The U.S. Waterway System

TRANSPORTATION FACTS & INFORMATION

Navigation Data Center
U.S. Army Corps of Engineers
November 2010

U.S. Waterborne Traffic by Major Commodities in 2009

(Millions of Short Tons[1] and Change from 2008)

	Domestic							
	Coastwise		Lakewise		Internal		Total	
Commodities[2]	Tons	%	Tons	%	Tons	%	Tons	%
Total[3]	**167.7**	**-10.0**	**63.2**	**-30.1**	**522.5**	**-11.2**	**857.1**	**-10.4**
Coal	9.2	-4.6	18.8	-4.8	158.5	-11.9	206.8	-7.7
Coal Coke	**	0.0	0.4	65.9	3.3	-36.9	3.9	-33.0
Crude Petroleum	35.2	-3.1	**	0.0	28.0	-8.1	64.2	-5.3
Petroleum Products	88.6	-8.7	0.6	-41.7	117.8	-1.1	255.5	-4.6
Chemical and Related Prod.	9.4	-6.8	**	-96.1	42.5	-7.1	62.2	-5.0
Forest Prod., Wood & Chips	1.1	-35.8	**	-91.0	3.5	-39.6	5.0	-36.9
Pulp and Waste Paper	**	261.7	**	0.0	**	1.1	**	-97.0
Sand, Gravel and Stone	6.9	-16.3	16.2	-29.1	49.3	-31.6	89.4	-19.5
Iron Ore and Scrap	0.2	-63.8	22.4	-45.5	6.0	-35.8	30.3	-43.9
Non-Ferrous Ores & Scrap	0.6	-33.4	**	0.0	4.9	-22.1	5.5	-23.6
Sulphur, Clay and Salt	**	-50.1	1.0	19.3	8.7	-6.3	10.0	-4.2
Primary Manuf. Goods	5.2	-41.5	3.0	-14.8	15.0	-40.1	24.2	-36.7
Food and Farm Products	4.7	-4.3	0.3	48.9	75.0	10.9	81.2	10.7
All Manuf. Equipment	6.5	-17.4	**	-3.6	6.8	-19.2	14.1	-16.7
Waste and Scrap, NEC	**	-56.8	**	-41.7	1.0	-17.4	1.8	-3.1

	Foreign						Grand Total	
	Inbound		Outbound		Total			
Commodities[2]	Tons	%	Tons	%	Tons	%	Tons	%
Total[3]	**858.9**	**-14.0**	**494.8**	**-5.2**	**1,353.7**	**-11.0**	**2,210.8**	**-10.8**
Coal	22.6	-31.5	56.4	-29.7	78.9	-30.2	285.7	-15.3
Coal Coke	0.3	-92.1	1.0	-19.7	1.3	-73.5	5.2	-51.5
Crude Petroleum	451.1	-8.5	**	0.0	451.1	-8.5	515.3	-8.1
Petroleum Products	131.1	-3.8	114.5	10.6	245.6	2.5	501.1	-1.3
Chemical and Related Prod.	36.8	-20.2	55.9	-2.1	92.7	-10.2	154.9	-8.2
Forest Prod., Wood & Chips	3.6	-33.2	8.3	-13.5	11.9	-20.6	16.9	-26.2
Pulp and Waste Paper	1.6	-18.1	20.2	13.6	21.8	10.4	21.8	10.0
Sand, Gravel and Stone	28.5	-30.2	3.0	-25.2	31.5	-29.7	120.9	-22.4
Iron Ore and Scrap	6.1	-47.6	23.6	0.8	29.7	-15.2	60.0	-32.6
Non-Ferrous Ores & Scrap	12.9	-28.9	2.5	-5.5	15.4	-26.0	20.8	-25.4
Sulphur, Clay and Salt	17.3	6.8	5.3	9.9	22.6	7.5	32.6	3.6
Primary Manuf. Goods	44.2	-38.6	21.2	-12.5	65.4	-32.1	89.6	-33.4
Food and Farm Products	37.1	-1.6	160.7	-3.6	197.8	-3.3	279.0	0.4
All Manuf. Equipment	57.3	-18.9	18.1	-17.6	75.4	-18.6	89.6	-18.3
Waste and Scrap, NEC	**	0.0	**	0.0	**	0.0	1.8	-3.1

1. ** denotes tonnage less than 50,000 tons or extreme percent change.
2. Commodity abbreviations: Prod. (Products); Sand, Gravel and Stone also includes Soil and Rock; Manuf. (Manufactured); and NEC (Not Elsewhere Classified).
3. Column totals are greater than row sums because of excluded commodity groups. Row totals are greater than column sums because intraport and intra-territory are not included.

Geographic Distribution of U.S. Waterborne Activities in 2009

	Coastal	Great Lakes	Inland[1]	Total[2]
Number of Ports Handling				
Over 250,000 Short Tons	112	47	25	184
Domestic Traffic				
Short Tons (millions)	167.7	63.2	522.5	857.1
Ton-miles (billions)	196.3	33.5	245.0	477.1
Average Haul (miles)	1,170.2	530.1	468.9	556.7
Foreign Traffic[3]				
Short Tons (millions)	1,316.5	37.2	N/A	1,353.7
Ton-miles (billions)	70.6	23.6	N/A	94.2
Average Haul (miles)	53.6	634.6	N/A	69.6

1. N/A denotes tonnage not applicable.
2. Domestic Total includes local traffic of 99.0 million short tons, 2.3 billion ton-miles, 23.5 miles average haul and intra-territory traffic of 4.7 million short tons. Ton-miles are not compiled for intra-territory traffic. Total may not equal column sum due to rounding.
3. Ton-miles and Average Haul for Coastal ports are based on the distance transported on U.S. waterways from entrance channels to ports and waterways; and for Great Lakes ports are based on the distance transported on the Great Lakes and St. Lawrence River to the International Boundary at St. Regis, Quebec, Canada.

