7	31.2	28,333.3	29.9	273.2	30.9	246.3	23.6
1972	11.1	18.5	10.1	10.6	19,574.6	18.8	17,531.0	9.3	159.3	10.0	153.5	6.6
1971 3/	3.5	21.1	3.5	21.1	6,012.7	23.7	6,012.7	23.7	50.8	21.7	50.8	21.7
1970	.5	.0	.5	.0	754.1	.0	754.1	.0	6.6	.0	6.6	.0
TOTAL OUTBOUND												
1974	28.6	29.5	27.9	27.7	61,524.9	15.7	60,751.3	14.6	508.5	22.8	504.0	22.1
1973	25.3	32.7	24.3	30.3	52,358.9	23.4	50,950.8	21.5	431.5	28.4	423.0	27.3
1972	14.0	19.8	12.7	11.5	28,838.9	14.7	26,971.9	8.8	234.9	11.5	226.4	8.2
1971 3/	5.2	32.3	4.4	21.0	11,569.6	27.9	9,691.3	13.9	93.4	30.0	82.1	20.4
1970	.3	.0	.3	.0	655.2	.0	655.2	.0	6.7	.0	6.7	.0

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 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE .

TRADE ROUTE 11 US S ATL/UK,IPELD,CONT EUROPE(N OF PTGL)

YEAR	NO. OF CONTAINERS 2/		TOTAL U.S. FLAG 1/		TONNAGE	
	TOTAL	COMMERCIAL	CUBIC FEET		TOTAL	COMMERCIAL
			TOTAL	COMMERCIAL		
			TOTAL INBOUND & OUTBOUND			
1974	13.3	12.5	18,903.1	18,048.2	182.5	177.7
1973	13.5	12.3	21,243.2	19,451.4	206.8	173.5
1972	4.8	2.5	7,901.0	3,990.4	43.0	28.6
1971 3/	2.4	1.6	4,656.1	2,777.9	39.0	27.8
			TOTAL INBOUND			
1974	4.8	4.7	9,245.9	9,164.5	66.5	66.2
1973	5.2	4.9	9,015.9	8,472.2	84.4	58.1
1972	2.0	1.0	3,672.4	1,628.9	15.9	10.0
1971 3/	.7	.7	1,426.1	1,426.1	11.0	11.0
			TOTAL OUTBOUND			
1974	8.4	7.7	9,657.2	8,883.6	116.0	111.5
1973	8.2	7.4	12,227.2	10,979.1	122.4	115.3
1972	2.7	1.4	4,228.5	2,361.5	27.0	18.6
1971 3/	1.6	.9	3,230.0	1,351.8	28.0	16.7

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 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 12

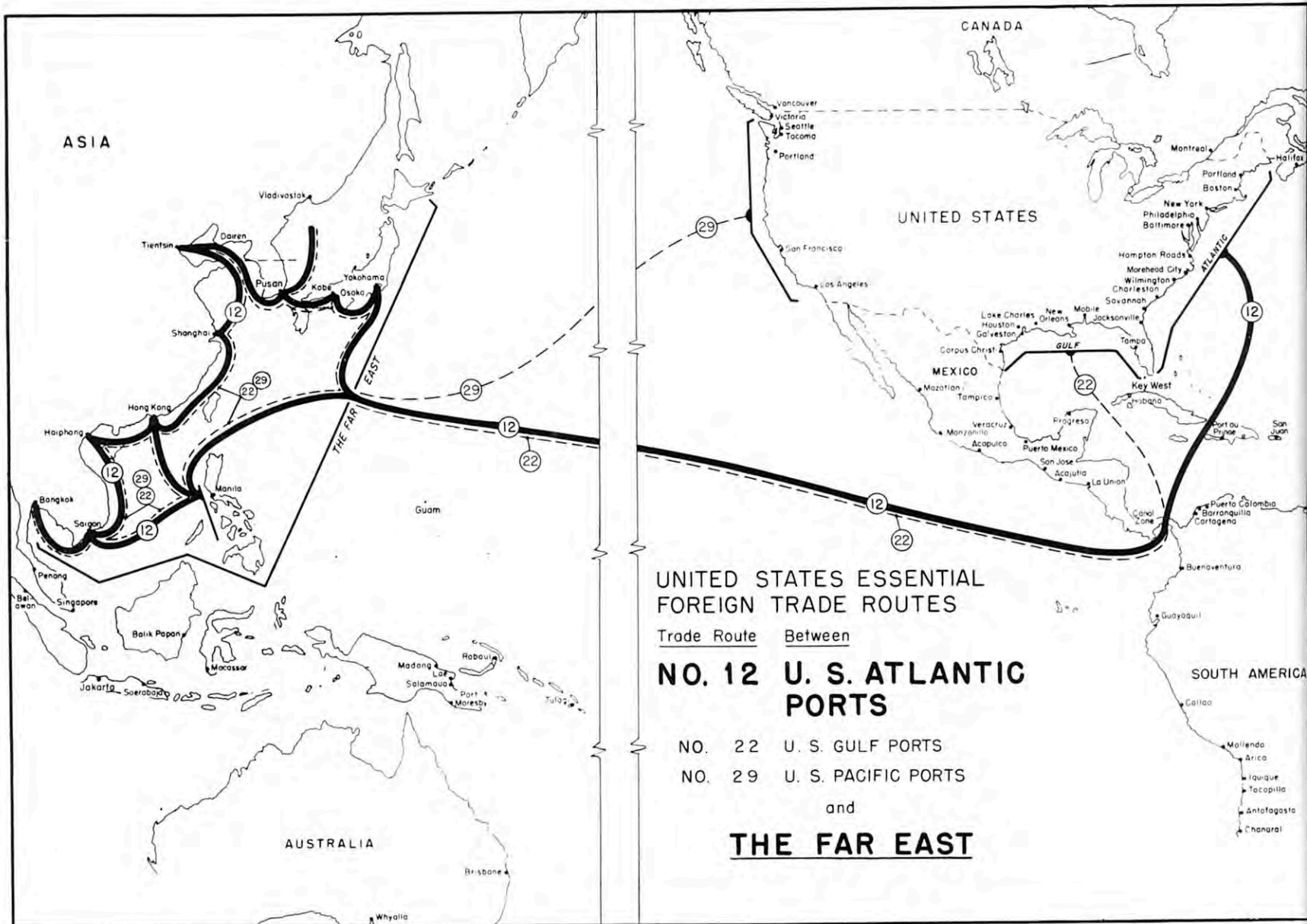
Atlantic/Far East

Trade Route No. 12 is one of the largest U.S. trade routes, and more than half of the commercial liner cargo on this route is containerized.

The growth of containerized commercial cargo movement in this trade during 1974 was 33 percent over 1973. This was far below the average compounded rate of growth of 95 percent for the period from 1970 through 1973.

Japanese flag vessels surpassed U.S.-flag vessels in total commercial tons carried with 37 percent of the total, while U.S.-flag vessels carried 32 percent. Even though the percent of U.S.-flag participation decreased, the amount of commercial cargo carried by U.S.-flag vessels increased by over 125,000 long tons or 23 percent.

Specific commodities which were carried in containers on Trade Route No. 12 include imports of nails, screws and bolts, clothing, preserved vegetables and iron or steel wire, and exports of plastics, paper products, and iron or steel plates and sheets. The container trade is fairly evenly balanced, although import levels have generally been higher than exports on this route.



TRADE ROUTE 12 US ATL/FAR EAST

YEAR	NO. OF CONTAINERS 2/				TOTAL ALL FLAGS 1/				TONNAGE			
	TOTAL		US% COMMERCIAL US%		CUBIC FEET		COMMERCIAL US%		TOTAL		US% COMMERCIAL US%	
	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%
TOTAL INBOUND & OUTBOUND												
1974	164.2	35.2	160.7	35.3	261,682.3	26.4	256,962.2	25.6	2,141.2	32.7	2,102.6	31.8
1973	137.9	41.1	133.7	39.7	209,316.0	35.0	202,965.1	33.4	1,621.7	35.1	1,586.4	34.3
1972	85.3	58.0	82.3	56.8	127,981.0	53.2	123,875.6	52.0	886.6	53.2	863.1	52.3
1971 3/	56.5	79.2	53.2	77.9	71,703.8	81.1	68,292.2	80.2	518.1	79.1	493.0	78.1
1970	27.5	58.3	26.4	56.5	31,291.6	63.4	30,221.5	62.1	215.6	60.6	209.6	59.5
TOTAL INBOUND												
1974	100.0	38.6	98.7	38.5	166,893.1	28.9	164,621.8	28.7	1,174.2	35.9	1,157.9	35.6
1973	83.6	41.6	82.5	40.9	133,497.1	36.4	131,739.7	35.7	822.7	36.3	816.2	35.9
1972	57.9	59.1	57.2	59.0	91,606.2	53.4	90,465.3	53.2	533.7	55.1	528.8	55.1
1971 3/	37.9	83.8	37.8	83.8	50,486.3	85.9	50,382.1	85.9	310.9	85.5	310.5	85.5
1970	19.5	53.5	19.3	53.1	21,942.6	58.7	21,726.4	58.3	138.5	55.4	137.2	55.0
TOTAL OUTBOUND												
1974	64.2	32.4	62.0	30.1	94,789.1	21.9	92,340.4	19.9	967.0	28.7	944.7	27.1
1973	54.2	40.3	51.1	37.6	75,818.9	32.4	71,226.3	29.1	798.9	33.8	770.1	32.6
1972	27.4	55.7	25.0	51.9	36,374.8	52.6	33,410.3	48.7	352.9	50.2	334.3	47.8
1971 3/	18.5	69.7	15.4	63.5	21,217.4	69.8	17,910.1	64.2	207.1	69.6	182.5	65.5
1970	8.0	70.0	7.0	65.8	9,349.0	74.5	8,495.1	72.0	77.1	70.0	72.4	68.0

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 OR A PERCENT .09% OR LESS;
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 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE 12 US ATL/FAR EAST

