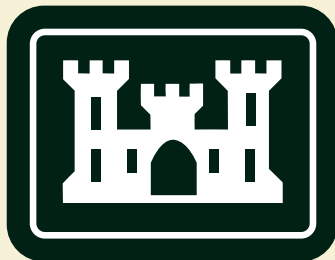


**The U.S.
Waterway
System —
*TRANSPORTATION
FACTS***



**Navigation Data Center
U.S. Army Corps of Engineers
December 2005**

U.S. Waterborne Traffic by Major Commodities in 2004

(Millions of Short Tons¹ and Change from 2003)

Commodities ²	Domestic							
	Coastwise		Lakewise		Internal		Total	
	Tons	%	Tons	%	Tons	%	Tons	%
Total³	220.6	-1.3	103.5	15.3	626.2	2.7	1,047.1	3.0
Coal	9.9	-7.1	20.0	12.9	171.3	3.4	215.9	4.0
Coal Coke	**	0.0	0.7	162.8	5.8	13.5	7.0	20.4
Crude Petroleum	48.0	-5.8	**	0.0	34.7	0.0	84.4	-3.5
Petroleum Products	113.7	3.0	1.7	12.0	116.2	1.3	281.0	2.8
Chemical and Related Prod.	11.5	-11.9	0.2	-7.0	52.5	1.9	75.8	0.1
Forest Prod., Wood & Chips	2.1	7.2	**	-35.9	6.6	20.7	9.7	19.3
Pulp and Waste Paper	**	-41.8	**	0.0	**	-10.1	0.1	-30.9
Sand, Gravel and Stone	9.9	-6.5	30.0	17.4	85.4	0.0	134.3	2.7
Iron Ore and Scrap	0.7	67.5	45.5	16.5	13.3	18.0	63.1	19.3
Non-Ferrous Ores & Scrap	0.2	-76.8	**	-71.9	6.9	12.1	7.1	3.2
Sulphur, Clay and Salt	0.2	34.1	0.8	11.3	8.4	10.8	9.5	10.3
Primary Manuf. Goods	9.1	2.7	3.9	-1.6	29.0	11.8	43.0	3.1
Food and Farm Products	5.7	-7.4	0.1	-65.3	80.6	-4.0	86.9	-4.4
All Manuf. Equipment	9.6	0.2	**	12.9	10.0	30.1	20.6	10.1
Waste and Scrap, NEC	**	981.4	**	0.0	1.3	-1.2	3.0	-2.4

Commodities ²	Foreign						Grand Total	
	Inbound		Outbound		Total			
	Tons	%	Tons	%	Tons	%	Tons	%
Total³	1,089.1	8.4	415.8	11.4	1,504.9	9.2	2,551.9	6.6
Coal	24.9	11.4	53.0	26.5	77.9	21.2	293.8	8.0
Coal Coke	4.5	70.4	0.8	-1.0	5.3	54.5	12.3	32.9
Crude Petroleum	531.6	3.1	0.1	-90.5	531.7	2.8	616.2	1.9
Petroleum Products	166.2	14.0	63.7	11.8	229.9	13.4	510.9	7.3
Chemical and Related Prod.	43.8	4.3	60.7	13.4	104.5	9.4	180.3	5.3
Forest Prod., Wood & Chips	9.7	30.4	8.4	4.2	18.1	16.7	27.8	17.6
Pulp and Waste Paper	2.0	29.6	15.4	7.2	17.4	9.4	17.5	8.9
Sand, Gravel and Stone	41.5	10.8	3.9	54.9	45.4	13.6	179.8	5.2
Iron Ore and Scrap	16.2	-4.1	15.4	38.9	31.6	13.0	94.8	17.1
Non-Ferrous Ores & Scrap	15.4	-8.6	2.9	20.4	18.4	-5.0	25.4	-2.8
Sulphur, Clay and Salt	14.4	-11.5	5.8	8.4	20.2	-6.6	29.8	-1.8
Primary Manuf. Goods	98.4	28.8	18.2	9.8	116.6	25.4	159.6	18.5
Food and Farm Products	35.2	7.4	149.2	5.1	184.4	5.5	271.3	2.1
All Manuf. Equipment	67.2	14.8	15.0	17.0	82.1	15.2	102.7	14.1
Waste and Scrap, NEC	**	0.0	**	0.0	**	0.0	3.0	-2.4

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

Geographic Distribution of U.S. Waterborne Activities in 2004

	Coastal ¹	Great Lakes	Inland ²	Total ³
Number of Ports Handling				
Over 250,000 Short Tons	112	52	27	191
Domestic Traffic				
Short Tons (millions)	220.6	103.5	626.2	1,047.1
Ton-miles (billions)	279.9	55.7	284.1	621.2
Average Haul (miles)	1,268.9	538.3	453.6	593.2
Foreign Traffic⁴				
Short Tons (millions)	1,442.7	62.2	N/A	1,504.9
Ton-miles (billions)	84.8	37.6	N/A	122.4
Average Haul (miles)	58.8	604.4	N/A	81.3

