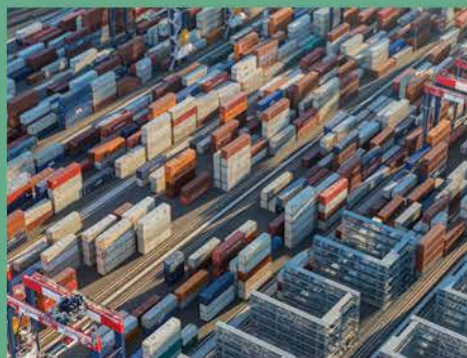


Port Performance Freight Statistics Program

Annual Report to Congress 2016



U.S. Department of Transportation
Bureau of Transportation Statistics

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PREFACE

Pursuant to Section 6018 of the *Fixing America's Surface Transportation (FAST) Act* (Pub. L. 114-94; Dec. 4, 2015; 129 Stat. 1312), the Bureau of Transportation Statistics (BTS) established the Port Performance Freight Statistics Program (PPFSP). The goal of the program is “to provide nationally consistent measures of performance” for the Nation’s largest ports, and to report annually to Congress on port capacity and throughput.

The *FAST Act* further required the BTS Director to submit an annual report to Congress, which includes at a minimum, statistics on capacity and throughput at the top 25 ports by tonnage, twenty-foot equivalent unit (TEU), and dry bulk tonnage; nationally consistent port performance metrics; and recommended future measures. The Port Performance Freight Statistics Working Group (Working Group), composed of representatives from Federal, labor, port, private sector associations, and other organizations as specified in *FAST Act* Section 6018, advised BTS during preparation of the first report and transmitted final recommendations to the BTS Director on December 4, 2016.

This the first Annual Report under the PPSFP. It presents publicly available, nationally consistent throughput, capacity, and performance statistics for the top 25 tonnage, container, and dry bulk ports. In doing so it reflects the discussions and recommendations of the Working Group, and the practicalities of a new program. The report also includes background information on U.S. ports and discussions of throughput and capacity concepts to provide a more complete picture of port activity and place the statistics in context.

This Annual Report meets *FAST Act* requirements by including recommendations on standards for consistent port performance measures and statistics for port throughput and capacity.

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I INTRODUCTION

Maritime ports are a major component of the Nation's freight transportation system. Collectively they handle 75 percent of America's international trade by volume.¹ Port throughput (the typical amount of cargo a port handles annually) and capacity (the port's maximum annual throughput) are critical concerns for the Nation's commerce and well-being.

In Section 6018 of the *Fixing America's Surface Transportation (FAST) Act*, Congress requires the Bureau of Transportation Statistics (BTS) of the U.S. Department of Transportation (USDOT) to establish "a port performance statistics program to provide nationally consistent measures of performance of, at a minimum—the Nation's top 25 ports by tonnage, the Nation's top 25 ports by 20-foot equivalent unit; and the Nation's top 25 ports by dry bulk... [and] submit an annual report to Congress that includes statistics on capacity and throughput at the ports."² Since BTS is a principal Federal statistical agency, these measures must be objective, the methods of measurement must be transparent, and published statistics must meet reasonable quality standards.³ The Port Performance Freight Statistics Working Group (Working Group), composed of representatives from Federal, labor, port, private sector associations, and other organizations as specified in *FAST Act* Section 6018, advised BTS during preparation of the first report and transmitted final recommendations to the BTS Director on December 4, 2016. The Working Group's recommendations will be evaluated for future implementation.

With only a year to convene this advisory Working Group and produce the first report, BTS limited its initial efforts to publishing existing, nationally consistent measures of port capacity and throughput. BTS plans to expand and improve the measures in future editions of the *Port Performance Freight Statistics Annual Report* (Annual Report) as resources and appropriations permit.

This first edition of the Annual Report explains the criteria used to define ports and the measures used to determine the top 25 ports in each category; describes the nationally consistent measures of port capacity and throughput that are currently available; and outlines plans for BTS to expand and improve statistics on port capacity and throughput in the future. Section 5 contains selected statistics for each port in the top 25 lists. Appendix A contains the complete text of the *FAST Act* requirements.

¹ Beyond Traffic (draft), p. 51.

² Section 6018 of the *Fixing America's Surface Transportation (FAST) Act* (Pub. L. 114-94; Dec. 4, 2015; 129 Stat. 1312).

³ Statistical Policy Directive No. 1: Fundamental Responsibilities of Federal Statistical Agencies and Recognized Statistical Units; Federal Register / Vol. 79, No. 231 / December 2, 2014 / Page 71610

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Comments on this report are welcomed and should be sent to PortStatistics@dot.gov or to the Port Performance Freight Statistics Program, Bureau of Transportation Statistics, U.S. Department of Transportation, 1200 New Jersey Avenue, SE, Washington, DC, 20590.