Corps Dredging Facts

- Corps and contractor owned dredges removed 263.6 million cubic yards (mcy) of material from Corps constructed and maintained channels in Fiscal Year (FY) 2009 (1 October to 30 September) at a cost of $1,344.1 million. The increase of 21.8% in cubic yards and 32.9% in cost from FY 2008 was due to the infusion of Recovery Act funds.
- In FY 2009, maintenance dredging accounted for 66.1% of the quantity dredged, an additional 26.2% of the total yardage was attributed to PL 109-062 Hurricane Katrina recovery dredging. New construction (channel deepening) 6.8% and emergency dredging 0.8% accounted for the remainder of the dredging volume.
- The average cost/cy for maintenance work dredging increased 6.7% to $4.48 and the average cost/cy for new work dredging increased 83.6% to $18.47 when compared to 2008 values.
- Private dredging contractors removed 82.2% (216.7mcy) of the material dredged and were paid 89.2% ($1,199.1 million) of the total FY 2009 Corps dredging expenditures.
- In FY 2009, 91 private dredging companies submitted a total of 479 bids for 207 contracts. Awards were made to 60 different companies, 16 large and 44 small businesses. Large and small companies received 103 (49.8%) and 104 (50.2%) of the contracts respectively.
- The cutterhead pipeline dredge was the most widely used dredge in FY 2009 receiving 61.3% of the contracts, removing 60.2% of the contracted quantity and earning 63.0% of the contract dollars. Hopper dredges removed 26.9% of the quantity and earned 19.1% of the contract dollars. Mechanical dredges removed 12.8% of the quantity, earning 17.8% of the contract dollars. The remaining dredging was performed by a combination of more than one type of dredge.
- The District that awarded the most contract dollars in FY2009 was Mobile with $216.9 million. New Orleans District had contracts dredging the most cubic yards (48.9 mcy).
- Visit the NDC website http://www.ndc.iwr.usace.army.mil/dredge/dredge.htm for additional Dredging Program information.

Geographic Distribution of U.S. Waterway Facilities

Region	Cargo-Handling Docks[1]				Locks[2]	
	Foreign[3] Only	Foreign & Domestic	Domestic Only	Total	Sites	Chambers
Atlantic[4]	25	532	1,228	1,785	13	13
Gulf	14	520	1,586	2,120	44	44
Inland[5]	0	10	1,939	1,949	122	158
Great Lakes	3	240	404	647	3	5
Pacific	28	515	1,140	1,683	10	18
Total	70	1,817	6,297	8,184	192	238

1. Based on new database covering expanded geographic area beginning in 2009.
2. Locks that are active Corps-operated locks, including 5 control structures.
3. U.S. docks that load or unload vessels operating in foreign trade.
4. Includes Puerto Rico and U.S. Virgin Islands.
5. Mississippi, Ohio, Upper Atchafalaya, Ouachita, Illinois, Black Warrior, Tombigbee, Alabama-Coosa River Basins.

Lock Facts

- In Calendar Year (CY) 2009, the Corps owned and operated locks were available to serve the public for over 1,930,764 hours with only 154,116 hours of downtime, an availability rate of 93%.
- Of the 192 lock sites, 39 have multi-chambered locks. Thirty-four have two chambers, four have three chambers and one has five.
- Many of the 192 lock sites serving navigation include multi-purpose dams. For example, 46 lock-associated dams currently produce hydropower.
- Oregon's John Day Lock has the highest lift of any U.S. lock at 110 feet. This compares to the collective 404 foot lift of all 29 locks on the upper Mississippi River.
- Monongahela River locks 2 and 3 are the oldest operating locks in the Corps inventory being built in 1905 and 1907 respectively. In CY2009 together they locked 10,602 vessels carrying 26,044,941 tons of cargo.

Waterborne Commerce Facts

- The top five U.S. ports ranked by dollar value of foreign traffic for (CY) 2009 were: Los Angeles, CA; New York, NY and NJ; Long Beach, CA; Houston, TX; and Savannah, GA.
- In 2009, 10.9% of all U.S. waterborne commerce by weight was containerized (2.0% of domestic and 16.6% of foreign).
- The U.S. port exporting the largest volume of coal in 2009 was the Consolidated Port of Hampton Roads with 28.4 million short tons, down 17.6% from 2008.
- The St. Lawrence Seaway Development Corporation reported 20.7 million metric tons (22.8 million short tons) moving on the Montreal-Lake Ontario section of the St. Lawrence Seaway for calendar year 2009, a 29.5% decrease from 2008.
- In 2009, Portland Harbor, ME received 15.9 million short tons of in-transit crude oil that was pipelined to Canada.
- Visit the WCSC website at http://www.iwr.usace.army.mil/ndc/wcsc/wcsc.htm for more Waterborne Commerce Statistics.