1. All deep draft (over 12 feet) except Great Lakes and the Columbia River.
2. N/A denotes tonnage not applicable.
3. Domestic Total includes local traffic of 91.3 million short tons, 1.5 billion ton-miles, 16.3 miles average haul and intra-territory traffic of 5.5 million short tons. Ton-miles are not compiled for intra-territory traffic. Total may not equal column sum due to rounding.
4. Ton-miles and Average Haul for Coastal ports are based on the distance transported on U.S. waterways from entrance channels to ports and waterways; and for Great Lakes ports are based on the distance transported on the Great Lakes and St. Lawrence River to the International Boundary at St. Regis, Quebec, Canada.

Corps Dredging Facts

- Corps and contractor owned dredges removed 274.5 million cubic yards (mcy) of material from Corps constructed and maintained channels in FY 2004 at a cost of \$903.1 million. This was a 17.3% increase in cubic yards and a 1.8% increase in cost from FY 2003, reversing a three year downward trend of dredging quantity.
- In FY 2004, maintenance dredging accounted for 81% of the quantity dredged and 68.3% of the cost. The average cost/cy for maintenance dredging decreased 11.5% to \$2.77 while the average cost/cy for new work dredging decreased 18% to \$5.56 when compared to 2003 values.
- Eighty-nine percent (\$807.3 million) of all FY 2004 Corps dredging dollars were paid to private dredging contractors who removed 87.1% (239.1 mcy) of the material dredged.
- In FY 2004, 82 private dredging companies submitted a total of 472 bids for 155 contracts. Awards were made to 43 different companies, 17 large and 26 small businesses. Large and small companies received 82 (53%) and 73 (47%) of the contracts respectively.
- The cutterhead pipeline dredge was the most widely used dredge in FY 2004 receiving 61% of the contracts, removing 56.5% of the contracted quantity and earning 56% of the contract dollars. Hopper dredges removed 35% of the quantity and earned 11.8% of the contract dollars. Mechanical dredges removed 7.5% of the quantity earning 20.4% of the contract dollars. The remaining dredging was performed by a combination of more than one type of dredge.
- The District that awarded the most contract dollars in FY 2004 was Jacksonville (\$125 m) with New Orleans contracts dredging the most cubic yards (66.2 mcy).

Geographic Distribution of U.S. Waterway Facilities¹

	Atlantic		Gulf		Pacific	
	Deep	Shallow	Deep	Shallow	Deep	Shallow
Commercial Facilities	1,473	587	1,438	811	1,387	363
Cargo	787	198	830	329	698	151
Service	500	274	498	386	608	171
Unused	186	115	110	96	91	41
Lock Sites²	0	14	1	44	2	9
Lock Chambers²	0	14	1	44	3	13

	Great Lakes		Inland	Total		
	Deep	Shallow	Shallow	Deep	Shallow	All
Commercial Facilities	600	154	2,320	4,898	4,235	9,133
Cargo	378	78	1,576	2,683	2,332	5,015
Service	170	62	483	1,776	1,376	3,152
Unused	52	14	261	439	527	966
Lock Sites²	4	1	137	7	205	212
Lock Chambers²	6	1	175	10	247	257

1. Waterways greater than 12 feet (except for the 14-15 foot portions of the Columbia and Snake rivers) are classified as deep draft.

2. Locks, including 5 control structures, owned and/or operated by the U.S. Army Corps of Engineers at the close of FY 2004.

Lock Facts

- The Corps owned or operated 257 lock chambers at 212 sites at the close of FY 2005, but only 195 sites with 240 chambers received funding. Nineteen Fox River locks (17 locks and two guard locks) were transferred to the State of Wisconsin in 2004.
- The new Montgomery Point Lock located on the White River in Arkansas was opened in 2004.
- Many of the 212 lock sites serving navigation include multi-purpose dams. For example, 46 lock-associated dams currently produce hydropower.
- In FY 2005 the average age of all Corps locks is 55 years.
- Seven of the 257 chambers were built in the 1800's and are operational. The oldest operating locks in the U.S. are Kentucky River locks 1 and 2, built in 1839.
- Oregon's John Day Lock has the highest lift of any U.S. lock at 110 feet. This compares to the collective 404 foot lift of all 29 locks on the upper Mississippi River.
- Two lock sites serving the greatest number of pleasure craft in 2004 were: Hiram M. Chittenden Locks, Seattle, WA which passed 43,598 vessels through two chambers; and Chicago Lock, Chicago, IL which moved 27,699 vessels through one chamber.
- Four days after Hurricane Katrina powered through the Louisiana Gulf Coast all the locks in the New Orleans District were operational.