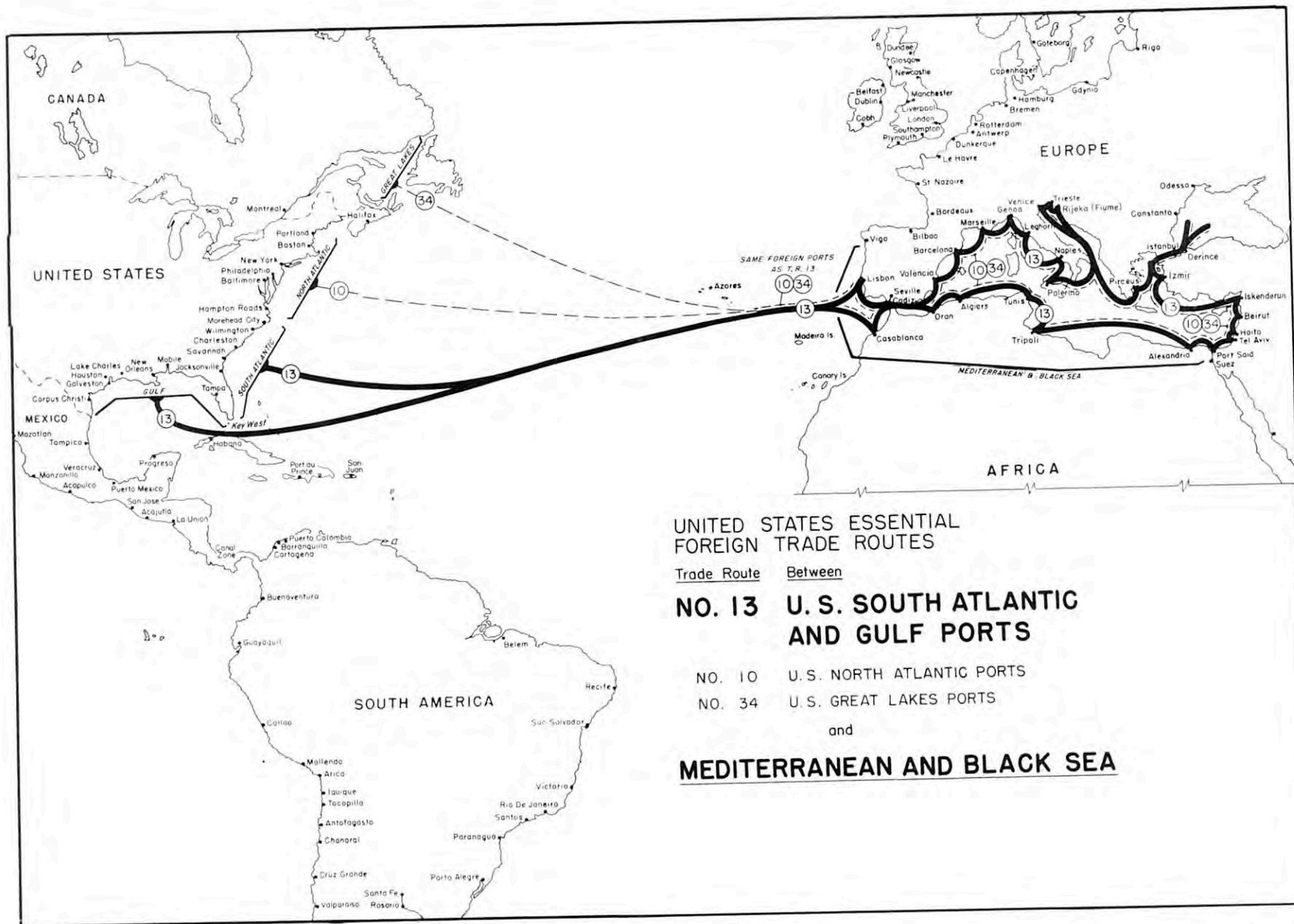
YEAR	NO. OF CONTAINERS 2/		TOTAL U.S. FLAG 1/		TONNAGE	
	TOTAL	COMMERCIAL	CUBIC FEET		TOTAL	COMMERCIAL
			TOTAL	COMMERCIAL		
			TOTAL INBOUND & OUTBOUND			
1974	59.4	56.6	69,801.7	65,730.0	699.1	668.4
1973	56.6	53.0	73,209.3	67,796.0	568.8	543.7
1972	49.5	46.7	68,065.9	64,428.0	471.3	451.1
1971 3/	44.7	41.4	58,181.1	54,770.8	409.9	384.8
1970	16.0	14.9	19,851.3	18,781.2	130.6	124.7
			TOTAL INBOUND			
1974	38.6	38.0	48,222.5	47,327.2	421.1	412.2
1973	34.7	33.7	48,647.3	47,052.7	298.4	292.6
1972	34.2	33.7	48,940.5	48,157.1	294.3	291.2
1971 3/	31.8	31.7	43,375.9	43,271.7	265.8	265.3
1970	10.4	10.2	12,884.3	12,668.0	76.6	75.4
			TOTAL OUTBOUND			
1974	20.7	18.6	20,779.1	18,402.8	277.9	256.2
1973	21.8	19.2	24,562.0	20,743.2	270.3	251.0
1972	15.2	13.0	19,125.3	16,270.8	177.0	159.8
1971 3/	12.9	9.7	14,805.2	11,499.1	144.0	119.4
1970	5.6	4.6	6,967.0	6,113.1	53.9	49.2

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 13

South Atlantic/Mediterranean, Black Sea,
Portugal, Southern Spain, Morocco, and the Azores

U.S.-flag ships carry virtually all the containers moving on Trade Route No. 13. On a percentage basis, containerized traffic has been growing quite rapidly since 1970. Between 1970 and 1974, the growth rate averaged 65 percent annually. Container movements on this trade remain small, however. In 1974, only about seven percent of the liner cargo on this route was containerized.



**UNITED STATES ESSENTIAL
FOREIGN TRADE ROUTES**

Trade Route Between

**NO. 13 U. S. SOUTH ATLANTIC
AND GULF PORTS**

NO. 10 U. S. NORTH ATLANTIC PORTS

NO. 34 U. S. GREAT LAKES PORTS

and

MEDITERRANEAN AND BLACK SEA

TRADE ROUTE 13 US S ATL & GULF/MED(INCLUDING BLACK SEA)

YEAR	NO. OF CONTAINERS 2/				TOTAL ALL FLAGS 1/				TONNAGE			
	TOTAL		COMMERCIAL		TOTAL		COMMERCIAL		TOTAL		COMMERCIAL	
	US%	US%	US%	US%	US%	US%	US%	US%	US%	US%	US%	
	CUBIC FEET											
	TOTAL INBOUND & OUTBOUND											
1974	9.1	97.8	8.5	97.6	13,839.9	97.6	12,871.2	97.4	122.5	97.9	114.6	97.7
1973	7.5	96.6	7.5	96.6	10,401.2	96.2	10,285.0	96.2	95.2	96.3	94.6	96.2
1972	3.1	91.2	2.9	90.5	3,651.6	87.2	3,360.8	85.2	36.5	90.2	34.5	89.6
1971 3/	1.3	97.7	1.3	97.6	1,422.1	97.2	1,392.4	97.1	12.3	96.4	12.0	96.3
1970	.7	99.1	.7	99.0	907.5	99.2	896.2	99.2	9.7	99.2	9.5	99.2
	TOTAL INBOUND											
1974	5.2	97.5	5.2	97.5	7,767.3	96.9	7,762.9	96.9	72.3	97.5	72.3	97.5
1973	4.2	97.4	4.2	97.4	5,319.2	97.1	5,299.3	97.0	50.7	97.5	50.6	97.5
1972	2.5	91.3	2.5	91.2	2,750.7	85.8	2,724.1	85.7	29.2	89.9	29.1	89.8
1971 3/	1.1	97.7	1.1	97.7	1,065.1	97.2	1,065.1	97.2	9.1	95.5	9.1	95.5
1970	.4	98.4	.4	98.4	433.9	98.3	433.9	98.3	5.0	98.4	5.0	98.4
	TOTAL OUTBOUND											
1974	3.8	98.1	3.2	97.7	6,072.6	98.5	5,108.3	98.2	50.1	98.4	42.3	98.1
1973	3.3	95.6	3.2	95.5	5,081.9	95.3	4,985.6	95.2	44.5	94.9	44.0	94.8
1972	.6	90.8	.4	86.9	900.8	91.5	636.7	88.1	7.2	91.5	5.3	88.6
1971 3/	.2	97.3	.1	96.9	357.0	97.2	327.2	96.9	3.1	98.8	2.9	98.7
1970	.3	100.0	.2	100.0	473.6	100.0	462.3	100.0	4.6	100.0	4.5	100.0

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 OR A PERCENT .09% OR LESS;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE 13 US S ATL & GULF/MED (INCLUDING BLACK SEA)

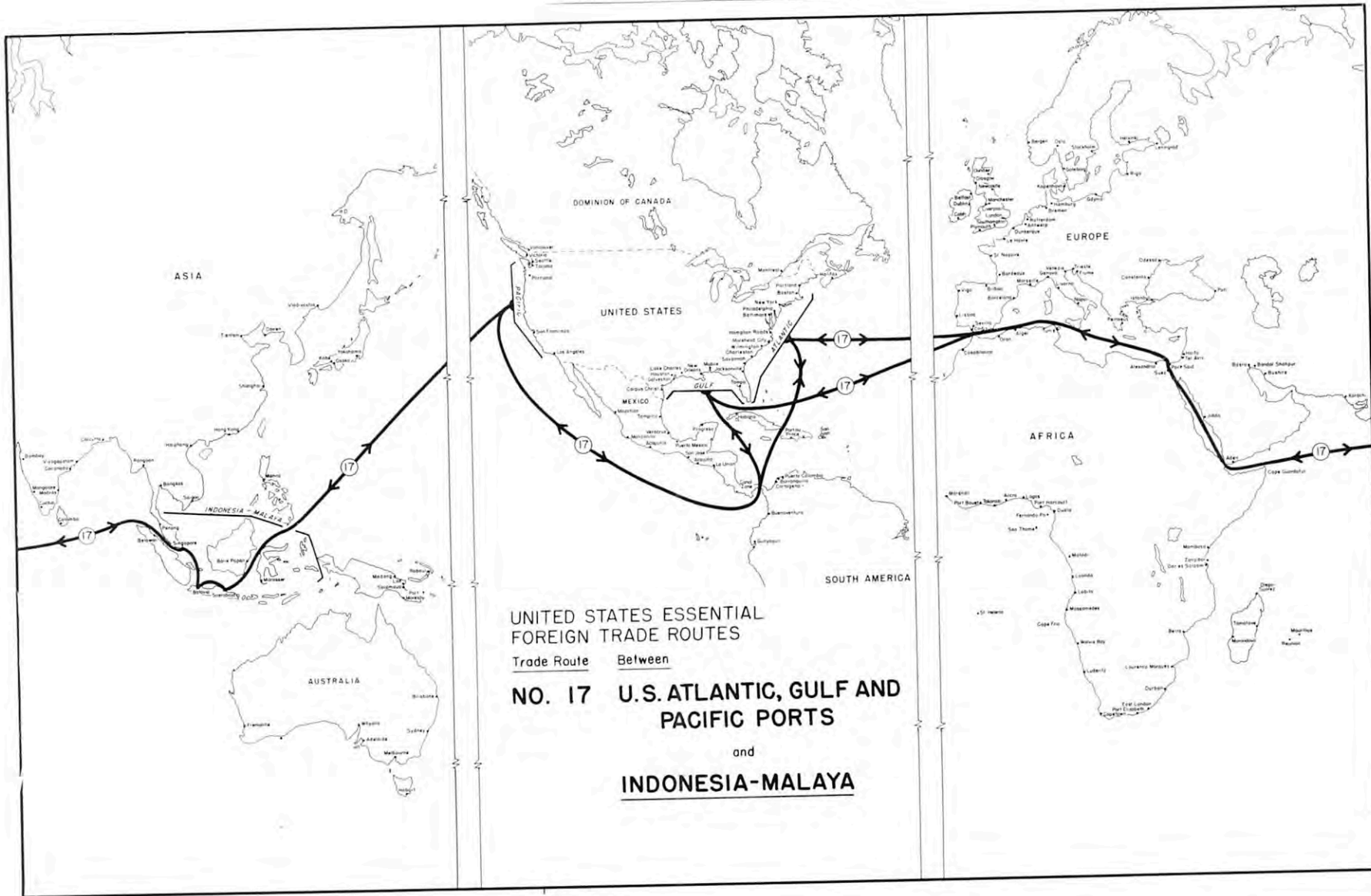
YEAR	NO. OF CONTAINERS 2/		TOTAL U.S. FLAG 1/		TONNAGE	
	TOTAL	COMMERCIAL	CUBIC FEET		TOTAL	COMMERCIAL
			TOTAL	COMMERCIAL		
			TOTAL INBOUND & OUTBOUND			
1974	8.9	8.3	13,505.7	12,537.0	119.9	112.0
1973	7.3	7.2	10,006.8	9,890.6	91.7	91.0
1972	2.9	2.6	3,184.8	2,895.5	32.9	30.9
1971 3/	1.3	1.3	1,381.8	1,352.0	11.8	11.6
1970	.7	.7	900.3	889.0	9.6	9.4
			TOTAL INBOUND			
1974	5.1	5.1	7,524.8	7,520.4	70.5	70.5
1973	4.1	4.1	5,162.6	5,142.7	49.4	49.3
1972	2.3	2.2	2,361.0	2,334.3	26.2	26.1
1971 3/	1.1	1.1	1,034.8	1,034.8	8.7	8.7
1970	.4	.4	426.7	426.7	4.9	4.9
			TOTAL OUTBOUND			
1974	3.8	3.1	5,980.8	5,016.6	49.3	41.5
1973	3.1	3.1	4,844.2	4,747.9	42.2	41.7
1972	.5	.3	823.8	561.2	6.6	4.7
1971 3/	.2	.1	346.9	317.1	3.0	2.8
1970	.3	.2	473.6	462.3	4.6	4.5

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 17
U.S. Atlantic, Gulf, Pacific/
Indonesia, Malaysia, Singapore

Commercial container tonnage on Trade Route No. 17 rose 77 percent in 1974. Despite rapid growth in container traffic on this route over the past five years, containerized cargo still accounts for only a small portion of total liner tonnage moving in this trade. In 1974, less than 10 percent of the liner cargo traveling between the United States and Indonesia, Malaysia and Singapore was carried in containers.

