U.S. Department of Transportation
Maritime Administration

2011
U.S. Water Transportation Statistical Snapshot

November 2013

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Office of Policy and Plans

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Maritime Administration

U.S. Department of Transportation

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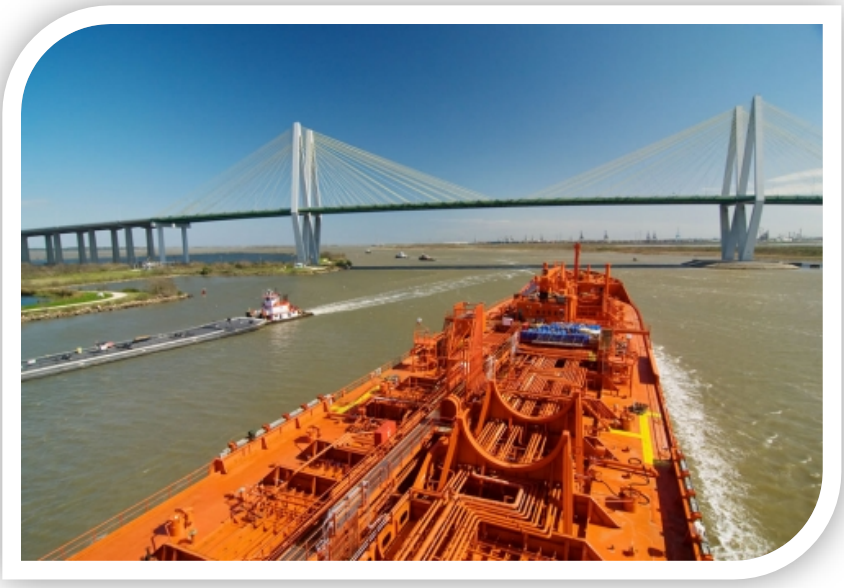

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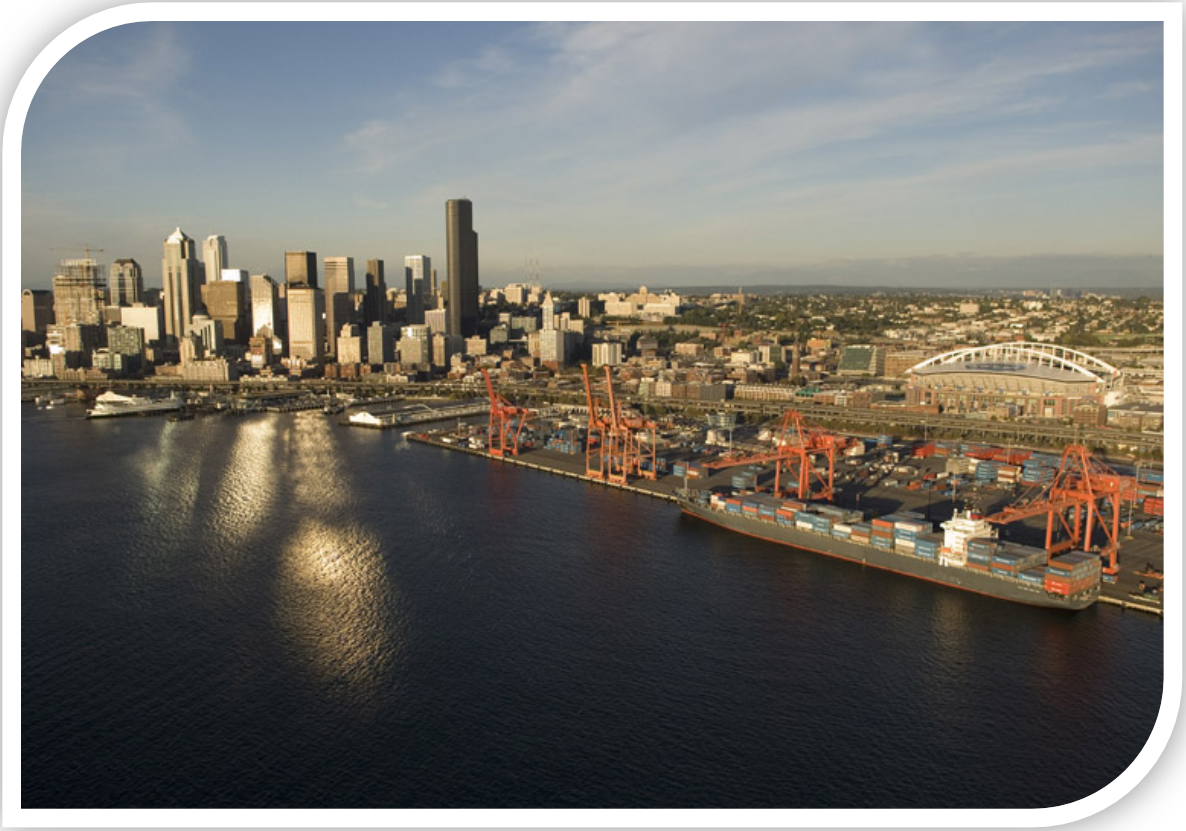
Preface

The Maritime Administration's mission is to improve and strengthen the U.S. water transportation system to meet the economic, environmental, and security needs of the Nation.

The U.S. water transportation industry serves the needs of both foreign and domestic commerce. It comprises companies that carry freight or passengers on the open seas or inland waterways, offer towing services, charter vessels, and operate canals and terminals.

The "U.S. Water Transportation Statistical Snapshot" is an annual publication that highlights the major changes that have occurred in the industry over the most recent five year period. This edition includes U.S. water transportation statistics from 2006 through 2011.



At a Glance

Trade Indicators

In 2011, U.S. waterborne trade (foreign and domestic) amounted to over 2.1 billion metric tons, up slightly from the year before. Foreign trade accounted for 62.5 percent of the total, up from 59.8 percent 5 years earlier (p. 3).

For the period 2006-2011, coastwise movements of petroleum (crude oil and petroleum products) fell by 21.6 percent. The decline in coastwise petroleum trades reflects an 8.4 percent decline in the consumption (a measure of demand) of U.S. petroleum products (p. 4).

In 2011, the U.S.-foreign container trade accounted for 18.1 percent of the total U.S. waterborne trade (metric tons), up from 16.0 percent 5 years before (p. 5).

In 2011, U.S. foreign trade accounted for about 14.7 percent of global waterborne trade (metric tons), down from 17.7 percent 5 years earlier. Over the last 5 years, global trade (metric tons) increased by 17.4 percent, while U.S. trade declined by 2.7 percent (as a drop in U.S. imports was largely offset by an increase in U.S. exports) (p. 6).

In 2011, 46.9 percent of U.S. foreign trade, in terms of value, (all modes, including air as well as rail and highway trade with Canada and Mexico) was moved by vessel up from 44.4 percent 5 years earlier (p. 7).

In 2011, 7,836 oceangoing vessels made 68,036 calls at U.S. ports. Vessel calls were up 7.9 percent from five years earlier (p. 8). Over the same period, the average vessel size per call at U.S. ports increased 6.3 percent. More specifically, the average size (in twenty-foot equivalent units or TEUs) of containerships calling at U.S. ports increased by 13.3 percent as carriers' deployment of post-panamax (5,000+ TEU) containerships in U.S. trades increased 60.4 percent (pp. 9-10).

In 2011, the average age of vessels calling at U.S. ports was 9.7 years, down from 11.2 years in 2006 (p. 11).

In 2011, Gulf ports accounted for 34.1 percent of U.S. vessel calls, up from 28.7 percent five years earlier, due to the large volumes of liquid and dry bulk cargoes handled by these ports (p. 12).

In 2011, the top 10 U.S. ports accounted for 55.5 percent of oceangoing vessel calls (p. 13).

In 2011, U.S. ports accounted for approximately 7.3 percent of global vessel calls. The U.S. ranked second behind China in terms of overall calls (p. 14).

In 2011, U.S.-flag vessels accounted for 10.8 percent of calls (all flags) at U.S. ports, down from 11.7 percent 5 years earlier (p. 15).

In 2011, Jones Act vessels (those with unrestricted coastwise trading privileges) accounted for 69.5 percent of U.S-flag calls, down from 78.6 percent in 2006 (p. 15).

At a Glance

Fleet Indicators

As of year-end 2011, over 38,700 U.S.-flag, privately-owned vessels were available for operation in U.S. foreign and domestic trades. While all of the tugs, barges, ferries, lakes, and offshore supply vessels had Jones Act trading privileges, 50.0 percent (107) of US-Flag, oceangoing, privately-owned self-propelled vessels had similar endorsements (pp. 16-19).

US-Flag Privately-Owned Merchant Fleet, 2011
(Number of Vessels)

			Barges				
Ocean[+]	Lakes*	Tugs	Dry	Tank	Offshore	Ferries	Total
214	56	5,458	26,996	4,502	947	564	38,737

Notes: Fleet as of 31 Jan. Ocean/Lakes—vessels of 1,000 Gross Tons (GT) or greater. [+]Ocean includes 4 ITBs. *Lakes—vessels more than 400ft in length; includes 10 tug/barge units.
Sources: Ocean/Lake and Offshore—IHS-Fairplay, www.ihsfairplay.com; Tugs/barges and ferries—U.S. Army Corps of Engineers, Vessel Detail files, http://www.navigationdatacenter.us/index.htm.

Macroeconomic Indicators

For the period 2006-2011, 9,400 jobs were lost in water transportation and related industries, a decrease of 3.7 percent (p. 20).

In 2011, of the roughly 71,500 seafarers, about 33,700 (47.1 percent) were employed in water transportation. Roughly 38 thousand seafarers were employed in other sectors (p. 21).

For the period 2006-2011, seafarer wages have increased by 22.2 percent, compared to 12.2 percent for other transport workers and 15.4 percent for all U.S. occupations. Relative to 2010, marine engineers experienced a 5.1 percent increase in annual wages, the largest of the three seafarer segments (p. 22). Please note that wage data reflect a mix of seafarers serving deep sea, coastal, Great Lakes, and inland trades. Wage levels and trends among these different seafarer groups can vary significantly.

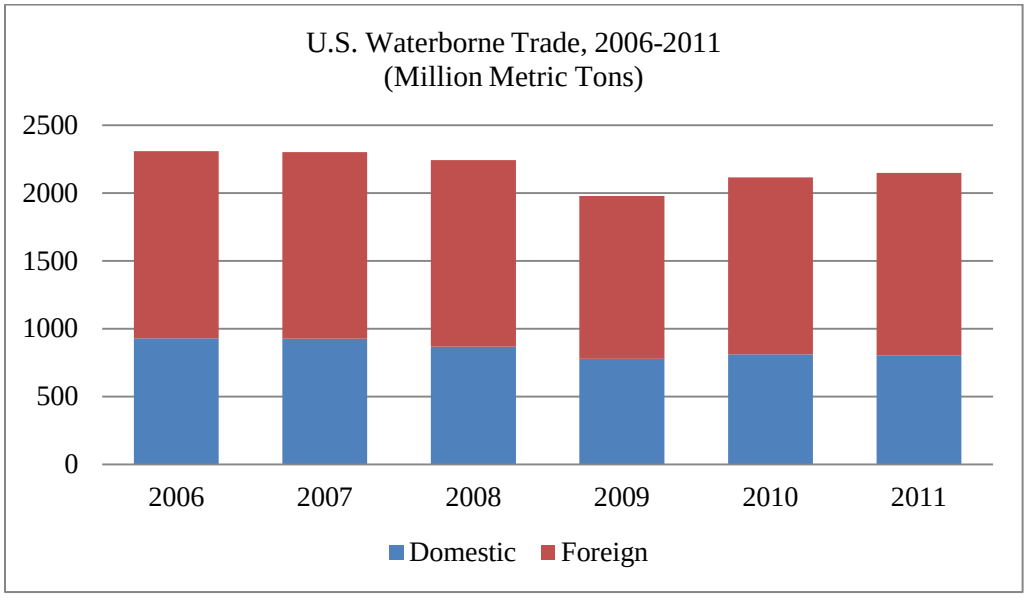
For the period 2006-2011, the average price for water transportation services increased by 20.1 percent. The largest increases were in the domestic segments; coastal (27.9 percent), Great Lakes-St. Lawrence Seaway (51.0 percent) and inland (29.0 percent) (p. 23).