2 DEFINITION OF PORTS AND METHODS USED TO IDENTIFY THE TOP 25 PORTS BY TOTAL TONNAGE, TWENTY-FOOT EQUIVALENT UNIT (TEU), AND DRY BULK TONNAGE

2.1 Definition of Ports

Ports are commonly recognized as places where cargo is transferred between ships and trucks, trains, pipelines, storage facilities, or refineries. Ports are more difficult to define for statistical purposes when such places are close to one another or when activity related to a port blends in with surrounding neighborhoods. Many ports are located adjacent to closely related land uses (e.g., railyards and truck depots) or to other ports. Continuous waterfront may be divided into separate ports by administrative boundaries, such as the Ports of Los Angeles and Long Beach, or the series of Mississippi River terminals in Louisiana divided between the Ports of New Orleans and Baton Rouge. In contrast, the Port of New York and New Jersey and the Ports of Cincinnati and Northern Kentucky are treated as single entities, even though the former has a river and a state line dividing its facilities and the latter has terminals that stretch along 226 miles of two rivers through two states. Further, for more detailed performance assessments, the appropriate entity may be an individual terminal, not a port comprised of multiple terminals with diverse ownership, cargo, and operating methods.

The Federal government defines ports in many different ways. For example, U.S. Customs and Border Protection (CBP) defines some “ports” as a single port and others as units comprising multiple ports. The U.S. Census Bureau relies on the CBP definitions for reporting on trade. The USDOT Maritime Administration (MARAD) defines a port as “a harbor with piers or docks” in its Glossary of Shipping Terms.⁴

The U.S. Army Corps of Engineers (USACE) identifies ports in different ways for planning and managing port and waterway improvement projects and for the collection and tabulation of waterborne commerce statistics. The USACE Waterborne Commerce Statistics Center (WCSC) aligns ports with their enacting legislation. In contrast, a USACE project area may encompass multiple ports along a shared stretch of water (like the Ports of Los Angeles and Long Beach which are both assigned to the same harbor), or multiple projects might be encompassed by a single port (as is the case with the Port of New York and New Jersey).

Ports are organized and governed in a variety of ways, with implications for port definition and data availability. Most ports are governed by port authorities or harbor districts, usually part of

⁴ *Glossary of Shipping Terms* (May 2008), U.S. Department of Transportation, available at https://www.marad.dot.gov/wp-content/uploads/pdf/Glossary_final.pdf as of December 2016

local government. Some governing bodies are state entities (e.g., the Maryland or Georgia Port Authorities) or interstate authorities (e.g., The Port Authority of New York and New Jersey). A port's jurisdiction typically extends over land, where it may include concession and construction approval and policy decision-making authorization, and over water, where it is primarily focused on navigation.

A port authority is a government entity that either owns or administers the land, facilities, and adjacent water body where cargo is transferred between modes. A port authority promotes overall port operating efficiency and development, maintains port facilities, and interacts with other government bodies. Additional activities include business development and infrastructure finance. While the structure, powers, and role of port authorities vary, the American Association of Port Authorities (AAPA) states that they “share the common purpose of serving the public interest of a state, region or locality.”⁵ Port authorities may act as:

- **Landlords**, building and maintaining terminal infrastructure and providing major capital equipment, but are not engaged in operations. The Ports of Los Angeles, New York and New Jersey, and Oakland are examples of landlord ports. Ports may also offer concessions to tenants that make infrastructure improvements. For example, the Maryland Port Administration granted a 50-year concession for the Baltimore Seagirt Marine Terminal that included a commitment by the concessionaire to deepen the channel.⁶
- **Operating ports**, directly operating some or all of the terminals in the jurisdiction. For example, the Port of Houston Authority is an operating port.
- **Jurisdictional bodies**, under which private terminals are responsible for providing and operating their infrastructure. For example, the Ports of Cincinnati and Northern Kentucky is a jurisdictional body.

A port may own and operate an extensive range of facilities over a large area, many of which may not be water-related. Several port authorities (e.g., Port of Oakland, Massachusetts Port Authority) also operate airports. The Port Authority of New York and New Jersey operates airports, tunnels, bridges, and transit systems as well as the seaport.