Leading U.S. Ports in 2009

(Millions of Short Tons and Percent Change from 2008)

			Domestic		Foreign		Total[1]	
Rank	Type[2]	Port	Tons	%	Tons	%	Tons	%
1	C	South Louisiana, LA, Port of	109.5	-2.7	103.1	-7.5	212.6	-5.1
2	C	Houston, TX	63.4	-3.7	148.0	1.1	211.3	-0.4
3	C	New York, NY and NJ	61.2	-1.9	83.5	-8.4	144.7	-5.7
4	C	Long Beach, CA	13.9	7.7	58.6	-12.9	72.5	-9.6
5	C	Corpus Christi, TX	17.4	-18.6	50.8	-8.2	68.2	-11.1
6	C	New Orleans, LA	37.1	1.5	31.1	-14.9	68.1	-6.7
7	C	Beaumont, TX	24.4	7.7	43.3	-7.5	67.7	-2.5
8	I	Huntington – Tristate	59.2	-14.7	0.0	0.0	59.2	-14.7
9	C	Los Angeles, CA	7.0	1.9	51.4	-2.9	58.4	-2.3
10	C	Texas City, TX	16.2	16.3	36.5	-5.8	52.6	0.1
11	C	Lake Charles, LA	19.6	-10.8	32.6	2.7	52.3	-2.8
12	C	Mobile, AL	24.4	-17.4	27.8	-27.0	52.2	-22.8
13	C	Baton Rouge, LA	34.1	-5.1	17.8	12.2	51.9	0.2
14	C	Plaquemines, LA, Port of	34.7	-3.1	16.2	-42.1	50.9	-20.2
15	C	Norfolk Harbor, VA	6.6	-14.3	33.7	-8.6	40.3	-9.6
16	C	Pascagoula, MS	8.4	-11.1	28.2	16.9	36.6	9.0
17	C	Tampa, FL	22.8	-13.3	12.1	-9.7	34.9	-12.1
18	C	Valdez, AK	34.5	-4.2	0.0	0.0	34.5	-4.2
19	C	Port Arthur, TX	9.4	-5.9	24.4	12.1	33.8	6.5
20	I	Pittsburgh, PA	32.9	-21.4	0.0	0.0	32.9	-21.4
21	C	Savannah, GA	2.0	6.1	30.4	-9.4	32.3	-8.6
22	C	Philadelphia, PA	11.4	-4.4	20.3	0.0	31.8	-1.6
23	I	St. Louis, MO and IL	31.3	6.2	0.0	0.0	31.3	6.2
24	C	Paulsboro, NJ	11.4	-9.0	18.9	-20.8	30.3	-16.8
25	L	Duluth-Superior, MN and WI	22.5	-25.9	7.8	-48.3	30.2	-33.3
26	C	Baltimore, MD	9.9	-20.6	20.3	-34.6	30.1	-30.6
27	C	Freeport, TX	4.0	-2.7	23.3	-9.2	27.4	-8.3
28	C	Richmond, CA	11.0	5.5	14.4	-9.9	25.4	-3.8
29	C	Seattle, WA	5.2	-13.0	19.4	-3.9	24.6	-6.0
30	C	Marcus Hook, PA	8.1	-21.8	16.4	15.1	24.6	-0.4
31	C	Portland, OR	8.9	2.1	14.4	-19.8	23.3	-12.6
32	C	Tacoma, WA	5.6	-19.3	17.6	-13.2	23.2	-14.7
33	C	Portland, ME	1.5	12.3	19.5	-6.2	21.0	-5.1
34	C	Boston, MA	7.0	-11.7	13.5	2.6	20.5	-2.8
35	C	Port Everglades, FL	10.5	6.5	9.6	-18.9	20.1	-7.4
36	L	Chicago, IL	15.7	-17.5	3.5	-2.4	19.2	-15.1
37	C	Newport News, VA	4.1	4.5	13.9	-25.4	18.0	-20.2
38	C	Jacksonville, FL	7.0	-4.6	10.6	-22.1	17.7	-16.0
39	C	Oakland, CA	2.4	-10.5	15.0	-0.8	17.4	-2.3
40	C	Charleston, SC	2.4	-8.7	13.5	-26.6	15.8	-24.4
41	I	Memphis, TN	14.0	-14.6	0.0	0.0	14.0	-14.6
42	I	Cincinnati, OH	11.8	-12.5	0.0	0.0	11.8	-12.5
43	C	San Juan, PR	6.3	4.4	5.0	1.1	11.3	2.9
44	C	Anacortes, WA	8.2	-3.4	2.2	-25.4	10.4	-9.0
45	C	New Haven, CT	6.9	2.3	3.2	10.8	10.1	4.9
46	C	Kalama, WA	0.6	27.4	9.3	-25.3	9.9	-23.4
47	C	Galveston, TX	5.2	25.0	4.5	-18.6	9.8	0.1
48	L	Toledo, OH	3.8	-2.2	5.8	-16.9	9.7	-11.6
49	C	Barbers Point, Oahu, HI	1.3	-24.7	8.4	-0.5	9.7	-4.6
50	C	Honolulu, HI	8.4	-35.2	0.8	-26.8	9.2	-34.6

Continued on the next panel

Leading U.S. Ports in 2009 — *continued*

(Millions of Short Tons and Percent Change from 2008)