For the period 2006-2011, value-added (gross output less the cost of intermediate inputs) for U.S. water transportation increased 23.9 percent (p. 24).

In 2011, water transportation companies, as distinct from other companies that own vessels (oil companies, water transport support companies, financial intermediaries, and leasing companies), accounted for 34.7 percent of the nation's total vessel fixed assets, compared to 54.0 percent 30 years earlier (p. 25).

Trade Indicators

In 2011, U.S. waterborne trade (foreign and domestic) amounted to over 2.1 billion metric tons, up slightly from the year before. Foreign trade accounted for 62.5 percent of the total, up from 59.8 percent 5 years earlier. The change in composition was due largely to a 13.2 percent decline in domestic trades and a 50.8 percent increase in exports (which largely offset a significant decline in imports).



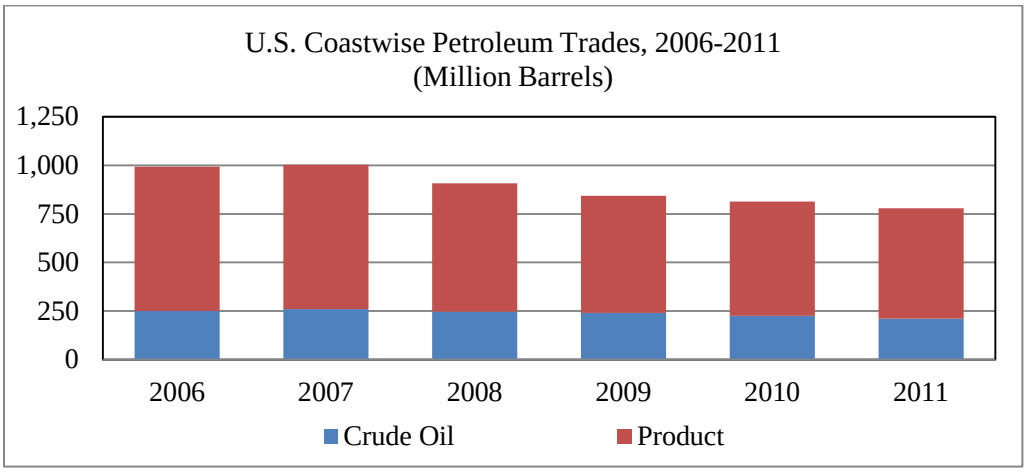
U.S. Waterborne Trades, 2006-2011
(Million Metric Tons)

Trade	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Foreign	**1,380.6**	**1,375.9**	**1,376.5**	**1,202.0**	**1,305.4**	**1,343.1**	**-2.7**
Imports	1,000.5	949.9	892.1	750.0	783.3	770.0	-23.0
Exports	380.2	426.0	484.4	452.1	522.2	573.1	50.8
Domestic	**928.5**	**926.7**	**867.6**	**777.5**	**810.5**	**805.5**	**-13.2**
Coastwise	186.7	169.0	152.2	152.2	149.2	146.0	-21.8
Inland	569.4	564.2	533.9	474.0	513.1	502.2	-11.8
Lakes	87.9	86.8	82.0	57.3	73.1	79.8	-9.3
Other	88.2	89.1	82.7	94.0	75.2	77.5	-12.1
Total	2,309.1	2,302.7	2,244.1	1,979.6	2,116.0	2,148.6	-7.0

Note: Other includes intra-port and intra-territory trades.
Sources: Domestic Trade—U.S. Army Corps of Engineers, Waterborne Commerce of the United States, http://www.navigationdatacenter.us/index.htm; Foreign Trade—U.S. Census Bureau, Foreign Trade Division, https://usatrade.census.gov/.

Trade Indicators

For the period 2006-2011, coastwise movements of petroleum (crude oil and petroleum products) fell by 21.6 percent. The decline in coastwise petroleum trades reflects an 8.4 percent decline in the consumption (a measure of demand) of U.S. petroleum products. The 24.3 percent decline in Alaska crude oil production mirrors the 24.1 percent decline in crude oil shipments from Alaska which moved from the Trans-Alaskan Pipeline terminal at Valdez to U.S. West Coast ports. Of note, total U.S. crude oil production increased 11.1 percent over the five year period.



U.S. Coastwise Petroleum Trades, 2006-2011
(Million Barrels)

	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Crude Oil	250.5	259.5	247.4	239.8	226.3	210.3	-16.1
From Alaska	242.7	254.6	241.0	232.4	216.3	184.2	-24.1
Other Coastwise	7.8	5.0	6.4	7.4	10.0	26.1	234.5
Products	742.3	743.6	660.2	603.0	587.6	568.2	-23.5
Total Coastwise Trade	992.8	1,003.1	907.6	842.8	813.9	778.4	-21.6

Note: Conversion to Barrels from Metric Tons = 7.5 barrels per metric ton.
Source: U.S. Army Corps of Engineers, Waterborne Commerce of the United States, http://www.navigationdatacenter.us/index.htm.

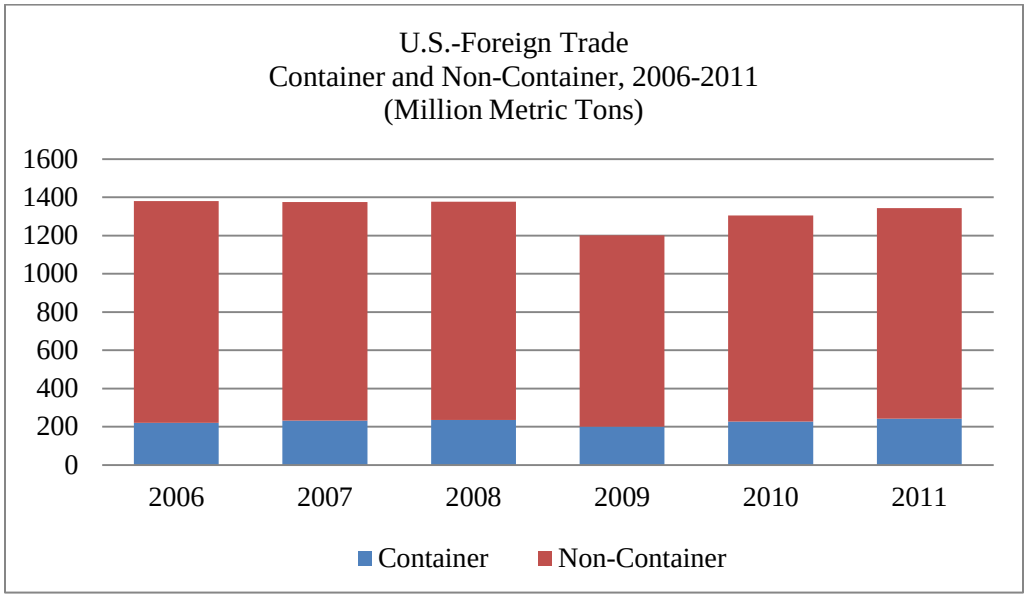
U.S. Petroleum Market Indicators, 2006-2011
(Million Barrels)

	2006	2007	2008	2009	2010	2011	% Ch. 06-11
U.S. Consumption (Demand)	7,550.9	7,548.3	7,136.3	6,851.6	7,000.7	6,916.6	-8.4
U.S. Crude Oil Production	1,857.3	1,853.1	1,830.1	1,953.8	1,999.7	2,062.9	11.1
Alaska Crude Oil Production	270.5	263.6	249.9	235.5	219.5	204.8	-24.3
U.S. Crude and Product Imports	5,003.1	4,916.0	4,727.0	4,267.1	4,304.5	4,198.8	-16.1
Crude Oil Imports	3,693.1	3,661.4	3,580.7	3,289.7	3,362.9	3,261.4	-11.7
Product Imports	1,310.0	1,254.6	1,146.3	977.4	941.7	937.4	-28.4
Percent Imported by Vessel	89.3	85.1	81.3	90.4	85.2	77.2	-13.5

Sources: Consumption, Production, and Imports—Energy Information Agency, www.eia.doe.gov; Percentage of Imports by Vessel - U.S. Census Bureau, Foreign Trade Division, https://usatrade.census.gov/.

Trade Indicators

In 2011, the U.S.-foreign container trade accounted for 18.1 percent of the total U.S. waterborne trade (metric tons), up from 16.0 percent 5 years before. The top five U.S. container ports accounted for 66.7 percent of U.S. container trade, up from 64.7 percent 5 years earlier. Over the same period, U.S.-foreign container trade through Savannah increased 43.5 percent; while container trade through New York increased 23.3 percent.



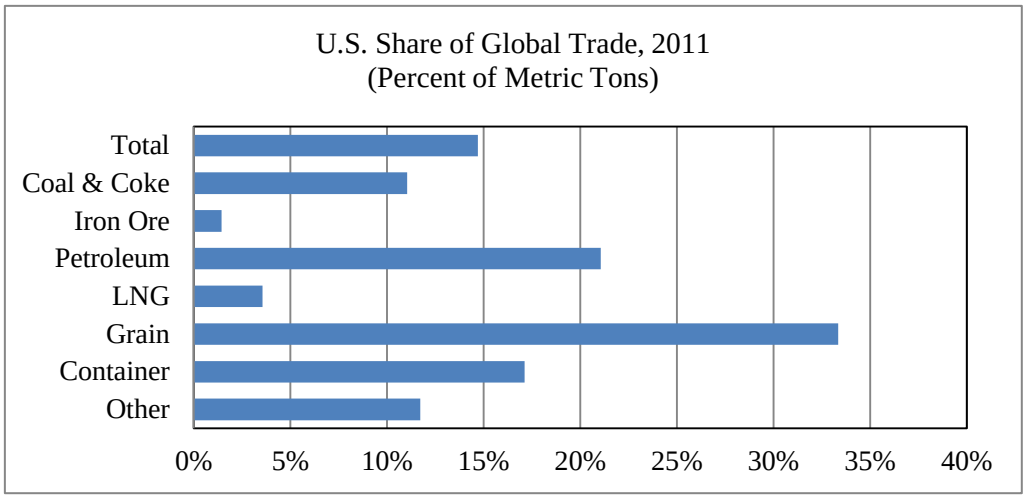
U.S.-Foreign Container Trade by U.S. Port, 2006-2011
(Million Metric Tons)

Port	2006	2007	2008	2009	2010	2011	% Ch. 06-11
LA/LB, CA	66.5	69.7	69.8	57.5	66.2	69.2	3.9
New York, NY	27.8	29.9	31.9	27.8	31.5	34.3	23.3
Savannah, GA	14.5	17.1	18.7	15.7	19.6	20.7	43.5
Houston, TX	16.3	17.6	18.4	16.3	17.0	19.6	20.2
Seattle/Tacoma, WA	17.6	18.9	17.9	15.3	17.8	18.1	2.7
San Francisco, CA	11.4	11.7	11.8	11.6	12.9	13.7	20.3
Norfolk, VA	11.9	12.3	12.9	10.5	11.1	11.4	-4.4
Charleston, SC	11.2	11.3	10.9	7.7	9.3	10.0	-10.7
Miami, FL	9.3	8.8	8.3	7.6	8.2	8.7	-6.9
New Orleans, LA	5.5	6.0	5.7	5.2	5.7	7.3	31.7
Top 5	142.7	153.2	156.7	132.6	152.1	161.9	13.4
Top 10	192.2	203.3	206.2	175.1	199.3	213.0	10.8
Total, Container	220.6	231.6	235.1	200.6	227.4	242.8	10.1
Total, Non-Container	1,160.0	1,144.3	1,141.4	1,001.4	1,078.0	1,100.3	-5.1

Source: U.S. Census Bureau, Foreign Trade Division, https://usatrade.census.gov/.