Leading U.S. Ports in 2004

(Millions of Short Tons and Percent Change from 2003)

Rank	Type ²	Port	Domestic		Foreign		Total ¹	
			Tons	%	Tons	%	Tons	%
1	C	South Louisiana, LA, Port of	119.4	0.9	104.8	30.3	224.2	12.8
2	C	Houston, TX	64.5	0.8	137.5	8.4	202.0	5.8
3	C	New York, NY and NJ	70.2	6.0	82.2	3.2	152.4	4.4
4	C	Beaumont, TX	20.8	11.0	70.9	3.0	91.7	4.7
5	C	Long Beach, CA	17.6	4.3	62.5	19.4	80.1	15.7
6	C	Corpus Christi, TX	25.1	5.5	53.8	0.8	78.9	2.2
7	C	New Orleans, LA	37.7	7.7	40.4	-17.3	78.1	-6.9
8	I	Huntington – Tristate	77.3	-0.4	0.0	0.0	77.3	-0.4
9	C	Texas City, TX	17.5	-2.6	50.8	17.1	68.3	11.3
10	C	Baton Rouge, LA	35.1	-7.8	21.9	-5.2	57.1	-6.8
11	C	Mobile, AL	26.9	6.8	29.3	17.1	56.2	11.9
12	C	Lake Charles, LA	23.1	7.0	31.7	-0.4	54.8	2.6
13	C	Plaquemines, LA, Port of	36.7	-0.6	17.7	-6.9	54.4	-2.7
14	C	Los Angeles, CA	8.1	-5.6	43.9	2.5	51.9	1.2
15	C	Tampa, FL	29.7	-3.9	18.6	7.1	48.3	0.1
16	C	Baltimore, MD	14.6	-9.1	32.8	36.0	47.4	18.0
17	C	Valdez, AK	46.8	-6.2	0.0	-45.2	46.8	-6.2
18	L	Duluth-Superior, MN and WI	31.7	25.4	13.7	4.9	45.4	18.4
19	I	Pittsburgh, PA	41.0	-1.5	0.0	0.0	41.0	-1.5
20	C	Philadelphia, PA	13.8	-4.7	21.4	14.1	35.2	5.9
21	C	Norfolk Harbor, VA	8.0	15.7	26.2	7.8	34.2	9.5
22	C	Pascagoula, MS	10.7	1.7	23.4	12.6	34.1	9.0
23	C	Freeport, TX	5.8	6.1	28.1	12.1	33.9	11.0
24	I	St. Louis, MO and IL	33.4	2.9	0.0	0.0	33.4	2.9
25	C	Paulsboro, NJ	11.9	31.1	18.6	2.1	30.5	11.7
26	C	Portland, OR	12.3	11.7	17.7	12.1	30.0	11.9
27	C	Portland, ME	1.9	1.2	27.8	1.9	29.7	1.9
28	C	Savannah, GA	2.1	12.4	26.1	21.3	28.2	20.6
29	C	Port Arthur, TX	8.6	-1.0	19.0	2.6	27.6	1.5
30	C	Tacoma, WA	7.7	1.6	18.6	20.8	26.3	14.4
31	C	Boston, MA	8.0	-4.8	17.8	8.3	25.8	3.9
32	C	Port Everglades, FL	11.5	-8.9	13.4	28.6	24.9	8.1
33	C	Richmond, CA	11.9	-2.3	12.9	18.6	24.7	7.6
34	C	Charleston, SC	3.9	-38.9	20.8	10.9	24.7	-1.8
35	L	Chicago, IL	20.8	-0.5	3.8	120.8	24.6	8.8
36	C	Marcus Hook, PA	10.5	3.7	14.1	-12.3	24.6	-6.1
37	C	Seattle, WA	5.9	0.2	17.6	29.8	23.5	20.8
38	C	Jacksonville, FL	10.0	-8.1	11.4	5.5	21.5	-1.3
39	C	Honolulu, HI	13.2	6.2	5.9	8.8	19.1	7.0
40	L	Indiana Harbor, IN	17.3	25.9	0.9	147.4	18.2	29.0
41	I	Memphis, TN	17.5	-3.7	0.0	0.0	17.5	-3.7
42	L	Detroit, MI	12.6	20.6	4.3	10.3	16.9	17.8
43	C	Anacortes, WA	14.1	6.3	2.2	-13.6	16.3	3.1
44	L	Cleveland, OH	11.9	24.7	3.9	25.9	15.8	25.0
45	C	Oakland, CA	2.8	9.8	12.7	26.4	15.5	23.1
46	C	Newport News, VA	5.8	6.1	8.5	77.0	14.3	39.2
47	C	San Juan, PR	8.0	-12.5	6.2	14.0	14.2	-2.6
48	I	Cincinnati, OH	13.9	17.5	0.0	0.0	13.9	17.5
49	L	Two Harbors, MN	13.4	2.5	0.1	0.0	13.5	3.4
50	C	Matagorda Ship Channel, TX	3.6	-0.9	8.9	11.0	12.5	7.3

