U.S. Department of Transportation
Maritime Administration

U.S. Water Transportation Statistical Snapshot

July 2009

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July 2009

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Office of
Policy and Plans

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Maritime Administration

U.S. Department of
Transportation

U.S. Department
of Transportation

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Contents

Preface

It is the mission of the Maritime Administration 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's comprised of 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 industry is in a period of renewal with major changes in trades, fleets, gross output, employment and assets. The following snapshot highlights the major changes that have occurred over the last 5 years.

Trade Indicators

In 2008, U.S. waterborne trades (foreign and domestic) amounted to 2.3 billion metric tons. Foreign trade accounted for 60 percent of the total, up from 57 percent five years earlier. *(p. 1)*.

Over the last 5 years, U.S. coastwise trade declined by 10 percent due largely to a 15 percent decline in coastwise petroleum trades. *(p. 2)*.

Over the last 5 years, U.S. foreign container trade increased by 35 percent, compared to 10 percent for non-container trade. In 2008, the top 5 ports accounted for 67 percent of U.S. container trade *(p. 3)*.

In 2008, U.S. foreign waterborne trade accounted for about 17 percent of global waterborne trade. Over the last 5 years, global trade increased by 25 percent. The surge in global trade was driven largely by growth in global container trades and China's demand for primary products *(p. 4)*.

In 2008, 48 percent of U.S. foreign trade (all modes) was moved by vessel in value terms, up from 41 percent 5 years earlier *(p. 5)*.

In 2008, 7,119 oceangoing vessels made 60,578 calls at U.S. ports *(p. 6)*. U.S.-flag vessels accounted for 7,148 calls. Jones Act vessels accounted for 76 percent of U.S.-flag calls *(p. 9)*.

Over the last 5 years, the average size (TEUs) of containerships calling at U.S. ports increased by 19 percent as carriers expanded the deployment of post-panamax (5,000+ TEU) containerships in U.S. trades *(pp. 7-8)*.

Over the last 5 years, the South Atlantic had the highest growth (21 percent) in vessel calls among U.S. coastal regions *(p. 10)*.

In 2008, U.S. ports accounted for about 8 percent of global vessel calls. The U.S. ranked second in terms of overall calls *(p. 12)*.

In 2008, 64 million passenger nights were booked on North American cruises. Nearly 10 million passengers were carried on 4,212 cruises by the seventeen largest cruise lines *(p 13)*.

Fleet Indicators

As of year-end 2008, nearly 40,000 U.S. privately-owned vessels were available for operation in U.S. foreign and domestic trades *(pp. 15-16)*. About 35 percent (238 vessels) of the U.S.-owned ocean and Great Lakes vessels were registered under the U.S.-flag, and 21 percent (145 vessels) had unrestricted coastwise trading privileges (Jones Act) *(pp. 17-18)*.

U.S.-Owned Fleet by Segment, 2008

Fleet	Ocean and Great Lakes			Coastal & Waterways	Offshore
	Ocean	Lakes	Total		
U.S. Owned	628	47	675	38,502	689
U.S.-Flag	191	47	238	38,502	551
Jones Act	98	47	145	38,502	551
Other	93	0	93	0	0
Foreign-Flag	437	0	437	0	138

Notes: Year-end fleets. Ocean/Lakes—Vessels of 10,000 DWT or greater. 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. Jones Act vessels have unrestricted coastwise trading privileges.

Sources: Ocean and Offshore—Clarkson Research, Clarkson Register, www.clarksons.net. Coastal and Waterways—U.S. Army Corps of Engineers, Vessel Detail Files, www.iwr.usace.army.mil/ndc.

Macroeconomic Indicators

Over the last 5 years, 25,800 jobs were added in water transportation and related industries *(p. 19)*.

The average price for water transportation services increased by 27 percent over the last 5 years. The largest increases were in the domestic segments; coastwise (38 percent), Great Lakes (45 percent) and inland (74 percent) *(p. 20)*.

For the period 2002-2007, value-added (gross output less the cost of intermediate inputs) for water transportation increased by 53 percent despite a 145 percent increase in the cost of energy inputs *(p. 21)*.

In 2007, water transportation ranked second among modes in energy efficiency (energy costs per dollar of gross output). Rail ranked first in energy efficiency *(p. 22)*.

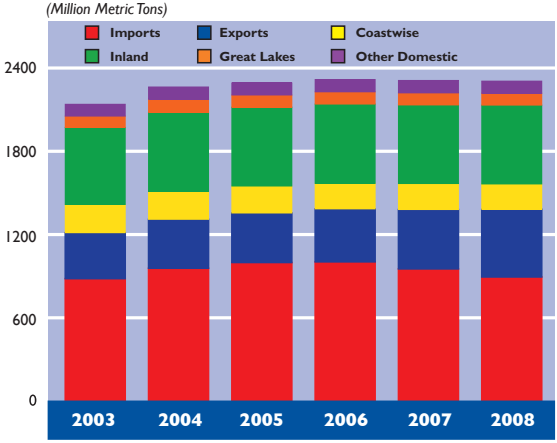
For the period 2002-2007, the value of water transportation fixed assets increased by 35 percent, the highest 5-year growth in 25 years *(p. 23)*.

Trade Indicators

In 2008, U.S. waterborne trades (foreign and domestic) amounted to 2.3 billion metric tons. Foreign trade accounted for 60 percent of the total, up from 57 percent 5 years earlier. The change in composition was due largely to a 15 percent decline in coastwise petroleum trades (next page).

U.S. Waterborne Trades, 2003-2008

(Million Metric Tons)



U.S. Waterborne Trades, 2003-2008

(Million Metric Tons)

Trade	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Foreign	1,209.6	1,305.6	1,351.6	1,380.6	1,375.9	1,376.5	13.8
Imports	879.9	954.6	995.7	1,000.5	949.9	892.1	1.4
Exports	329.7	351.1	355.4	380.2	426.0	484.4	46.9
Domestic	921.9	949.9	933.4	928.6	926.7	921.0	-0.1
Coastwise	202.8	200.1	193.8	183.2	186.7	182.0	-10.3
Inland	553.0	568.1	566.1	569.3	564.2	567.0	2.5
Great Lakes	81.5	93.9	87.3	87.9	86.7	85.0	4.3
Other	84.6	87.8	86.2	88.2	89.1	87.0	2.8
Total	2,131.5	2,255.5	2,284.4	2,309.2	2,302.6	2,297.5	7.8

Notes: Domestic figures are estimated for 2008 based on values of related series. Other includes intra-port and intra-territory trades.

