

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



**Navigation Data Center
U.S. Army Corps of Engineers
February 2007**

U.S. Waterborne Traffic by Major Commodities in 2005

(Millions of Short Tons¹ and Change from 2004)

Commodities ²	Domestic							
	Coastwise		Lakewise		Internal		Total	
	Tons	%	Tons	%	Tons	%	Tons	%
Total³	213.7	-3.1	96.2	-7.1	624.0	-0.4	1,028.9	-1.7
Coal	9.8	0.0	21.2	5.9	181.9	6.2	228.9	6.1
Coal Coke	**	0.0	0.7	-5.0	5.1	-11.5	6.3	-10.3
Crude Petroleum	44.9	-6.5	**	0.0	33.0	-4.8	79.4	-5.9
Petroleum Products	112.0	-1.4	1.4	-18.0	120.6	3.8	283.3	0.8
Chemical and Related Prod.	10.3	-9.8	0.2	-12.1	50.3	-4.2	72.7	-4.1
Forest Prod., Wood & Chips	2.3	6.9	**	1429.3	6.3	-3.6	9.3	-4.0
Pulp and Waste Paper	**	-64.8	**	0.0	**	-80.2	**	-32.9
Sand, Gravel and Stone	8.4	-14.4	26.6	-11.4	85.3	-0.2	128.8	-4.1
Iron Ore and Scrap	0.7	4.1	40.3	-11.4	10.8	-18.5	55.0	-12.9
Non-Ferrous Ores & Scrap	**	-99.9	**	-100.0	6.2	-10.2	6.2	-12.1
Sulphur, Clay and Salt	0.3	79.8	1.1	40.8	7.6	-9.2	9.2	-4.0
Primary Manuf. Goods	9.1	-0.1	3.9	-0.2	30.7	6.0	44.9	4.5
Food and Farm Products	6.1	8.7	0.3	206.6	70.9	-12.1	77.7	-10.6
All Manuf. Equipment	9.6	-0.7	**	40.1	9.9	-1.6	20.2	-2.1
Waste and Scrap, NEC	**	-80.6	**	-100.0	1.5	14.3	2.0	-34.5

Commodities ²	Foreign						Grand Total	
	Inbound		Outbound		Total		Tons	%
	Tons	%	Tons	%	Tons	%		
Total³	1,096.9	0.7	401.8	-3.4	1,498.7	-0.4	2,527.6	-1.0
Coal	28.2	13.0	49.1	-7.3	77.2	-0.8	306.2	4.2
Coal Coke	3.0	-33.7	1.1	50.9	4.1	-21.6	10.4	-15.1
Crude Petroleum	522.8	-1.7	0.5	296.0	523.3	-1.6	602.7	-2.2
Petroleum Products	162.5	-2.3	63.0	-1.1	225.4	-1.9	508.8	-0.4
Chemical and Related Prod.	45.5	3.9	56.7	-6.7	102.2	-2.2	174.9	-3.0
Forest Prod., Wood & Chips	11.0	14.2	9.1	7.9	20.1	11.3	29.4	6.0
Pulp and Waste Paper	2.1	4.6	16.5	7.1	18.6	6.8	18.7	6.5
Sand, Gravel and Stone	44.9	8.2	4.2	6.3	49.1	8.0	177.9	-1.1
Iron Ore and Scrap	14.8	-8.4	15.9	2.9	30.7	-2.9	85.7	-9.6
Non-Ferrous Ores & Scrap	18.9	22.9	4.1	38.3	23.0	25.3	29.2	14.9
Sulphur, Clay and Salt	15.9	10.2	5.3	-7.9	21.2	5.1	30.4	2.2
Primary Manuf. Goods	102.4	4.0	19.1	5.2	121.5	4.2	166.4	4.3
Food and Farm Products	35.9	2.1	137.7	-7.7	173.6	-5.8	251.3	-7.4
All Manuf. Equipment	73.5	9.5	16.6	10.5	90.1	9.7	110.3	7.3
Waste and Scrap, NEC	**	0.0	**	0.0	**	0.0	2.0	-34.5

1. **Denotes tonnage less than 50,000 tons or extreme percent change.

2. Commodity abbreviations: Prod. (Products); Sand, Gravel and Stone also includes Soil and Rock; Manuf. (Manufactured); and NEC (Not Elsewhere Classified).