The U.S. fleet carried over 80 percent of the container traffic on this route in 1974. This was a marked improvement over 1972, when U.S. participation was only 46 percent. Containerized export tonnage was more than double the level of import tonnage in 1974, and Defense Department tonnage was negligible.



UNITED STATES ESSENTIAL
 FOREIGN TRADE ROUTES
 Trade Route Between
**NO. 17 U.S. ATLANTIC, GULF AND
 PACIFIC PORTS**
 and
INDONESIA-MALAYA

TRADE ROUTE 17 US ATL,GULF & PAC/INDONES,MALAYS,SINGAPR

YEAR	NO. OF CONTAINERS 2/				TOTAL ALL FLAGS 1/				TONNAGE			
	TOTAL		US% COMMERCIAL US%		CUBIC FEET		COMMERCIAL US%		TOTAL		US% COMMERCIAL US%	
	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%
TOTAL INBOUND & OUTBOUND												
1974	13.3	79.2	12.8	78.3	14,394.5	74.9	13,888.6	74.0	172.2	82.1	165.2	81.3
1973	8.8	74.9	8.1	73.3	9,299.6	73.0	8,601.4	71.2	102.9	80.0	93.5	78.4
1972	3.1	51.0	2.9	53.2	3,178.4	44.9	3,061.6	46.5	25.6	44.3	24.7	45.9
1971 3/	1.6	47.4	1.6	47.9	1,478.2	43.4	1,460.4	43.9	15.1	46.4	14.8	47.2
1970	.9	59.9	.9	59.5	728.3	57.7	723.3	57.4	8.0	63.1	8.0	63.0
TOTAL INBOUND												
1974	3.5	96.0	3.5	96.0	3,816.4	94.8	3,816.4	94.8	50.7	95.6	50.7	95.6
1973	3.0	85.2	3.0	85.3	3,521.3	81.9	3,518.8	81.9	31.0	88.6	31.0	88.6
1972	1.5	78.6	1.5	78.6	1,579.6	70.7	1,578.8	70.7	10.0	72.2	10.0	72.2
1971 3/	.5	66.7	.5	66.7	494.7	60.8	494.7	60.8	4.0	64.7	4.0	64.7
1970	.1	74.7	.1	74.7	130.6	80.0	130.6	80.0	.9	87.6	.9	87.6
TOTAL OUTBOUND												
1974	9.8	73.2	9.2	71.5	10,578.1	67.8	10,072.2	66.2	121.5	76.4	114.4	75.0
1973	5.7	69.4	5.0	66.0	5,778.2	67.7	5,082.6	63.8	71.9	76.3	62.5	73.4
1972	1.5	24.0	1.4	26.1	1,598.8	19.3	1,482.8	20.8	15.5	26.1	14.6	27.7
1971 3/	1.1	37.6	1.0	38.3	983.5	34.7	965.7	35.2	11.1	39.9	10.8	40.7
1970	.7	56.2	.7	55.7	597.6	52.8	592.6	52.4	7.1	60.0	7.1	59.9

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 OR A PERCENT .09% OR LESS;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE 17 US ATL,GULF & PAC/INDONES,MALAYS,SINGAPP

YEAR	NO. OF CONTAINERS 2/		TOTAL U.S. FLAG 1/		TONNAGE	
	TOTAL	COMMERCIAL	CUBIC FEET		TOTAL	COMMERCIAL
			TOTAL	COMMERCIAL		
			TOTAL INBOUND & OUTBOUND			
1974	10.6	10.0	10,786.7	10,280.8	141.3	134.3
1973	6.6	6.0	6,793.2	6,127.1	82.3	73.4
1972	1.5	1.5	1,426.1	1,424.6	11.3	11.3
1971 3/	.7	.7	641.9	640.9	7.0	7.0
1970	.5	.5	420.2	415.2	5.1	5.0
			TOTAL INBOUND			
1974	3.4	3.4	3,616.7	3,616.7	48.5	48.5
1973	2.6	2.6	2,883.5	2,883.5	27.5	27.5
1972	1.2	1.2	1,116.8	1,116.1	7.2	7.2
1971 3/	.3	.3	300.6	300.6	2.5	2.5
1970	.1	.1	104.5	104.5	.7	.7
			TOTAL OUTBOUND			
1974	7.1	6.6	7,170.0	6,664.1	92.8	85.8
1973	4.0	3.3	3,909.6	3,243.6	54.8	45.9
1972	.3	.3	309.2	308.4	4.0	4.0
1971 3/	.4	.4	341.3	340.3	4.4	4.4
1970	.4	.4	315.7	310.7	4.3	4.2

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 PLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 29
Pacific, Hawaii, Alaska/Far East

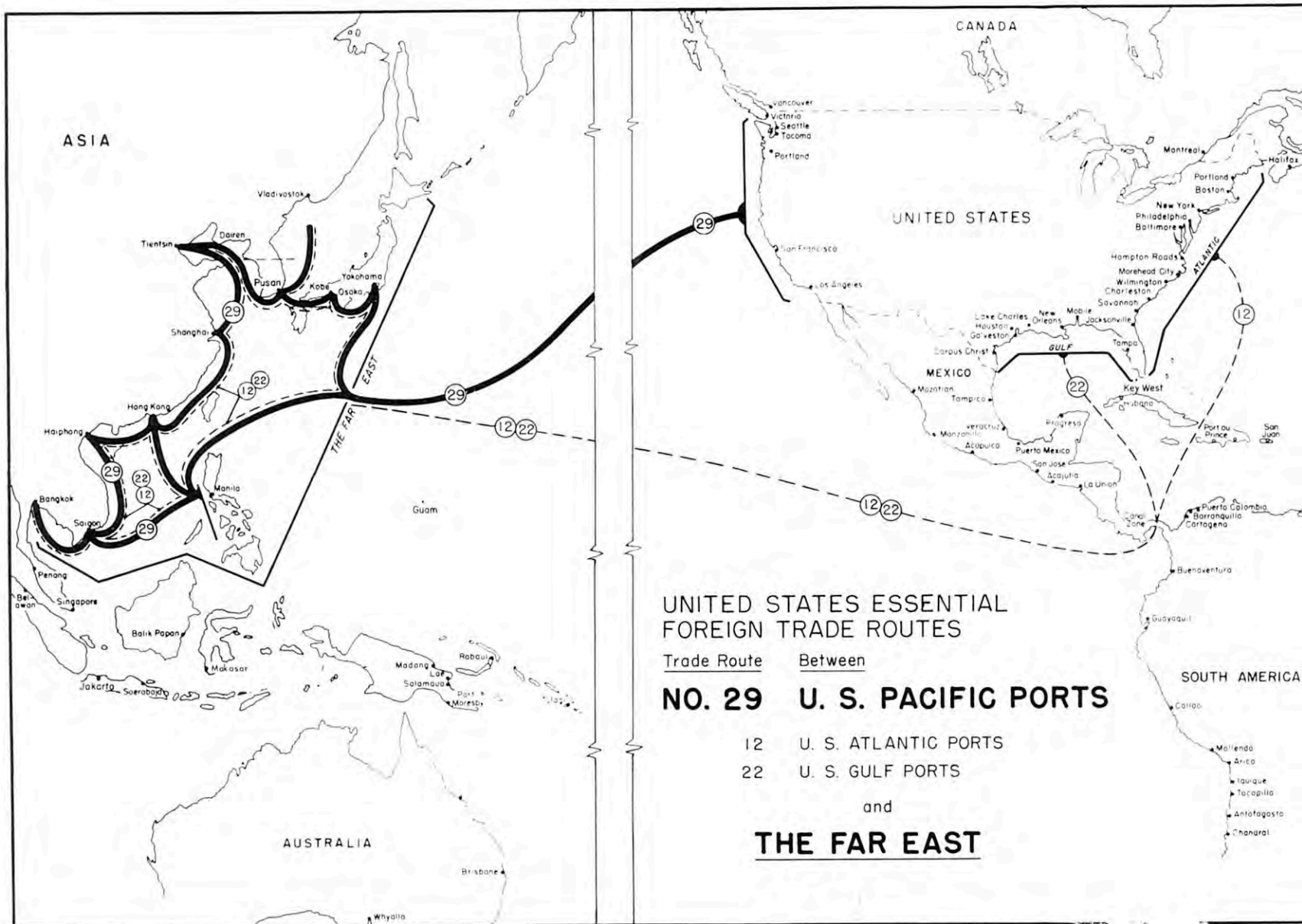
The U.S. Pacific/Far East trade route is the most active route in U.S. foreign trade in terms of liner cargo, and the second most active in terms of containerized cargo. In 1974, over five million tons of containerized cargo moved on Trade Route No. 29, for an increase of 18 percent over 1973 levels and 87 percent over 1972 levels.

The United States carried 42 percent of the containers moving in this trade in 1974, while Japanese-flag vessels carried 40 percent. This was only the second time in the last five years that U.S.-flag vessels have carried more containerized commercial cargo than the Japanese fleet.

The growth from 1973 to 1974 of containerized commercial cargo tons moved on this trade route by United States flag vessels was quite substantial at 597,000 tons, or 39 percent.

The Russian fleet's share of the container market on this route remained the same as in 1973, 3 percent. Their rate of growth was equal to the rate of growth of the trade route as a whole, 18 percent.

Container exports surpassed imports by only 11 percent in 1974, indicating a fairly balanced trade on this route in terms of cargo tonnage. The number of inbound containers surpassed the number outbound, however, by 34 percent.