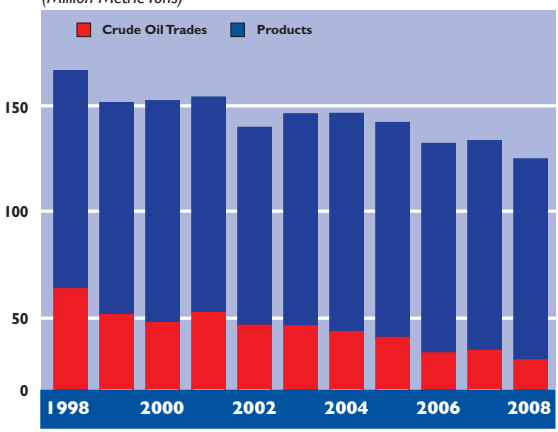
Sources: Domestic Trade—U.S. Army Corps of Engineers, Waterborne Commerce of the United States, www.iwr.usace.army.mil/ndc; Foreign Trade—Bureau of Census, Foreign Trade Division, www.census.gov/foreign-trade.

Trade Indicators

In 2008, petroleum accounted for 69 percent of U.S. coastwise trade, down from 72 percent five years earlier. The decline in coastwise petroleum trades was due largely to a 30 percent decline in Alaskan crude oil production which moved on tankers from the Trans-Alaskan Pipeline terminal in Valdez to the U.S. West Coast.

U.S. Coastwise Petroleum Trade, 1998-2008

(Million Metric Tons)



U.S. Coastwise Petroleum Trades, 2003-2008

(Million Metric Tons)

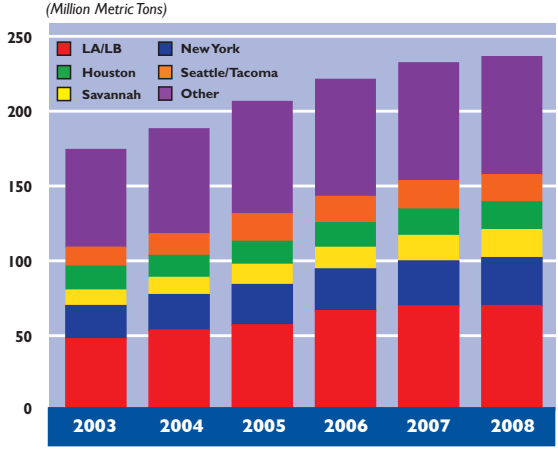
Trade	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Coastwise	146.4	146.6	142.3	132.4	133.7	125.1	-14.5
Crude Oil	46.2	43.5	40.7	33.4	34.6	30.1	-34.8
Product	100.2	103.1	101.6	99.0	99.1	95.0	-5.2
Alaska Crude Oil Production (Mil. Bbls.)	355.6	332.5	315.4	270.5	263.6	249.9	-29.7

Sources: Trade—U.S. Army Corps of Engineers, Waterborne Commerce of the United States, www.iwr.usace.army.mil/ndc; Alaska Production—Energy Information Agency, Petroleum Supply Annual, www.eia.doe.gov.

U.S. foreign container trade increased by 35 percent over the last 5 years. In 2008, the top 5 ports accounted for 67 percent of U.S. container trade, up from 63 percent in 2003.

U.S. Foreign Container Trades by U.S. Port, 2003-2008

(Million Metric Tons)



U.S. Foreign Container Trades by U.S. Port, 2003-2008

(Million Metric Tons)

Port	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
LA/LB	47.8	53.6	57.1	66.5	69.7	69.8	46.0
New York	22.1	23.6	26.8	27.8	29.9	31.9	44.3
Savannah	10.5	11.6	13.6	14.5	17.1	18.7	78.1
Houston	15.9	14.6	15.3	16.3	17.6	18.4	15.7
Seattle/Tacoma	12.6	14.5	18.3	17.6	18.9	17.9	42.1
Norfolk	10.2	10.1	10.9	11.9	12.3	12.9	26.5
San Francisco	8.4	9.6	10.9	11.4	11.7	11.8	40.5
Charleston	9.9	10.8	12.1	11.2	11.3	10.9	10.1
Miami	7.7	8.5	9.7	9.3	8.8	8.3	7.8
New Orleans	4.1	5.0	4.6	5.5	6.0	5.7	39.0
Top 5	109.0	117.8	131.0	142.7	153.2	156.7	43.8
Top 10	149.2	161.8	179.1	192.2	203.3	206.2	38.2
Total	174.0	187.6	205.8	220.6	231.6	235.1	35.1

Source: U.S. Bureau of Census, Foreign Trade Division, www.census.gov/foreign-trade.

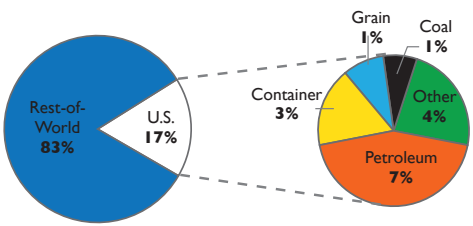
Trade Indicators

In 2008, U.S. foreign trade accounted for about 17 percent of global waterborne trade. U.S. petroleum trades accounted for about seven percent of global trade (all commodities).

Over the last five years, global trade increased by 25 percent. The surge in global trade was driven largely by growth in global container trades and China's demand for primary products—petroleum, iron ore, coal and grains.

U.S. and Global Waterborne Trades, 2008

(Percent of Global Trade, Metric Tons)



U.S. and Global Waterborne Trades, 2003-2008

(Million Metric Tons)

Trade	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Global	6,570.8	6,988.4	7,297.5	7,668.1	7,968.4	8,225.8	25.2
Coal	440.7	480.8	503.7	538.5	565.0	575.2	30.5
Iron Ore	515.5	586.5	657.7	722.3	782.3	842.7	63.5
Petroleum	2,377.3	2,509.3	2,601.8	2,695.5	2,770.4	2,804.8	18.0
LNG	125.2	131.3	141.7	159.5	171.4	204.5	63.3
Grain	264.2	275.3	272.1	291.5	303.8	314.1	18.9
Cont.	805.3	917.8	1,020.0	1,134.5	1,255.3	1,313.3	63.1
Other	2,042.6	2,087.4	2,100.5	2,126.3	2,120.2	2,171.2	6.3
U.S.	1,209.6	1,305.6	1,351.0	1,380.6	1,375.9	1,376.5	13.8
Coal	58.9	65.9	70.3	75.5	84.6	102.8	74.5
Iron Ore	17.9	18.6	21.6	17.9	17.1	18.7	4.5
Petroleum	583.7	622.5	638.8	624.1	617.6	606.0	3.8
LNG	18.0	17.9	16.1	15.7	18.6	10.1	-43.9
Grain	103.2	108.4	102.3	111.4	122.1	118.9	15.2
Cont.	174.0	187.6	205.8	220.6	231.6	235.1	35.1
Other	253.9	284.7	296.1	315.4	284.3	284.9	12.2