Some states, such as South Carolina and Georgia, have statewide port authorities to administer some or all of the ports within their jurisdiction. These entities are typically led by boards of

⁵ Sherman, R.; *Seaport Governance in the United States and Canada* (September 1999), American Association of Port Authorities, available at <http://www.aapa-ports.org/> as of October 2016

⁶ The lease holder or operator of a terminal owned by a port authority—who often must make infrastructure improvement in return for their concession.

appointed members. They may also directly operate port facilities within the state. A state port authority may be a separate state department, or be located within that state's DOT.

Some port authority jurisdictions cross state boundaries. The Port Authority of New York and New Jersey and the Ports of Cincinnati and Northern Kentucky are examples.

Port authorities typically have jurisdiction over public terminals. Private (usually bulk) terminals are normally outside the public port authorities' jurisdiction although they are still subject to U.S. Coast Guard and Federal regulation.

This report follows the recommendation of the Working Group to use the USACE WCSC definitions of ports, which align with how ports are defined in legislative enactments of Federal, State, or city government. These legislative definitions of individual ports are relatively stable over time, although some ports have successfully petitioned USACE to alter their boundaries. Most WCSC-defined ports are consistent with common perception, yet some, like the Ports of Cincinnati and Northern Kentucky, cover an extended stretch of river that is not commonly perceived as one entity. In some cases, ports that work together under a common marketing label, such as the Northwest Seaport Alliance (Port of Tacoma and Port of Seattle), are still defined separately by USACE. The major advantage of using WCSC definitions is that the definitions are used in publishing key data on cargo throughput, including the variables used to select the top 25 ports. This report is largely based on data published by USACE WCSC.

2.2 Development of Port Lists

The FAST Act requires this report to include the top 25 ports as measured by overall cargo tonnage, twenty-foot equivalent unit (TEU) of container cargo, and dry bulk cargo tonnage. TEU is an international standard measure of container traffic and the various sizes of containers are converted to this common metric in this report. To identify the top 25 ports by overall tonnage, BTS included the total weight of cargo (domestic and international) entering and leaving the port in short tons as reported by USACE. For the identification of the top 25 ports by TEU, BTS included all domestic and foreign loaded containers as reported by USACE. Since tonnage statistics are not categorized as dry bulk and other commodities, BTS worked with USACE and MARAD to develop a method for identifying the top 25 dry bulk ports. This method is detailed below.

BTS, USACE, and MARAD tested three methods to identify the top 25 ports by dry bulk tonnage. The first method identified dry bulk cargo as cargo carried in dry bulk vessels as defined by the International Classification of Ships by Type (ICST) system (Appendix B). The second method identified dry bulk cargo from commodity classes in the Standard International

Trade Classification (SITC) Revision 3 that are predominantly dry bulk (Appendix C). This match is only approximate since some of the included commodity classes are not exclusively dry bulk, and dry bulk may appear in some of the excluded commodity classes. The third method selected only the dry bulk cargo that had been identified in both of the first two protocols. The first and third methods produced the same list of top 25 ports based on testing, and so BTS and its partners selected the first protocol (that uses ICST codes) due to its consistency and simplicity. Tables 1 through 3 list the top 25 ports in overall cargo tonnage, total TEU, and dry bulk cargo tonnage, respectively.

Table 4 combines the top 25 ports for each category (total tonnage, TEU, and dry bulk tonnage) into a single list. As indicated in

Table 4, many ports rank in the top 25 in more than one category. Each port listed in Table 4 is profiled in Section 5.

Table I: List of Top 25 Ports by Total Tonnage in Alphabetical Order

Port
Baltimore, MD
Baton Rouge, LA
Beaumont, TX
Corpus Christi, TX
Duluth-Superior, MN and WI
Houston, TX
Huntington – Tristate, KY, OH, and WV
Lake Charles, LA
Long Beach, CA
Los Angeles, CA
Mobile, AL
New Orleans, LA
New York and New Jersey, NY and NJ
Pascagoula, MS
Port Arthur, TX
Port of Plaquemines, LA
Port of South Louisiana, LA
Port of Virginia, VA
Ports of Cincinnati and Northern KY, OH and KY
Richmond, CA
Savannah, GA
St. Louis, MO and IL
Tampa, FL
Texas City, TX
Valdez, AK

Table 2: List of Top 25 Container Ports by TEU in Alphabetical Order

Port
Anchorage, AK
Baltimore, MD
Boston, MA
Camden-Gloucester, NJ
Charleston, SC
Honolulu, HI
Houston, TX
Jacksonville, FL
Juneau, AK
Long Beach, CA
Los Angeles, CA
Miami, FL
Mobile, AL
New Orleans, LA
New York and New Jersey, NY and NJ
Oakland, CA
Philadelphia, PA
Port Everglades, FL
Port of Virginia, VA
San Juan, PR
Savannah, GA
Seattle, WA
Tacoma, WA
Wilmington, DE
Wilmington, NC