Trade Indicators

In 2011, U.S. foreign trade accounted for about 14.7 percent of global waterborne trade (metric tons), down from 17.7 percent 5 years earlier. Over the last 5 years, global trade (metric tons) increased by 17.4 percent, while U.S. trade declined by 2.7 percent (as a drop in U.S. imports was largely offset by an increase in U.S. exports, as shown on page 3). U.S.-foreign shipments of grain represented approximately 33.4 percent of the global grain trade in 2011. The 5-year growth in global trade was interrupted in 2009 by a recession-induced decline of 4.1 percent. Since the 2009 recession, U.S.-foreign container trade has increased roughly 21.0 percent. It's important to note that U.S. foreign trade is carried by vessels operating under various national registries.



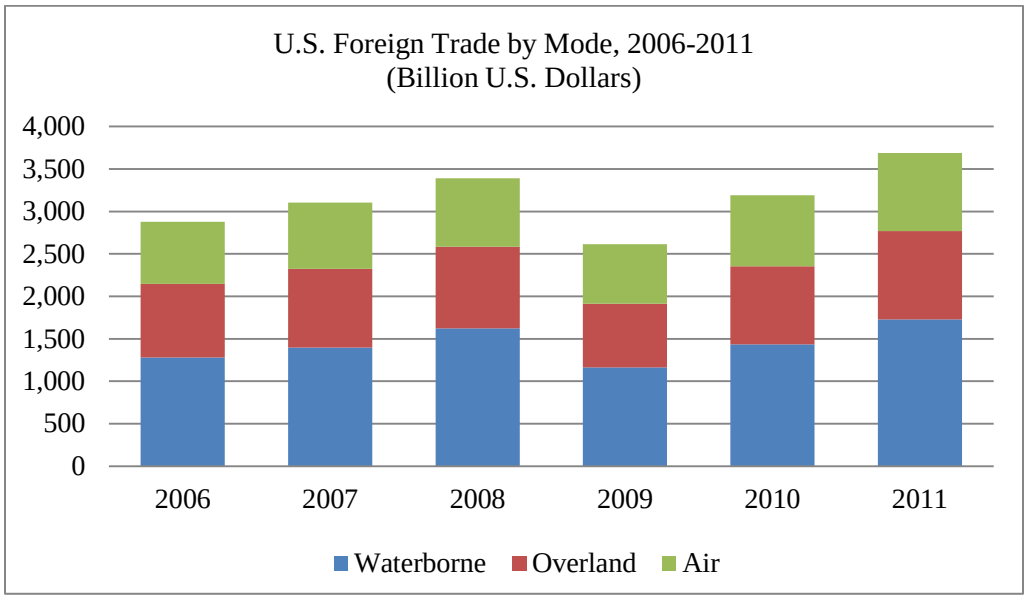
U.S. and Global Waterborne Foreign Trades, 2006-2011
(Million Metric Tons)

Trade	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Global	**7,782.7**	**8,100.9**	**8,318.3**	**7,977.5**	**8,742.9**	**9,138.8**	**17.4**
Coal & Coke	704.0	753.1	777.3	777.5	900.5	946.1	34.4
Iron Ore	713.1	777.0	840.6	897.9	991.1	1,052.2	47.5
Petroleum	2,647.0	2,682.0	2,704.3	2,618.2	2,722.3	2,736.2	3.4
LNG	159.5	171.4	172.8	182.6	221.6	246.1	54.3
Grain	292.4	305.8	318.8	320.9	343.2	345.4	18.1
Container	1,109.4	1,233.1	1,290.5	1,151.8	1,304.0	1,418.7	27.9
Other	2,157.3	2,178.4	2,214.0	2,028.7	2,260.3	2,394.1	11.0
U.S.	**1,380.6**	**1,375.9**	**1,376.5**	**1,202.0**	**1,305.4**	**1,343.1**	**-2.7**
Coal & Coke	80.4	88.1	107.5	73.5	89.0	104.4	29.9
Iron Ore	17.9	17.1	18.7	6.6	14.8	15.0	-16.2
Petroleum	624.1	617.6	606.0	567.7	580.4	576.2	-7.7
LNG	15.7	18.6	10.1	11.7	11.5	8.7	-44.5
Grain	111.4	122.1	118.9	113.2	123.9	115.2	3.3
Container	220.6	231.6	235.1	200.6	227.4	242.8	10.1
Other	310.4	280.7	280.2	228.7	258.3	280.7	-9.6

Sources: Global Trade—Clarkson Research, www.clarksons.net; U.S. Trade— U.S. Census Bureau, Foreign Trade Division, https://usatrade.census.gov/.

Trade Indicators

In 2011, 46.9 percent of U.S. foreign trade, in terms of value, (all modes, including air as well as rail and highway trade with Canada and Mexico) was moved by vessel, up from 44.4 percent 5 years earlier. Of the total waterborne trade by value, containerized shipments accounted for approximately 51.1 percent.



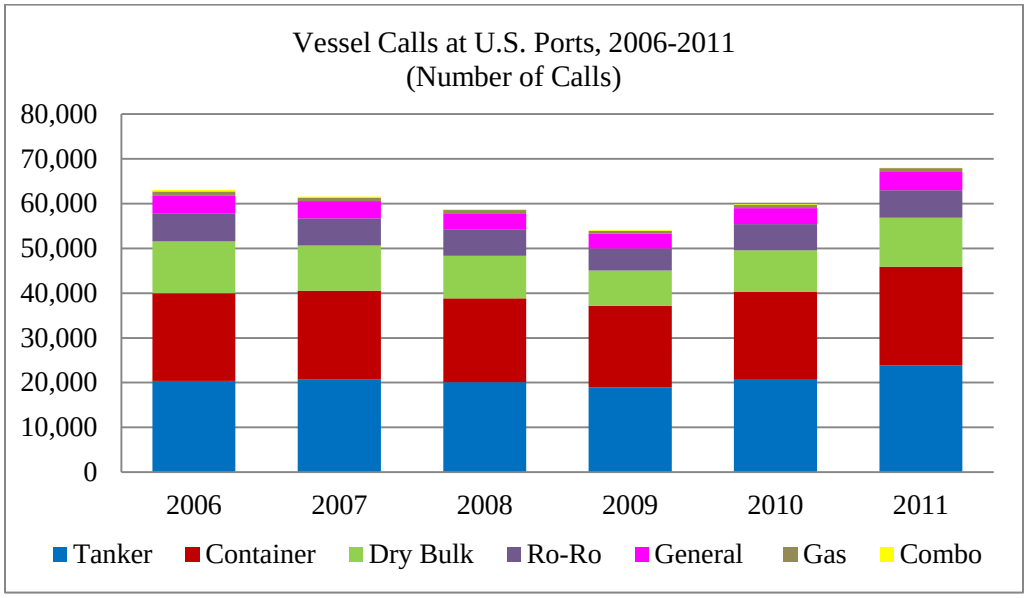
U.S. Foreign Trade by Mode, 2006-2011
(Billion U.S. Dollars)

Trade	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Total (All Modes)	**2,879.9**	**3,105.2**	**3,391.1**	**2,615.7**	**3,191.4**	**3,688.3**	**31.4**
Waterborne	1,278.7	1,398.7	1,623.8	1,162.4	1,434.1	1,729.9	40.2
Container	670.3	736.6	800.5	651.3	772.6	884.4	35.5
Overland	870.0	925.1	961.7	751.7	920.2	1,039.9	21.2
Air	731.2	781.4	805.6	701.5	837.1	918.5	28.7
Percent of All Modes							
Waterborne	44.4	45.0	47.9	44.4	44.9	46.9	5.7
Container	23.3	23.7	23.6	24.9	24.2	24.0	3.0
Overland	30.2	29.8	28.4	28.7	28.8	28.2	-6.5
Air	25.4	25.2	23.8	26.8	26.2	24.9	-1.9

Source: U.S. Census Bureau, Foreign Trade Division, https://usatrade.census.gov/.

Trade Indicators

In 2011, 7,836 oceangoing vessels made 68,036 calls at U.S. ports. Vessel calls were up 7.9 percent from five years earlier, but 13.6 percent from the year before. Of the 2011 calls, 35.0 percent were by tankers, 32.5 percent were by containerships, 16.1 percent were by dry bulk vessels, 9.1 percent were by Roll-On/Roll-Off (Ro-Ro) vessels, and 5.9 percent were by general cargo ships. In 2011, 98.0 percent of the tanker calls were by double-hull tankers, up from 83.7 percent five years earlier.