			Domestic		Foreign		Total[1]	
Rank	Type[2]	Port	Tons	%	Tons	%	Tons	%
51	L	Detroit, MI	5.9	-37.9	3.1	-6.5	9.0	-29.8
52	L	Indiana Harbor, IN	7.9	-47.3	0.3	-24.7	8.2	-46.7
53	L	St. Clair, MI	8.1	2.5	0.0	0.0	8.1	2.5
54	C	New Castle, DE	3.7	-12.6	3.9	46.3	7.6	10.4
55	C	Albany, NY	6.3	0.9	0.9	-33.2	7.2	-5.0
56	L	Two Harbors, MN	7.1	-47.2	0.0	0.0	7.1	-47.2
57	L	Presque Isle, MI	5.2	-10.9	1.8	-39.8	7.0	-20.6
58	C	Matagorda Port Lv Pt Com, TX	1.4	-25.7	5.6	-34.2	7.0	-32.6
59	C	Providence, RI	3.1	-10.6	3.9	-24.1	6.9	-18.7
60	C	Vancouver, WA	1.7	-10.2	5.1	-15.3	6.8	-14.1
61	C	Miami, FL	0.5	12.9	6.3	-1.8	6.8	-0.8
62	C	Wilmington, NC	1.8	-11.8	4.9	1.9	6.7	-2.3
63	L	Gary, IN	6.0	-31.5	0.4	40.3	6.4	-29.2
64	L	Cleveland, OH	4.6	-46.0	1.4	-29.8	6.1	-42.9
65	C	Camden-Gloucester, NJ	2.1	-18.8	3.6	-1.9	5.7	-9.0
66	I	Mount Vernon, IN	5.6	6.6	0.0	0.0	5.6	6.6
67	I	Louisville, KY	5.4	-28.0	0.0	0.0	5.4	-28.0
68	C	Longview, WA	1.2	-2.6	3.9	-15.8	5.1	-13.1
69	L	Escanaba, MI	4.8	-22.9	0.1	-53.8	4.9	-23.4
70	L	Stoneport, MI	4.6	-27.0	0.2	-23.7	4.8	-26.8
71	L	Calcite, MI	4.0	-22.4	0.7	21.0	4.8	-17.8
72	C	Brownsville, TX	1.5	-17.0	3.1	-17.8	4.7	-17.6
73	C	Bridgeport, CT	2.7	-22.4	1.9	-20.5	4.6	-21.6
74	C	Wilmington, DE	1.2	42.8	3.3	4.4	4.5	12.6
75	I	St. Paul, MN	4.1	21.2	0.0	0.0	4.1	21.2
76	C	Nikishka, AK	2.7	-21.8	1.3	-13.6	4.1	-19.3
77	L	Burns Waterway Harbor, IN	3.8	-34.5	0.2	-51.7	4.0	-35.9
78	C	Portsmouth, NH	0.5	-26.9	3.1	-1.9	3.6	-6.5
79	L	Silver Bay, MN	3.1	-53.0	0.5	472.9	3.6	-46.2
80	L	Port Inland, MI	3.2	-41.8	0.3	40.8	3.5	-38.6
81	L	Ashtabula, OH	1.6	-50.8	1.9	-49.5	3.4	-50.1
82	C	Fall River, MA	1.9	3.5	1.5	-16.6	3.4	-6.3
83	L	Milwaukee, WI	1.7	-17.0	1.7	39.9	3.4	4.4
84	I	Vicksburg, MS	3.3	-6.6	0.0	0.0	3.3	-6.6
85	C	Morehead City, NC	1.6	-0.6	1.7	-0.7	3.3	-0.7
86	C	Biloxi, MS	3.2	-7.8	0.0	0.0	3.2	-7.8
87	L	Conneaut, OH	2.8	-28.8	0.3	-57.8	3.1	-32.9
88	C	Port Manatee, FL	0.3	-23.4	2.6	11.4	2.9	6.2
89	C	Kivilina, AK	1.4	3.5	1.3	3.6	2.7	3.5
90	C	Panama City, FL	1.3	-25.0	1.2	14.1	2.5	-9.9
91	C	Palm Beach, FL	1.0	3.4	1.3	-4.8	2.3	-1.5
92	L	Port Dolomite, MI	2.0	15.5	0.3	-28.0	2.3	7.5
93	C	Port Canaveral, FL	0.3	-8.0	2.0	-4.9	2.3	-5.4
94	C	Ponce, PR	0.0	-82.1	2.2	-40.8	2.2	-41.0
95	L	Alpena, MI	1.9	-26.9	0.3	-39.0	2.2	-29.0
96	C	Anchorage, AK	1.9	-10.7	0.3	5.0	2.2	-8.8
97	C	Kahului, Maui, HI	2.0	-47.0	0.1	-7.6	2.1	-45.9
98	C	Morgan City, LA Port of	2.1	-9.5	0.0	0.0	2.1	-9.5
99	I	Greenville, MS	2.1	-29.9	0.0	0.0	2.1	-29.9
100	L	Green Bay, WI	1.7	-21.1	0.5	18.3	2.1	-15.1

1. Total may not equal column sum due to rounding.
2. Type code depicts the location of the port as Coastal (C), Great Lakes (L), or Inland (I).