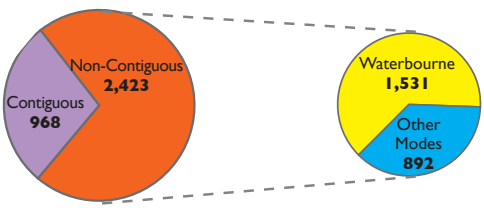
Sources: Global Trade–Clarkson Research www.clarksons.net; U.S. Trade– U.S. Bureau of Census, Foreign Trade Division, www.census.gov/foreign-trade.

In 2008, 48 percent of U.S. foreign trade (all modes) was moved by vessel in value terms, up from 41 percent 5 years earlier. The increase in waterborne share was due largely to a surge in primary commodity trades.

Water transportation accounted for only 10 percent of U.S. contiguous trades (Mexico and Canada), but 63 percent of the non-contiguous (overseas) trades.

U.S. Foreign Trade, Waterborne Share of Non-Contiguous Trade 2008

(Billion Dollars)



U.S. Foreign Trade, All Modes and Waterborne, 2003-2008

Trade *(Billion Dollars)*	2003	2004	2005	2006	2007	2008
Total	1,982	2,285	2,575	2,880	3,105	3,391
Waterborne	811	959	1,122	1,279	1,399	1,624
%Waterborne	40.9	42.0	43.6	44.4	45.1	47.9
Contiguous	627	713	793	865	913	968
Waterborne	38	46	59	70	74	93
%Waterborne	6.1	6.5	7.4	8.1	8.1	9.6
Non-Contiguous	1,355	1,572	1,782	2,015	2,192	2,423
Waterborne	773	913	1,064	1,209	1,325	1,531
%Waterborne	57.0	58.1	59.7	60.0	60.4	63.2
Primary Commodities	161	212	286	346	392	559
Waterborne	142	188	256	307	345	483
%Waterborne	88.3	88.5	89.6	88.7	88.0	86.3

Note: Primary commodities are coal, iron ore, petroleum and grains.

Source: U.S. Bureau of Census, Foreign Trade Division, www.census.gov/foreign-trade.

Trade Indicators

In 2008, 7,119 oceangoing vessels made 60,578 calls at U.S. ports. Vessel calls were up seven percent from 5 years ago, but down five percent from a year earlier. The decline was spread over all major vessel types as the U.S. economy slipped into a recession. Of the 2008 calls, 35 percent were by tankers, 31 percent were by containerships, 17 percent were by dry bulk camers, 10 percent were by RO-ROs, and 6 percent were by general cargo ships. Ninety-one percent of the tanker calls were by double-hull (DH) vessels, up from 64 percent five years earlier.

Vessel Calls at U.S. Ports, 2003-2008

Type	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Tanker	18,503	19,316	20,118	21,231	21,724	20,907	13.0
DH	11,905	14,055	15,869	17,747	19,026	19,036	59.9
Product	10,998	11,572	12,217	13,282	13,277	12,662	15.1
DH	6,578	7,712	8,799	10,252	10,811	10,952	66.5
Crude	7,505	7,744	7,901	7,949	8,447	8,245	9.9
DH	5,327	6,343	7,070	7,495	8,215	8,084	51.8
Container	805.3	18,279	18,542	19,591	19,863	18,735	8.4
Dry Bulk	10,271	11,631	11,406	12,508	11,040	10,363	0.9
RO-RO	5,191	5,317	5,663	6,318	6,077	5,964	14.9
Vehicle	3,113	3,065	3,652	4,182	4,084	4,102	31.8
Gas	926	916	969	961	917	769	-17.0
LNG	164	173	203	213	202	171	4.3
Combo	666	459	414	334	235	180	-73.0
General	3,915	3,967	3,935	4,054	3,948	3,660	-6.5
All Types	56,759	59,885	61,047	64,997	63,804	60,578	6.7

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. DH—double-hull. See glossary for vessel type descriptions.

Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

In 2008, the average size of vessels calling at U.S. ports was 52,535 DWT, up six percent from 5 years before. The average size of dry bulk carriers increased by 11 percent reflecting a 5-year, 74 percent increase in U.S. coal exports which are moved on 50,000+ DWT dry bulk carriers. The average size of containerships increased by 19 percent in terms of TEU capacity (14 percent in terms of DWT) as carriers expanded the deployment of post-panamax (5,000+ TEU) containerships.

Average Vessel Size Per Call, 2003-2008

(DWT unless otherwise specified)

Type	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Tanker	72,387	70,690	72,056	71,831	72,222	72,281	-0.1
DH	76,452	74,717	76,240	75,891	76,408	75,034	-1.9
Product	37,790	37,684	37,956	37,669	36,699	36,661	-3.0
DH	37,104	37,163	37,799	37,934	36,994	36,936	-0.5
Crude	123,085	120,010	124,784	128,913	128,058	126,984	3.2
DH	125,040	120,376	124,083	127,811	128,278	126,648	1.3
Container	43,168	43,610	44,593	46,598	47,720	49,213	14.0
(TEU)	3,145	3,235	3,314	3,502	3,597	3,744	19.0
Dry Bulk	42,685	42,972	43,276	44,746	45,270	47,306	10.8
RO-RO	20,270	20,191	19,838	19,751	19,635	20,153	-0.6
Vehicle	17,496	16,708	18,506	18,801	18,585	18,896	8.0
Gas	37,818	39,145	41,411	40,738	40,462	40,755	7.8
(CM)	55,024	57,465	61,410	60,037	59,369	60,159	9.3
LNG	68,564	70,458	70,374	70,962	73,703	70,097	2.2
(CM)	125,768	129,429	128,504	130,006	134,832	128,834	2.4
Combo	84,016	84,699	87,151	86,344	93,617	97,607	16.2
General	23,655	24,542	25,101	25,446	25,572	24,585	3.9
All Types	49,557	49,125	50,083	50,672	51,658	52,535	6.0

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. DH—double-hull. See glossary for vessel type descriptions. 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.

Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

Over the last 5 years, calls by containerships of 5,000 TEU or greater, which are largely post-panamax class, increased by 278 percent. The number of 5,000+ TEU containerships deployed in U.S. trades increased by 205 percent and calls per vessel increased by 23 percent.

Containership Calls at U.S. Ports by Size, 2003-2008

Vessel Size, TEUs	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Calls							
< 1,000	626	443	394	332	372	464	-25.9
1,000-1,999	3,492	3,463	3,600	3,814	3,532	3,029	-13.3
2,000-2,999	4,032	4,541	4,410	3,986	4,099	3,347	-17.0
3,000-3,999	4,050	3,888	3,624	3,333	2,866	2,460	-39.3
4,000-4,999	3,945	4,210	4,226	4,782	5,033	5,121	29.8
> 4,999	1,142	1,734	2,288	3,344	3,961	4,314	277.8
Total	17,287	18,279	18,542	19,591	19,863	18,735	8.4
Vessels							
< 1,000	28	30	24	23	28	33	17.9
1,000-1,999	234	185	183	189	168	163	-30.3
2,000-2,999	258	266	259	257	230	219	-15.1
3,000-3,999	201	191	189	177	166	141	-29.9
4,000-4,999	197	207	234	258	271	284	44.2
> 4,999	107	160	193	260	277	326	204.7
Total	1,025	1,039	1,082	1,164	1,140	1,166	13.8
Calls/Vessels							
< 1,000	22.4	14.8	16.4	14.4	13.3	14.1	-37.1
1,000-1,999	14.9	18.7	19.7	20.2	21.0	18.6	24.8
2,000-2,999	15.6	17.1	17.0	15.5	17.8	15.3	-1.9
3,000-3,999	20.1	20.4	19.2	18.8	17.3	17.4	-13.4
4,000-4,999	20.0	20.3	18.1	18.5	18.6	18.0	-10.0
> 4,999	10.7	10.8	11.9	12.9	14.3	13.2	23.4
Total	16.9	17.6	17.1	16.8	17.4	16.1	-4.7

Notes: The 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.

In 2008, U.S.-flag oceangoing vessels accounted for 12 percent of the calls at U.S. ports, down from 14 percent 5 years earlier. Jones Act vessels accounted for 76 percent of U.S. -flag calls.

U.S.-Flag Vessel Calls at U.S. Ports, 2003-2008

Type	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Tanker	3,759	3,591	3,676	3,421	3,581	3,378	-10.1
DH	1,637	1,882	2,012	2,190	2,669	2,686	64.1
Container	2,898	2,992	2,605	2,465	2,557	2,477	-14.5
Dry Bulk	112	128	131	77	99	97	-13.4
RO-RO	953	1,079	1,238	1,364	1,243	1,152	20.9
Vehicle	190	227	451	565	484	496	161.1
General	97	102	95	53	37	44	-54.6
All Types	7,819	7,892	7,745	7,380	7,517	7,148	-8.6

U.S.-Flag Vessel Calls at U.S. Ports by Segment, 2008

Type	Jones Act	MSP	Other	Total
Tanker	3,351	27	0	3,378
DH	2,659	27	0	2,686
Container	1,275	1,020	182	2,477
Dry Bulk	55	0	42	97
RO-RO	735	385	32	1,152
Vehicle	109	385	2	496
General	17	0	27	44
All Types	5,433	1,432	283	7,148

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. DH—double-hull. 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. Jones Act vessels have unrestricted coastwise trading privileges. MSP—Vessels under the Maritime Security Program.

Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

Over the last 5 years, the South Atlantic had the highest growth (21 percent) in vessel calls among U.S. coastal regions.

In 2008, 22 percent of the dry bulk carrier calls were at Pacific Northwest ports, up from 14 percent in 2003.

Vessel Calls by U.S. Coast, 2003-2008

Type	N.Atl.	S.Atl.	PNW	PSW	PR	U.S. Gulf	Total
2003							
Tanker	3,679	1,303	1,900	1,978	273	9,370	18,503
Container	3,036	5,341	1,875	5,268	504	1,263	17,287
Dry Bulk	1,351	1,054	1,479	1,424	126	4,837	10,271
RO-RO	1,577	1,434	679	860	243	398	5,191
Gas	122	45	48	52	35	624	926
Combo	216	48	2	15	10	375	666
General	852	703	251	636	306	1,167	3,915
All Types	10,833	9,928	6,234	10,233	1,497	18,034	56,759
2008							
Tanker	3,978	1,706	1,577	2,242	234	11,170	20,907
Container	3,450	6,648	1,775	5,096	395	1,371	18,735
Dry Bulk	1,291	1,158	2,274	1,020	57	4,563	10,363
RO-RO	1,726	1,812	646	1,240	166	374	5,964
Gas	129	78	38	38	25	461	769
Combo	17	36	4	7	0	116	180
General	723	610	384	425	155	1,363	3,660
All Types	11,314	12,048	6,698	10,068	1,032	19,418	60,578
%Ch. 2003-08							
Tanker	8.1	30.9	-17.0	13.3	-14.3	19.2	13.0
Container	13.6	24.5	-5.3	-3.3	-21.6	8.6	8.4
Dry Bulk	-4.4	9.9	53.8	-28.4	-54.8	-5.7	0.9
RO-RO	9.4	26.4	-4.9	44.2	-31.7	-6.0	14.9
Gas	5.7	73.3	-20.8	-26.9	-28.6	-26.1	-17.0
Combo	-92.1	-25.0	100.0	-53.3	-100.0	-69.1	-73.0
General	-15.1	-13.2	53.0	-33.2	-49.3	16.8	-6.5
All Types	4.4	21.4	7.4	-1.6	-31.1	7.7	6.7

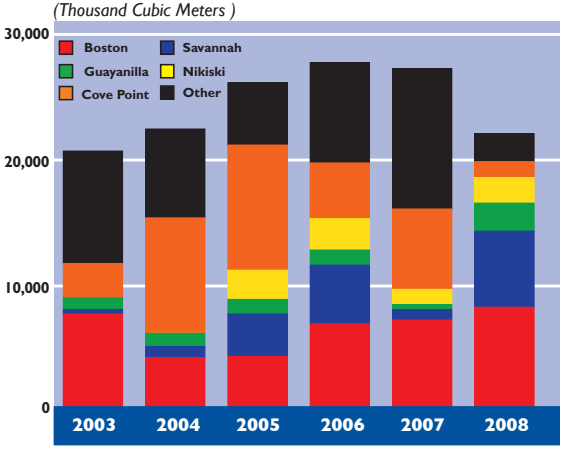
Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. See glossary for coast and vessel descriptions.

Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

In 2008, 5 ports accounted for 90 percent of the liquefied natural gas (LNG) carrier capacity calling at U.S. ports. LNG capacity calling at U.S. ports was up 7 percent from 5 years earlier, but down 19 percent from a year earlier.

LNG Vessel Capacity Calling at U.S. Ports, 2003-2008

(Thousand Cubic Meters)



LNG Vessel Capacity Calling at U.S. Ports, 2003-2008

(Thousand Cubic Meters)

Port	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Boston	7,595	4,086	4,194	6,798	7,107	8,122	6.9
Savannah	353	900	3,392	4,700	803	6,096	1,626.9
Guayanilla	948	1,048	1,167	1,208	403	2,243	136.6
Nikiski	0	0	2,337	2,517	1,247	2,048	na
Cove Point	2,722	9,247	10,018	4,451	6,431	1,273	-53.2
Other	9,008	7,110	4,979	8,018	11,245	2,248	-75.0
Total	20,626	22,391	26,087	27,692	27,236	22,030	6.8

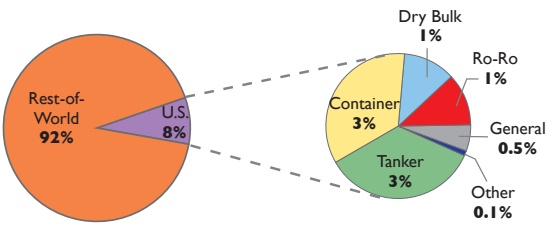
Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. Capacity calling is the sum of calls weighted by vessel cubic meter capacity.

Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

Trade Indicators

In 2008, U.S. ports accounted for about eight percent of global vessel calls. The U.S. ranked second in terms of overall calls. Tanker calls at U.S. ports accounted for 12 percent of global tanker calls.

U.S. and Global Vessel Calls, 2008



Global Vessel Calls by Country and Vessel Type, 2008

Country	Tanker	Cont.	Dry Bulk	RO-RO	Gas	Combo	Gen	Total
China	4,883	47,646	14,413	910	172	80	4,582	72,686
U.S.	20,907	18,735	10,363	5,964	769	180	3,660	60,578
Japan	4,067	22,079	10,622	6,733	1,986	20	4,902	50,409
Singapore	8,764	17,165	9,172	1,821	1,011	117	2,513	40,563
Brazil	6,536	9,630	8,254	1,282	121	122	2,258	28,203
Korea	3,375	12,850	4,739	2,670	712	21	2,239	26,606
Italy	6,869	7,475	2,649	3,216	228	40	1,203	21,680
Australia	2,628	4,619	10,479	1,850	343	25	1,418	21,362
India	6,137	4,271	6,461	252	601	33	1,674	19,429
England	6,740	4,596	2,299	4,251	263	40	1,075	19,264
Top 10	70,906	149,066	79,451	28,949	6,206	678	25,524	360,780
Other	98,301	144,063	65,423	32,186	9,685	924	31,880	382,462
Total	169,207	293,129	144,874	61,135	15,891	1,602	57,404	743,242

Notes: The calls were by oceangoing vessels of 10,000 DWT or greater. See glossary for vessel descriptions.

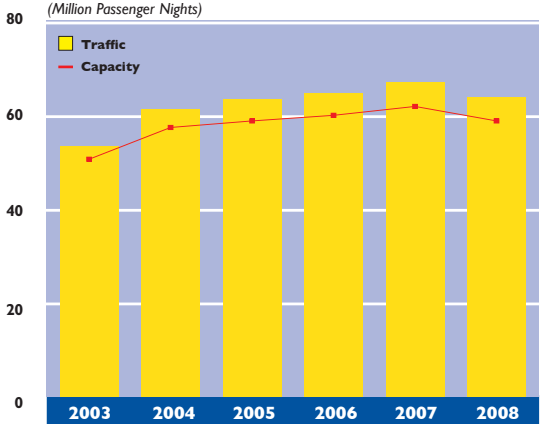
Source: Maritime Administration, Vessel Calls at U.S. Ports, www.marad.dot.gov/data_statistics.

In 2008, 64 million passenger nights were booked on North American cruises; down 5 percent from a year earlier. About 9.9 million passengers were carried on 4,212 cruises by the seventeen largest cruise lines.

The North America cruise market has been capacity driven; that is, cruise lines have discounted fares to fill ships. But, unlike land based resorts, cruise ships can be moved to markets that have higher yields. In 2008, the number of cruise ships offering North American cruises increased, but the number of cruises (per ship) declined as the ships spent more time overseas where yields were higher.

North American Cruises, Traffic & Capacity, 2003-2008

(Million Passenger Nights)



North American Cruises, Key Statistics, 2003-2008

(Capacity and Traffic in Thousands)

Year	Vessels		Capacity		Traffic		Occupancy %	
	No.	Cruises	Pass.	Pass. Nights	Pass.	Pass. Nights	Pass.	Pass. Nights
2003	101	4,094	7,775	50,841	8,349	53,534	107	105
2004	112	4,465	8,656	57,623	9,418	61,628	109	107
2005	114	4,463	8,884	59,033	9,747	63,731	110	108
2006	110	4,435	9,087	60,212	9,971	65,034	110	108
2007	116	4,464	9,352	62,146	10,289	67,203	110	108
2008	118	4,212	8,978	58,993	9,915	64,014	110	109

Note: A double stateroom with two passengers is considered 100 percent occupied. Since many double staterooms can accommodate three or four people, occupancy can be more than 100 percent.

Source: Maritime Administration, North American Cruise Statistics, www.marad.dot.gov/data_statistics.

Trade Indicators

The top 10 departure ports for cruise passengers accounted for 78 percent of the North American departures during 2008, down from 86 percent five years earlier. Over the last 5 years, Seattle, San Diego, Long Beach, Cape Liberty (NJ), Mobile and Whittier have emerged as significant cruise ports.