3. Column totals are greater than row sums because of excluded commodity groups.

Row totals are greater than column sums because intraport and intra-territory are not included.

Geographic Distribution of U.S. Waterborne Activities in 2005

	Coastal ¹	Great Lakes	Inland ²	Total ³
Number of Ports Handling				
Over 250,000 Short Tons	118	50	27	195
Domestic Traffic				
Short Tons (millions)	213.7	96.2	624.0	1,028.9
Trip Ton-miles (billions)	263.5	51.9	274.4	591.3
Average Haul (miles)	1,233.1	539.6	439.7	574.7
Foreign Traffic⁴				
Short Tons (millions)	1,437.3	61.4	N/A	1,498.7
Trip Ton-miles (billions)	76.1	37.8	N/A	113.9
Average Haul (miles)	52.9	615.6	N/A	76.0

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 90.2 million short tons, 1.5 billion trip ton-miles, 16.9 miles average haul and intra-territory traffic of 4.9 million short tons. Trip ton-miles are not compiled for intra-territory traffic. Total may not equal column sum due to rounding.
4. Trip 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 255 million cubic yards (mcy) of material from Corps constructed and maintained channels in FY 2005 at a cost of \$956.5 million. This was a 7% decrease in cubic yards and a 5.5% increase in cost from FY 2004.
- In FY 2005, maintenance dredging accounted for 80% of the quantity dredged and 62.4% of the cost. The average cost/cy for maintenance dredging increased 4.1% to \$2.89 while the average cost/cy for new work dredging increased 28.9% to \$7.83 when compared to 2004 values.
- Eighty-nine percent (\$858.5 million) of all FY 2005 Corps dredging dollars were paid to private dredging contractors who removed 84% (214.3 mcy) of the material dredged.
- In FY 2005, 60 private dredging companies submitted a total of 290 bids for 124 contracts. Awards were made to 41 different companies, 13 large and 28 small businesses. Large and small companies received 65 (52.4%) and 59 (47.6%) of the contracts respectively.
- The cutterhead pipeline dredge was the most widely used dredge in FY 2005 receiving 58.5% of the contracts, removing 55% of the contracted quantity and earning 49.6% of the contract dollars. Hopper dredges removed 36.9% of the quantity and earned 31.5% of the contract dollars. Mechanical dredges removed 7% of the quantity earning 16% 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 2005 was Jacksonville (\$118 m) with New Orleans contracts dredging the most cubic yards (49.5 mcy).

Geographic Distribution of U.S. Waterway Facilities¹

	Atlantic		Gulf		Pacific	
	Deep	Shallow	Deep	Shallow	Deep	Shallow
Commercial Facilities	1,473	587	1,538	976	1,387	363
Cargo	787	198	917	444	688	151
Service	500	274	510	424	608	171
Unused	186	115	111	108	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	2,321	4,998	4,401	9,399
Cargo	378	78	1,576	2,770	2,447	5,217
Service	170	62	484	1,788	1,415	3,203
Unused	52	14	261	440	539	979
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 2005.

Lock Facts

- In 2006, the Corps owned and operated locks were available to serve the public for over 1,974,643 hours with only 136,516 hours of downtime.
- Approximately 2,340,732,243 tons of commodities in raw or processed form used the locks on the way to the public in 2006.
- 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 FY2005 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.

Leading U.S. Ports in 2005

(Millions of Short Tons and Percent Change from 2004)