Domestic Traffic for Selected U.S. Inland Waterways in 2009

(Millions of Short Tons, Billions of Ton-miles[1] and Change from 2008)

Waterway	Length (miles)	Tons 2009	Tons %	Ton-miles 2009	Ton-miles %	Trip[2] Ton-miles 2009	Trip[2] Ton-miles %
Atlantic Coast							
Atlantic Intracoastal Waterway, VA-FL	793	2.5	-15.2	0.2	-14.1	0.3	-28.0
Intracoastal Wtwy, Jacksonville to Miami, FL	349	0.1	-28.1	**	-38.3	**	-69.7
Gulf Coast							
Bayou Teche, LA	107	1.1	14.9	**	18.0	0.5	21.3
Black Warrior and Tombigbee rivers, AL	449	15.7	-21.1	2.7	-22.8	5.1	-18.9
Chocolate Bayou, TX	13	1.0	-66.9	**	-66.9	0.4	-35.1
Gulf Intracoastal Waterway, TX-FL	1,109	108.1	-6.7	16.6	-9.5	47.7	-11.1
GIWW: Morgan City-Port Allen, LA	64	16.4	-29.9	1.0	-34.7	14.8	-31.8
Petit Anse, Tigre, Carlin bayous, LA	16	2.2	-17.4	**	-16.1	3.1	-19.3
Tennessee-Tombigbee Waterway, AL and MS	234	5.8	-10.9	1.0	-6.2	3.7	-9.5
Mississippi River System							
Allegheny River, PA	72	2.0	-19.7	**	-9.8	0.4	-41.0
Atchafalaya River, LA	121	7.8	-18.3	0.8	20.3	5.9	-9.3
Big Sandy River, KY and WV	27	11.1	-35.9	**	-37.5	5.2	-27.7
Cumberland River, KY and TN	381	20.8	-10.7	2.1	-12.7	9.8	-3.0
Green and Barren rivers, KY	109	11.1	21.6	0.7	23.8	3.8	11.3
Illinois Waterway, IL	357	36.4	-2.3	6.5	-2.3	34.1	1.2
J. Bennett Johnston Waterway, LA	218	9.9	34.4	0.4	28.6	7.9	32.7
Kanawha River, WV	91	18.5	-8.4	1.2	-12.9	7.3	-31.3
McClellan-Kerr Arkansas R. Nav. Sys., AR/OK	462	10.8	-2.3	2.4	3.0	6.4	2.3
Mississippi River Mpls, MN to Mouth of Passes	1,814	279.8	-5.2	150.9	-1.6	195.1	-5.6
Minneapolis, MN to Mouth of Missouri R.	663	62.2	2.5	11.5	17.2	69.0	9.0
Mouth of Missouri R. to Mouth of Ohio R.	195	104.3	5.7	17.0	7.5	104.5	8.5
Mouth of Ohio River up to Baton Rouge, LA	720	166.3	-5.7	101.8	-4.4	169.8	-5.3
Baton Rouge up to New Orleans, LA[3]	130	192.5	-6.2	15.6	-2.4	155.6	-7.3
New Orleans, LA to Mouth of Passes[3]	106	113.5	-2.4	5.1	-3.4	60.0	-6.6
Missouri R. (MO, KS, NE and IA) to Sioux City, IA	732	5.0	-11.2	0.1	33.2	0.2	-11.9
Monongahela River, PA and WV	129	20.9	-25.2	1.0	-24.7	6.7	-13.6
Ohio River, PA, WV, OH, KY, IN, and IL	981	207.2	-10.2	49.7	-12.3	103.7	-14.7
Ouachita and Black Rivers, AR and LA	332	1.3	-26.9	0.2	-27.1	0.6	-29.7
Tennessee River, TN, KY, MS and AL	652	39.2	-21.0	4.1	-22.5	22.9	-7.7
Pacific Coast							
Columbia River System, OR, WA, and ID[3]	596	13.6	-3.9	2.2	7.2	1.9	9.1
Columbia R. and Willamette R. below Vancouver, WA and Portland, OR[3]	113	13.4	-2.9	0.5	-2.2	1.9	10.7
Vancouver, WA to The Dalles, OR	85	8.2	-.6	0.6	1.9	1.9	9.8
The Dalles Dam to McNary Lock and Dam	100	7.0	1.5	0.6	11.4	1.8	10.2
Above McNary L & D to Kennewick, WA	39	5.7	17.5	0.2	16.0	1.6	19.7
Snake River (WA and ID) to Lewiston, ID	141	4.4	18.9	0.3	24.8	1.3	21.3
Willamette River above Portland, OR	118	0.5	-59.6	**	**	**	-79.7

1. ** denotes ton-miles of less than 50 million or extreme percent change.
2. Internal and intraport tons times total distance from origin to destination.
3. Includes coastwise entrance channel miles for tons and ton-miles but not for trip ton-miles.

U.S. Waterborne Traffic by State in 2009[1]

(Millions of Short Tons and Change from 2008)