Continued on the next panel

Leading U.S. Ports in 2004 — *continued*
(Millions of Short Tons and Percent Change from 2003)

Rank	Type ²	Port	Domestic		Foreign		Total ¹	
			Tons	%	Tons	%	Tons	%
51	L	Ashtabula, OH	5.6	21.2	5.4	-7.9	10.9	4.9
52	C	New Haven, CT	7.8	6.5	3.1	-0.1	10.9	4.5
53	L	Presque Isle, MI	8.1	5.7	2.1	81.1	10.1	15.5
54	C	Kalama, WA	1.0	4.3	9.1	36.3	10.1	32.1
55	L	Toledo, OH	2.5	13.6	7.4	-3.9	9.9	0.0
56	L	Burns Waterway Harbor, IN	7.9	23.9	1.9	12.0	9.8	21.5
57	C	Miami, FL	1.4	3.9	8.3	6.9	9.8	6.4
58	C	Providence, RI	4.7	4.3	4.8	3.2	9.6	3.7
59	L	Calcite, MI	8.0	27.0	0.9	63.2	8.9	30.1
60	L	Gary, IN	8.0	-5.6	0.6	-0.7	8.5	-5.3
61	C	New Castle, DE	5.8	-19.2	2.3	76.5	8.2	-4.3
62	C	Galveston, TX	4.7	26.2	3.4	-11.0	8.1	7.5
63	L	Conneaut, OH	4.8	34.3	3.2	3.0	8.0	19.7
64	C	Wilmington, NC	3.5	7.0	4.3	24.2	7.9	15.8
65	I	Louisville, KY	7.8	-8.0	0.0	0.0	7.8	-8.0
66	L	Stoneport, MI	7.7	20.2	0.1	38.3	7.8	20.3
67	C	Albany, NY	6.4	6.0	1.2	-28.9	7.5	-1.5
68	C	Nikishka, AK	4.1	31.1	3.4	3.6	7.5	16.9
69	C	Camden-Gloucester, NJ	2.4	-1.8	4.7	9.6	7.2	5.4
70	C	Vancouver, WA	1.8	-15.1	5.2	14.4	7.0	5.2
71	L	Escanaba, MI	6.5	43.8	0.1	96.7	6.6	44.5
72	C	Barbers Point, Oahu, HI	3.5	3.2	2.6	1.9	6.1	2.6
73	L	Silver Bay, MN	6.0	1.3	0.0	-100.0	6.0	1.1
74	I	Mount Vernon, IN	5.8	48.4	0.0	0.0	5.8	48.4
75	C	Bridgeport, CT	4.0	36.9	1.7	-8.3	5.7	19.3
76	L	Port Inland, MI	5.2	14.3	0.3	67.7	5.6	16.6
77	L	St. Clair, MI	5.2	24.0	0.0	55.1	5.3	24.1
78	I	St. Paul, MN	5.1	-0.5	0.0	0.0	5.1	-0.5
79	C	Wilmington, DE	1.0	-23.5	4.0	6.8	5.0	-1.1
80	C	Longview, WA	0.8	-1.3	4.0	-5.1	4.8	-4.5
81	C	Portsmouth, NH	0.9	26.0	3.9	-8.4	4.8	-3.5
82	C	Port Canaveral, FL	1.3	-22.0	3.3	7.8	4.6	-2.6
83	C	Port Manatee, FL	0.6	-36.4	3.8	-1.9	4.4	-8.9
84	C	Brownsville, TX	2.0	38.0	2.2	-4.2	4.2	11.8
85	C	Palm Beach, FL	2.2	-13.2	2.0	6.0	4.1	-5.0
86	L	Marine City, MI	3.8	10.1	0.2	149.6	4.1	13.7
87	I	Nashville, TN	3.9	-1.6	0.0	0.0	3.9	-1.6
88	I	Vicksburg, MS	3.9	5.7	0.0	0.0	3.9	5.7
89	C	Kahului, Maui, HI	3.8	1.5	0.1	**	3.9	3.2
90	L	Marblehead, OH	3.2	6.9	0.6	3.9	3.8	6.4
91	C	Victoria, TX	3.7	-21.8	0.0	0.0	3.7	-21.8
92	I	Kansas City, MO	3.7	0.4	0.0	0.0	3.7	0.4
93	C	Ponce, PR	0.0	-44.4	3.5	-2.2	3.6	-2.9
94	L	Port Dolomite, MI	2.9	56.6	0.7	120.2	3.5	65.5
95	C	Morehead City, NC	1.3	57.6	2.1	42.9	3.4	48.3
96	L	Sandusky, OH	1.3	-16.4	2.1	-19.9	3.4	-18.6
97	L	Alpena, MI	3.0	6.7	0.3	48.2	3.3	9.2
98	C	Fall River, MA	0.9	-13.2	2.3	16.3	3.2	6.2
99	L	Milwaukee, WI	1.8	17.3	1.3	-8.0	3.2	5.1
100	C	San Diego, CA	0.4	-1.4	2.7	13.1	3.1	10.8

1. Total may not equal column sum due to rounding.

2. Type code depicts the location of the port as Coastal (C), Great Lakes (L), or Inland (I).

3. ** denotes extreme percent change.