Rank	Type ²	Port	Domestic		Foreign		Total ¹	
			Tons	%	Tons	%	Tons	%
1	C	South Louisiana, LA, Port of	117.7	-1.5	94.6	-9.7	212.2	-5.3
2	C	Houston, TX	66.6	3.3	145.1	5.5	211.7	4.8
3	C	New York, NY and NJ	64.3	-8.3	87.8	6.8	152.1	-0.2
4	I	Huntington – Tristate	83.9	8.5	0.0	0.0	83.9	8.5
5	C	Long Beach, CA	16.6	-5.7	63.3	1.3	79.9	-0.3
6	C	Beaumont, TX	18.8	-9.8	60.1	-15.2	78.9	-14.0
7	C	Corpus Christi, TX	23.8	-5.1	53.8	0.0	77.6	-1.6
8	C	New Orleans, LA	32.8	-12.9	33.1	-18.2	65.9	-15.6
9	C	Baton Rouge, LA	36.9	5.0	22.4	2.1	59.3	3.9
10	C	Texas City, TX	14.4	-17.8	43.5	-14.4	57.8	-15.3
11	C	Mobile, AL	26.3	-2.2	31.4	7.0	57.7	2.6
12	C	Los Angeles, CA	8.0	-1.1	46.9	7.0	54.9	5.7
13	C	Lake Charles, LA	20.6	-10.6	32.1	1.3	52.7	-3.7
14	C	Tampa, FL	29.1	-2.1	20.1	8.1	49.2	1.8
15	C	Plaquemines, LA, Port of	31.9	-13.1	16.0	-9.8	47.9	-12.0
16	L	Duluth-Superior, MN and WI	30.2	-4.6	14.5	5.8	44.7	-1.5
17	C	Valdez, AK	44.4	-4.9	0.0	-100.0	44.4	-4.9
18	C	Baltimore, MD	15.9	8.6	28.2	-13.9	44.1	-6.9
19	I	Pittsburgh, PA	43.6	6.3	0.0	0.0	43.6	6.3
20	C	Philadelphia, PA	13.1	-4.8	26.2	22.4	39.4	11.8
21	C	Norfolk Harbor, VA	8.8	10.8	26.4	1.0	35.3	3.3
22	C	Freeport, TX	5.2	-10.6	28.4	1.1	33.6	-0.9
23	C	Paulsboro, NJ	13.7	15.2	18.4	-1.2	32.1	5.2
24	I	St. Louis, MO and IL	30.3	-9.1	0.0	0.0	30.3	-9.1
25	C	Savannah, GA	1.8	-13.6	28.3	8.5	30.1	6.9
26	C	Pascagoula, MS	9.4	-11.8	19.9	-15.0	29.3	-14.0
27	C	Portland, ME	1.1	-41.7	28.2	1.3	29.3	-1.4
28	C	Tacoma, WA	7.6	-0.8	20.7	11.1	28.3	7.6
29	C	Portland, OR	11.8	-4.6	16.4	-7.4	28.1	-6.2
30	C	Seattle, WA	7.1	20.5	21.0	19.1	28.1	19.5
31	C	Port Arthur, TX	8.3	-3.3	18.1	-4.8	26.4	-4.3
32	L	Chicago, IL	23.1	11.1	2.7	-28.3	25.8	5.0
33	C	Charleston, SC	3.6	-9.1	21.9	5.1	25.4	2.8
34	C	Port Everglades, FL	10.5	-9.1	14.2	6.2	24.7	-0.9
35	C	Richmond, CA	12.8	7.8	11.7	-9.0	24.5	-0.9
36	C	Boston, MA	7.2	-9.7	15.2	-14.9	22.4	-13.3
37	C	Jacksonville, FL	9.3	-7.5	12.5	9.4	21.8	1.5
38	C	Honolulu, HI	13.7	3.9	6.7	13.5	20.4	6.9
39	C	Marcus Hook, PA	10.6	1.5	9.6	-31.7	20.3	-17.6
40	L	Detroit, MI	13.1	3.9	4.4	2.4	17.4	3.5
41	I	Memphis, TN	17.1	-2.4	0.0	0.0	17.1	-2.4
42	C	Oakland, CA	3.2	12.0	13.5	5.9	16.6	7.0
43	C	Anacortes, WA	12.6	-10.3	3.2	41.1	15.8	-3.2
44	I	Cincinnati, OH	14.6	5.0	0.0	0.0	14.6	5.0
45	L	Indiana Harbor, IN	13.7	-20.7	0.4	-58.0	14.1	-22.5
46	C	Newport News, VA	5.8	0.6	7.8	-7.6	13.7	-4.3
47	L	Cleveland, OH	10.2	-13.7	3.4	-12.9	13.6	-13.5
48	C	San Juan, PR	7.1	-11.5	6.3	1.7	13.4	-5.7
49	C	Matagorda Port Lv Pt Com, TX	2.4	-34.3	9.2	3.6	11.6	-7.3
50	L	Presque Isle, MI	7.6	-5.6	3.4	62.9	11.0	8.4

Continued on the next panel

Leading U.S. Ports in 2005 — *continued*

(Millions of Short Tons and Percent Change from 2004)