UNITED STATES ESSENTIAL FOREIGN TRADE ROUTES

Trade Route Between

NO. 29 U. S. PACIFIC PORTS

12 U. S. ATLANTIC PORTS

22 U. S. GULF PORTS

and

THE FAR EAST

TRADE ROUTE 29 US PAC, HAW & ALAS/FAR EAST

YEAR	NO. OF CONTAINERS 2/				CUBIC FEET				TONNAGE			
	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%	TOTAL	US%	COMMERCIAL	US%
	TOTAL INBOUND & OUTBOUND											
1974	457.4	49.0	405.7	43.2	722,178.4	46.3	645,340.1	40.5	5,748.7	48.2	5,055.8	41.9
1973	405.3	45.8	360.3	39.2	603,768.9	42.2	543,812.0	36.2	4,826.2	42.4	4,293.9	35.5
1972	324.2	59.8	257.8	49.7	511,277.4	49.6	424,871.7	39.6	3,484.6	57.9	2,707.9	46.1
1971 3/	259.1	61.1	179.9	44.0	334,798.0	66.3	216,926.3	48.0	2,801.6	62.5	1,764.2	40.6
1970	265.0	60.3	181.5	42.2	320,962.1	65.8	204,708.6	46.6	2,781.3	64.2	1,688.7	41.3
TOTAL INBOUND												
1974	237.6	45.8	232.5	44.7	391,856.9	46.7	382,851.2	45.5	2,452.9	45.5	2,394.5	44.2
1973	209.3	45.6	205.3	44.5	329,471.8	44.8	321,914.1	43.6	1,958.3	41.0	1,927.6	40.1
1972	173.4	57.5	165.0	55.3	274,022.0	52.0	258,757.8	49.2	1,436.5	53.9	1,367.1	51.6
1971 3/	131.5	57.5	118.2	52.7	175,159.5	61.7	151,868.7	55.9	1,087.1	57.8	961.1	52.3
1970	138.8	52.4	126.9	48.0	164,694.7	60.0	144,091.7	54.3	1,135.3	57.1	1,001.2	51.4
TOTAL OUTBOUND												
1974	219.8	52.5	173.2	41.1	330,321.5	45.9	262,488.8	33.3	3,295.8	50.2	2,661.3	39.9
1973	196.0	45.8	155.0	32.0	274,297.0	39.1	221,897.9	25.4	2,867.9	43.3	2,366.3	31.7
1972	150.7	62.4	92.8	39.8	237,255.4	46.9	166,113.9	24.8	2,048.1	60.6	1,340.7	40.5
1971 3/	127.6	64.8	61.6	27.2	159,638.5	71.3	65,057.5	29.7	1,714.4	65.5	803.1	26.5
1970	126.1	69.0	54.5	28.8	156,235.0	71.9	60,616.9	28.2	1,645.7	69.1	687.4	26.5

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 OR A PERCENT .09% OR LESS;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.

2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.

3/ LONGSHORE STRIKE

TRADE ROUTE 29 US PAC, HAW & ALAS/FAR EAST

YEAR	NO. OF CONTAINERS 2/		TOTAL U.S. FLAG 1/ CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
	TOTAL INBOUND & OUTBOUND					
1974	224.3	175.0	334,643.0	261,593.3	2,771.8	2,120.2
1973	185.4	141.2	255,027.7	196,631.5	2,043.9	1,523.2
1972	193.7	128.2	253,574.9	168,336.4	2,016.0	1,248.4
1971 3/	158.2	79.0	221,934.6	104,133.1	1,752.2	715.8
1970	159.7	76.6	211,201.8	95,403.5	1,785.5	696.6
TOTAL INBOUND						
1974	108.8	103.8	133,142.0	174,259.2	1,116.7	1,059.1
1973	95.5	91.6	147,723.2	140,236.4	802.9	772.6
1972	99.6	91.2	142,411.8	127,188.6	774.2	704.9
1971 3/	75.6	62.3	108,120.2	84,843.5	628.8	502.9
1970	72.7	60.9	98,896.8	78,293.7	648.4	514.3
TOTAL OUTBOUND						
1974	115.4	71.2	151,500.9	87,334.0	1,655.0	1,061.0
1973	89.8	49.5	107,304.5	56,395.1	1,241.0	750.5
1972	94.1	36.9	111,163.1	41,147.8	1,241.8	543.5
1971 3/	82.6	16.7	113,814.3	19,289.5	1,123.4	212.9
1970	86.9	15.7	112,272.7	17,109.8	1,136.7	182.2

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

In the following section only the statistics for total container traffic on each trade route are presented. Fewer than three U.S. operators were active on these routes in 1974, and thus information concerning U.S.-flag container traffic is considered proprietary and cannot be published.

TRADE ROUTE 01 US ATL/EAST COAST SOUTH AMERICA

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL FLAGS 1/		TONNAGE	
	TOTAL	COMMERCIAL	CUBIC FEET		TOTAL	COMMERCIAL
			TOTAL	COMMERCIAL		
			TOTAL INBOUND & OUTBOUND			
1974	15.6	15.5	23,775.3	23,696.4	154.0	153.4
1973	9.9	9.9	14,071.6	14,067.2	86.0	86.0
1972	4.9	4.9	15,926.1	15,899.3	41.5	41.4
1971 3/	3.3	3.3	4,758.8	4,758.8	28.5	28.5
1970	3.3	3.3	4,378.8	4,360.2	28.0	27.9
			TOTAL INBOUND			
1974	7.2	7.1	10,284.0	10,205.9	61.1	60.5
1973	4.6	4.6	5,837.9	5,837.9	33.7	33.7
1972	2.7	2.7	7,713.3	7,713.3	21.8	21.8
1971 3/	1.8	1.8	2,525.2	2,525.2	15.3	15.3
1970	1.6	1.6	1,954.5	1,947.3	12.9	12.8
			TOTAL OUTBOUND			
1974	8.4	8.4	13,491.3	13,490.4	92.9	92.9
1973	5.3	5.3	8,233.7	8,229.3	52.3	52.2
1972	2.2	2.2	8,212.7	8,185.9	19.7	19.5
1971 3/	1.5	1.5	2,233.5	2,233.5	13.2	13.2
1970	1.6	1.6	2,424.3	2,412.8	15.1	15.0

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 1
Atlantic/East Coast South America

Commercial container traffic between the East Coast of the U.S. and the East Coast of South America is not heavy, but it has shown impressive growth over the past five years. Commercial tonnage increased 78 percent between 1973 and 1974, following a 107 percent increase between 1973 and 1972. The fleets of the United States and Brazil dominate this trade, with the United States holding the largest share. Together they carry about 90 percent of the containers traveling on Trade Route No. 1. Defense Department tonnage was negligible on this route in 1974.

TRADE ROUTE 06 US N ATL/SCAND & BALTIC,NFLD,GRNLD,ICLD

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
	TOTAL INBOUND & OUTBOUND					
1974	24.1	22.5	36,820.3	34,295.6	375.1	349.5
1973	23.2	23.2	37,715.1	37,715.1	371.5	371.5
1972	18.9	18.9	33,427.6	33,341.3	289.9	288.8
1971 3/	18.1	17.4	29,268.3	27,833.9	272.7	259.5
1970	18.5	18.3	30,302.8	29,920.3	265.7	262.7
TOTAL INBOUND						
1974	12.4	12.3	18,710.0	18,695.1	194.6	194.4
1973	12.7	12.7	20,671.3	20,671.3	206.5	206.5
1972	11.1	11.0	20,844.3	20,800.0	175.4	174.7
1971 3/	9.4	9.4	15,256.4	15,256.4	143.1	143.1
1970	9.0	9.0	14,922.8	14,922.8	130.2	130.2
TOTAL OUTBOUND						
1974	11.7	10.1	18,110.3	15,600.4	180.5	155.1
1973	10.5	10.5	17,043.7	17,043.7	165.0	165.0
1972	7.8	7.8	12,583.2	12,541.2	114.4	114.0
1971 3/	8.7	8.0	14,011.9	12,577.5	129.6	116.4
1970	9.5	9.3	15,380.0	14,997.5	135.4	132.5

1/ UNITS IN THOUSANDS; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 6

North Atlantic/Scandinavian and
Baltic Ports (Including Newfoundland)

Containerized commercial cargo tonnage moving on Trade Route No. 6 during 1974 experienced a six percent decrease from 1973. The leading flag on this trade route was the United Kingdom, followed by West Germany and Sweden. U.S.-flag vessel carriage was of limited significance.

Trade on this route was fairly evenly balanced between inbound and outbound traffic. Defense Department tonnage was only seven percent of total containerized cargo carried on Route 6 in 1974.

TRADE ROUTE 16 US ATL & GULF/AUSTRALASIA

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL FLAGS 1/		TONNAGE	
	TOTAL	COMMERCIAL	CUBIC FEET		TOTAL	COMMERCIAL
			TOTAL	COMMERCIAL		
			TOTAL INBOUND & OUTBOUND			
1974	64.5	64.1	65,169.5	64,810.5	902.0	897.2
1973	51.9	51.8	43,840.9	43,739.5	709.2	707.7
1972	33.0	33.0	25,657.0	25,657.0	460.8	460.8
1971 3/	10.6	10.5	9,087.5	9,057.6	120.2	119.8
1970	4.1	4.1	4,900.3	4,900.3	40.6	40.6
			TOTAL INBOUND			
1974	22.0	22.0	25,709.9	25,709.9	316.7	316.7
1973	21.7	21.7	18,790.4	18,790.4	315.5	315.5
1972	17.6	17.6	13,695.0	13,695.0	268.1	268.1
1971 3/	3.7	3.7	3,356.6	3,356.6	45.2	45.2
1970	2.0	2.0	2,978.6	2,978.6	17.8	17.8
			TOTAL OUTBOUND			
1974	42.5	42.1	39,459.6	39,100.5	585.2	580.4
1973	30.2	30.1	25,050.4	24,949.0	393.6	392.2
1972	15.4	15.4	11,962.0	11,962.0	192.7	192.7
1971 3/	6.8	6.8	5,730.8	5,701.0	75.0	74.6
1970	2.1	2.1	1,921.6	1,921.6	22.7	22.7

1/ UNITS IN THOUS. TONS IN LONG TONS (2,240LBS);

ZERO FIELD INDICATES A COUNT OF 99 OR LESS

BLANKS INDICATE ABSENCE OF DATA;

TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.

2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.

3/ LONGSHORE STRIKE

TRADE ROUTE NO. 16
Atlantic, Gulf/Australasia

Containerized cargo tonnage moving on Trade Route No. 16 exceeded the 900,000 tons mark during 1974. This was a 27 percent increase over tonnage transported during 1973. The average compounded growth rate for this trade route since 1970 was 139 percent.

The top four flags of registry carrying containerized commercial cargo on this trade route were the United Kingdom, West Germany, United States and Australia. These four flags combined carried 99 percent of all containerized commercial cargo on this route.

Fresh, chilled or frozed meat; chemical products and metals; cheese and curd; milk and cream; and wool and other animal hair were the five major commodities in terms of tons shipped inbound in liner service. Paper and paperboard; manufactured fertilizers; plastic materials and synthetic resins; road motor vehicles and parts; and chemical products and metals were the five major commodities in terms of tons shipped outbound in liner service. Over 70 percent of the liner cargo moving in this trade was containerized, and the ratio of exports to imports was 1.8.