Domestic Traffic for Selected U.S. Inland Waterways in 2004

(Millions of Short Tons, Billions of Ton-miles¹ and Change from 2003)

Waterway	Length (miles)	Tons		Ton-miles		Trip ² Ton-miles	
		2004	%	2004	%	2004	%
Atlantic Coast							
Atlantic Intracoastal Waterway, VA–FL	793	2.3	21.3	0.2	28.2	0.3	33.9
Intracoastal Wtwy, Jacksonville to Miami, FL	349	0.7	-22.9	**	58.0	**	148.0
Gulf Coast							
Bayou Teche, LA	107	1.3	-6.2	**	-15.5	0.5	-1.0
Black Warrior and Tombigbee Rivers, AL	449	22.0	4.8	4.0	9.5	7.7	5.2
Chocolate Bayou, TX	13	3.5	5.9	**	6.1	0.9	11.5
Gulf Intracoastal Waterway, TX–FL	1,109	123.3	4.6	20.1	8.0	58.4	6.1
GIWW: Morgan City–Port Allen, LA	64	24.3	0.2	1.5	-0.7	22.1	-2.7
Petit Anse, Tigre, Carlin Bayous, LA	16	2.5	0.2	**	6.7	3.3	3.1
Tennessee–Tombigbee Waterway, AL and MS	234	6.7	7.2	1.2	1.2	4.3	3.1
Mississippi River System							
Allegheny River, PA	72	3.7	10.1	**	12.8	1.1	-13.7
Atchafalaya River, LA	121	8.8	-9.5	0.6	-7.8	5.9	-11.6
Big Sandy River, KY and WV	27	24.4	8.1	0.2	10.2	7.3	19.8
Cumberland River, KY and TN	381	22.3	8.0	2.3	5.3	8.7	-0.7
Green and Barren Rivers, KY	109	8.5	7.1	0.5	-2.5	2.9	2.8
Illinois Waterway, IL	357	45.2	0.5	8.7	3.1	42.5	3.0
Kanawha River, WV	91	19.4	-0.1	1.3	-1.1	8.0	0.0
McClellan–Kerr Arkansas R. Nav. Sys., AR/OK	462	12.9	-0.5	2.8	2.6	7.6	-0.4
Mississippi River Mpls, MN to Mouth of Passes	1,814	312.8	1.5	167.4	-0.1	228.5	2.4
Minneapolis, MN to Mouth of Missouri R.	663	73.3	-5.8	12.5	-14.2	79.0	-7.1
Mouth of Missouri R. to Mouth of Ohio R.	195	108.6	-2.6	18.2	-3.3	111.4	-3.4
Mouth of Ohio River up to Baton Rouge, LA	720	188.7	1.7	114.3	1.8	198.6	2.1
Baton Rouge up to New Orleans, LA ³	130	216.0	1.4	16.8	3.0	185.3	2.9
New Orleans, LA to Mouth of Passes ³	106	121.7	5.1	5.5	-0.3	73.3	11.6
Missouri R. (MO, KS, NE and IA) to Sioux City, IA	732	8.2	1.8	0.2	-29.1	0.4	-37.4
Monongahela River, PA and WV	129	26.7	-3.2	1.0	-3.6	7.7	-6.5
Ohio River, PA, WV, OH, KY, IN, and IL	981	239.0	4.5	57.6	6.2	127.0	6.1
Ouachita and Black Rivers, AR and LA	332	1.8	-17.7	0.3	2.5	0.9	-24.5
Red River, LA	212	4.0	-3.9	0.3	10.2	2.5	-6.1
Tennessee River, TN, KY, MS and AL	652	53.3	7.0	6.5	-3.4	26.6	-0.9
Pacific Coast							
Columbia River System, OR, WA, and ID ³	596	18.3	10.7	2.8	8.0	2.4	5.2
Columbia R. and Willamette R. below Vancouver, WA and Portland, OR ³	113	17.6	8.6	0.6	14.4	2.3	3.7
Vancouver, WA to The Dalles, OR	85	9.8	3.5	0.8	3.9	2.3	5.0
The Dalles Dam to McNary Lock and Dam	100	8.9	4.0	0.8	3.6	2.3	5.0
Above McNary L & D to Kennewick, WA	39	6.7	3.1	0.2	1.8	1.9	4.9
Snake River (WA and ID) to Lewiston, ID	141	5.7	7.1	0.4	15.1	1.7	8.4
Willamette River above Portland, OR	118	1.5	19.2	**	**	**	-5.9

1. ** denotes ton-miles of less than 50 million or extreme percent change.