Rank	Type ²	Port	Domestic		Foreign		Total ¹	
			Tons	%	Tons	%	Tons	%
51	L	Two Harbors, MN	10.8	-19.5	0.2	89.1	11.0	-18.7
52	C	New Haven, CT	7.9	1.5	3.0	-1.3	10.9	0.7
53	L	Toledo, OH	2.9	17.9	7.6	2.7	10.5	6.5
54	C	Kalama, WA	1.1	4.3	9.2	1.7	10.3	2.0
55	C	Providence, RI	4.1	-13.7	6.0	23.6	10.0	5.1
56	L	Burns Waterway Harbor, IN	7.6	-4.1	2.2	18.1	9.8	0.1
57	C	New Castle, DE	6.6	12.9	3.2	37.1	9.8	19.9
58	L	Ashtabula, OH	4.8	-13.8	4.9	-8.4	9.7	-11.2
59	C	Miami, FL	1.2	-14.7	7.8	-6.0	9.0	-7.2
60	I	Louisville, KY	8.5	9.0	0.0	0.0	8.5	9.0
61	C	Wilmington, DE	1.2	15.2	7.3	82.6	8.4	69.0
62	C	Wilmington, NC	3.1	-11.3	4.9	12.8	8.0	1.9
63	C	Galveston, TX	4.5	-4.5	3.5	3.2	8.0	-1.3
64	C	Camden-Gloucester, NJ	2.4	0.2	5.3	11.3	7.7	7.5
65	C	Nikishka, AK	4.2	2.1	3.3	-3.8	7.5	-0.6
66	L	Conneaut, OH	4.1	-15.4	3.3	3.7	7.4	-7.7
67	L	Gary, IN	7.0	-12.7	0.4	-37.9	7.3	-14.4
68	L	Calcite, MI	6.3	-20.7	0.9	-0.4	7.3	-18.6
69	C	Albany, NY	6.1	-4.4	1.2	-0.8	7.2	-3.9
70	L	Stoneport, MI	6.7	-12.8	0.1	20.4	6.8	-12.5
71	C	Barbers Point, Oahu, HI	4.0	14.9	2.4	-9.7	6.3	4.2
72	C	Vancouver, WA	2.0	12.0	4.3	-17.6	6.3	-10.1
73	I	Mount Vernon, IN	5.8	1.4	0.0	0.0	5.8	1.4
74	C	Bridgeport, CT	3.6	-8.7	1.9	9.2	5.5	-3.3
75	C	Portsmouth, NH	0.8	-14.0	4.5	14.9	5.3	9.6
76	C	Longview, WA	1.1	43.1	4.0	0.9	5.2	7.9
77	L	Silver Bay, MN	5.2	-13.0	0.0	0.0	5.2	-13.0
78	C	Brownsville, TX	1.7	-10.5	3.4	51.3	5.1	22.4
79	L	Escanaba, MI	5.1	-21.9	0.0	-100.0	5.1	-23.4
80	I	St. Paul, MN	5.0	-2.5	0.0	0.0	5.0	-2.5
81	L	Port Inland, MI	4.3	-17.2	0.6	79.1	4.9	-11.3
82	C	Port Canaveral, FL	1.1	-12.6	3.8	14.3	4.9	6.8
83	C	Port Manatee, FL	0.6	-3.1	3.9	1.6	4.5	0.9
84	I	Nashville, TN	4.5	13.0	0.0	0.0	4.5	13.0
85	L	Marine City, MI	4.1	6.2	0.1	-38.9	4.2	3.6
86	L	St. Clair, MI	4.2	-20.9	0.0	-100.0	4.2	-21.4
87	C	Kahului, Maui, HI	4.1	5.8	0.1	15.5	4.1	5.9
88	I	Vicksburg, MS	4.1	3.4	0.0	0.0	4.1	3.4
89	L	Port Dolomite, MI	3.3	14.0	0.7	12.7	4.0	13.7
90	C	Palm Beach, FL	1.6	-25.0	2.3	18.3	4.0	-4.4
91	C	Morehead City, NC	1.6	23.3	2.3	11.3	4.0	16.0
92	L	Milwaukee, WI	2.4	31.5	1.4	5.6	3.8	20.6
93	L	Sandusky, OH	1.8	44.5	1.7	-19.5	3.6	4.4
94	C	Anchorage, AK	2.6	13.2	0.9	17.7	3.5	14.3
95	L	Marblehead, OH	2.9	-8.0	0.6	-11.6	3.5	-8.6
96	I	Kansas City, MO	3.3	-10.5	0.0	0.0	3.3	-10.5
97	L	Alpena, MI	2.9	-4.7	0.4	37.4	3.2	-1.4
98	C	Victoria, TX	3.2	-13.1	0.0	0.0	3.2	-13.1
99	C	San Diego, CA	0.6	39.0	2.6	-2.1	3.2	3.6
100	C	Fall River, MA	1.3	42.8	1.9	-16.9	3.2	-0.1