TRADE ROUTE 18 US ATL & GULF/IND,PAK,SRL,BUR,PG,RED'S,BANGL

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
TOTAL ALL FLAGS 1/						
TOTAL INBOUND & OUTBOUND						
1974	5.8	5.7	4,730.0	4,703.2	41.6	41.4
1973	.9	.9	910.0	910.0	6.6	6.6
1972	.5	.5	514.7	502.3	4.2	4.1
1971 3/	.3	.3	426.3	426.3	2.5	2.5
1970	.1	.1	96.0	96.0	.9	.9
TOTAL INBOUND						
1974	3.9	3.9	3,013.8	3,013.8	30.7	30.7
1973	.1	.1	127.4	127.4	1.6	1.6
1972	.2	.2	191.7	191.7	2.0	2.0
1971 3/	.2	.2	308.7	308.7	1.8	1.8
1970	.0	.0	59.7	59.7	.6	.6
TOTAL OUTBOUND						
1974	1.8	1.8	1,716.1	1,689.4	10.9	10.6
1973	.8	.8	782.6	782.6	5.0	5.0
1972	.3	.3	323.0	310.6	2.1	2.1
1971 3/	.1	.1	117.5	117.5	.7	.7
1970	.0	.0	36.3	36.3	.3	.3

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 18
Atlantic and Gulf/India, Persian Gulf,
Red Sea, Pakistan and Burma

Container traffic on Trade Route No. 18 has always been light. Less than six thousand containers moved on it in 1974. This was a dramatic increase from prior years, however, when less than one thousand containers traveled this route. Container imports were much larger than exports in 1974, although in the liner trade as a whole, exports surpassed imports by 138 percent.

The U.S. fleet carried a majority of the containers traveling on this route in 1974.

TRADE ROUTE 19 US GULF/CARIBBEAN,EAST COAST MEXICO

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
TOTAL ALL FLAGS 1/						
TOTAL INBOUND & OUTBOUND						
1974	3.1	3.1	5,375.3	5,374.2	57.2	57.2
1973	2.0	2.0	3,858.0	3,841.5	24.4	24.3
1972	.3	.3	346.0	346.0	2.1	2.1
1971 3/	.2	.1	257.0	132.5	1.7	.4
1970	.0	.0	74.6	54.1	.4	.2
TOTAL INBOUND						
1974	.6	.6	1,362.0	1,362.0	10.4	10.4
1973	.1	.1	406.9	406.9	1.0	1.0
1972	.0	.0	19.2	19.2	.0	.0
1971 3/	.0	.0	10.0	10.0	.0	.0
TOTAL OUTBOUND						
1974	2.5	2.5	4,013.2	4,012.1	46.8	46.7
1973	1.8	1.8	3,451.1	3,434.6	23.4	23.3
1972	.3	.3	326.8	326.8	2.0	2.0
1971 3/	.2	.1	246.9	122.4	1.7	.4
1970	.0	.0	64.6	44.1	.4	.2

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 19
Gulf/Caribbean (Including
Cristobal and East Coast of Mexico)

Less than four percent of the liner traffic on Trade Route No. 19 in 1974 was containerized. Of that cargo which did travel in containers, the major portion was carried in ships under the flag of the United Kingdom or its colonies. United States participation was not significant. Although commercial containerized cargo more than doubled between 1973 and 1974, the total number of commercial containers traveling on this route was only three thousands in 1974. Containerized export tonnage surpassed import tonnage by 350 percent.

TRADE ROUTE 21 US GULF/UK,IRELD,CONT EUROPE(N OF PTGL)

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
	TOTAL ALL FLAGS 1/					
TOTAL INBOUND & OUTBOUND						
1974	61.5	60.7	124,033.6	122,913.4	891.5	880.4
1973	45.2	44.4	90,428.9	89,286.8	703.5	692.7
1972	19.6	17.8	34,571.7	31,531.2	283.2	259.0
1971 3/	9.7	7.8	11,065.0	10,027.1	126.3	115.4
1970	7.1	6.3	8,784.2	8,179.4	91.7	83.8
TOTAL INBOUND						
1974	27.4	27.3	58,751.5	58,716.3	348.6	348.4
1973	17.4	17.3	33,998.3	33,864.8	220.6	220.0
1972	9.3	9.0	16,140.8	15,552.3	118.9	116.8
1971 3/	7.3	3.2	4,285.0	4,135.7	39.2	38.8
1970	3.6	3.6	4,545.2	4,523.9	46.9	46.8
TOTAL OUTBOUND						
1974	34.0	33.3	65,282.1	64,197.1	542.8	531.9
1973	27.8	27.0	56,430.5	55,422.0	482.9	472.6
1972	10.2	8.7	18,430.8	15,978.8	164.2	142.1
1971 3/	5.3	4.6	6,779.9	5,891.3	87.1	76.6
1970	3.4	2.7	4,239.0	3,655.4	44.7	37.0

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
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 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 21
Gulf/United Kingdom and Ireland,
Continental Europe North of Portugal

Movement of containerized commercial cargo tonnage on Trade Route No. 21 increased 27 percent in 1974 as compared to 1973. The average compounded growth rate since 1970 was 80 percent.

U.S.-flag vessels carried more containerized cargo than all other flags combined. Vessels under the flags of West Germany and Finland, which ranked second and third respectively, were the only other flags carrying a significant amount of containerized cargo. About 22 percent of the total liner traffic on this route was containerized in 1974. The ratio of export containers to import containers was 1.5.

TRADE ROUTE 22 US GULF/FAR EAST

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL FLAGS 1/ CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
	TOTAL INBOUND & OUTBOUND					
1974	3.0	2.9	3,971.1	3,824.3	36.4	34.9
1973	6.5	6.3	8,602.9	8,345.7	63.9	61.3
1972	3.2	3.1	5,013.3	4,961.8	25.3	24.8
1971 3/	2.2	2.2	2,079.5	2,050.2	16.5	16.2
1970	.7	.6	625.4	568.8	5.1	4.7
TOTAL INBOUND						
1974	1.9	1.9	2,364.2	2,354.9	20.1	20.0
1973	4.6	4.6	5,919.0	5,893.5	37.4	37.3
1972	2.5	2.5	4,091.0	4,063.6	16.3	16.0
1971 3/	1.6	1.6	1,563.7	1,563.7	10.4	10.4
1970	.5	.5	481.2	464.8	3.4	3.4
TOTAL OUTBOUND						
1974	1.1	1.0	1,606.9	1,469.4	16.2	14.8
1973	1.8	1.7	2,683.8	2,452.2	26.4	23.9
1972	.6	.6	922.3	898.1	9.0	8.7
1971 3/	.5	.5	515.7	486.4	6.1	5.7
1970	.1	.1	144.2	104.0	1.6	1.3

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
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 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 22

Gulf/Far East

Commercial container traffic had been increasing rapidly on this route through 1973, but in 1974 containerized tonnage decreased 43 percent from 1973 levels. Traffic decreased in both the inbound and outbound directions. Only about two percent of the liner traffic in this trade was containerized in 1974. Container imports surpasses container exports, although in the liner trade as a whole, exports are more than double imports. The United States, Liberian, and Japanese fleets dominate container traffic on this route with the United States carrying the largest share.

TRADE ROUTE 23 US PAC/CARIBBEAN,EAST COAST MEXICO

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL FLAGS 1/		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
			CUBIC FEET			
			TOTAL INBOUND & OUTBOUND			
1974	.4	.4	338.6	338.6	6.2	6.2
1973	.7	.7	666.5	664.1	11.7	11.6
1972	.2	.2	230.5	228.1	3.3	3.2
1971 3/	.0	.0	38.1	38.1	.4	.4
1970	.0	.0	42.5	42.5	.3	.3
			TOTAL INBOUND			
1974	.0	.0	20.2	20.2	.3	.3
1973	.0	.0	15.0	15.0	.1	.1
1972	.0	.0	14.1	14.1	.1	.1
			TOTAL OUTBOUND			
1974	.7	.3	318.4	318.4	5.9	5.9
1973	.7	.7	651.5	649.1	11.5	11.5
1972	.2	.2	216.4	214.0	3.2	3.1
1971 3/	.0	.0	38.1	38.1	.4	.4
1970	.0	.0	42.5	42.5	.3	.3

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
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 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 23
Pacific/Caribbean (Including Cristobal
and East Coast Mexico)

Liner traffic on Trade Route No. 23 is not heavy, and the proportion of cargoes shipped in containers is only about six percent. In 1974, commercial container tonnage was down 47 percent from 1973 levels, but it remained 93 percent above 1972 levels. Outbound traffic has always been much heavier than inbound traffic on this route.

The United States fleet carriers almost all of the containers moving on this route. No Defense Department cargo moved in containers on this route in 1974.

TRADE ROUTE 24 US PAC/EAST COAST SOUTH AMERICA

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
TOTAL ALL FLAGS 1/						
TOTAL INBOUND & OUTBOUND						
1974	2.7	2.7	2,280.8	2,276.0	43.7	43.6
1973	2.3	2.3	2,093.4	2,087.8	35.9	35.8
1972	1.0	1.0	869.1	864.3	14.9	14.8
TOTAL INBOUND						
1974	1.2	1.2	1,008.4	1,008.4	18.9	18.9
1973	.9	.9	936.6	934.2	12.8	12.8
1972	.3	.3	293.9	293.9	4.8	4.8
TOTAL OUTBOUND						
1974	1.5	1.5	1,272.4	1,267.6	24.7	24.6
1973	1.4	1.4	1,156.8	1,153.6	23.0	23.0
1972	.7	.7	575.2	570.4	10.0	10.0

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
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 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 24
Pacific/East Coast South America

Containerization has been increasing steadily on Trade Route No. 24, and in 1974, about 18 percent of liner cargoes were carried in containers. The trade route is not an active one, however, and less than 3,000 containers were moved in 1974. Container exports were 30 percent higher than imports, and thus roughly matched the trade pattern for traditional break bulk cargoes on this route. The United States was the only significant flag operating on this route in 1974.

TRADE ROUTE 25 US PAC/W CST S AMER,CEN AMER,MEX,CANAL Z

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
TOTAL ALL FLAGS 1/						
TOTAL INBOUND & OUTBOUND						
1974	3.8	3.6	5,230.7	5,006.8	56.1	52.8
1973	3.0	2.9	4,004.9	3,916.7	42.6	40.9
1972	1.7	1.6	2,206.9	2,175.9	21.2	20.7
1971 3/	.6	.6	1,034.2	1,032.8	7.8	7.8
1970	1.1	1.1	1,938.5	1,938.5	12.5	12.5
TOTAL INBOUND						
1974	1.6	1.5	2,364.2	2,297.1	22.7	22.5
1973	1.0	1.0	1,467.2	1,458.2	14.8	14.7
1972	.5	.5	721.0	710.0	6.9	6.7
1971 3/	.1	.1	344.5	343.1	1.5	1.5
1970	.3	.3	644.1	644.1	1.8	1.8
TOTAL OUTBOUND						
1974	2.2	2.0	2,866.4	2,709.6	33.3	30.2
1973	1.9	1.8	2,537.6	2,458.4	27.8	26.2
1972	1.1	1.1	1,485.9	1,465.9	14.3	14.0
1971 3/	.4	.4	689.7	689.7	6.2	6.2
1970	.8	.8	1,294.4	1,294.4	10.7	10.7

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 25
Pacific/West Coast South America,
Central America, Mexico, and Balboa

Except for the effects of a longshoreman strike in 1971, container traffic on Trade Route No. 25 has been growing steadily since 1970. Between 1970 and 1974, growth averaged 43 percent annually. Commercial container traffic in 1974 was 29 percent higher than 1973. Container exports were 34 percent greater than container imports, which was more balanced than in previous years on this trade. The greater portion of liner cargo traveling on this route is still being moved in traditional break bulk vessels. Only 11 percent of the liner traffic was containerized in 1974.

The United States was the only flag carrying significant numbers of containers on this route. Defense Department tonnage accounted for six percent of the total container tonnage traveling in this trade in 1974.