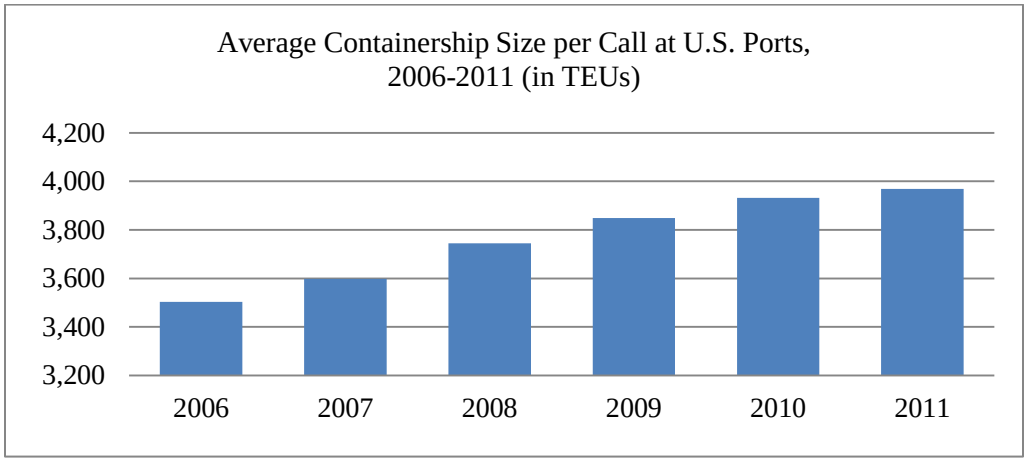
Vessel Calls at U.S. Ports, 2006-2011

Type	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Tanker	20,391	20,699	20,096	18,991	20,832	23,812	16.8
D/Hull	17,070	18,158	18,315	18,035	20,199	23,347	36.8
Product	12,746	12,671	12,182	11,413	12,537	14,827	16.3
D/Hull	9,869	10,350	10,561	10,534	11,947	14,365	45.6
Crude	7,645	8,028	7,914	7,578	8,295	8,985	17.5
D/Hull	7,201	7,808	7,754	7,501	8,252	8,982	24.7
Container	19,587	19,859	18,729	18,199	19,521	22,089	12.8
Dry Bulk	11,579	10,081	9,513	7,884	9,227	10,947	-5.5
Ro-Ro	6,315	6,074	5,962	4,947	5,842	6,182	-2.1
Vehicle	4,181	4,084	4,101	3,336	4,100	4,343	3.9
Gas	879	824	698	659	738	857	-2.5
LNG	213	202	171	201	202	157	-26.3
Combo	319	222	169	127	158	120	-62.4
General	3,983	3,844	3,584	3,274	3,553	4,029	1.2
All Types	63,053	61,603	58,751	54,081	59,871	68,036	7.9

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

Trade Indicators

In 2011, the average vessel size per call at U.S. ports was 53,832 deadweight tons (DWT), up 6.3 percent from five years before. The average size of containerships increased by 13.3 percent in terms of TEU capacity (9.9 percent in terms of DWT) as carriers expanded the deployment of post-panamax (5,000+ TEU) containerships in U.S. trades. The average size of dry bulk carriers increased by 20.4 percent reflecting a sharp increase in U.S. coal exports which tend to move in larger vessels than grains, the other major U.S. dry bulk export.



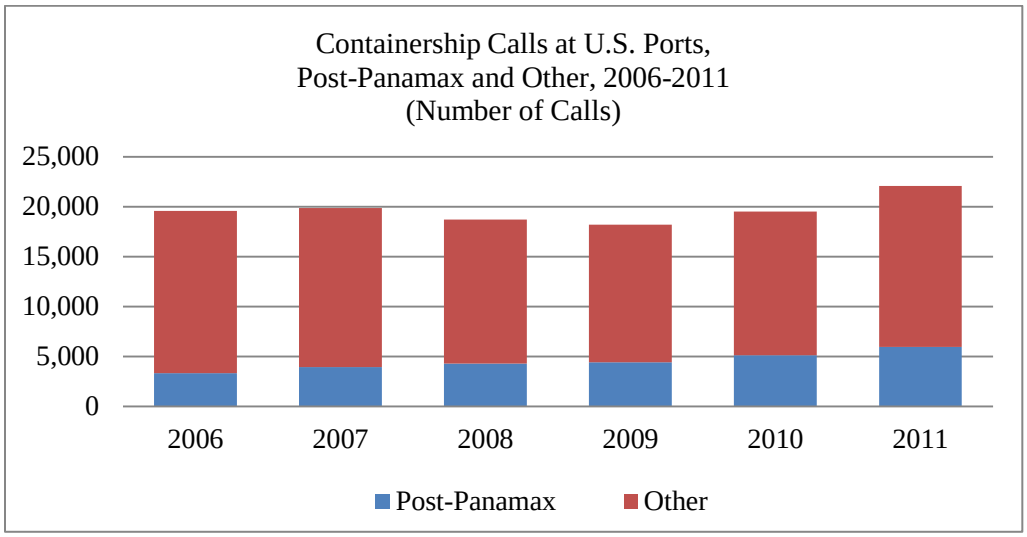
Average Vessel Size per Call at U.S. Ports, 2006-2011
(DWT unless otherwise specified)

Type	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Tanker	72,340	72,741	72,660	72,483	71,748	70,381	-2.7
D/Hull	76,306	76,898	75,358	74,012	72,689	70,996	-7.0
Product	37,765	36,766	36,672	37,363	37,373	37,505	-0.7
D/Hull	37,972	37,048	36,909	37,305	37,291	37,448	-1.4
Crude	129,984	129,521	128,056	125,377	123,703	124,634	-4.1
D/Hull	128,844	129,723	127,725	125,561	123,937	124,650	-3.3
Container	46,602	47,726	49,214	50,207	51,266	51,204	9.9
(TEU)	3,503	3,598	3,744	3,849	3,932	3,969	13.3
Dry Bulk	44,578	45,145	47,276	48,126	50,439	53,652	20.4
Ro-Ro	19,750	19,634	20,146	20,631	20,574	20,819	5.4
Vehicle	18,801	18,585	18,886	19,203	19,261	19,741	5.0
Gas	41,287	41,262	41,388	45,078	44,154	40,523	-1.8
(CM)	61,739	61,486	61,921	68,722	66,980	59,247	-4.0
LNG	70,962	73,703	70,097	74,465	74,445	81,363	14.7
(CM)	130,006	134,832	128,834	135,895	137,028	151,719	16.7
Combo	86,338	94,837	98,709	102,115	106,559	109,331	26.6
General	25,408	25,540	24,596	23,641	23,595	22,756	-10.4
All Types	50,653	51,638	52,518	53,472	53,687	53,832	6.3

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

Trade Indicators

Over the last five years, calls by containerships of 5,000 TEU or greater, which are largely Post-panamax class, increased by 78.2 percent while the number of 5,000+ TEU containerships deployed in U.S. trades increased by 60.4 percent. In 2011, 5,000+ TEU containerships accounted for 27.0 percent of containership calls at U.S. ports, up from 17.1 percent five years before.



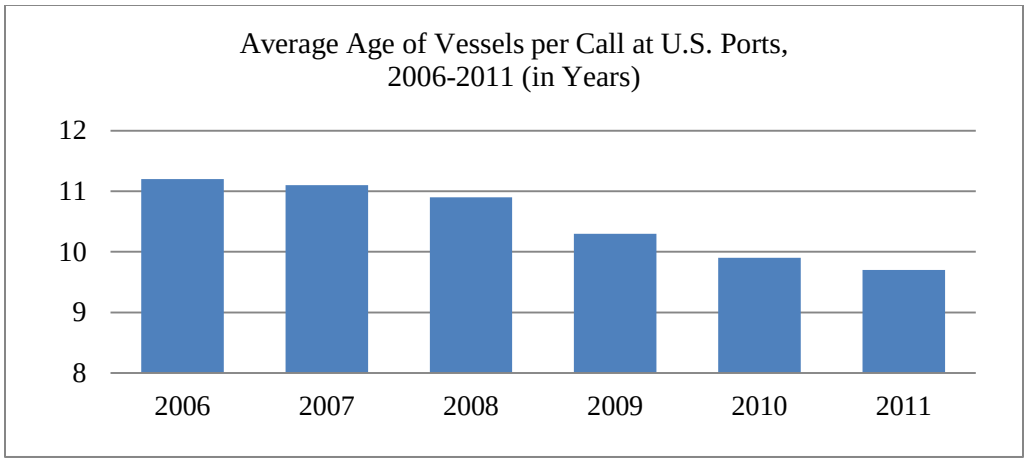
Containership Calls at U.S. Ports by Size, 2006-2011

Vessel Size (TEUs)	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Calls							
< 2,000	4,143	3,900	3,492	3,287	3,707	4,547	9.8
2,000-2,999	3,985	4,099	3,344	2,676	2,760	2,856	-28.3
3,000-3,999	3,333	2,866	2,460	2,499	2,052	2,327	-30.2
4,000-4,999	4,782	5,033	5,120	5,303	5,876	6,400	33.8
> 4,999	3,344	3,961	4,313	4,434	5,126	5,959	78.2
Total	19,587	19,859	18,729	18,199	19,521	22,089	12.8
Vessels							
< 2,000	212	195	196	179	178	180	-15.1
2,000-2,999	257	230	219	220	206	183	-28.8
3,000-3,999	177	166	141	147	130	131	-26.0
4,000-4,999	258	271	284	306	315	306	18.6
> 4,999	260	277	326	366	396	417	60.4
Total	1,164	1,139	1,166	1,218	1,225	1,217	4.6

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

Trade Indicators

In 2011, the average age of vessels calling at U.S. ports was 9.7 years, down from 11.2 years in 2006. The largest 5-year declines in average age were reflected in Ro-Ro vessels. Specifically, the average age of vehicle carriers calling at U.S. ports declined from 14.4 years to 9.9 years.



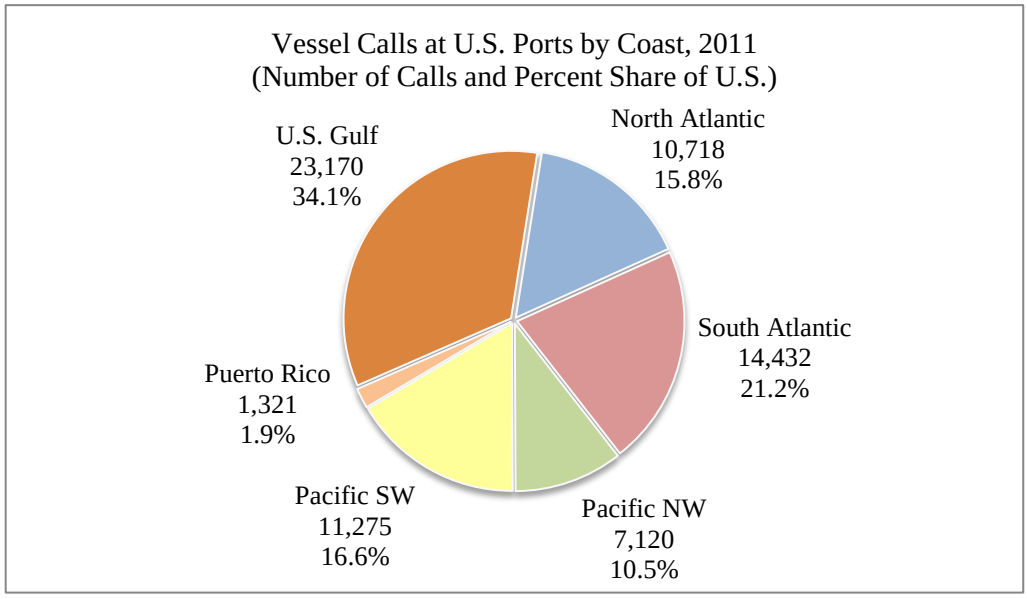
Average Age of Vessels per Call at U.S. Ports, 2006-2011
(Years Old)

Type	2006	2007	2008	2009	2010	2011
Tanker	9.5	9.2	8.8	8.3	7.8	7.5
D/Hull	7.1	7.4	7.4	7.5	7.3	7.1
Product	10.6	10.2	9.5	8.7	7.6	7.2
D/Hull	7.3	7.5	7.4	7.4	6.7	6.7
Crude	7.6	7.6	7.7	7.8	8.1	7.8
D/Hull	6.7	7.2	7.5	7.7	8.1	7.8
Container	10.2	10.0	10.1	10.1	10.2	10.3
Dry Bulk	12.0	12.6	12.6	12.0	10.9	9.7
Ro-Ro	16.8	16.7	15.9	13.6	12.7	13.6
Vehicle	14.4	14.2	13.7	9.6	9.0	9.9
Gas	11.4	10.8	12.5	9.9	9.2	9.2
LNG	9.8	7.1	12.7	8.8	10.8	9.7
Combo	12.8	12.0	11.6	12.3	12.1	12.7
General	13.4	13.5	13.5	13.2	13.2	13.4
All Types	11.2	11.1	10.9	10.3	9.9	9.7

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

Trade Indicators

In 2011, Gulf ports accounted for 34.1 percent of U.S. vessel calls, up from 28.7 percent five years earlier, due to the large volumes of liquid and dry bulk cargoes handled by these ports. The Gulf share of U.S. vessel calls increased for 6 of the 7 major vessel types.