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

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

Domestic Traffic for Selected U.S. Inland Waterways in 2005

(Millions of Short Tons, Billions of Ton-miles¹ and Change from 2004)

Waterway	Length (miles)	Tons		Ton-miles		Trip ² Ton-miles	
		2005	%	2005	%	2005	%
Atlantic Coast							
Atlantic Intracoastal Waterway, VA–FL	793	2.7	15.0	0.2	2.6	0.4	2.9
Intracoastal Wtwy, Jacksonville to Miami, FL	349	0.6	-10.9	**	-25.9	**	-28.2
Gulf Coast							
Bayou Teche, LA	107	1.4	6.8	**	0.2	0.6	18.2
Black Warrior and Tombigbee Rivers, AL	449	22.4	1.8	3.8	-6.0	7.5	-2.4
Chocolate Bayou, TX	13	3.5	0.1	**	-0.3	0.7	-22.3
Gulf Intracoastal Waterway, TX–FL	1,109	116.1	-5.9	18.6	-7.1	54.2	-7.1
GIWW: Morgan City–Port Allen, LA	64	23.6	-3.0	1.5	-2.9	21.2	-4.3
Petit Anse, Tigre, Carlin Bayous, LA	16	2.3	-9.6	**	-10.6	2.9	-12.5
Tennessee–Tombigbee Waterway, AL and MS	234	6.4	-3.7	1.2	-4.8	4.2	-2.5
Mississippi River System							
Allegheny River, PA	72	3.0	-18.5	**	-28.9	0.9	-14.0
Atchafalaya River, LA	121	9.9	12.7	0.7	23.1	6.9	17.6
Big Sandy River, KY and WV	27	27.0	10.4	0.2	7.7	8.8	20.9
Cumberland River, KY and TN	381	23.4	5.2	2.5	9.2	9.5	9.4
Green and Barren Rivers, KY	109	10.5	24.3	0.6	30.5	4.0	38.2
Illinois Waterway, IL	357	44.0	-2.7	8.1	-7.1	38.4	-9.6
Kanawha River, WV	91	20.0	3.1	1.3	2.5	8.2	2.4
McClellan–Kerr Arkansas R. Nav. Sys., AR/OK	462	12.3	-5.1	2.5	-9.7	6.8	-9.5
Mississippi River Mpls, MN to Mouth of Passes	1,814	299.1	-4.4	157.8	-5.7	215.7	-5.6
Minneapolis, MN to Mouth of Missouri R.	663	68.9	-6.0	12.1	-3.6	73.3	-7.2
Mouth of Missouri R. to Mouth of Ohio R.	195	102.2	-5.9	16.7	-8.0	102.2	-8.2
Mouth of Ohio River up to Baton Rouge, LA	720	177.5	-5.9	107.8	-5.8	186.8	-5.9
Baton Rouge up to New Orleans, LA ³	130	209.3	-3.1	16.0	-5.1	173.9	2.9
New Orleans, LA to Mouth of Passes ³	106	111.3	-8.5	5.2	-4.1	64.8	-11.6
Missouri R. (MO, KS, NE and IA) to Sioux City, IA	732	7.9	-3.1	0.1	-28.6	0.3	-22.6
Monongahela River, PA and WV	129	28.2	5.5	1.2	19.1	8.5	9.7
Ohio River, PA, WV, OH, KY, IN, and IL	981	249.2	4.3	59.9	4.1	129.6	2.1
Ouachita and Black Rivers, AR and LA	332	1.7	-6.7	0.3	-8.2	0.8	-11.0
Red River, LA	212	3.5	-11.7	0.3	-21.8	2.2	-13.6
Tennessee River, TN, KY, MS and AL	652	53.2	-0.2	5.8	-10.3	26.5	0.0
Pacific Coast							
Columbia River System, OR, WA, and ID ³	596	18.4	0.3	2.7	1.8	2.3	-4.4
Columbia R. and Willamette R. below Vancouver, WA and Portland, OR ³	113	17.5	-0.2	0.7	3.0	2.2	-4.7
Vancouver, WA to The Dalles, OR	85	9.9	1.7	0.8	-0.7	2.2	-4.0
The Dalles Dam to McNary Lock and Dam	100	8.6	-2.8	0.7	-5.7	2.1	-5.0
Above McNary L & D to Kennewick, WA	39	6.3	-6.0	0.2	-5.8	1.8	-6.6
Snake River (WA and ID) to Lewiston, ID	141	5.3	-7.6	0.3	-10.0	1.6	-7.8
Willamette River above Portland, OR	118	1.6	4.8	**	-17.3	**	14.1