TRADE ROUTE 26 US PAC,HAW & ALAS/UK,IRELAND,CONT EUROPE

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL FLAGS 1/ CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
	TOTAL INBOUND & OUTBOUND					
1974	67.2	65.6	77,000.0	74,944.2	819.3	800.3
1973	63.9	63.1	80,885.6	79,967.7	770.2	762.1
1972	45.0	44.4	52,696.7	51,991.7	514.3	509.3
1971 3/	34.5	34.1	41,624.7	40,421.5	382.9	379.0
1970	34.8	34.7	41,276.6	41,214.9	342.6	341.9
TOTAL INBOUND						
1974	32.5	32.4	30,951.8	30,759.2	360.4	358.6
1973	29.4	29.4	36,080.5	36,023.4	318.7	318.2
1972	22.9	22.9	25,063.2	25,063.2	254.5	254.5
1971 3/	18.2	17.9	22,260.9	21,121.7	185.1	181.7
1970	17.2	17.1	19,655.0	19,605.1	146.6	146.2
TOTAL OUTBOUND						
1974	34.6	33.2	46,048.2	44,184.9	458.8	441.6
1973	34.4	33.7	44,805.0	43,944.2	451.5	443.8
1972	22.0	21.4	27,633.5	26,928.5	259.8	254.8
1971 3/	16.3	16.2	19,363.8	19,299.7	197.8	197.3
1970	17.6	17.5	21,621.5	21,609.7	195.9	195.7

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 26

Pacific, Hawaii, Alaska/United Kingdom
and Ireland, Continental Europe North of Portugal

The amount of containerized commercial cargo moved on Trade Route No. 26 increased by only five percent from 1973 to 1974 as compared to the 49 percent increase from 1972 to 1973.

Vessels flying the Swedish flag carried more than twice as much commercial cargo as the next most prominent flag of registry, which was Denmark. These two were followed by United Kingdom and West German-flag vessels in terms of tons carried. These four foreign flags comprised 90 percent of all containerized commercial cargo carried on this trade route during 1974.

Container technology has made impressive gains in this trade. In 1974 almost 60 percent of commercial liner tonnage was carried in containers. Container exports on route 26 were 23 percent higher than imports in 1974.

TRADE ROUTE 27 US PAC & HAW/AUSTRALASIA

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL FLAGS 1/ CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
			TOTAL INBOUND & OUTBOUND			
1974	17.7	17.5	18,323.0	18,110.4	220.3	218.1
1973	9.1	9.0	8,812.7	8,802.4	95.5	95.4
1972	1.9	1.9	1,995.1	1,995.1	20.5	20.5
1971 3/	.7	.7	739.0	739.0	7.1	7.1
1970	1.2	1.2	973.9	973.9	11.5	11.5
			TOTAL INBOUND			
1974	5.7	5.5	6,127.4	5,993.9	87.5	85.9
1973	3.8	3.8	3,522.2	3,522.2	40.6	40.6
1972	.3	.3	331.2	331.2	5.3	5.3
1971 3/	.1	.1	104.8	104.8	1.1	1.1
1970	.1	.1	108.4	108.4	1.0	1.0
			TOTAL OUTBOUND			
1974	12.0	11.9	12,195.5	12,116.4	132.8	132.1
1973	5.2	5.2	5,290.4	5,280.2	54.8	54.8
1972	1.6	1.6	1,663.9	1,663.9	15.2	15.2
1971 3/	.6	.6	634.1	634.1	5.9	5.9
1970	1.0	1.0	865.5	865.5	10.4	10.4

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 27
Pacific, Hawaii/Australasia

Containerized commercial cargo tonnage more than doubled on Trade Route No. 27 in 1974, following an increase of 365 percent between 1972 and 1973. About 30 percent of the liner cargo carried on this route in 1974 was containerized. Container exports surpassed imports by 52 percent.

United States and West German freighters carried virtually all of the containers travelling on this route. The West German fleet surpassed the U.S. in market share in both inbound and out-bound trades.

TRADE ROUTE 41 US ATL/W AFR, CANARIES, C VERDES, MADIERAS

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
	TOTAL INBOUND & OUTBOUND					
1974	.9	.9	996.3	996.3	7.6	7.6
1973	.5	.5	602.8	597.9	4.9	4.9
1972	.4	.4	411.4	411.4	3.0	3.0
1971 3/	.2	.2	186.7	186.7	1.6	1.6
1970	.1	.1	128.5	128.5	.8	.8
TOTAL INBOUND						
1974	.2	.2	366.2	366.2	2.5	2.5
1973	.1	.1	147.1	147.1	1.0	1.0
1972	.0	.0	85.3	85.3	.2	.2
1971 3/	.0	.0	41.9	41.9	.3	.3
TOTAL OUTBOUND						
1974	.6	.6	630.0	630.0	5.0	5.0
1973	.4	.4	455.6	450.8	3.9	3.8
1972	.3	.3	326.1	326.1	2.7	2.7
1971 3/	.1	.1	144.7	144.7	1.2	1.2
1970	.1	.1	128.5	128.5	.8	.8

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS):

ZERO FIELD INDICATES A COUNT OF 99 OR LESS

BLANKS INDICATE ABSENCE OF DATA;

TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.

2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.

3/ LONGSHORE STRIKE

TRADE ROUTE NO. 41
Atlantic/West Africa

Container traffic on Trade Route No. 41 has always been limited. Less than one thousand containers moved on this route in 1974. Two-thirds of the containerized tonnage was outbound. This tonnage represented only about one percent of the commercial liner traffic between the U.S. Atlantic and West Africa.

The United States and Liberian fleets handled most of the outbound containers, while the United States and Portugal shared the inbound trade.

TRADE ROUTE 51 US ATL/S&E AFRIC,MLGSY REP,ST HEL,ASC IS

YEAR	NO. OF CONTAINERS 2/		CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
	TOTAL INBOUND & OUTBOUND					
1974	3.9	3.9	4,610.8	4,610.8	45.1	45.1
1973	2.3	2.3	2,628.5	2,596.8	24.7	24.5
1972	1.9	1.9	4,312.7	4,312.7	18.2	18.2
1971 3/	2.1	2.1	2,395.6	2,349.4	19.0	18.8
1970	2.3	2.2	2,183.9	2,087.5	18.5	17.9
TOTAL INBOUND						
1974	1.7	1.7	2,014.6	2,014.6	24.5	24.5
1973	1.1	1.1	1,406.5	1,386.3	13.7	13.6
1972	1.0	1.0	2,430.0	2,430.0	11.1	11.1
1971 3/	1.2	1.1	1,465.3	1,419.1	12.2	12.0
1970	1.1	1.0	1,086.7	1,003.9	9.9	9.4
TOTAL OUTBOUND						
1974	2.1	2.1	2,596.2	2,596.2	20.5	20.5
1973	1.2	1.1	1,222.0	1,210.4	10.9	10.8
1972	.9	.9	1,882.6	1,882.6	7.1	7.1
1971 3/	.9	.9	930.2	930.2	6.7	6.7
1970	1.1	1.1	1,097.1	1,083.5	8.6	8.5

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHORE STRIKE

TRADE ROUTE NO. 51
Atlantic/South and East Africa

Trade Route No. 51 has not felt the influence of containerization to a very great degree. In 1974, only seven percent of the liner traffic on this route was containerized. Almost four thousand containers weighing 45,000 long tons were transported on this route in 1974. This represented a 84 percent increase over 1973 tonnage levels.

The United States and Greece are the only flags flown by vessels operating in this trade. American operators dominate the market. Container exports and imports are fairly evenly balanced, and Defense Department tonnage is negligible.

TRADE ROUTE 65 US PAC/MED (INCL BLACK SEA)

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL FLAGS 1/ CUBIC FEET		TONNAGE			
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL		
			TOTAL INBOUND & OUTBOUND					
1974	6.1	5.9	10,996.3	10,584.4	68.6	66.3		
1973	5.6	5.6	9,683.3	9,683.3	68.0	68.0		
1972	3.9	3.9	4,662.9	4,660.4	40.0	39.9		
1971 3/	1.2	1.2	1,942.7	1,923.2	13.8	13.6		
1970	.3	.3	332.6	332.6	1.5	1.5		
			TOTAL INBOUND					
1974	4.7	4.6	9,158.1	8,831.9	56.0	54.3		
1973	3.3	3.3	5,786.4	5,786.4	33.8	33.8		
1972	2.8	2.8	3,449.5	3,446.9	22.0	22.0		
1971 3/	.9	.9	1,310.8	1,310.8	11.4	11.4		
1970	.3	.3	318.3	318.3	1.4	1.4		
			TOTAL OUTBOUND					
1974	1.3	1.3	1,838.2	1,752.4	12.6	12.0		
1973	2.2	2.2	3,896.8	3,896.8	34.1	34.1		
1972	1.0	1.0	1,213.4	1,213.4	17.9	17.9		
1971 3/	.3	.3	631.8	612.4	2.3	2.2		
1970	.0	.0	14.3	14.3	.1	.1		

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
ZERO FIELD INDICATES A COUNT OF 99 OR LESS
BLANKS INDICATE ABSENCE OF DATA;

TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.

3/ LONGSHORE STRIKE

TRADE ROUTE NO. 65

Pacific/Mediterranean and Black Sea,
Portugal, Southern Spain, Morocco, and the Azores

About 15 percent of the liner traffic on Trade Route No. 65 traveled in containers in 1974. The trade is not one of the most active, however, so commercial container traffic only amounted to 66,000 tons. Containerized tonnage decreased slightly (2.5 percent) from 1973 levels, although the number of containers moved on the route increased. The trade was much less balanced than in 1973, and imports surpassed exports by 353 percent.

No American operators were active on this route in 1974. West German vessels carried over half the containers in the trade, while Liberian, Italian and Israeli freighters handled the rest.

TRADE ROUTE 81 US ATL/ATLANTIC CANADA

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL FLAGS 1/		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
			CUBIC FEET			
			TOTAL INBOUND & OUTBOUND			
1974	1.0	1.0	1,576.0	1,543.5	21.7	21.6
1973	.3	.3	445.6	445.6	4.8	4.8
1972	.1	.1	239.0	239.0	2.3	2.3
1971 3/	.0	.0	56.6	56.6	.6	.6
			TOTAL INBOUND			
1974	.0	.0	137.2	104.8	4.8	4.6
1973	.2	.2	332.2	332.2	3.4	3.4
1972	.1	.1	196.0	196.0	1.8	1.8
1971 3/	.0	.0	56.6	56.6	.6	.6
			TOTAL OUTBOUND			
1974	1.0	1.0	1,438.7	1,438.7	16.9	16.9
1973	.1	.1	113.4	113.4	1.3	1.3
1972	.0	.0	43.0	43.0	.5	.5

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIELD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHOPE STRIKE

TRADE ROUTE NO. 81
Atlantic/Atlantic Canada

Container traffic increased dramatically on Trade Route No. 81 in 1974. Total commercial tonnage for the year was up 350 percent from 1973 figures. Liner traffic on this route is not heavy, but 57 percent of the liner cargo moving in 1974 was containerized. About one thousand containers weighing 21,600 long tons were moved. The majority of these containers were outbound from the U.S., and this was the area where container traffic expanded most. Outbound container tonnage in 1974 was up 1,200 percent from 1973 levels.

American operators did not participate in this trade in 1974. Vessels flying the flag of Singapore carried virtually all the containers traveling on this route.