Vessel Calls at U.S. Ports by Coast, 2006 and 2011
(Percent of Calls)

Type	North Atlantic	South Atlantic	Pacific North West	Pacific South West	Puerto Rico	U.S. Gulf	Total
2006							
Tanker	20.7	8.2	8.0	11.9	1.6	49.5	100.0
Container	18.2	34.9	9.5	28.1	2.3	6.9	100.0
Dry Bulk	14.6	12.5	19.8	14.6	0.8	37.7	100.0
Ro-Ro	26.0	29.1	11.1	23.2	4.0	6.7	100.0
Gas	18.4	7.1	5.7	4.2	3.2	61.4	100.0
Combo	31.0	15.4	2.8	4.4	2.5	43.9	100.0
General	21.8	17.4	8.4	16.9	5.9	29.5	100.0
All Types	19.4	20.0	10.9	18.8	2.2	28.7	100.0
2011							
Tanker	14.0	6.6	6.3	12.0	1.3	59.8	100.0
Container	15.5	38.8	7.9	25.6	2.3	10.0	100.0
Dry Bulk	11.7	13.5	25.6	12.0	0.7	36.4	100.0
Ro-Ro	28.0	31.9	12.0	16.1	3.6	9.3	100.0
Gas	14.1	4.1	2.1	4.6	3.4	71.8	100.0
Combo	15.8	28.3	0.8	0.0	0.0	55.0	100.0
General	20.4	19.1	8.7	10.5	4.6	36.7	100.0
All Types	15.8	21.2	10.5	16.6	1.9	34.1	100.0

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

Trade Indicators

In 2011, the top 10 U.S. ports accounted for 55.5 percent of calls by oceangoing vessels 10,000 DWT or greater (of 132 U.S. ports). Houston was largest for tanker calls, LA/LB was largest for containership calls, and Columbia River Ports were largest for dry bulk calls.

Vessel Calls at U.S. Ports, Top Ten Ports, 2011

Tanker	
Houston	4,652
New York	1,517
LA/LB	1,311
Texas City	1,118
Galv. Light.	969
New Orleans	933
Galveston	806
Philadelphia	798
Corpus Christi	747
San Francisco	681
Top 10	13,532
All Ports	23,812

Container	
LA/LB	2,927
New York	2,389
San Francisco	2,187
Virginia Ports	2,160
Savannah	2,015
Charleston	1,302
Port Ever.	1,075
Miami	1,064
Houston	827
Seattle	796
Top 10	16,742
All Ports	22,089

Dry Bulk	
Columbia Rvr.	2,193
New Orleans	1,195
Virginia Ports	1,017
Houston	766
San Francisco	663
Baltimore	610
LA/LB	581
Mobile	374
Tampa	251
Philadelphia	229
Top 10	7,879
All Ports	10,947

Ro-Ro	
Baltimore	856
Jacksonville	675
New York	468
LA/LB	321
Brunswick	319
Tacoma	315
Charleston	267
Philadelphia	243
Virginia Ports	243
Columbia Rvr.	240
Top 10	3,947
All Ports	6,182

Gas	
Houston	239
Tampa	72
Boston	53
Freeport	50
Point Comfort	49
Philadelphia	48
Pascagoula	41
New Orleans	40
San Francisco	26
Port Arthur	24
Top 10	642
All Ports	857

General	
Philadelphia	530
Houston	519
New Orleans	248
LA/LB	222
Columbia Rvr.	203
San Juan, PR	178
Mobile	167
Baltimore	151
Port Ever.	131
Jacksonville	124
Top 10	2,473
All Ports	4,029

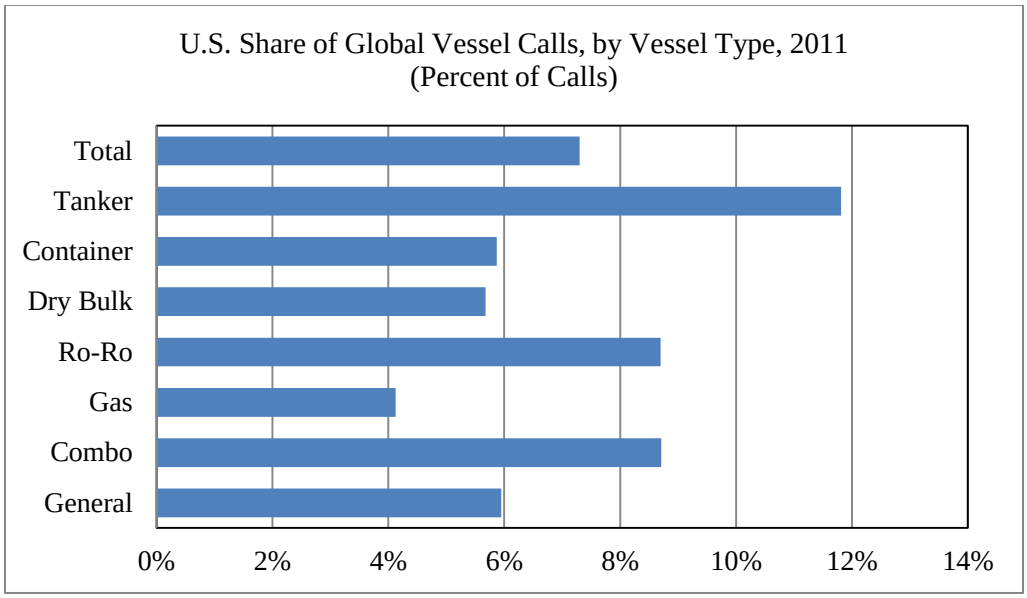
Combo	
Virginia Ports	34
Houston	27
Mobile	17
Baltimore	14
New Orleans	7
Corpus Christi	5
Philadelphia	3
Lake Charles	2
Annapolis, MD	1
Freeport	1
Top 10	111
All Ports	120

All Types	
Houston	7,218
LA/LB	5,364
New York	4,661
San Francisco	3,752
Virginia Ports	3,671
New Orleans	2,942
Columbia R.	2,920
Savannah	2,731
Philadelphia	2,310
Baltimore	2,158
Top 10	37,727
All Ports	68,036

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

Trade Indicators

In 2011, U.S. ports accounted for approximately 7.3 percent of global vessel calls. The U.S. ranked second in terms of overall calls. Tanker calls at U.S. ports accounted for nearly 12 percent of global tanker calls.



Global Vessel Calls by Country, 2011

Country	Tanker	Container	Dry Bulk	Ro-Ro	Gas	Combo	General Cargo	Total
China	10,698	71,847	31,960	1,943	457	196	6,409	123,510
U.S.	23,812	22,089	10,947	6,182	857	120	4,029	68,036
Japan	4,933	25,227	14,584	6,822	2,084	38	6,784	60,472
Singapore	11,657	16,561	12,520	1,963	967	123	2,391	46,182
S. Korea	6,340	16,224	8,083	3,440	1009	64	2,918	38,078
Brazil	6,169	9,819	8,881	1,260	197	70	2,102	28,498
Italy	7,212	8,888	2,230	5332	373	22	1,622	25,679
Malaysia	5,556	15,995	1,732	268	586	89	1,177	25,403
Taiwan	3,241	14,577	5,597	246	408	13	1,163	25,245
Australia	3,238	4,425	12,830	1,715	460	42	1,564	24,274
Top 10	82,856	205,652	109,364	29,171	7,398	777	30,159	465,377
All Other	118,785	170,737	83,428	41,926	13,370	601	37,571	466,418
Total	201,641	376,389	192,792	71,097	20,768	1,378	67,730	931,795

Notes: Calls were by oceangoing vessels of 10,000DWT or greater. See Glossary for vessel type descriptions.
Source: Maritime Administration, Vessel Calls at Global Ports. www.marad.dot.gov/data_statistics.

Trade Indicators

In 2011, U.S.-flag vessels accounted for 10.8 percent of calls (all flags) at U.S. ports, down from 11.7 percent 5 years earlier. Jones Act eligible vessels (U.S.-flag vessels with unrestricted domestic coastwise trading privileges) accounted for 69.5 percent of U.S-flag calls, down from 78.6 percent in 2006. Of the U.S.-flag calls, 80.7 percent were by tankers and containerships (roughly 40 percent each), and 16.6 percent were by Ro-Ro vessels.

Vessel Calls at U.S. Ports, Total U.S.-Flag and Jones Act Eligible Fleets, 2006-2011

Type	2006	2007	2008	2009	2010	2011	% Ch. 06-11
U.S.-Flag							
Tanker	3,401	3,543	3,335	3,171	2,996	2,957	-13.1
D/Hull	2,187	2,660	2,667	2,715	2,683	2,734	25.0
Product	2,435	2,489	2,397	2,337	2,237	2,257	-7.3
D/Hull	1,471	1,656	1,780	1,889	1,924	2,034	38.3
Crude	966	1,054	938	834	759	700	-27.5
D/Hull	716	1,004	887	826	759	700	-2.2
Container	2,465	2,557	2,474	2,668	2,820	2,954	19.8
Dry Bulk	76	91	89	101	118	134	76.3
Ro-Ro	1,364	1,243	1,152	908	1,175	1,219	-10.6
Vehicle	565	484	496	391	572	537	-5.0
Combo	0	0	0	1	0	0	0.0
General	50	37	41	20	45	62	24.0
All Types	7,356	7,471	7,091	6,869	7,154	7,326	-0.4
Jones Act							
Tanker	3,368	3,507	3,309	3,140	2,967	2,880	-14.5
D/Hull	2,154	2,624	2,641	2,684	2,659	2,700	25.3
Product	2,402	2,453	2,371	2,306	2,208	2,180	-9.2
D/Hull	1,438	1,620	1,754	1,858	1,900	2,000	39.1
Crude	966	1,054	938	834	759	700	-27.5
D/Hull	716	1,004	887	826	759	700	-2.2
Container	1,490	1,417	1,275	1,272	1,254	1,303	-12.6
Dry Bulk	37	57	51	59	78	87	135.1
Ro-Ro	868	842	735	579	683	796	-8.3
Vehicle	113	120	109	102	131	156	38.1
Combo	0	0	0	1	0	0	0.0
General	22	14	17	4	16	25	13.6
All Types	5,785	5,837	5,387	5,055	4,998	5.091	-12.0

Notes: Calls were by oceangoing vessels of 10,000DWT or greater. Jones Act Eligible Fleet—Vessels built in the U.S. and registered under U.S.-flag; or vessels reconstructed in the U.S. and registered under U.S.-flag; or foreign-built vessels forfeited for violation of U.S. law and registered under U.S.-flag. These vessels have unrestricted domestic coastwise trading privileges.
See Glossary for vessel type descriptions.
Source: Maritime Administration, Vessel Calls at U.S. Ports. www.marad.dot.gov/data_statistics.