		Domestic		Foreign		Total[2]	
Rank	State	Tons	%	Tons	%	Tons	%
1	Texas	112.3	-7.0	339.5	-3.7	451.8	-4.5
2	Louisiana	248.5	-3.4	200.8	-10.2	449.3	-6.5
3	California	38.4	2.1	163.4	-11.1	201.8	-8.8
4	New Jersey	66.3	6.1	89.3	-2.6	155.6	0.9
5	Illinois	115.6	3.3	3.5	-2.4	119.1	3.1
6	Washington	41.9	-10.5	65.1	-13.5	107.0	-12.3
7	Florida	51.7	-10.4	46.4	-12.2	98.1	-11.2
8	Pennsylvania	51.6	-19.0	39.2	2.4	90.8	-11.0
9	Ohio	79.5	-7.7	11.2	-35.4	90.6	-12.3
10	Kentucky	86.0	-8.9	0.0	0.0	86.0	-8.9
11	Virginia	15.9	-14.6	51.3	-15.2	67.2	-15.1
12	Alabama	38.4	-19.1	27.8	-27.0	66.2	-22.6
13	West Virginia	58.1	-24.6	0.0	0.0	58.1	-24.6
14	Indiana	55.1	-22.7	1.3	-3.7	56.5	-22.3
15	Mississippi	22.2	-12.3	30.1	14.5	52.2	1.4
16	Michigan	42.7	-20.9	9.4	-18.7	52.1	-20.5
17	New York	31.3	-21.3	20.7	-35.1	52.0	-27.4
18	Alaska	40.5	-4.4	5.6	5.8	46.2	-3.3
19	Virgin Islands	18.4	-7.0	21.4	-18.0	39.9	-13.3
20	Tennessee	38.2	-20.4	0.0	0.0	38.2	-20.4
21	Maryland	13.0	-21.0	22.4	-32.9	35.3	-29.0
22	Georgia	2.0	2.1	32.5	-9.6	34.4	-9.0
23	Wisconsin	23.4	-29.3	7.2	-35.6	30.6	-30.9
24	Minnesota	25.1	-31.0	3.5	-38.6	28.7	-32.0
25	Oregon	11.1	-1.9	15.8	-21.1	26.9	-14.1
26	Massachusetts	9.2	-11.6	15.8	1.5	25.0	-3.8
27	Missouri	24.1	-8.7	0.0	0.0	24.1	-8.7
28	Delaware	15.2	-13.5	8.4	-35.7	23.6	-23.0
29	Maine	1.9	-4.0	21.1	-7.3	23.0	-7.1
30	Puerto Rico	9.4	-2.9	12.8	-18.9	22.2	-12.8
31	Hawaii	9.7	-34.0	9.3	-4.8	19.0	-22.3
32	Connecticut	11.6	-9.2	5.1	-4.7	16.8	-7.9
33	South Carolina	2.5	-8.5	13.5	-27.1	16.0	-24.7
34	Iowa	11.8	1.8	0.0	0.0	11.8	1.8
35	North Carolina	3.9	-13.8	6.9	-1.6	10.7	-6.4
36	Arkansas	10.4	-26.8	0.0	0.0	10.4	-26.8
37	Rhode Island	3.8	-14.0	4.6	-24.6	8.4	-20.1
38	Oklahoma	3.8	1.6	0.0	0.0	3.8	1.6
39	New Hampshire	0.5	-26.9	3.1	-1.9	3.6	-6.5
40	Idaho	0.7	3.6	0.0	0.0	0.7	3.6
41	Kansas	0.5	97.0	0.0	0.0	0.5	97.0
42	Guam	0.4	33.4	0.0	0.0	0.4	33.4
43	Pacific Islands	0.2	-8.0	0.0	0.0	0.2	-8.0
44	Nebraska	0.2	-23.8	0.0	0.0	0.2	-23.8

1. Includes shipments, receipts and intrastate commerce.
2. Total may not equal column sum due to rounding.

U.S. Flag Vessels as of December 31, 2009[1]

Vessel Type	Number	Age[2] < = 5	6–10	11–15	16–20	21–25	>25
Vessel (total)[3]	**40,109**	**6,910**	**5,170**	**6,157**	**3,543**	**1,459**	**16,509**
Self-Propelled (total)	**9,089**	**915**	**749**	**684**	**466**	**465**	**5,792**
Dry Cargo	891	70	105	111	81	98	426
Tanker	72	10	7	9	3	5	38
Pushboat	2,831	237	160	126	86	84	2,136
Tugboat	2,606	280	170	146	73	70	1,856
Passenger[4]	833	39	63	95	122	145	367
Offshore Supply	1,856	279	244	197	101	63	969
Barge (total)	**31,008**	**5,994**	**4,420**	**5,472**	**3,077**	**994**	**10,708**
Dry Covered	11,653	1,740	1,963	2,832	832	98	4,156
Dry Open	8,476	1,587	1,079	1,663	1,540	599	1,976
Lash/Seabee	5	0	0	0	1	0	3
Deck	6,149	1,446	849	509	405	262	2,422
Other Dry Cargo[5]	164	9	19	24	8	10	77
Single Hull Tank	438	35	3	16	13	9	362
Double Hull Tank	3,338	826	420	388	271	14	1,415
Other Tank[6]	785	351	87	40	7	2	297

1. Survey date as of December 31, 2009; includes updates through September 2, 2010.
2. Age (in years) is based upon the year the vessel was built or rebuilt, using calendar year 2009 as the base year.
3. Total is greater than sum because of 12 unclassified vessels and 361 vessels of unknown age; figures include vessels available for operation.
4. Includes passenger, excursion/sightseeing.
5. Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.
6. Includes tank barges that may be double sided only or double bottom only.