TRADE ROUTE 91 PUERTO RICO,VIRGIN IS/FOREIGN

YEAR	NO. OF CONTAINERS 2/		TOTAL ALL FLAGS 1/ CUBIC FEET		TONNAGE	
	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL	TOTAL	COMMERCIAL
TOTAL INBOUND & OUTBOUND						
1974	1.7	1.7	2,773.9	2,773.9	24.0	24.0
1973	1.4	1.4	2,250.8	2,249.7	17.8	17.8
1972	.8	.8	1,412.7	1,407.6	6.3	6.2
1971 3/	1.3	1.3	2,149.6	2,092.9	10.6	10.4
1970	2.5	2.5	4,711.3	4,652.8	24.4	23.7
TOTAL INBOUND						
1974	1.1	1.1	2,011.9	2,011.9	17.1	17.1
1973	1.0	1.0	1,702.1	1,702.1	13.4	13.4
1972	.7	.7	1,356.9	1,351.8	5.8	5.8
1971 3/	1.0	1.0	1,625.1	1,568.4	8.2	8.1
1970	1.5	1.5	2,483.1	2,426.0	13.4	12.8
TOTAL OUTBOUND						
1974	.5	.5	761.9	761.9	6.8	6.8
1973	.3	.3	548.7	547.5	4.3	4.3
1972	.0	.0	55.8	55.8	.4	.4
1971 3/	.2	.2	524.4	524.4	2.3	2.3
1970	1.0	1.0	2,228.2	2,226.8	10.9	10.8

1/ UNITS IN THOU; TONS IN LONG TONS (2,240LBS);
 ZERO FIFLD INDICATES A COUNT OF 99 OR LESS
 BLANKS INDICATE ABSENCE OF DATA;
 TOTALS INCL. COMMERCIAL & DEFENSE CARGOES.
 2/ MIXED UNITS OF STAND & NON-STAND SIZE CONT.
 3/ LONGSHOPE STRIKE

TRADE ROUTE NO. 91

Puerto Rico and Virgin Islands/Foreign

Commercial container tonnage on this route equalled 24,000 long tons in 1974. This represented an increase of 35 percent over 1973 levels. Inbound container tonnage surpassed outbound tonnage by about 150 percent.

West German vessels carried about half of the containers moving in the trade. The United Kingdom ranked second in container tonnage moved.

Part IV

Trade Route and Port Code Description

The following lists the major ports of the world according to trade routes. The ports and corresponding codes are derived from Schedule K, Classification of Foreign Ports by Geographic Trade Area and Country 1976, published by the U.S. Department of Commerce, Bureau of Census.

	22300-13	- Costa Rica (Carib.) E.C.C.A.
	22500-19	- Panama (Carib.) E.C.C.A.
	22700,22718	- Canal Zone (Carib.)
	23201,51,99	- Bermuda
	23600-61	- Bahamas, W.I.
	23900-91	- Cuba, W.I.
	24200-80	- Jamacia, W.I.
	24500-91	- Haiti, W.I.
	24700-91	- Dominican Republic, W.I.
	24800-53	- Leeward Is., W.I.
	24871-99	- Windward Is., W.I.
	27201-13	- Barbados, W.I.
	27400-46	- Trinidad, W.I.
	27451	- Tobago, W.I.
	27700-99	- Netherlands Antilles
	28300-13	- Guadeloupe (Carib.)
	28351-99	- Martinique (Carib.)
	30100-45	- Colombia (Carib.)
	30700-82	- Venezuela (Carib.)
	31200-68	- British Guiana
	31500-37	- Surinam (Neth. Guiana)
	31700	- French Guiana
T.R. 1 - Atlantic - East Coast South America		
30198	- Col. - Amazon River Ports	
33337	- Iquitos, Peru	
35107-99	- Brazil	
35300-01	- Paraguay	
35500-35	- Uruguay	
35700-95	- Argentina	
37200	- Falkland Is.	
T.R. 2 - Atlantic - West Coast South America		
30151,30163	- Colombia (W.C.)	
30199	- Other Col. (W.C.)	
33100-61	- Ecuador	
33300-89	- Peru (excl. 33337)	
33700-97	- Chile	
T.R. 4 - Atlantic - Caribbean (Incl. Cristobal and East Coast Mexico)		
20153-99	- East Coast Mexico	
20500-13	- Guatemala (Carib.) E.C.C.A.	
20800-01	- British Honduras (Carib.) E.C.C.A.	
21500-46	- Honduras (Carib.) E.C.C.A.	
21900-25	- Nicaragua (Carib.) E.C.C.A.	
T.R. 5 - North Atlantic-United Kingdom and Eire		
41200-99	- United Kingdom (West Coast Ports)	
41400-85	- Wales	
41513-99	- United Kingdom (Channel Ports)	
41600-98	- Scotland	
41702-99	- United Kingdom (East Coast Ports)	
41800-15	- North Ireland	
41900-13	- Ireland (Eire)	

T.R. 6 - North Atlantic - Scandinavia and Baltic ports (Incl. Nfld., Greenland, and Iceland)

10100-77 - Greenland
15200-96 - Newfoundland
40000-37 - Iceland
40100-99 - Sweden
40300-98 - Norway
40500-87 - Finland
40900-76 - Denmark (Incl. Faros Is.)
40997 - Den. - Optional Ports
42505 - Optional - Denmark & Germany
42800-35 - West Germany (Baltic)
42900-35 - East Germany (Baltic)
44701 - Estonia
44901-51 - Latvia
45101 - Lithuania
45500-09 - Poland
45511-15 - Danzig
45597 - Optional - Poland & Danzig
46100-09 - U.S.S.R. (Arctic)
46113-20 - U.S.S.R. (Baltic)

T.R. 7 - North Atlantic - Germany (North Sea)
42867-99 - West Germany (Atl. Region)

T.R. 8 - North Atlantic - Netherlands & Belgium

42100-90 - Netherlands
42197 - Optional - Netherlands
42300-81 - Belgium
42397 - Optional - Belgium
42501 - Optional - Neth/Belg.
42502 - Optional - Neth/Germ.
42503 - Optional - Belg/Germ.
42504 - Optional - Neth/Belg/Germ.

T.R. 9 - North Atlantic - Atlantic France and North Spain

42700-62 - France (Atl.)
42798 - France (Atl.)
46900-29 - Atl. Spain (North of Portugal)

T.R. 10 - North Atlantic - Mediterranean & Black Sea - Portugal & Southern Spain - Morocco - Azores

42773-99 - France (Medit.) Incl. Corsica & Monaco
46121-50 - U.S.S.R. (B.S.)
46700-21 - Azores
46931-49 - Spain (Atl. - Southeast of Portugal)
46957-99 - Spain (Medit.)

47100-45 - Portugal (Atl.)
47201 - Gibraltar
47305 - Malta (Valetta)
47500-98 - Italy

47797 - Optional - Yugo. & Italy
47900-35 - Yugoslavia
47997 - Optional - Yugo.
48400-75 - Greece
48500-11 - Romania
48700 - Bulgaria

48900-99 - Turkey (in Asia & Europe)
49133-99 - Cyprus
50200-15 - Syria
50400-27 - Lebanon
50800-45 - Israel (Medit.)

T.R. 10 (continued)

71400-99 - Morocco
72100-95 - Algeria
72197 - Optional - Algeria
72300-73 - Tunisia
72500-95 - Libya
72901-13 - Egypt (Medit.)
73600-01 - Spanish Africa (Medit.) N.E.C.

T.R. 11 - South Atlantic - United Kingdom - Eire & Continental Europe, incl. No. Spain and Scandinavian, Baltic Ports

Same foreign ports as T.R. 5, 6
(excluding Newfoundland), 7, 8, and 9

T.R. 12 - Atlantic - Far East

46160-99 - U.S.S.R. (Eastern Region)
54900-27 - Thailand (Siam)
55000-02 - North Vietnam
55100-24 - South Vietnam
55500 - Cambodia (Khmer Republic)
56500-97 - Philippine Islands
56649 - Macao (Port. Asia) China

57000-55 - N. China & Manchuria
57099 - S. China
57900-19 - North Korea
58000-35 - Republic of Korea
58097 - Optional - Rep. of Korea
58201 - Hong Kong

58270 - Knowloon
58300-11 - Taiwan (Formosa)
58800-96 - Japan
58897 - Optional - Japan
59075 - Okinawa
59099 - All other Nansei (U.S. Admin.)

68405 - Carolina Is. (W. Pac.)
68465 - Marianas Is. (Saipan) (W. Pac.)
68469 - Marianas Is. (Tinian)
68490 - Marshall Is. (W. Pac.)
68494 - Palau Is. (W. Pac.)

T.R. 13 - South Atlantic/Gulf - Mediterranean, Black Sea, Portugal, So. Spain, Morocco, Azores

Same foreign ports as in T.R. 10

T.R. 16 - Atlantic & Gulf - Australia, New Zealand, New Guinea & S. Sea Is.

60200-82 - Australia
60287 - Optional - Australia
60291-99 - Tasmania
60400-47 - Papua New Guinea
61400-47 - New Zealand
61457-61 - Cook Islands

61481 - Niue Is.
61500-01 - Western Samoa
62200-99 - British W. Pacific Is.
64100-95 - French Pacific Is.
68500-99 - Other Pacific Is. Nauru, Fiji, Tonga

T.R. 17 - U.S. Atlantic, Gulf Pacific/Indonesia,
Malaysia and Singapore

- 55700-59 - Malaysia
- 55900-76 - Singapore
- 56000-99 - Indonesia
- 56769-99 - Southern and Southeastern
Asia, N.E.S.

T.R. 18 - Atlantic & Gulf - India, Persian Gulf,
Red Sea, Pakistan, and Burma

- 50500-47 - Iraq (P.G.)
- 50700-51 - Iran (Persia) (P.G.)
- 50871 - Israel (Red Sea Area)
- 51105 - Jordan (Aqaba)
- 51300-25 - Kuwait
- 51700-27 - Saudi Arabia, R.S. and P.G.
- 51800-25 - Qatar

- 52000-05 - United Arab Emirates
- 52100-25 - Yemen Arab Republic
- 52200-01 - Yemen
- 52300-30 - Oman
- 52501-20 - Bahrain
- 53300-99 - India
- 53500-9 - Pakistan (Karachi)
- 53800-27 - Bangladesh

- 54200-01 - Ceylon (Colombo & all other
Ceylon ports)
- 54600-01 - Burma (Rangoon & all other
Burma ports)

- 72923-99 - Egypt (R.S.)
- 73201 - Sudan (P. Sudan) R.S.
- 77000-01 - Berbera, Somali Republic (Northern
Reg.)
- 77405-09 - Eritrea and Ethiopia (Assab &
Massawa)
- 77701 - French Somaliland (R.S.) (Djibouti)

T.R. 19 - Gulf - Caribbean (Incl. Cristobal & E.C.
Mexico)

Same foreign ports as T.R. 4

T.R. 20 - Gulf - East Coast South America

Same foreign ports as T.R. 1

T.R. 21 - Gulf - U.K., Eire, Continental Europe
(Incl. No. Spain, Scandinavia and Baltic Ports)

Same foreign ports as T.R. 5, 6
(excluding Newfoundland) 7, 8, and 9

T.R. 22 - Gulf - Far East

Same foreign ports as T.R. 12

T.R. 23 - Pacific - Caribbean (Incl. Cristobal &
E.C. Mexico)

Same foreign ports as T.R. 4

T.R. 24 - Pacific - East Coast South America

Same foreign ports as T.R. 1

T.R. 25 - Pacific - W.C. South Amer., Central Amer., Mexico and Balboa

20100-46 - W.C. Mexico
20551-99 - Guatemala (W.C.)
21101-99 - E. Salvador
21551-99 - Honduras (W.C.)
21951-99 - Nicaragua (W.C.)