North America Cruise Passengers by Departure Port, 2003-2008

(Thousands)

	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Miami	1,867	1,683	1,771	1,890	1,890	2,099	12.4
Port Canaveral	1,114	1,230	1,234	1,396	1,298	1,226	10.1
Fort Lauderdale	1,100	1,237	1,199	1,145	1,289	1,187	7.9
Los Angeles	516	434	615	583	626	607	17.6
San Juan	579	677	581	555	534	521	-10.0
New York	432	461	370	519	525	477	10.4
Seattle	165	291	337	382	386	435	163.6
San Diego	93	173	234	180	341	416	347.3
Vancouver, BC	466	436	434	402	462	406	-12.9
Galveston	377	433	531	616	529	403	6.9
Tampa	419	399	408	461	368	393	-6.2
Long Beach	171	401	363	380	367	365	113.5
New Orleans	297	396	308	75	258	185	-37.7
Honolulu	173	170	236	316	382	166	-4.0
Cape Liberty	0	87	147	140	115	163	na
Mobile	0	29	88	99	130	146	na
Whittier	0	88	96	109	113	104	na
Jacksonville	6	114	137	128	130	87	1,350.0
Seward	152	75	68	69	76	80	-47.4
San Francisco	52	87	89	91	74	72	38.5
Boston	69	73	80	62	52	69	0.0
Charleston	32	39	41	47	44	53	65.6
Baltimore	57	105	67	60	62	46	-19.3
Norfolk	15	48	45	25	31	41	173.3
Philadelphia	25	30	50	52	30	14	-44.0
Houston	13	91	99	60	27	10	-23.1
Other Ports	161	132	120	129	149	143	-11.2
Total	8,349	9,418	9,747	9,971	10,289	9,915	18.8

Source: Maritime Administration, North American Cruise Statistics, www.marad.dot.gov/data_statistics.

Fleet Indicators

As of year-end 2008, nearly 40,000 U.S. privately-owned vessels were available for operation in U.S. foreign and domestic trades. Over the last five years, the largest growth in vessels has been in the dry bulk, container, and offshore supply vessel (serving offshore oil exploration) fleets.

U.S. Privately-Owned Fleets, 2003-2008

(Vessels)

Fleet	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Ocean/Lakes	651	665	688	680	662	675	3.7
Tanker	287	290	275	272	233	234	-18.5
DH	173	187	193	202	175	187	8.1
Dry Bulk	163	175	201	210	214	221	35.6
Lakers	50	49	48	47	47	47	-6.0
Container	82	85	86	83	99	102	24.4
Ro-Ro	54	53	58	55	57	58	7.4
Gas	17	17	18	17	19	20	17.6
Combo	15	11	12	4	2	2	-86.7
General	33	34	38	39	38	38	15.2
Offshore Supply	490	518	532	629	652	689	40.6
Coastal & Waterways	37,082	37,209	37,936	38,078	37,589	38,502	3.8
Tugs	5,172	5,314	5,290	5,285	5,356	5,707	10.3
Dry barges	27,272	27,197	27,876	27,937	27,162	27,577	1.1
Tank Barges	4,031	4,069	4,151	4,250	4,467	4,607	14.3
DH	2,809	2,895	3,014	3,124	3,256	3,315	18.0
Ferries	607	629	619	606	604	611	0.7
Total	38,223	38,392	39,156	39,387	38,903	39,866	4.3

Notes: Year-end fleets. The U.S. privately-owned fleet consists of vessels operated under U.S. and foreign flags. All coastal and waterways vessels are U.S.-flag with unrestricted coastwise trading privileges. DH—double-hull. Ocean/Lakes—Vessels of 10,000 DWT or greater.

Sources: Ocean and Offshore—Clarkson Research, Vessel Register, www.clarksons.net
Coastal and Waterways—U.S. Army Corps of Engineers, Vessel Detail files, www.iwr.usace.army.mil/ndc.

Fleet Indicators

As of year-end 2008, 49 percent of the U.S. privately-owned vessels were older than 25 years (built before 1984). Twenty-eight percent of the ocean and Great Lakes vessels were older than 25 years.

Age Profile of U.S. Privately-Owned Fleets, 2008

(Vessels)

Fleet	Year Built					
	Before 1984	1984-1988	1989-1993	1994-1998	1999-2003	After 2003
Ocean/Lakes	192	105	51	93	138	96
Tanker	34	20	24	45	65	46
DH	10	9	12	45	65	46
Dry Bulk	81	29	9	22	49	31
Lakers	47	0	0	0	0	0
Container	19	27	12	19	15	10
Ro-Ro	23	14	2	7	7	5
Gas	13	0	1		2	4
Combo	2	0	0	0	0	0
General	20	15	3	0	0	0
Offshore Supply	334	22	16	64	135	118
Coastal & Waterways	18,849	1,246	3,348	5,781	4,731	4,547
Tugs	4,689	129	131	216	251	291
Dry Cargo barges	11,369	1,017	2,855	5,044	3,922	3,370
Tank Barges	2,492	35	298	450	477	855
DH	1,673	18	276	382	380	586
Ferries	299	65	64	71	81	31
Total	19,375	1,373	3,415	5,938	5,004	4,761

Notes: Year-end fleets. The U.S. privately-owned fleet consists of vessels operated under U.S. and foreign flags. All coastal and waterways vessels are U.S.-flag with unrestricted coastwise trading privileges. DH—double-hull. Ocean/Lakes—Vessels of 10,000 DWT or greater.

Sources: Ocean and Offshore—Clarkson Research, Vessel Register, www.clarksons.net. Coastal and Waterways—U.S. Army Corps of Engineers, Vessel Detail Files, www.iwr.usace.army.mil/.

As of year-end 2008, 238 U.S.-flag, privately-owned ocean and Great Lakes vessels were available for operation in U.S. foreign and domestic trades. Of these, 145 were Jones Act vessels with unrestricted coastwise trading privileges. Over the last 5 years, the U.S.-flag fleet has declined by five percent, due largely to a 22 percent decline in the Jones Act tanker fleet.

U.S.-Flag Privately-Owned Ocean and Great Lakes Fleets, 2003-2008

(Vessels)

Fleet	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
U.S. Flag	251	249	249	236	236	238	-5.2
Tanker	68	60	60	59	55	55	-19.1
DH	29	27	31	35	36	41	41.4
Dry Bulk	64	64	61	60	61	60	-6.3
Lakers	50	49	48	47	47	47	-6.0
Container	74	81	79	70	76	75	1.4
Ro-Ro	36	36	41	39	37	41	13.9
General	9	8	8	8	7	7	-22.2
Jones Act	164	157	154	151	146	145	-11.6
Tanker	65	59	56	55	51	51	-21.5
DH	28	26	27	31	32	37	32.1
Dry Bulk	54	53	52	51	51	51	-5.6
Lakers	50	49	48	47	47	47	-6.0
Container	28	28	29	28	27	27	-3.6
Ro-Ro	15	15	15	15	15	15	0.0
General	2	2	2	2	2	1	-50.0

Notes: Year-end fleets. Ocean/Lakes—Vessels of 10,000 DWT or greater. DH—double-hull. 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. Jones Act vessels have unrestricted coastwise trading privileges.