Fleet Indicators

In 2011, the U.S.-flag oceangoing, cargo-carrying, privately-owned merchant fleet totaled 214 self-propelled vessels (1,000 gross tons and above).[1] While the number of vessels in the fleet declined 6.6 percent over the previous five years, the Jones Act eligible fleet declined 17.1 percent, from 129 to 107 vessels. The 54 Jones act eligible tankers represented 90.0 percent of the U.S.-flag tanker fleet, and 50.5 percent of the total U.S.-flag, Jones Act eligible fleet.

U.S.-Flag, Oceangoing, Privately-Owned Merchant Fleet, 2011
Self-Propelled, Cargo-Carrying Vessels of 1,000 Gross Tons and Above
(Tonnages in Thousands)

Vessel Type	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Containership	73	70	78	76	80	79	8.2
Non-Jones Act Eligible	45	43	50	49	53	53	17.8
Jones Act Eligible	28	27	28	27	27	26	-7.1
Dry Bulk	12	12	12	12	12	12	0.0
Non-Jones Act Eligible	8	8	8	8	8	8	0.0
Jones Act Eligible	4	4	4	4	4	4	0.0
General Cargo	20	20	19	19	18	20	0.0
Non-Jones Act Eligible	12	12	10	10	11	13	8.3
Jones Act Eligible	8	8	9	9	7	7	-12.5
Integrated Tug/Barge (ITB)	12	12	12	9	9	4	-66.7
Non-Jones Act Eligible	0	0	0	0	0	0	0.0
Jones Act Eligible	12	12	12	9	9	4	-66.7
Roll-On/Roll-Off	49	43	43	42	40	39	-20.4
Non-Jones Act Eligible	29	27	27	29	27	27	-6.9
Jones Act Eligible	20	16	16	13	13	12	-40.0
Tanker	63	63	61	59	62	60	-4.8
Non-Jones Act Eligible	6	7	6	6	6	6	0.0
Jones Act Eligible	57	56	55	53	56	54	-5.3
Total Oceangoing Fleet	229	220	225	217	221	214	-6.6
Non-Jones Act Eligible	100	97	101	102	106	107	7.0
Jones Act Eligible	129	123	124	115	115	107	-17.1

Note: Fleet as of January 31st, 2011.
For a current list of the U.S.-flag oceangoing, cargo-carrying, privately-owned merchant fleet, please visit the MARAD Data and Statistics Website at www.marad.dot.gov/data_statistics.
Source: IHS-Fairplay, www.ihsfairplay.com.

[1] Previous versions of the Statistical Snapshot identified the U.S.-flag fleet by U.S. ownership. However, true vessel ownership is becoming increasingly difficult to determine due to the complexity of corporate structures.

Fleet Indicators

In 2011, 35.0 percent of the total U.S.-flag oceangoing, cargo-carrying, privately-owned merchant fleet of self-propelled vessels (1,000 gross tons and above) were older than 25 years (built before 1987). Of the Jones Act eligible fleet, 54.2 percent of vessels were older than 25 years. More than 29.6 percent of Jones Act eligible tankers were less than five years old, the only vessel type in the U.S.-flag Jones Act eligible fleet to have vessels built after 2006.

Age Profile of the U.S.-Flag, Oceangoing, Privately-Owned Merchant Fleet, 2011
Self-Propelled, Cargo-Carrying Vessels of 1,000 Gross Tons and Above
(Number of Vessels by Year of Build)

Vessel Type	< 1987	1987-91	1992-96	1997-01	2002-06	> 2006
Containership	20	8	16	16	16	3
Non-Jones Act Eligible	3	4	15	16	12	3
Jones Act Eligible	17	4	1	0	4	0
Dry Bulk	9	0	0	2	1	0
Non-Jones Act Eligible	5	0	0	2	1	0
Jones Act Eligible	4	0	0	0	0	0
General Cargo	9	3	2	4	2	0
Non-Jones Act Eligible	4	1	2	4	2	0
Jones Act Eligible	5	2	0	0	0	0
Integrated Tug/Barge (ITB)	3	0	1	0	0	0
Non-Jones Act Eligible	0	0	0	0	0	0
Jones Act Eligible	3	0	1	0	0	0
Roll-On/Roll-Off	13	3	7	5	6	5
Non-Jones Act Eligible	5	3	7	4	3	5
Jones Act Eligible	8	0	0	1	3	0
Tanker	21	1	1	10	10	17
Non-Jones Act Eligible	0	0	0	3	2	1
Jones Act Eligible	21	1	1	7	8	16
Total Oceangoing Fleet	75	15	27	37	35	25
Non-Jones Act Eligible	17	8	24	29	20	9
Jones Act Eligible	58	7	3	8	15	16

Note: Fleet as of January 31st, 2011.
Source: IHS-Fairplay, www.ihsfairplay.com.

Fleet Indicators

In 2011, over 39,000 U.S.-flag, privately-owned Jones Act eligible merchant vessels were available for operation in the U.S. domestic trades. Over the last five years, crew boats serving the offshore oil industry have experienced the largest growth at 11.0 percent. Likewise, the number of double-hulled tank barges increased 10.2 percent.

U.S.-Flag, Jones Act Eligible, Privately-Owned Merchant Fleet, 2006-2011
(Number of Vessels)

Trade	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Oceangoing	129	123	124	115	115	107	-17.1
Containership	28	27	28	27	27	26	-7.1
Dry Bulk	4	4	4	4	4	4	0.0
General Cargo	8	8	9	9	7	7	-12.5
ITB	12	12	12	9	9	4	-66.7
Roll-On/Roll-Off	20	16	16	13	13	12	-40.0
Tanker	57	56	55	53	56	54	-5.3
Lakers	56	56	56	56	56	56	0.0
Self-Propelled	46	46	46	46	46	46	0.0
Tug/Barge	10	10	10	10	10	10	0.0
Offshore Supply	917	905	891	934	942	947	3.3
Crew Boat	200	211	194	210	213	222	11.0
Coastal & Waterways	38,102	37,614	37,240	37,025	37,454	37,520	-1.5
Tugs	5,285	5,356	5,424	5,437	5,466	5,458	3.3
Dry Cargo Barges	27,961	27,187	26,678	26,447	26,848	26,996	-3.5
Tank Barges	4,250	4,467	4,560	4,561	4,564	4,502	5.9
Double-Hull	3,123	3,255	3,334	3,338	3,359	3,443	10.2
Ferries	606	604	578	580	576	564	-6.9
Total	39,204	38,698	38,311	38,130	38,567	38,630	-1.5

Notes: All coastal and waterways vessels are U.S.-flag with unrestricted coastwise trading privileges.
Ocean/Lakes—vessels of 1,000 Gross Tons (GT) or greater.
Lakes—vessels more than 400ft in length; includes 10 tug/barge units.
Offshore Supply vessels include Platform Supply Vessels, Offshore Support Vessels, Heavy Lift Construction Vessels, and other vessels serving the offshore oil industry.
Sources: IHS-Fairplay, www.ihsfairplay.com for Ocean/Lakes and Offshore; Lake Carriers Association, www.lcaships.com for tug/barge lakers.
Tugs/barges and ferries—U.S. Army Corps of Engineers, http://www.navigationdatacenter.us/index.htm.

Fleet Indicators

In 2011, 36.0 percent of U.S.-flag Jones Act eligible (domestic), privately-owned merchant vessels were older than 25 years (built before 1987). Of the coastal and inland waterway vessels, 18.3 percent were built in the last 5 years, 76.1 percent of which were dry cargo barges. Roughly 76.5 percent of the total tank barge fleet was double-hulled in 2011, along with 70.0 percent of the tank barges built in the last five years. Roughly 61.4 percent of offshore supply vessels were built in the last 15 years, which reflects the recent growth in the offshore oil exploration market and the gradual shift to drilling further offshore.

Age Profile of the Jones Act Eligible U.S.-Flag, Privately-Owned Merchant Fleet, 2011
(Number of Vessels by Year of Build)

Trade	# in Fleet	< 1987	1987-91	1992-96	1997-01	2002-06	> 2006
Oceangoing	107	58	7	3	8	15	16
Containership	26	17	4	1	0	4	0
Dry Bulk	4	4	0	0	0	0	0
General Cargo	7	5	2	0	0	0	0
ITB	4	3	0	1	0	0	0
Roll-On/Roll-Off	12	8	0	0	1	3	0
Tanker	54	21	1	1	7	8	16
Lakers	56	52	1	1	1	1	0
Self-Propelled	46	46	0	0	0	0	0
Tug/Barge	10	6	1	1	1	1	0
Offshore Supply	947	293	33	40	203	177	201
Crew Boat	222	14	23	27	53	50	55
Coastal & Waterways	37,520	13,492	2,271	4,174	6,419	4,014	6,867
Tugs	5,458	3,905	145	182	371	310	540
Dry Cargo Barges	26,996	7,597	1,892	3,529	5,494	2,987	5,227
Tank Barges	4,502	1,725	162	405	484	652	1,066
Double-Hull	3,443	1,222	144	385	410	532	742
Ferries	564	265	72	58	70	65	34
Total	38,630	13,895	2,312	4,218	6,631	4,207	7,084

Notes: All coastal and waterways vessels are U.S.-flag with unrestricted coastwise trading privileges.
Ocean/Lakes—vessels of 1,000 Gross Tons (GT) or greater.

Lakes—vessels more than 400ft in length; includes 10 tug/barge units.

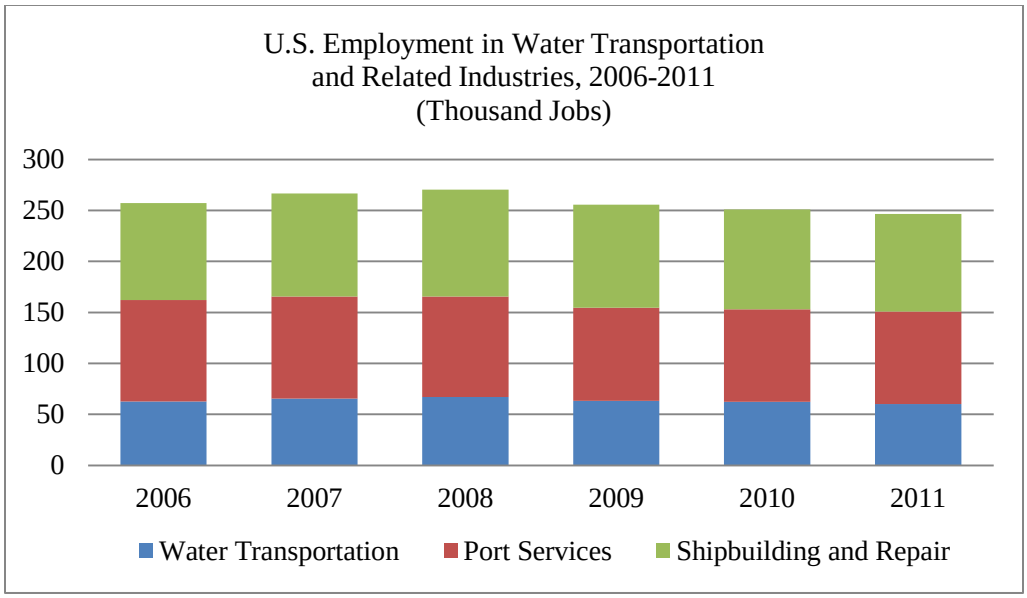
The total number of vessels in the fleet is greater than the sum due to 283 vessels of unknown age.

