

U.S. Maritime Administration

2012 Total Vessel Calls in U.S. Ports, Terminals and Lightering Areas Report

- (1) Commercial Vessels over 1,000 gross register tons
- (2) Commercial Vessels over 10,000 deadweight tons (DWT)

Additions to the report, suggestions, corrections or recommendations and comments are welcome. Please e-mail data.marad@dot.gov

Introduction

This is a report containing calculated vessel calls for privately-owned, oceangoing merchant vessels (1) over 1,000 gross register tons and (2) over 10,000 deadweight tons calling at ports, terminals, offshore terminals and pipelines and lightering areas within the United States. Though the Maritime Administration strives to provide the most accurate information on vessel activity in the United States, these numbers may vary from statistics collected by ports and terminals.

Methodology

The 1,000 GRT report captures smaller merchant vessels that are otherwise eliminated utilizing the 10,000 DWT threshold.

Calls are calculated through how many times a vessel arrived at a port, facility or terminal. This number may include berth shifts, movement to and from an anchorage while awaiting cargo or may include other activities related to vessel, port or terminal operations. Calls do not include vessels arriving at a designated anchorage area.

Capacity is calculated as the sum of vessel calls weighted by vessel DWT. DWT is defined as the total weight (metric tons) of cargo, fuel, fresh water, stores and crew which a ship can carry when immersed to its load line. Capacities are also expressed in Twenty Foot Equivalent Units (TEU) for containerships and cubic meters (CM) for gas carriers. An example of overall calls and capacity for a port is provided below:

	# of Calls	DWT	Calls x DWT
Vessel A	10	25,000	250,000
Vessel B	5	20,000	100,000
Vessel C	10	40,000	400,000
Total	25		750,000 DWT

Vessel Types

The vessel types included in this report include tankers, container ships, roll-on/roll-off ships, gas carriers and general cargo ships. These types are defined below:

- **Tanker:** Petroleum Tankers, Chemical Tankers.
 - Product: 10,000 - 69,999 DWT (subcategory of tanker)
 - Crude: >=70,000 DWT (subcategory of tanker).
- **Container:** Container Carriers, Refrigerated Container Carriers.
- **Dry Bulk:** Bulk Vessels, Bulk Containerships, Cement Carriers, Ore Carriers, wood-chip carriers.
- **Roll-on/Roll-off (Ro-Ro):** Ro/Ro Vessels, Ro/Ro Containerships, Vehicle Carriers (Pure Car-Truck Carriers/PCTC)
- **Gas Carrier:** Liquefied Natural Gas (LNG) Carriers, Liquefied Petroleum Gas (LPG) Carriers, LNG/LPG Carriers
- **General Cargo:** General Cargo Carriers, Partial Containerships, Refrigerated Ships, Barge Carriers, Livestock Carriers.

Port Groupings

Certain port and port areas contain multiple docks and terminals or even port areas. They are defined below:

- Sabine-Neches Waterway - Beaumont, Nederland Terminal, Orange, Port Arthur, Port Neches, Sabine LNG Terminal
- Port of South Louisiana - Convent, Destrehan, Garyville, Good Hope, Gramercy, La Place, Norco, Paulina, Reserve, St. James, St. Rose and Taft
- Port of Greater Baton Rouge - Baton Rouge, Burnside, Darrow, Donaldsonville, Geismar, St. Gabriel and Sunshine
- San Francisco Bay Area - Oakland, San Francisco, Martinez, Richmond, Bencia, Stockton, Sacramento, Redwood City
- Philadelphia/Delaware River - Burlington, NJ., Camden, NJ., Claymont, Delair, Delaware City, Eddystone, Fairless Hills, Gloucester, NJ., Marcus Hook, Milford, DE., Paulsboro, Philadelphia, Reedy Point, Salem, NJ., Tullytown, Westville.
- Columbia River - Astoria, Kalama, Longview, Portland, Rainier, Vancouver

Additional Notes & Errata

1. MARAD has stopped reporting figures for Ore-Bulk-Oil Combination Carriers
2. MARAD has eliminated from this report ports that have less than five overall vessel calls and ports that were considered duplicates.
3. Minor corrections have been made to city names/states.
4. Houston - The 2011 iteration of this spreadsheet broke Bayport, Barbours Cut, and Deepwater into separate entities. These have been consolidated into one entity - Houston.
5. Sabine-Neches Waterway (SNWW) - The ports and terminals within the SNWW have been consolidated to reflect the nature of traffic on this waterway.
6. The addition of the Port of South Louisiana and the Port of Greater Baton Rouge will help capture more of the deepwater traffic operating on the Mississippi River.
7. Los Angeles and Long Beach have been separated into two separate ports.
8. The Port of Wilmington, DE has been separated from Philadelphia/Delaware River.

Data Sources:

- Primary Source: Lloyd's Maritime Intelligence Unit, Vessel Movement Data Files.
- Additional Sources:
 - Figures for Albany, NY: Port of Albany (<http://www.portofalbany.us/index.php/2012-11-10-03-27-31/9-uncategorised/136-ships-visit-port-of-albany-2012>)
 - National Oceanic and Atmospheric Administration (NOAA) - United States Coast Pilot
 - U.S. Army Corps of Engineers, Navigation Data Center