2. Internal and intraport tons times total distance from origin to destination.

3. Includes coastwise entrance channel miles for tons and ton-miles but not for trip ton-miles.

U.S. Waterborne Traffic by State in 2004¹

(Millions of Short Tons and Change from 2003)

Rank	State	Domestic		Foreign		Total ²	
		Tons	%	Tons	%	Tons	%
1	Texas	127.4	3.0	374.6	7.0	502.0	5.9
2	Louisiana	271.0	2.1	216.8	6.3	487.8	3.9
3	California	48.6	0.9	159.7	10.0	208.3	7.7
4	Florida	70.4	-5.6	62.5	9.8	132.9	1.0
5	Ohio	100.6	11.9	23.5	-1.3	124.2	9.2
6	New Jersey	56.8	13.7	64.2	4.2	121.1	8.4
7	Washington	55.5	2.6	62.1	18.7	117.7	10.5
8	Illinois	113.1	1.4	3.8	116.8	116.9	3.2
9	Pennsylvania	65.8	-1.0	39.1	3.3	105.0	0.5
10	Kentucky	103.7	4.4	0.0	0.0	103.7	4.4
11	New York	55.6	4.8	47.3	2.0	102.9	3.5
12	Michigan	64.4	17.5	14.2	21.7	78.6	18.2
13	Alabama	48.5	1.8	29.3	17.1	77.8	7.1
14	Indiana	73.0	11.5	3.3	26.5	76.3	12.1
15	West Virginia	71.4	-2.6	0.0	0.0	71.4	-2.6
16	Alaska	54.6	-5.3	7.9	3.1	62.5	-4.3
17	Virginia	19.7	7.5	38.6	21.5	58.2	16.4
18	Maryland	20.9	-5.1	34.9	36.9	55.8	17.4
19	Virgin Islands	22.7	-1.9	29.0	7.8	51.7	3.3
20	Mississippi	25.2	3.8	26.0	11.9	51.1	7.8
21	Minnesota	40.2	5.9	9.5	-2.1	49.8	4.2
22	Tennessee	48.0	4.8	0.0	0.0	48.0	4.8
23	Delaware	19.1	-6.2	23.4	8.1	42.6	1.1
24	Wisconsin	31.9	12.7	6.2	17.9	38.1	13.5
25	Oregon	16.1	15.2	20.1	13.0	36.3	14.0
26	Missouri	32.8	-3.7	0.0	0.0	32.8	-3.7
27	Maine	2.7	-9.8	29.7	3.6	32.4	2.4
28	Massachusetts	10.4	-4.2	21.4	8.0	31.8	3.7
29	Georgia	2.2	9.9	28.2	20.8	30.4	20.0
30	Puerto Rico	12.0	-8.9	18.0	9.2	30.0	1.2
31	South Carolina	4.0	-37.7	21.8	2.2	25.8	-7.1
32	Hawaii	16.7	6.4	8.7	8.4	25.3	7.1
33	Connecticut	15.2	11.3	4.9	-0.9	20.1	8.1
34	Arkansas	14.5	-4.2	0.0	0.0	14.5	-4.2
35	North Carolina	5.7	20.4	7.5	36.1	13.2	28.8
36	Iowa	13.0	-9.9	0.0	0.0	13.0	-9.9
37	Rhode Island	4.8	3.9	5.0	3.5	9.8	3.7
38	Oklahoma	4.9	0.3	0.0	0.0	4.9	0.3
39	New Hampshire	0.9	26.0	3.9	-8.4	4.8	-3.5
40	Kansas	1.6	-6.5	0.0	0.0	1.6	-6.5
41	Idaho	1.2	13.0	0.0	0.0	1.2	13.0
42	District of Columbia	0.7	-4.9	0.0	0.0	0.7	-4.9
43	Guam	0.2	0.1	0.0	0.0	0.2	0.1
44	American Samoa	0.2	-23.2	0.0	0.0	0.2	-23.2

1. Includes shipments, receipts and intrastate commerce.

2. Total may not equal column sum due to rounding.

U.S. Flag Vessels as of December 31, 2004¹

Vessel Type	Number	Age ²					
		<= 5	6-10	11-15	16-20	21-25	>25
Vessel (total)³	40,303	6,087	5,982	3,846	1,708	8,795	13,642
Self-Propelled (total)	8,983	855	689	492	505	1,916	4,511
Dry Cargo	986	126	112	95	132	130	389
Tanker	103	11	10	3	8	31	40
Pushboat	2,528	159	122	80	71	610	1,483
Tugboat	2,786	208	150	86	86	473	1,779
Passenger ⁴	834	72	97	119	144	92	308
Offshore Supply	1,746	279	198	109	64	580	512
Barge (total)	31,289	5,230	5,291	3,353	1,203	6,879	9,121
Dry Covered	12,866	2,230	2,644	815	97	4,056	3,000
Dry Open	7,999	1,388	1,649	1,562	660	1,406	1,327
Lash/Seabee	897	0	0	263	102	10	522
Deck	5,300	926	521	410	299	740	2,235
Other Dry Cargo ⁵	160	12	24	7	10	28	67
Single Hull Tank	556	8	26	12	12	118	380
Double Hull Tank	2,893	531	393	273	17	433	1,246
Other Tank ⁶	618	135	34	11	6	88	344