1. ** denotes ton-miles of less than 50 million.

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 2005¹

(Millions of Short Tons and Change from 2004)

Rank	State	Domestic		Foreign		Total ²	
		Tons	%	Tons	%	Tons	%
1	Texas	122.1	-4.2	365.0	-2.6	487.1	-3.0
2	Louisiana	258.4	-4.7	198.3	-8.5	456.7	-6.4
3	California	49.8	0.4	166.2	4.1	216.0	3.2
4	Florida	66.2	-6.0	67.1	7.3	133.3	0.2
5	New Jersey	55.0	-3.8	72.4	12.7	127.4	5.0
6	Ohio	101.8	1.2	22.6	-3.9	124.4	0.2
7	Washington	54.6	-2.9	67.2	8.2	121.8	2.9
8	Illinois	114.4	1.2	2.7	-28.3	117.1	0.2
9	Kentucky	111.8	7.9	0.0	0.0	111.8	7.9
10	Pennsylvania	68.0	3.3	39.7	1.6	107.7	2.6
11	New York	52.2	-6.2	44.2	-6.5	96.4	-6.3
12	West Virginia	79.1	10.7	0.0	0.0	79.1	10.7
13	Alabama	46.6	-3.8	31.4	7.0	78.0	0.3
14	Michigan	59.6	-7.4	14.7	3.8	74.3	-5.4
15	Indiana	67.4	-7.6	3.2	-4.6	70.6	-7.5
16	Alaska	52.3	-5.7	8.4	6.1	60.7	-4.2
17	Virginia	21.3	8.3	37.9	-1.8	59.2	1.6
18	Maryland	23.3	11.7	30.8	-11.9	54.1	-3.1
19	Virgin Islands	22.4	-1.2	28.2	-2.9	50.6	-2.2
20	Tennessee	48.0	0.0	0.0	0.0	48.0	0.0
21	Wisconsin	31.7	-0.4	12.3	97.9	44.0	15.6
22	Mississippi	21.8	-13.5	21.8	-16.1	43.6	-14.8
23	Delaware	19.6	2.6	21.4	-8.4	41.1	-3.5
24	Minnesota	36.1	-10.2	4.2	-55.5	40.3	-18.9
25	Oregon	15.8	-3.3	20.2	0.3	36.0	-1.3
26	Georgia	1.9	-11.3	30.5	8.1	32.5	6.7
27	Maine	1.7	-35.9	30.6	3.0	32.4	-0.3
28	Massachusetts	10.1	-2.7	18.7	-12.6	28.8	-9.4
29	Puerto Rico	11.7	-3.0	16.9	-6.2	28.6	-4.9
30	Missouri	28.0	-14.6	0.0	0.0	28.0	-14.6
31	Hawaii	17.3	4.0	9.4	9.1	26.8	5.7
32	South Carolina	3.6	-11.1	22.9	5.1	26.5	2.6
33	Connecticut	14.4	-4.6	5.2	5.0	19.6	-2.3
34	North Carolina	5.7	-1.3	7.9	6.0	13.6	2.8
35	Iowa	12.6	-3.2	0.0	0.0	12.6	-3.2
36	Arkansas	12.5	-13.2	0.0	0.0	12.5	-13.2
37	Rhode Island	4.3	-10.0	6.7	33.9	11.0	12.4
38	New Hampshire	0.8	-14.0	4.5	14.9	5.3	9.6
39	Oklahoma	4.4	-10.5	0.0	0.0	4.4	-10.5
40	Kansas	1.8	11.3	0.0	0.0	1.8	11.3
41	Idaho	1.0	-15.7	0.0	0.0	1.0	-15.7
42	District of Columbia	0.7	1.4	0.0	0.0	0.7	1.4
43	Guam	0.3	5.5	0.0	0.0	0.3	5.5
44	American Samoa	0.2	9.1	0.0	0.0	0.2	9.1