22363-99 - Costa Rica (W.C.)
22577-99 - Panama (W.C.)
22701, 10,99 - Canal Zone (W.C.)
30151-99 - Colombia (W.C.) (excl. 30198)
33100-61 - Ecuador
33300-89 - Peru (excl. 3337)
33700-97 - Chile

T.R. 26 - Pacific/Hawaii/Alaska - United Kingdom, Eire, Continental Europe, incl. No. Spain and Scand. & Baltic ports

Same foreign ports as T.R. 5, 6 (excl. Newfoundland), 7, 8, and 9

T.R. 27 - Pacific, Hawaii - Australia, New Zealand, New Guinea & S. Sea Is.

Same foreign ports as T.R. 16

T.R. 28 - Pacific - Middle East (Burma, Ceylon, India, Pakistan, Persian Gulf, Gulf of Aden), (Red Sea)

Same foreign ports as T.R. 18

T.R. 29 - Pacific, Hawaii, Alaska/Far East

Same foreign ports as T.R. 12

T.R. 31 - Gulf/West Coast South America

Same foreign ports as T.R. 2

T.R. 32 - Great Lakes/Europe

Same foreign ports as T.R. 5, 6, 7, 8 and 9 (excl. Newfoundland T.R. 89)

T.R. 33 - Great Lakes/Caribbean (Incl. E.C. Mexico and Cristobal)

Same foreign ports as T.R. 4

T.R. 34 - Great Lakes/Mediterranean

Same foreign ports as T.R. 10

T.R. 35 - Atlantic/Great Lakes Canada

01000-09999, (except 01822 Montreal)

T.R. 36 - Gulf/Great Lakes Canada

01000-09999, (except 01822 Montreal)

T.R. 37 - California/Great Lakes Canada

01000-09999, (except 01822 Montreal)

T.R. 38 - Washington, Oregon/Great Lakes Canada

01000-09999, (except 01822 Montreal)

T.R. 41 - Atlantic - West Africa/Canary, Cape Verde & Madeira Island

73300-49 - Canary Islands (Spanish)

73800-73846 - Equatorial Guinea

74165 - Mauritani

74201-98 - Fed. Rep. of Cameroon

74473-99 - Senegal

74619-99 - Guinea

74751-99 - Sierra Leone

74825-99 - Ivory Coast

74900-97 - Ghana

75041-99 - Gambia

75200-91 - Togo

75300-85 - Nigeria

75397 - Optional - Nigeria

75500-25 - Gabon

75901 - Madeira

76100-76113 - Dahomey

76274-99 - Angola

76300-76350 - Congo (Barzzaville)

76461-99 - Western Port. Africa & Cape Verde Isl.

76500-41 - Liberia

76600-37 - Zaire

T.R. 42 - Gulf - West Africa, Canary, Cape Verde & Madeira Is.

Same foreign ports as T.R. 41

T.R. 43 - Pacific - West Africa, Canary, Cape Verde and Madeira Is.

Same foreign ports as T.R. 41

T.R. 51 - Atlantic - South and East Africa and Malagasy Republic and British West Africa, St. Helena & Ascension Is.

75801 - St. Helena

75831 - Ascension Is.

75899 - All other British West Africa Ports

77051,77099 - Somali Republic (Mogadiscio & Kismayu)

77913-99 - Kenya

78200 - Seychelles (Victoria)

78351-99 - Tanzania

78401 - Mauritius (Port Louis)

78700-25 - Mozambique

78800-78841 - Malagasy Republic

79000-79070 - Fr. India Ocean Reunion and Comoro Islands

79100-45 - South Africa, Republic of

79186-99 - S.W. Africa

T.R. 52 - Gulf - South and East Africa - Malagasy Republic, British West Africa, St. Helena and Ascension Is.

Same foreign ports as T.R. 51

- T.R. 53 - Pacific - South and East Africa -
Malagasy Republic, British West Africa,
St. Helena and Ascension Is.
Same foreign ports as T.R. 51
- T.R. 54 - Great Lakes/West Africa
Same foreign ports as T.R. 41
- T.R. 55 - Great Lakes/S. & E. Africa
Same foreign ports as T.R. 51
- T.R. 56 - Great Lakes/Red Sea, India, P.G.,
Indo., Malaya, Singapore
Same foreign ports as T.R. 17 and 18
- T.R. 57 - Round-the-World
- T.R. 58 - Great Lakes/Pacific Canada
12200-12497
- T.R. 59 - Great Lakes/Far East
Same foreign ports as T.R. 12
- T.R. 60 - Great Lakes/Australia
Same foreign ports as T.R. 16
- T.R. 61 - U.S. Great Lakes/Canada Great
Lakes (Trans-Lakes)
- T.R. 65 - Pacific - Mediterranean
Same foreign ports as T.R. 10
- T.R. 71 - Atlantic/West Coast Central America &
Mexico
Same foreign ports as T.R. 25 (except
Canal Zone) and WCSA
- T.R. 72 - Gulf/West Coast Central America &
Mexico
Same foreign ports as T.R. 25 (except
Canal Zone) and WCSA
- T.R. 77 - Atlantic/Pacific Canal Zone
22701 - Balboa
22710 - Rodman
22799 - Other C.Z. (W.C.)
- T.R. 78 - Gulf/Pacific Canal Zone
Same foreign ports as T.R. 77
- T.R. 80 - Great Lakes/W.C.S.A., C.A. and Mexico
Same foreign ports as T.R. 25
- T.R. 81 - Atlantic/Atlantic Canada
01822 - Montreal
13400-14499,16101 - Atlantic Canada
15200-96 - Newfoundland (So. Atl. only)
15298,15299 - Labrador

T.R. 82 - Gulf/Atlantic Canada

Same as T.R. 81 (including Newfoundland)

T.R. 83 - Pacific/Atlantic Canada

Same as T.R. 81 (including Newfoundland)

T.R. 84 - Great Lakes/E.C. South America

Same foreign ports as T.R. 1

T.R. 85 - Atlantic/Pacific Canada

12200-12497

T.R. 86 - Gulf/Pacific Canada

12200-12497

T.R. 87 - Pacific/Pacific Canada

12200-12497

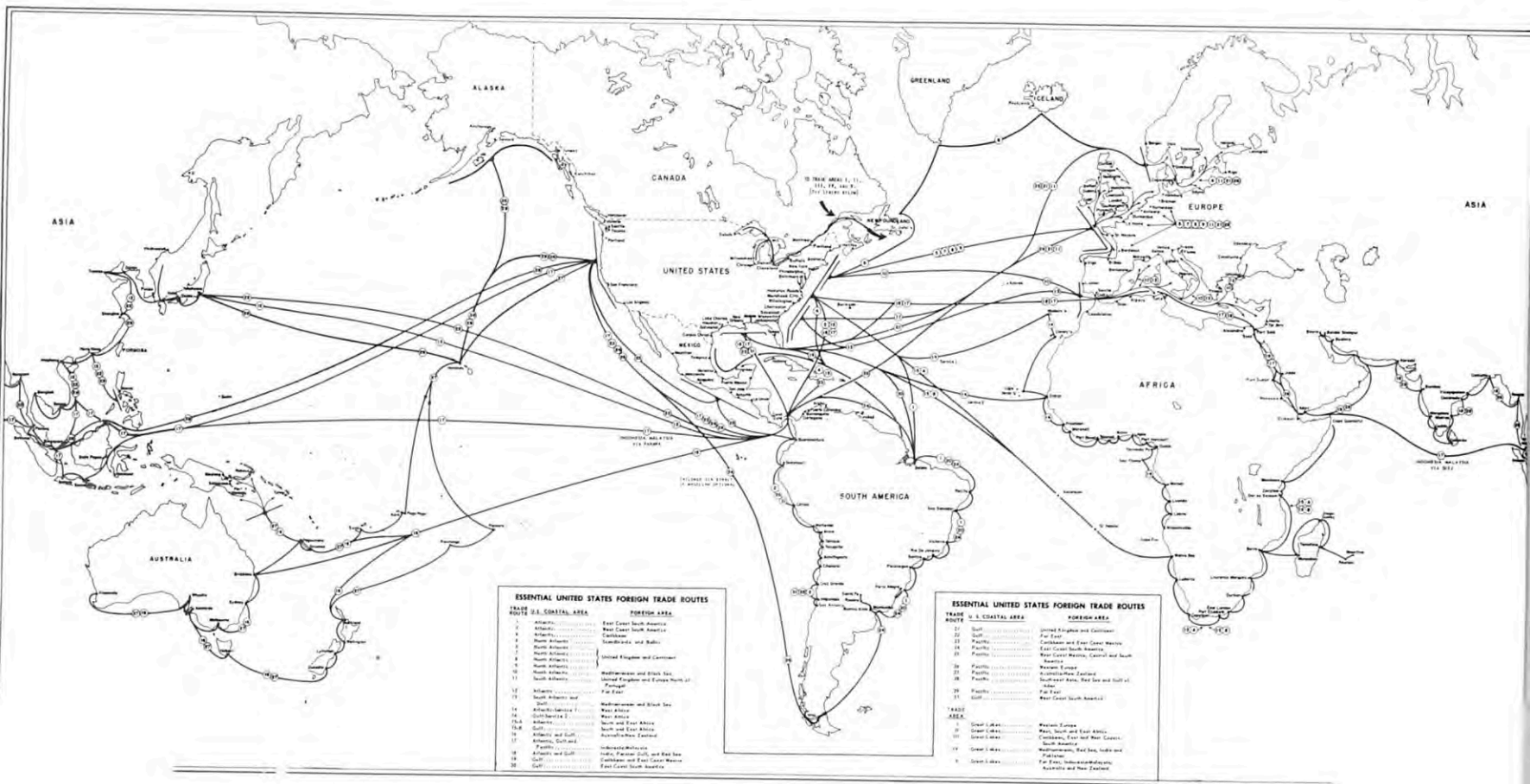
T.R. 89 - Great Lakes/Atlantic Canada

Same as T.R. 81 (except Montreal (01822))

T.R. 91 - Puerto Rico & Virgin Islands/Foreign

T.R. 92 - Hawaii/Foreign (except T.R. 26, 27, and 29)

T.R. 93 - Alaska/Foreign (except T.R. 26 and 29)



ESSENTIAL UNITED STATES FOREIGN TRADE ROUTES

TRADE ROUTE	U.S. COASTAL AREA	FOREIGN AREA
1	Atlantic	East Coast South America
2	Atlantic	West Coast South America
3	North Atlantic	Caribbean
4	North Atlantic	South America - East Coast
5	North Atlantic	United Kingdom and Continent
6	North Atlantic	Mediteranean and Black Sea
7	North Atlantic	Spain, Portugal and Cape Verde Is.
8	North Atlantic	Far East
9	North Atlantic	Far East
10	North Atlantic	Far East
11	North Atlantic	Far East
12	North Atlantic	Far East
13	North Atlantic	Far East
14	North Atlantic	Far East
15	North Atlantic	Far East
16	North Atlantic	Far East
17	North Atlantic	Far East
18	North Atlantic	Far East
19	North Atlantic	Far East
20	North Atlantic	Far East

ESSENTIAL UNITED STATES FOREIGN TRADE ROUTES

TRADE ROUTE	U.S. COASTAL AREA	FOREIGN AREA
21	Pacific	East Coast South America
22	Pacific	West Coast South America
23	Pacific	Caribbean and East Coast Mexico
24	Pacific	East Coast Mexico
25	Pacific	West Coast Mexico, Central and South America
26	Pacific	Spain
27	Pacific	Portugal
28	Pacific	Spain, Portugal, Red Sea and Gulf of Aden
29	Pacific	Far East
30	Pacific	Far East
31	Pacific	Far East