Age is based upon the year the vessel was built or rebuilt.

Sources: IHS-Fairplay, www.ihsfairplay.com for Ocean/Lakes and Offshore; Lake Carriers Association, www.lcaships.com for tug/barge lakers.

Tugs/barges and ferries—U.S. Army Corps of Engineers, http://www.navigationdatacenter.us/index.htm.

For the period 2006-2011, 9,400 jobs were lost in water transportation and related industries, a decrease of 3.7 percent. The decreases were in the transportation (-4.0 percent) and port service segments (-8.8 percent).



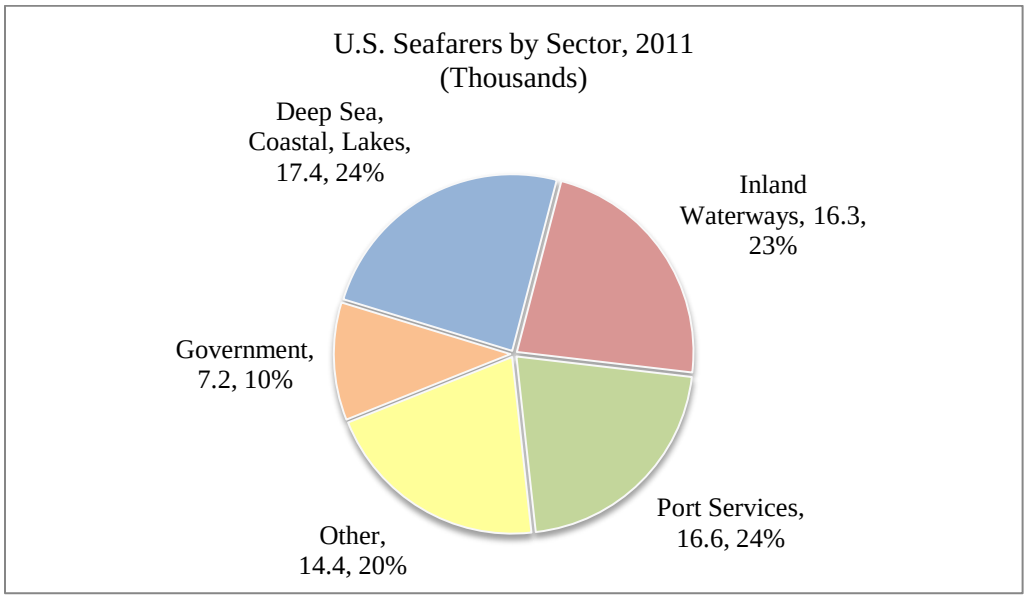
U.S. Employment in Water Transportation and Related Industries, 2006-2011
(Thousand Jobs)

Segment	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Water Transportation	62.7	65.5	67.1	63.4	62.3	61.3	-4.0
Port Services	99.3	100.1	98.6	91.3	90.6	90.6	-8.8
Cargo Handling	45.6	46.2	45.9	40.7	41.2	43.7	-4.2
Other	53.7	54.0	52.7	50.6	49.4	46.9	-12.7
Shipbuilding and Repair	95.1	101.0	104.8	101.1	98.0	95.8	0.7
Total	257.1	266.6	270.5	255.8	250.9	247.7	-3.7

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

Macroeconomic Indicators

The total number of seafarers[2] employed in the U.S. increased roughly 1.4 percent between 2011 and 2010 (70.5 thousand to roughly 71.5 thousand in 2011). In 2011, about 47.1 percent of seafarers were employed in water transportation (up from 45.8 percent in 2010). Roughly 38 thousand seafarers were employed in other sectors, such as port services.



U.S. Seafarers by Sector and Type, 2011
(Thousands)

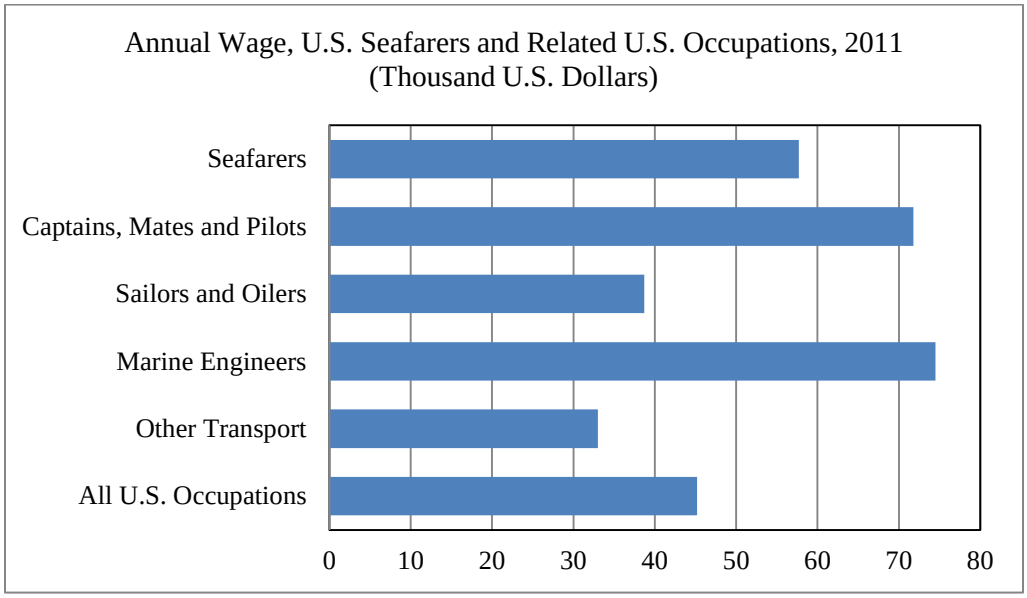
Industry/Sector	Captains, Mates and Pilots	Sailors and Oilers	Marine Engineers	Total
All Industries/Sectors	30.2	31.3	10.0	71.5
Water Transportation	12.7	15.6	5.5	33.7
Inland Waterways	7.2	7.6	1.5	16.3
Deep Sea, Coastal and Lakes	5.5	8.0	3.9	17.4
Port Services	7.5	5.9	1.9	15.3
Other	8.0	5.9	1.0	14.8
Government	2.1	3.9	1.7	7.7

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

[2] Seafarer occupations are responsible for the operation and maintenance of ships that take cargo and people over water. Such occupations include: 1) Captains, Mates, and Pilots; 2) Sailors and Marine Oilers; and 3) Ship Engineers. It does not include Motorboat Operators. See Glossary for a description of each seafarer occupation.

Macroeconomic Indicators

In 2011, the average annual wage for seafarers was about 74.7 percent higher than that for other transport workers. Over the last 5 years, seafarer wages have increased by 22.2 percent, compared to 12.2 percent for other transport workers and 15.4 percent for all U.S. occupations. Relative to 2010, marine engineers experienced a 5.1 percent increase in annual wages, the largest of the three seafarer segments.



Annual Wage, U.S. Seafarers and Related U.S. Occupations, 2011
(Thousand U.S. Dollars)

Segment	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Seafarers*	47.2	50.4	53.6	56.0	56.0	57.7	22.2
Captains, Mates and Pilots	57.1	62.7	67.7	70.7	70.5	71.8	25.7
Sailors and Oilers	32.7	34.1	35.9	37.3	38.0	38.7	18.3
Marine Engineers	59.3	61.7	66.1	69.4	70.9	74.5	25.7
All Transport Occupations	29.5	30.7	31.5	32.2	32.7	33.2	12.5
Transport Occupations Excl. Seafarers	29.4	30.5	31.3	32.0	32.5	33.0	12.2
All U.S. Occupations	39.2	40.7	42.3	43.5	44.4	45.2	15.4

Notes: The Occupational Employment Statistics Survey produces employment and wage estimates for over 800 occupations. These are estimates of the number of people employed and wages in certain occupations. Self-employed persons are not included in the estimates. The survey is done in May of each year.
*Wage data reflect a mix of seafarers serving deep sea, coastal, Great Lakes, and inland trades. Wage levels and trends among these different seafarer groups can vary significantly.
Source: U.S. Bureau of Labor Statistics, Occupational Employment Statistics Survey, www.bls.gov.

For the period 2006-2011, the average price for water transportation services increased by 20.1 percent. The largest increases were in the domestic segments; coastal (27.9 percent), Great Lakes-St. Lawrence Seaway (51.0 percent) and inland (29.0 percent). Over the same period, prices for shipbuilding and repair increased by 14.8 percent. The increase was largely driven by a 48.0 percent increase in self-propelled vessel prices.

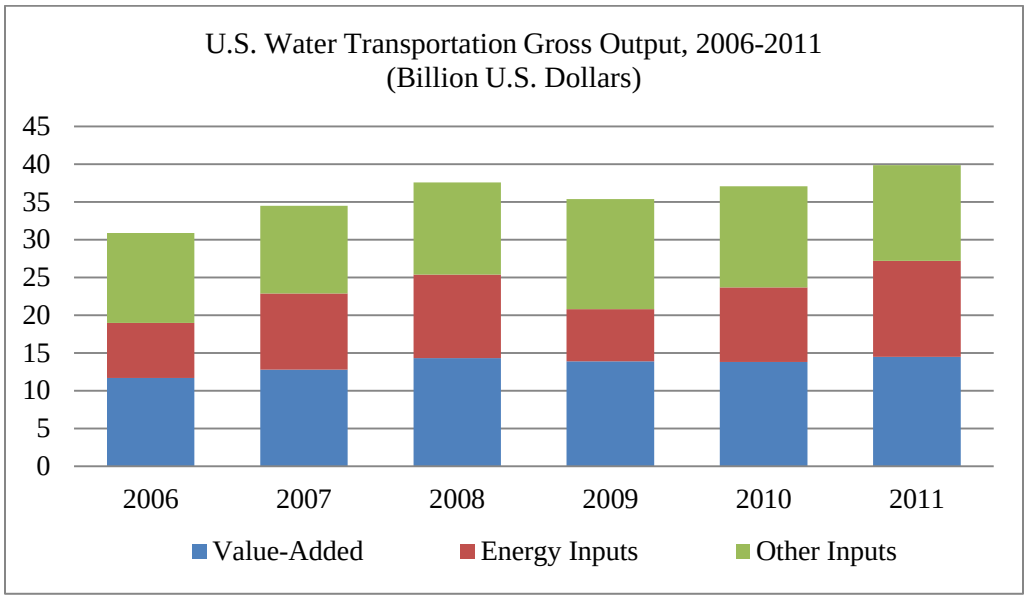
U.S. Producer Prices, Water Transportation and Related Industries, 2006-2011
(Indexes, 2006 = 100)

Segment	2006	2007	2008	2009	2010	2011
Water Transportation	100.0	102.2	114.3	104.5	113.0	120.1
Deep Sea	100.0	98.6	110.7	93.8	104.9	108.8
Coastwise	100.0	110.0	114.7	110.0	119.1	127.9
Great Lakes-SL Seaway	100.0	110.7	128.0	129.8	135.7	151.0
Inland	100.0	101.7	119.4	115.6	118.9	129.0
Port Services	100.0	104.6	108.9	108.4	111.6	115.0
Cargo Handling	100.0	103.7	105.3	107.8	111.1	112.5
Shipbuilding and Repair	100.0	104.2	106.9	110.3	112.5	114.8
Shipbuilding						
Self-Propelled	100.0	106.3	114.2	132.8	141.9	148.0
Non-Self-Propelled	100.0	104.3	107.3	103.0	100.8	105.5
Repair	100.0	111.5	113.4	114.4	114.3	114.5
Other Related Prices						
Rail, Carload	100.0	103.4	115.5	109.7	115.4	125.4
Fuel						
Heavy Fuel Oil	100.0	107.6	142.6	97.2	131.9	172.3
Diesel	100.0	108.6	149.8	83.3	107.4	145.8

Note: The Producer Price Index (PPI) is a family of indexes that measures the average change over time in selling prices received by domestic producers of goods and services. PPI data is collected via a survey of participating establishments on a monthly and voluntarily basis. Therefore, sampling error may occur in one or more industries. Additionally, different component industries within a segment may experience different price escalations.
Source: U.S. Bureau of Labor Statistics, Current Employment Statistics Survey, www.bls.gov.