Source: Clarkson Research, Vessel Register, www.clarksons.net.

Fleet Indicators

As of year-end 2008, 47 percent of the U.S.-flag ocean and Great Lakes vessels were older than 25 years (built before 1984). For the Jones Act segment, 69 percent of the vessels were older than 25 years.

Age Profile of U.S.-Flag Privately-Owned Ocean and Great Lakes Fleets, 2008

(Vessels)

Fleet	Before 1984	1984-1988	1989-1993	1994-1998	1999-2003	After 2003
U.S.-Flag	113	38	7	34	19	27
Tanker	19	4	1	11	7	13
DH	9	1	0	11	7	13
Dry Bulk	53	4	0	0	2	1
Lakers	47	0	0	0	0	0
Container	19	21	3	16	7	9
Ro-Ro	17	8	2	7	3	4
General	5	1	1	0	0	0
Jones Act	100	9	2	9	8	17
Tanker	19	4	1	9	5	13
DH	9	1	0	9	5	13
Dry Bulk	51	0	0	0	0	0
Lakers	47	0	0	0	0	0
Container	19	3	1	0	1	3
Ro-Ro	10	2	0	0	2	1
General	1	0	0	0	0	0

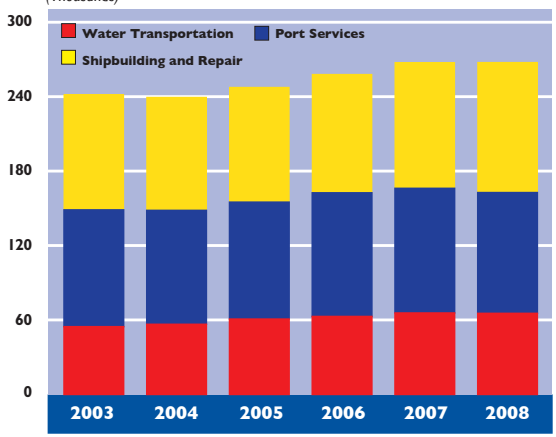
Notes: Year-end fleets. Ocean/Lakes—Vessels of 10,000 DWT or greater. DH—double-hull. Jones Act Fleet—Vessels built in the U.S. and registered under U.S.-flag; or vessels reconstructed in the U.S. and registered under U.S.-flag; or foreign-built vessels forfeited for violation of U.S. law and registered under U.S.-flag. Jones Act vessels have unrestricted coastwise trading privileges.

Source: Clarkson Research, Vessel Register, www.clarksons.net.

Over the last 5 years, 25,800 jobs were added in water transportation and related industries, an increase of nearly 20 percent. The largest increases were in the transportation and shipbuilding and repair segments.

U.S. Employment in Water Transportation and Related Industries, 2003-2008

(Thousands)



U.S. Employment in Water Transportation and Related Industries, 2003-2008

(Thousands)

Segment	2003	2004	2005	2006	2007	2008	% Ch. 2003-08
Transportation	54.5	56.4	60.6	62.7	65.5	65.2	19.6
Port Services	93.8	91.5	93.9	99.3	100.1	97.0	3.4
Cargo Handling	40.8	40.8	42.8	45.6	46.2	44.9	10.0
Other	53.0	50.7	51.1	53.7	53.9	52.1	-1.7
Shipbuilding and Repair	92.6	90.8	92.2	95.1	101.0	104.5	12.9
Total	240.9	238.7	246.7	257.1	266.6	266.7	10.7

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 average price for water transportation services increased by 27 percent over the last 5 years. The largest increases were in the domestic segments; coastal (38 percent), Great Lakes (45 percent) and inland (74 percent). The increase in prices for inland (barge) services exceeded that for rail carload services and contributed to an increase in rail shipments of grains and other primary commodities to Pacific Northwest ports.

Over the same period shipbuilding prices increased by 41 percent, reflecting a surge in orders for new vessels.

U.S. Producer Prices, Water Transportation and Related Industries, 2003-2008

(Indexes)

Segment	2003	2004	2005	2006	2007	2008
Water Transportation	100.0	101.3	106.4	111.1	113.5	127.4
Deep Sea	100.0	102.8	105.5	106.1	104.6	118.7
Coastwise	100.0	101.2	111.4	121.1	133.2	138.4
Great Lakes	100.0	101.3	105.4	113.2	125.3	145.0
Inland	100.0	105.1	121.4	146.7	149.2	174.0
Port Services	100.0	101.0	103.5	107.7	112.7	117.1
Cargo Handling	100.0	100.5	102.2	105.1	109.0	110.5
Shipbuilding and Repair	100.0	105.3	108.0	112.0	116.7	119.6
Shipbuilding						
Self-Propelled	100.0	108.3	115.2	124.3	132.1	141.0
Non-Self-Propelled	100.0	107.8	120.0	131.5	137.1	141.1
Repair	100.0	101.0	102.9	110.1	122.7	125.0
Other Related Prices						
Rail, Carload	100.0	105.2	117.5	127.7	132.1	147.7
Fuel						
Heavy Fuel Oil	100.0	99.0	147.1	159.2	171.4	227.0
Diesel	100.0	127.6	188.2	215.8	234.3	323.7

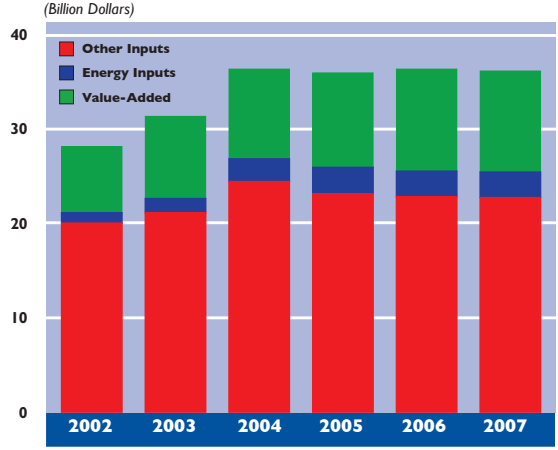
Note: The Producer Price Index (PPI) is a family of indexes that measures the average change over time in selling prices received by domestic producers of goods and services.

Source: U.S. Bureau of Labor Statistics, www.bls.gov.