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, 2005¹

Vessel Type	Age ²						
	Number	<= 5	6-10	11-15	16-20	21-25	>25
Vessel (total)³	41,028	5,651	6,921	3,911	2,054	7,324	14,918
Self-Propelled (total)	8,968	768	798	456	504	1,615	4,814
Dry Cargo	969	115	106	74	137	116	419
Tanker	100	11	13	4	3	30	39
Pushboat	2,573	152	139	82	71	515	1,609
Tugboat	2,717	184	182	75	84	392	1,797
Passenger ⁴	841	62	96	114	150	98	321
Offshore Supply	1,768	244	262	107	59	464	629
Barge (total)	32,052	4,883	6,123	3,453	1,550	5,709	10,098
Dry Covered	13,322	1,809	3,181	1,120	136	3,276	3,776
Dry Open	8,264	1,444	1,836	1,404	881	1,210	1,478
Lash/Seabee	839	0	0	201	139	6	493
Deck	5,318	877	574	382	342	655	2,299
Other Dry Cargo ⁵	158	10	20	13	9	27	67
Single Hull Tank	518	13	26	12	9	90	368
Double Hull Tank	3,014	587	432	312	27	371	1,285
Other Tank ⁶	619	143	54	9	7	74	332

1. Survey date as of December 31, 2005; includes updates through August 30, 2006.
2. Age (in years) is based upon the year the vessel was built or rebuilt, using calendar year 2005 as the base year.
3. Total is greater than sum because of 8 unclassified vessels and 249 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 2005 (Loaded and Empty in Thousands of TEU's¹)

Region	Domestic ²		Foreign		Total	
	Loaded	Empty	Loaded	Empty	Loaded	Empty
Total³						
Inbound	2,088	534	17,329	N/A	19,418	N/A
Outbound	2,088	534	8,553	N/A	10,641	N/A
Atlantic						
Inbound	719	81	6,691	N/A	7,410	N/A
Outbound	700	82	4,138	N/A	4,838	N/A
Gulf						
Inbound	32	13	867	N/A	899	N/A
Outbound	52	12	836	N/A	888	N/A
Pacific						
Inbound	1,337	470	9,771	N/A	11,107	N/A
Outbound	1,337	470	3,579	N/A	4,915	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 200 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 28 million tons of general cargo, including 4.8 million TEUs moved through the port in 2005.
- 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. (9,693 linear feet) is in Savannah. Garden City Terminal, operated by the Georgia Ports Authority, is the largest single common-user terminal on the East and Gulf Coasts. The terminal encompasses over 1,200 acres and more than 1.3 million square feet of covered storage.
- Port Everglades in Broward County Florida is the second busiest cruise port in the world. The port operates 12 cruise terminals; cruise ship calls at the port exceed 1,900 (representing over 3.7 million passengers) annually. Over 3.5 million passengers transited through the nearby Port of Miami in 2005.
- The 12,000 miles of inland and intracoastal waterways, like highways, operate as a system, and much of the commerce moves on multiple segments. They serve as connecting arteries, much like neighborhood streets help people reach interstate highways.
- Waterways are operated by the Corps as multi-purpose, multi-objective projects. They not only serve commercial navigation, but in many cases also provide hydropower, flood protection, municipal water supply, agricultural irrigation, recreation, and regional development.
- Forty-one states, 16 state capitals and all states east of the Mississippi River are served by commercially navigable waterways.
- 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.

Trust Fund Facts

- The Inland Waterway Trust Fund earned \$90.18 million in FY 2006. This included \$80.81 million paid by the barge and towing industry and \$9.37 million interest. The Fund disbursed a record \$175.12 million for construction projects leaving a balance of \$267.67 million, its lowest level since 1995.
- The FY 2006 Harbor Maintenance Trust Fund equity grew 18.8% from FY 2005 to \$3.31 billion. Total receipts grew 17.7% to \$1.32 billion. The taxes from domestic commerce of \$65.76 million grew 10.0% over the previous year. The taxes collected from imports grew 13.3% to \$953.6 million. All transfers totaled \$798.1 million (U.S. Army Corps of Engineers received \$779.0 million, an increase from FY 2005's \$687.2 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 100 in 2005.