U.S. Waterborne Container Traffic by Region in 2009
(Loaded and Empty in Thousands of TEU's[1])

Region	Domestic[2] Loaded	Domestic[2] Empty	Foreign Loaded	Foreign Empty	Total Loaded	Total Empty
Total[3]						
Inbound	**1,860**	**349**	**14,517**	**N/A**	**16,378**	**N/A**
Outbound	**1,860**	**349**	**10,229**	**N/A**	**12,090**	**N/A**
Atlantic						
Inbound	713	38	5,894	N/A	6,607	N/A
Outbound	708	38	4,712	N/A	5,420	N/A
Gulf						
Inbound	24	5	780	N/A	804	N/A
Outbound	28	5	1,073	N/A	1,101	N/A
Pacific						
Inbound	1,124	306	7,843	N/A	8,967	N/A
Outbound	1,124	306	4,444	N/A	5,568	N/A

1. TEU = Twenty Foot Equivalent Units. Foreign empties not included.
2. A domestic container is counted as an inbound and outbound movement.
3. Total includes less than 270 loaded TEU's for the Great Lakes.

Ports and Waterways Facts

- The Port Authority of New York and New Jersey is the largest port complex on the East Coast of North America. The Port Authority directly oversees the operation of six container terminals and three passenger cruise terminals in the New York/New Jersey region. It is also the leading North America port for automobile imports and exports.
- The Port of South Louisiana which stretches 54 miles along the Mississippi River is the largest tonnage port in the United States. It is comprised of facilities in St. Charles, St. John the Baptist, and St. James Parishes. Primary outbound cargoes include corn, animal feed, wheat, and soybean.
- Duluth – Superior, located at the western tip of Lake Superior, is the largest port on the Great Lakes and is one of the premier bulk cargo ports in North America. Principal cargo loadings include ore, coal, and grain. It has a navigation season that usually begins in late March and continues until mid-January.
- Approximately 4.1 million passengers transited through the Port of Miami in 2009, making it the busiest cruise port in the world. Port Everglades in Broward County, Florida operates 12 cruise terminals.
- Commercial dock facilities at Fairmont, WV are 2,080 statute miles from the Gulf of Mexico via inland waterways (Monongahela, Ohio and Mississippi Rivers). Those at Sioux City, IA are 1,899 statute miles from the Gulf via the Missouri and Mississippi Rivers, and those at Minneapolis, MN are 1,831 statute miles up the Mississippi River.
- The 12,000 miles of inland and intracoastal waterways, like highways, operate as a system, and much of the commerce moves on multiple segments. They serve as connecting arteries, much as neighborhood streets help people reach interstate highways.
- Waterways are operated by the Corps as multi-purpose, multi-objective projects. They not only serve commercial navigation, but in many cases also provide hydropower, flood protection, municipal water supply, agricultural irrigation, recreation, and regional development.
- For more ports and waterways facilities data and information, visit the NDC website at http://www.iwr.usace.army.mil/ndc/ports/ports.htm.

Trust Fund Facts

- The Inland Waterway Trust Fund earned $74.1 million in Fiscal Year (FY) 2010. This included $73.9 million paid by the barge and towing industry and $0.13 million interest. The Fund disbursed $73.3 million for construction projects leaving a balance of $58.5 million. However, $20.3 million of the balance is set aside for prior year commitments, leaving only $38.2 million available for new construction obligations.
- The FY 2010 Harbor Maintenance Trust Fund equity grew 10.5% from FY 2009 to $5.65 billion. Total receipts increased 7.5% to $1.36 billion. The taxes from domestic commerce of $107.8 million increased 45% over the previous year. The taxes collected from imports increased 6% to $910.6 million. All transfers totaled $828.6 million (U.S. Army Corps of Engineers received $793 million, an increase from FY 2009's $772.5 million).

Vessel Facts

- There were 939 domestic vessels constructed in 2009, which is 25.6% less than 1,256 that were constructed in 2008.
- The number of Lash/Seabee barges has dropped significantly from 1,796 in 1999 to 5 in 2009, a 99.7% decrease.
- The number of domestic tankers has steadily diminished from 232 in 1985 to 72 in 2009.
- *The Waterborne Transportation Lines of the U.S.*, which includes an inventory of vessel companies and their American flag vessels operating in the transportation of freight and passengers, is available on the NDC website at http://www.ndc.iwr.usace.army.mil/veslchar/veslchar.htm

Mississippi River and Tributaries - Lock Contact Information (Phone Numbers)

Allegheny

2	412.661.2217
3 (Bill Young)	412.828.3550
4	724.224.2666
5	724.295.2261
6	724.295.3775
7	724.543.2551
8	724.548.5119
9	724.868.2486

Atchafalaya

Old River	225.492.3333
Berwick	985.384.7697

Bayou Teche

Keystone	985.384.7697

Black Rock

Black Rock	716.879.4403

Warrior-Tombigbee-Mobile

Demopolis	205.289.0645
Selden	205.372.3571
Oliver	205.758.4860
Holt	205.553.1711
Bankhead	205.339.1921

Calcasieu River

Calc. Barrier	337.433.5013

Cumberland

Barkley	270.362.4222
Cheatham	615.792.4349
Old Hickork	615.847.3281
Cordell Hull	615.735.1040

Freshwater Bayou

Frshwtr Bayou	337.737.2470

GIWW-all

Bayou Boeuf	985.384.7626
Leland Bowman	337.893.6790
Calcasieu	337.477.1482
Algiers	504.394.5714
Inr Hrbr Nav Can	504.945.2157
Bayou Sorrel	225.659.2581
Port Allen	225.343.3752
Colorado E & W	979.863.2318
Brazos E & W	979.233.1251
Harvey	504.366.4683