For the period 2002-2007, value-added (gross output less the cost of intermediate inputs) for U.S. water transportation increased by 53 percent despite a 145 percent increase in the cost of energy inputs. Over the same period, the industry's gross operating surplus (income) increased by 63 percent.

U.S. Water Transportation Gross Output, 2002-2007

(Billion Dollars)



U.S. Water Transportation Gross Output, 2002-2007

(Billion Dollars)

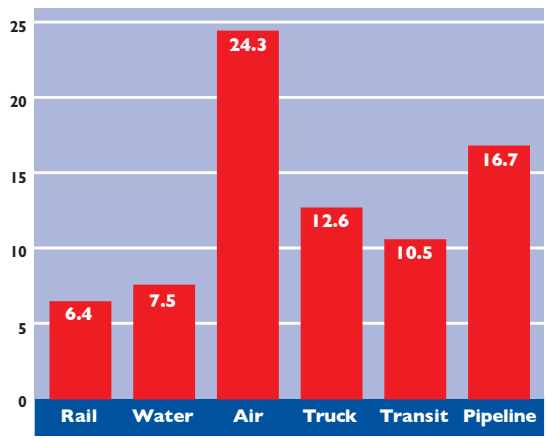
Components	2002	2003	2004	2005	2006	2007	% Ch. 2002-07
Gross Output (GO)	28.1	31.3	36.3	35.8	36.3	36.1	28.5
Intermediate Inputs	21.1	22.6	26.8	25.9	25.5	25.4	20.4
Energy	1.1	1.5	2.4	2.8	2.7	2.7	145.5
Materials	1.4	1.5	1.8	1.6	1.6	1.5	7.1
Services	18.6	19.7	22.6	21.5	21.2	21.1	13.4
Value-Added	7.0	8.7	9.5	10.0	10.8	10.7	52.9
Labor	3.8	3.8	4.3	4.7	5.0	5.5	44.7
Taxes less subsidies	0.2	0.3	-0.2	0.2	0.1	0.3	50.0
Operating Surplus	3.0	4.6	5.5	5.0	5.8	4.9	63.3

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.

Source: U.S. Bureau of Economic Analysis, Gross Domestic Product by Industry Accounts, www.bea.gov.

In 2007, water transportation ranked second among modes in energy efficiency (energy costs per dollar of gross output). However, energy costs for rail, the most energy efficient mode, have risen faster than those for the other modes.

Energy Inputs as a Percent of Gross Output by Mode, 2007



Energy Inputs by Mode, 2002-2007

Mode	2002	2003	2004	2005	2006	2007	% Ch. 2002-07
Billion Dollars							
Rail	1.4	1.6	2.3	3.5	4.0	4.5	221.4
Water	1.1	1.5	2.4	2.8	2.7	2.7	145.5
Air	12.3	13.9	19.6	31.3	33.8	36.5	196.7
Truck	17.1	17.7	21.9	29.6	34.0	34.7	102.9
Transit	1.9	2.1	2.2	2.8	3.2	3.3	73.7
Pipeline	4.1	4.1	4.3	5.5	5.4	5.7	39.0
All Modes	37.9	40.9	52.7	75.5	83.1	87.4	130.6
% of Gross Output							
Rail	3.2	3.4	4.5	5.9	5.9	6.4	100.0
Water	3.9	4.8	6.6	7.8	7.4	7.5	92.3
Air	11.8	12.0	15.5	23.0	23.4	24.3	105.9
Truck	8.3	8.7	9.7	11.8	12.7	12.6	51.8
Transit	7.4	7.8	7.9	9.6	10.5	10.5	41.9
Pipeline	12.9	13.0	13.1	16.8	16.1	16.7	29.5
All Modes	8.6	9.0	10.5	13.9	14.3	14.6	69.8

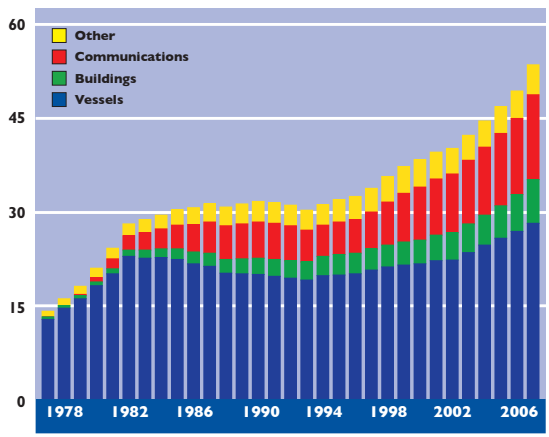
Note: Gross Output is the market value of goods and services produced by labor and property in the United States.

Source: U.S. Bureau of Economic Analysis, Gross Domestic Product by Industry Accounts, www.bea.gov.

For the period 2002-2007, the value of water transportation fixed assets increased by 35 percent, the highest 5-year growth in 25 years. Vessel assets increased by 23 percent. The investment in new vessel assets was largely to replace assets built 25 years earlier.

U.S. Water Transportation Fixed Assets, 1977-2007

(Billion Dollars)



U.S. Water Transportation Fixed Assets and Investment 2002-2007

(Billion Dollars)

Type	2002	2003	2004	2005	2006	2007	% Ch. 2002-07
Fixed Assets	42.3	44.5	46.8	49.3	53.5	57.3	35.5
Vessels	23.4	24.6	25.7	26.8	28.1	28.8	23.1
Buildings	4.6	4.8	5.2	5.9	7.0	8.3	80.4
Communications	10.2	10.9	11.6	12.2	13.6	15.1	48.0
Other	4.0	4.2	4.3	4.4	4.8	5.1	27.5
Investment	5.2	4.9	5.5	5.5	6.8	7.3	40.4
Vessels	1.8	1.8	2.0	2.0	1.8	1.8	0.0
Buildings	0.3	0.1	0.1	0.4	0.9	1.3	333.3
Communications	2.3	2.2	2.4	2.2	2.9	3.0	30.4
Other	0.9	0.8	0.9	0.9	1.2	1.2	33.3

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.

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 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 Carrier– Bulk Vessels, 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 traffic between United States ports on the Great Lakes System.

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

Inland – Vessel movements (origin and destination) which take place solely on inland 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.

Maritime Security Program (MSP) – A national defense program that provides financial assistance to oceangoing ship owners and operators in return for making their ships and crews—and the intermodal transportation and communication network of the ship operator—available to the Department of Defense for sealift operations during times of war or national emergency.

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:

Length	965
Beam	106
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 measure 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.

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: > = 70,000 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.

Notes

Notes

Statistics published in this *U.S. Water Transportation 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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