Top 20 U.S. Ports Handling Foreign Waterborne In-transits¹ in 2005

(Thousand Short Tons and Percent of Total Foreign Traffic)

Rank	Port	In-transits			% Total Foreign	Total Foreign
		Inbound	Outbound	Total		
	Total In-transits	30,051.3	3,878.7	33,929.9	2.3	1,498,711.8
1	Portland, ME	22,281.9	1.8	22,283.7	79.0	28,193.1
2	New York, NY and NJ	945.2	884.6	1,829.8	2.1	87,798.6
3	Brownsville, TX	1,739.2	86.8	1,826.0	54.4	3,355.7
4	Los Angeles, CA	885.1	99.4	984.5	2.1	46,926.0
5	Long Beach, CA	741.5	233.8	975.3	1.5	63,301.0
6	Houston, TX	349.5	331.9	681.4	0.5	145,050.6
7	Portland, OR	18.4	598.8	617.1	3.8	16,356.0
8	Seattle, WA	315.3	142.6	457.9	2.2	20,983.5
9	Tacoma, WA	328.8	124.9	453.7	2.2	20,673.7
10	Miami, FL	302.9	124.3	427.2	5.5	7,834.7
11	Savannah, GA	177.0	192.6	369.6	1.3	28,300.3
12	Philadelphia, PA	282.8	84.2	367.0	1.4	26,237.4
13	Charleston, SC	284.0	73.4	357.4	1.6	21,874.6
14	San Juan, PR	196.5	66.7	263.2	4.2	6,312.1
15	Palm Beach, FL	108.9	75.8	184.7	7.9	2,338.5
16	Oakland, CA	115.1	59.6	174.8	1.3	13,471.1
17	Stockton, CA	0.0	166.3	166.3	6.5	2,571.9
18	Port Everglades, FL	130.9	30.1	161.0	1.1	14,220.7
19	Norfolk Harbor, VA	85.2	49.8	135.0	0.5	26,443.8
20	Baltimore, MD	78.8	36.5	115.3	0.4	28,234.7

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 65.7% of U.S. waterborne in-transits, while primary manufactured goods ranked second with 10.7% based on weight in 2005.
- The top five U.S. ports ranked by dollar value of foreign traffic for calendar year (CY) 2005 were the same as CY2004: Los Angeles, CA; Long Beach, CA; New York, NY and NJ; Houston, TX; and Charleston, SC.
- In 2005, 9.7% of all U.S. waterborne commerce by weight was containerized (2.0% of domestic and 14.9% of foreign).
- The Consolidated Port of Hampton Roads exported the largest volume of coal in the U.S., 16.7 million short tons in 2005, down 8.2% from 2004.
- The St. Lawrence Seaway Development Corporation reported 31.3 million metric tons (34.5 million short tons) moving on the Montreal-Lake Ontario section of the St. Lawrence Seaway for calendar year 2005, a 1.5% increase from 2004.
- Great Lakes traffic for 2005 was down 7% from last year, and remains well under the average tonnage for the 1990's.
- Tonnage on the Gulf Intracoastal Waterway (GIWW) was 116 million tons, down from last year's all-time high of 123 million tons, mainly due to Hurricanes Katrina and Rita.
- In 2005, a year marked by the devastation of Hurricane Katrina, the Port of New Orleans was down 15.6% from 78.1 million tons to 65.9 million. Although the Port of South Louisiana, was down 5.3%, it still registered the 6th highest total in the history of the port with 212.2 million tons.

For Further Information

This fact card provides an overview of information about U.S. ports and waterways for the latest complete statistical year. Statistics are produced by the U.S. Army Corps of Engineers (USACE) Navigation Center (NDC). Domestic data are collected by NDC. U.S. foreign tonnage and vessel movements are derived from data provided by the Port Import Export Reporting Service, U.S. Customs and Border Protection, 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, 504-862-1426, Fax: 504-862-1423
E-mail: CEIWR-NDCWCSC.WEBMASTER@usace.army.mil

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