Illinois

LaGrange	217.225.3317
Peoria	309.699.6111
Starved Rock	815.667.4114
Marseilles	815.795.2593
Dresden	815.942.0840
Brandon Road	815.744.1714
Lockport	815.838.0536
O'Brien	773.646.2183

Kanawha

Winfield	304.586.2501
Marmet	304.949.1175
London	304.442.8422

Kaskaskia

Kaskaskia	618.284.7160

McClellan-Kerr

Montgomery Pt.	870.548.3400
Norrell	870.548.2796
2	870.548.2791
Joe Hardin	870.479.3164
Emmet Sanders	870.534.2127
5	501.842.2761
David D. Terry	501.961.9281
Murray	501.663.1997
Toad Suck Ferry	501.327.0853
Arthur Ormond	501.354.8402
Dardanelle	479.968.5008
Ozark (J Taylor)	479.667.2120
James Trimble	479.452.0488
W.D. Mayo	918.962.3481
Robert S. Kerr	918.775.2091
Webbers Falls	918.489.5987

Monongahela

Braddock	412.271.1272
3	412.384.4532
4	724.684.8442
Maxwell	724.785.5027
Gray's Landing	724.583.8304
Point Marion	724.725.5289
Morgantown	304.292.1885
Hildebrand	304.983.2300
Opekiska	304.366.4224

Ohio

Emsworth	412.766.6213
Dashields	724.457.8430
Montgomery	724.643.8400
New Cmbrlnd	740.537.2571
Pike Island	304.227.2240
Hannibal	740.483.2305
Willow Island	740.374.8710
Belleville	740.378.6110
Racine	304.882.2118
Robert C. Byrd	304.576.2272
Greenup	606.473.7441
Capt. Meldahl	513.876.2921
Markland	859.567.7661
McAlpine	502.774.3514
Cannelton	812.547.2962
Newburgh	812.853.8470
John T. Myers	812.838.5836
Smithland	618.564.2315
52	618.567.2842
53	618.742.6213

Ouachita-Black

Columbia Lock	318.649.2049
Felsenthal	870.943.2307
H.K. Thatcher	870.748.2265
Jonesville	318.339.7839

Red River

LC Boggs	318.253.8922
John Overton	318.443.9625
3	318.627.2944
Russell B. Long	318.932.6960
Joe Waggonner	318.797.9519

Tennessee

Melton Hill	865.986.2762
Kentucky	270.362.4226
Pickwick	731.925.2334
Wilson	256.764.5223
Gen. Wheeler	256.247.3311
Guntersville	256.582.3263
Nickajack	423.942.3985
Chickamauga	423.875.6230
Watts Bar	423.334.3522
Fort Loudoun	865.986.2762

Upr Mississippi

Upr St. Anthony	612.333.5336
Lwr St. Anthony	612.332.3660
1	612.724.2971
2	651.437.3150
3	651.388.5794
4	608.685.4421
5	507.689.2101
5A	507.452.2789
6	608.534.6424
7	507.895.2170
8	608.689.2625
9	608.874.4311
10	563.252.1261
11	563.582.1204
12	563.872.3314
13	815.589.3313
14	309.794.4357
15	309.794.5266
16	309.537.3191
17	309.587.8125
18	309.873.2246
19	319.524.2631
20	573.288.3320
21	217.222.0918
22	573.221.0294
24	573.242.3524
25	636.899.1543
Mel Price	636.899.1543
27	618.452.7107

Verdigris

Chouteau	918.687.4501
Newt Graham	918.543.2216

Visit the NDC web site at **http://www.ndc.iwr.usace.army.mil/lpms/lpms.htm** for *Key Lock Report, Summary of Lock Statistics, Lock Contact Information, and Lock.Characteristics*

For Further Information

This fact card provides an overview of information about U.S. ports and waterways for the latest complete statistical year. Statistics are produced by the U.S. Army Corps of Engineers (USACE) Navigation Center (NDC). Domestic data are collected by NDC. U.S. foreign tonnage and vessel movements are derived from data provided by the Port Import Export Reporting Service, U.S. Customs and Border Protection, and U.S. Bureau of the Census. Contact one of the following sites for information on NDC's products and services:

- **Web Site:** Access for up-to-date statistics:
  www.ndc.iwr.usace.army.mil
  www.ndc.iwr.usace.army.mil/lpms/lpms.htm

- **NDC:** Port, waterways, lock and dock infrastructure data; lock performance; dredging statistics; and water transportation summary materials.

  Navigation Data Center
  U.S. Army Corps of Engineers
  7701 Telegraph Road
  Alexandria, VA 22315-3868
  703–428–9061, Fax: 703–428–6047
  E-mail: CEIWR-NDC.WEBMASTER@usace.army.mil

- **Waterborne Commerce Statistics Center:** Commercial movements of foreign and domestic cargo and vessels; and U.S. vessel and vessel operator statistics.

  Waterborne Commerce Statistics Center, USACE
  PO Box 61280
  New Orleans, LA 70161-1280
  504-862-1441, 504-862-1426; FAX 504-862-1423
  E-mail: CEIWR-NDCWCSC.WEBMASTER@usace.army.mil

User feedback is essential for USACE to meet current needs. Provide comments to Director, Waterborne Commerce Statistics Center, P.O. Box 61280, New Orleans, LA 70161-1280 or e-mail CEIWR-NDCWCSC.WEBMASTER@usace.army.mil.