Macroeconomic Indicators

For the period 2006-2011, value-added (gross output less the cost of intermediate inputs) for U.S. water transportation increased by 23.9 percent despite an increase in the cost of energy and other inputs. In 2011, energy accounted for roughly 32 cents of every dollar spent on water transportation services, up from 27 cents in 2010, and up from 24 cents five years before.

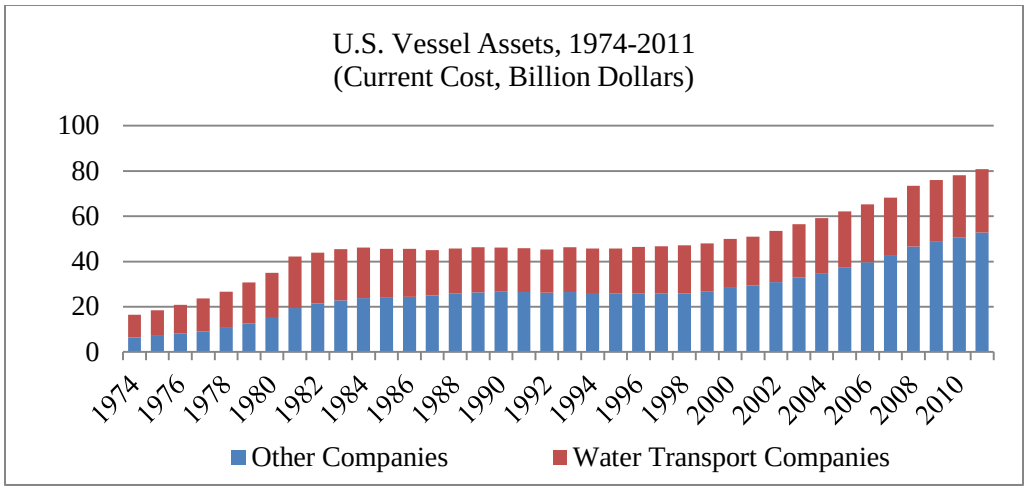


U.S. Water Transportation Gross Output, 2006-2011*
(Billion U.S. Dollars)

Components	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Gross Output	30.9	34.4	37.6	35.5	37.2	39.9	29.1
Intermediate Inputs	19.2	21.6	23.3	21.5	23.3	25.4	32.3
Energy	7.3	10.1	11.1	6.9	9.9	12.7	74.0
Materials	1.4	1.9	1.8	1.8	1.3	1.5	7.1
Services	10.5	9.7	10.4	12.8	12.1	11.2	6.7
Value-Added	11.7	12.8	14.3	13.9	13.8	14.5	23.9
Labor	5.1	5.5	6.4	6.0	6.3	6.6	29.4
Taxes less Subsidies	0.5	0.7	0.9	0.5	0.7	0.7	40.0
Operating Surplus	6.1	6.6	7.0	7.4	6.8	7.2	18.0

Notes: Gross Output is the market value of goods and services produced by labor and property in the United States. Value added is a measure of the contribution of each private industry and of government to the nation's GDP. It is defined as gross output minus intermediate inputs.
*Values differ considerably from previous versions of the Snapshot as BEA released revised statistics on real gross domestic product (GDP) by industry for 2003–2010 on December 13, 2011. The revised statistics reflect BEA's first "flexible" annual revision of the industry accounts. The revision incorporates newly available and revised source data that BEA considers more complete than those previously published.
Source: U.S. Bureau of Economic Analysis, Gross Domestic Product by Industry Accounts, www.bea.gov.

For the period 2006-2011, the value of water transportation fixed assets increased by 4.7 percent. In 2011, water transportation companies accounted for 34.7 percent of the vessel fixed assets, compared to 54.0 percent 30 years earlier. Other vessel-owning companies include oil companies, water transport support companies, financial intermediaries, and leasing companies.



U.S. Water Transportation Fixed Assets and Investment, 2006-2011*
(Current Cost, Billion U.S. Dollars)

Type	2006	2007	2008	2009	2010	2011	% Ch. 06-11
Fixed Assets (Current Cost)							
Water Transportation Companies	39.5	40.0	41.0	40.8	41.0	41.3	4.7
Vessels	25.6	25.8	26.7	27.3	27.6	28.0	9.1
Buildings	6.6	7.4	7.6	7.1	7.1	7.2	10.1
Communications	3.9	3.3	3.1	3.0	2.8	2.6	-34.0
Other	3.4	3.4	3.5	3.5	3.5	3.6	5.3
Other Companies, Vessels[+]	39.7	42.5	46.7	48.7	50.6	52.8	33.2
Investment							
Water Transportation Companies	2.7	2.7	2.7	2.8	2.4	2.6	-3.6
Vessels	1.2	1.2	1.7	1.8	1.4	1.6	35.7
Buildings	0.7	0.8	0.2	0.1	0.2	0.2	-71.1
Communications	0.3	0.2	0.2	0.2	0.2	0.2	-23.2
Other	0.6	0.5	0.6	0.6	0.5	0.6	1.3
Other Companies, Vessels	3.1	4.4	5.4	4.4	3.9	4.6	47.5

Note: Fixed assets are produced assets that are used repeatedly or continuously in the process of production for an extended period of time. They include equipment, software, and structures.

[+]Other vessel-owning companies include oil companies, water transport support companies, financial intermediaries, and leasing companies.

See glossary for definition of current cost value.

*Values in this table differ from previous versions of the Snapshot as it reflects the results of the 2012 annual revision of the national income and product accounts (NIPAs).

Source: U.S. Bureau of Economic Analysis, Fixed Asset Accounts, www.bea.gov.

Glossary

Coastwise – Domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico, and traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean.

Combination Carrier – Ore/bulk/oil carriers, and bulk/oil carriers.

Containership – Fully cellular containerships and refrigerated container carriers.

Current Cost Value of Assets – Current-cost estimates of fixed assets reflect the prices of the given period. For instance, the estimate of fixed assets for 2011 reflects the value of the stock expressed in the prices that would have been paid for those assets if they had been purchased at the end of 2011. Similarly, the 2006 fixed asset estimate reflects the value of the stock in 2006 expressed at the prices that would have been paid for them if they had been purchased in 2006.

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

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

Deadweight Ton (DWT) – The total weight (metric tons) of cargo, fuel, fresh water, stores and crew which a ship can carry when immersed to its load line.

Dry Bulk – Bulk vessels that carry non-liquid cargoes, bulk containerships, cement carriers, ore carriers, and wood-chip carriers.

Fixed assets – Produced assets that are used repeatedly or continuously in the process of production of goods and/or services for an extended period of time.

Foreign trade – Waterborne import, export and in-transit traffic between the United States, Puerto Rico and the Virgin Islands and any foreign country.

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

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

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

Gross output – The market value of goods and services produced by labor and property in the United States.

Gross Tons – The volume of all ship's enclosed spaces (from keel to funnel) measured to the outside of the hull framing. 1 GT = 100 cubic feet.

Glossary

Inland – Vessel movements (origin and destination) which take place solely on inland and intercoastal waterways. An inland waterway is geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska. It also includes vessel movements on both inland waterways and the Great Lakes; those occurring between offshore areas and inland waterways (e.g., oil rig supplies and fish); and those taking place within Delaware Bay, Chesapeake Bay, Puget Sound, and the San Francisco Bay, which are considered internal bodies of water rather than arms of the ocean.

Jones Act Fleet – Vessels built in the U.S. and registered under U.S. flag; or vessels reconstructed in the U.S. and registered under U.S. flag; or foreign-built vessels forfeited for violation of U.S. law and registered under U.S. flag. These vessels have unrestricted coastwise trading privileges.

LNG – Liquefied Natural Gas

North Atlantic (N. Atl.) – All ports from Eastport, ME to Baltimore MD.

Pacific Northwest (PNW) – All U.S. ports from Barrow, AK to Coos Bay, OR.

Pacific Southwest (PSW) – All ports from Crockett, CA to San Diego, CA and all Hawaiian ports.

Panamax – The maximum dimensions (ft.) allowed for a ship transiting Panama Canal locks (http://www.pancanal.com/eng/op/notices/2013/N01-2013-Rev1.pdf):

Length:	965.0
Beam:	106.0
Draft:	39.5

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

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

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

Seafarer – Occupations responsible for operating and maintaining ships that take cargo and people over water, although seafarers may work in jobs at ports, government, and related industries. Occupations include:

1) **Captains, Mates, and Pilots –** Command or supervise the operation of ships and water vessels. Required to hold license issued by U.S. Coast Guard.
    a. **Captains –** Sometimes called masters, have overall command of a ship. They have the final responsibility for the safety of the crew, cargo, and passengers
    b. **Mates –** Direct the operation of a ship while the captain is off duty. Also perform other duties that may include: supervising and coordinate the activities of the deck crew; monitoring the ship's position using charts and other navigational aids; and/or inspecting the cargo hold during vessel loading.
    c. **Pilots –** Guide ships in harbors, on rivers, and on other confined waterways. They work in places where a high degree of familiarity with local tides, currents, and hazards is needed.
2) **Sailors and Oilers –** Operate and maintains the vessel and deck equipment.
    a. **Sailors –** The deck crew that keeps all parts of a ship, other than areas related to the engine and motor, in good working order. May include ordinary seaman, able seaman, and/or boatswain.
    b. **Oilers –** Work in the engine room helping the engineers keep the propulsion system in working order.
3) **Ship Engineers –** Operate and maintain a vessel's propulsion system. This includes the engine, boilers, generators, pumps and other machinery.

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

Tanker – Petroleum tankers and chemical tankers.

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

Twenty-Foot Equivalent Unit (TEU) – A nominal unit of measure equivalent to a 20' x 8' x 8' shipping container.

Trans Alaska Pipeline – An 800-mile long pipeline system that stretches from Prudhoe Bay on Alaska's North Slope, to Valdez, the northernmost ice-free port in North America.

U.S. Gulf – All ports from Key West, FL to Brownsville, TX.

Value-Added – A measure of the contribution of each private industry and of government to the nation's gross domestic product. It is defined as gross output minus intermediate inputs.

Statistics published in this *U.S. Waterborne Statistical Snapshot* come from many different sources. Some statistics may be subject to omissions and errors in reporting, recording and processing.

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