1. Survey date as of December 31, 2004 includes updates through August 30, 2005.
2. Age (in years) is based upon the year the vessel was built or rebuilt, using calendar year 2004 as the base year.
3. Total is greater than sum because of 3 unclassified vessels and 199 vessels of unknown age; figures include vessels available for operation.
4. Includes passenger, excursion/sightseeing.
5. Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.
6. Includes tank barges that may be double sided only or double bottom only.

U.S. Waterborne Container Traffic by Region in 2004 (Loaded and Empty in Thousands of TEU's¹)

Region	Domestic ²		Foreign		Total	
	Loaded	Empty	Loaded	Empty	Loaded	Empty
Total³						
Inbound	3,089	579	15,794	N/A	18,884	N/A
Outbound	3,089	579	7,954	N/A	11,043	N/A
Atlantic						
Inbound	1,025	92	6,099	N/A	7,124	N/A
Outbound	978	92	3,812	N/A	4,790	N/A
Gulf						
Inbound	76	13	810	N/A	886	N/A
Outbound	123	12	854	N/A	977	N/A
Pacific						
Inbound	1,989	474	8,885	N/A	10,874	N/A
Outbound	1,989	474	3,287	N/A	5,276	N/A

1. TEU = Twenty Foot Equivalent Units. Foreign empties not included.
2. A domestic container is counted as an inbound and outbound movement.
3. Total includes less than 500 TEU's for the Great Lakes.

Ports and Waterways Facts

- The Port of New York/New Jersey is the largest port complex on the East Coast of North America. The Port Authority directly oversees the operation of seven cargo terminals in the New York/New Jersey region. Approximately 25 million tons of general cargo, including 4.5 million TEUs moves through the port annually.
 - The Port of South Louisiana, which stretches 54 miles along the Mississippi River, is the largest tonnage port in the Western Hemisphere. It is comprised of facilities in St. Charles, St. John the Baptist, and St. James Parishes.
 - Duluth-Superior is by far the largest port on the Great Lakes and is one of the premier bulk cargo ports in North America. It has a navigation season that usually begins in late March and continues until mid-January.
 - The Port of Los Angeles encompasses 7,500 acres, 43 miles of waterfront and features 26 cargo terminals, including dry and liquid bulk, container, break bulk, automobile, and omni facilities. It is the largest container port in the U.S. The adjacent port of Long Beach, is the second largest container port in the U.S. If combined, the ports of Los Angeles and Long Beach would be the world's fifth busiest port complex.
 - The longest contiguous dock in the U.S. (7,726 linear feet) is in Savannah. Gardern City Terminal is the largest single common-user terminal on the East and Gulf Coasts.
 - Port Everglades in Broward County Florida is the second busiest cruise port in the world. The port operate 11 cruise terminals; cruise ship calls at the port exceed 3,000 (representing over 4 million passengers) annually. Over 3.5 million passengers transited through the nearby Port of Miami in 2005.
 - Commercial dock facilities at Fairmont, WV are 2,080 statute miles from the Gulf of Mexico via inland waterways (Monongahela, Ohio and Mississippi Rivers). Those at Sioux City, IA are 1,900 statute miles from the Gulf via the Missouri and Mississippi Rivers, and those at Minneapolis, MN are 1,831 statute miles up the Mississippi River.
 - Louisiana has over 1,000 port facilities (Texas has an equal number) on 2000 miles of channels maintained by the Corps.
 - Nearly 500 U.S. grain transfer facilities are served by water transportation with the largest number, over 125 facilities, located on the Upper Mississippi River and the Illinois Waterway.
 - The state of Michigan has deep draft port facilities on 4 Great Lakes. Pennsylvania and New York have ports along both the Great Lakes and the Atlantic Coast.
 - The port areas of New York/New Jersey, Seattle and San Francisco have the largest number of ferry passengers in the U.S.
 - The deep-water port located furthest from the sea is Baton Rouge, LA at miles 168 to 255 above the Head of Passes on the Mississippi River.
-

Trust Fund Facts

- The Inland Waterways Trust Fund earned \$98.95 million in FY 2005. This included \$91.29 million paid by the barge and towing industry and \$7.66 million in interest. The Fund disbursed \$136.32 million for construction projects leaving a balance of \$334.75 million.
 - The FY 2005 Harbor Maintenance Trust Fund equity grew 17.6% from FY 2004 to \$2.78 billion. Total receipts grew 21.70% to \$1.1 billion. The taxes from domestic commerce of \$59.76 million grew 5.6% over the previous year. The taxes collected from imports grew 21.1% to \$841.7 million. All transfers totaled \$706.0 million (U.S. Army Corps of Engineers received \$687.2 million, an increase from FY 2004's \$630.9 million).
-

Vessel Facts

- The number of dry cargo barges has remained fairly constant over the last 20 years at about 28,000 (plus or minus 1,000). Tank barges have remained constant at about 4,000.
- The number of domestic tankers has steadily diminished from 232 in 1985 to 103 in 2004.

Top 20 U.S. Ports Handling Foreign Waterborne In-transits¹ in 2004

(Thousand Short Tons and Percent of Total Foreign Traffic)

Rank	Port	In-transits			% Total Foreign	Total Foreign
		Inbound	Outbound	Total		
	Total In-transits	29,439.8	3,558.6	32,998.4	2.2	1,504,851.4
1	Portland, ME	23,597.6	0.0	23,597.6	84.8	27,833.9
2	New York, NY and NJ	570.7	869.7	1,440.4	1.8	82,199.6
3	Brownsville, TX	1,240.9	24.1	1,265.0	57.1	2,217.3
4	Long Beach, CA	644.3	158.4	802.8	1.8	43,871.9
5	Houston, TX	359.8	327.3	687.1	0.5	137,536.5
6	Los Angeles, CA	445.3	134.4	579.7	0.9	62,515.4
7	Miami, FL	261.4	304.4	565.7	6.8	8,331.9
8	Charleston, SC	291.3	97.0	388.4	1.9	20,816.4
9	Camden-Gloucester, NJ	322.8	0.7	323.6	6.8	4,750.0
10	Savannah, GA	86.5	188.6	275.1	1.1	26,078.2
11	Tacoma, WA	106.3	168.8	275.1	1.5	18,607.9
12	San Juan, PR	181.8	40.3	222.1	3.6	6,206.9
13	Philadelphia, PA	168.7	48.3	217.0	1.0	21,437.4
14	Baltimore, MD	171.8	30.5	202.3	0.6	32,780.4
15	Palm Beach, FL	79.6	113.3	192.9	9.8	1,977.3
16	Seattle, WA	82.1	104.4	186.5	1.1	17,612.1
17	Port Everglades, FL	97.4	39.1	136.5	1.0	13,387.5
18	Paulsboro, NJ	135.1	0.0	135.1	0.7	18,602.1
19	Port Manatee, FL	130.1	1.2	131.3	3.5	3,801.3
20	Portland, OR	5.0	116.3	121.3	0.7	17,657.7

1. Foreign Waterborne In-transits: Commerce shipped in bond through the United States from one foreign country to another. Inbound enters U.S. via vessel and outbound exits via vessel.

Waterborne Commerce Facts

- Crude petroleum comprised 69.3% of U.S. waterborne in-transits, while primary manufactured goods ranked second with 8.3% based on weight in 2004.
- The top five U.S. ports ranked by dollar value of foreign traffic for calendar year 2004 were: Los Angeles, CA; Long Beach, CA; New York, NY and NJ; Houston, TX; and Charleston, SC.
- In 2004, 9.0% of all U.S. waterborne commerce by weight was containerized (2.3% of domestic and 13.7% of foreign).
- The Consolidated Port of Hampton Roads exported the largest volume of coal in the U.S., 18.2 million short tons in 2004, up 41.6% from 2003.
- The St. Lawrence Seaway Development Corporation reported 30.8 million metric tons (34.0 million short tons) moving on the Montreal-Lake Ontario section of the St. Lawrence Seaway for calendar year 2004, a 6.6% increase from 2003.
- Great Lakes traffic for 2004 rebounded from the slump of 2003 (up 15%) but is still 7% lower than the average tonnage for the 1990's.
- Tonnage on the Gulf Intracoastal Waterway (GIWW) was at an all-time high in 2004 at 128 million tons.
- Over two-thirds of the internal waterborne tonnage is shipped or received from tributaries outside of the Mississippi River, Ohio River, and Gulf Intracoastal Waterway.

For Further Information

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

- **Web Site:** Access for up-to-date statistics:
www.iwr.usace.army.mil/ndc
- **NDC:** Port, waterways, lock and dock infrastructure data; lock performance; dredging statistics; and water transportation summary materials.

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

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

Waterborne Commerce Statistics Center, USACE
P.O. Box 61280
New Orleans, LA 70161-1280
504-862-1404, 504-862-1424, Fax: 504-862-1423
E-mail: CEIWR-NDCWCSC.WEBMASTER@usace.army.mil

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