Table 3: List of Top 25 Ports by Dry Bulk Tonnage in Alphabetical Order

Port
Baltimore, MD
Baton Rouge, LA
Chicago, IL
Cleveland, OH
Corpus Christi, TX
Detroit, MI
Duluth-Superior, MN and WI
Houston, TX
Huntington – Tristate, KY, OH, and WV
Indiana Harbor, IN
Kalama, WA
Longview, WA
Mobile, AL
New Orleans, LA
New York and New Jersey, NY and NJ
Pittsburgh, PA
Port of Plaquemines, LA
Port of South Louisiana, LA
Port of Virginia, VA
Portland, OR
Ports of Cincinnati and Northern KY, OH and KY
Seattle, WA
St. Louis, MO and IL
Tampa, FL
Two Harbors, MN

Table 4: Compiled List of Top 25 Ports by Tonnage, TEU, and Dry Bulk in Alphabetical Order

Port	Tonnage	TEU	Dry Bulk
Anchorage, AK		●	
Baltimore, MD	●	●	●
Baton Rouge, LA	●		●
Beaumont, TX	●		
Boston, MA		●	
Camden-Gloucester, NJ		●	
Charleston, SC		●	
Chicago, IL			●
Cleveland, OH			●
Corpus Christi, TX	●		●
Detroit, MI			●
Duluth-Superior, MN and WI	●		●
Honolulu, HI		●	
Houston, TX	●	●	●
Huntington – Tristate, KY, OH, and WV	●		●
Indiana Harbor, IN			●
Jacksonville, FL		●	
Juneau, AK		●	
Kalama, WA			●
Lake Charles, LA	●		
Long Beach, CA	●	●	
Longview, WA			●
Los Angeles, CA	●	●	
Miami, FL		●	
Mobile, AL	●	●	●
New Orleans, LA	●	●	●
New York and New Jersey, NY and NJ	●	●	●
Oakland, CA		●	
Pascagoula, MS	●		
Philadelphia, PA		●	
Pittsburgh, PA			●
Port Arthur, TX	●		
Port Everglades, FL		●	
Port of Plaquemines, LA	●		●
Port of South Louisiana, LA	●		●
Port of Virginia, VA	●	●	●
Portland, OR			●
Ports of Cincinnati and Northern KY, OH and KY	●		●

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Port	Tonnage	TEU	Dry Bulk
Richmond, CA	●		
San Juan, PR		●	
Savannah, GA	●	●	
Seattle, WA		●	●
St. Louis, MO and IL	●		●
Tacoma, WA		●	
Tampa, FL	●		●
Texas City, TX	●		
Two Harbors, MN			●
Valdez, AK	●		
Wilmington, DE		●	
Wilmington, NC		●	

3 MEASURES OF THROUGHPUT AND CAPACITY

The measures provided in this report show capacity measures for 2015 as well as the throughput achieved in 2014 and 2015, to give an indication of the extent of trade growth and the increasing challenges facing ports. BTS used the following data criteria to select throughput and capacity indicators for this report:

- **Availability.** The chosen measures must be readily available for at least the top 25 ports to which they apply (e.g., tonnage for all ports, TEU for container ports, vessel calls and sizes for all ports).
- **National consistency.** The measures must be based on a nationally consistent definition and collection method, and be available for all applicable ports. Ideally, the measures should be available from a single source. If not, multiple sources should be documented and reconciled to ensure reasonable consistency.
- **Timeliness.** The measures should be final and available for the preceding year (e.g., for 2015 data to be included in a 2016 report).
- **Relevance and clarity.** The measures should be closely connected to the physical activity of ports, terminals, and port infrastructure; and the measures should be understandable to readers who may not be familiar with port or shipping terminology.
- **Accuracy and transparency.** The measures should be accurate with acceptable data quality standards and should come from trusted sources.

3.1 Port Throughput

Port throughput measures reflect the amount of cargo or number of vessels the port handles over time. These measures are affected by many variables beyond physical capacity. For example, international and domestic demand for cargo handled by the port, competition with other ports, contractual arrangements with carriers, and changes in distant facilities such as expansion of the Panama Canal are among the factors that affect cargo volumes and the number and size of vessels that call. In this first Annual Report, BTS focused on basic measures of tonnage, TEU, and vessel calls to characterize the throughput of each port.

The throughput statistics included in this report are (1) cargo tonnage, (2) container TEU, and (3) vessel calls categorized by commodities carried. It is important to note that the throughput statistics presented in this report are annual totals, which can mask seasonal variations in cargo

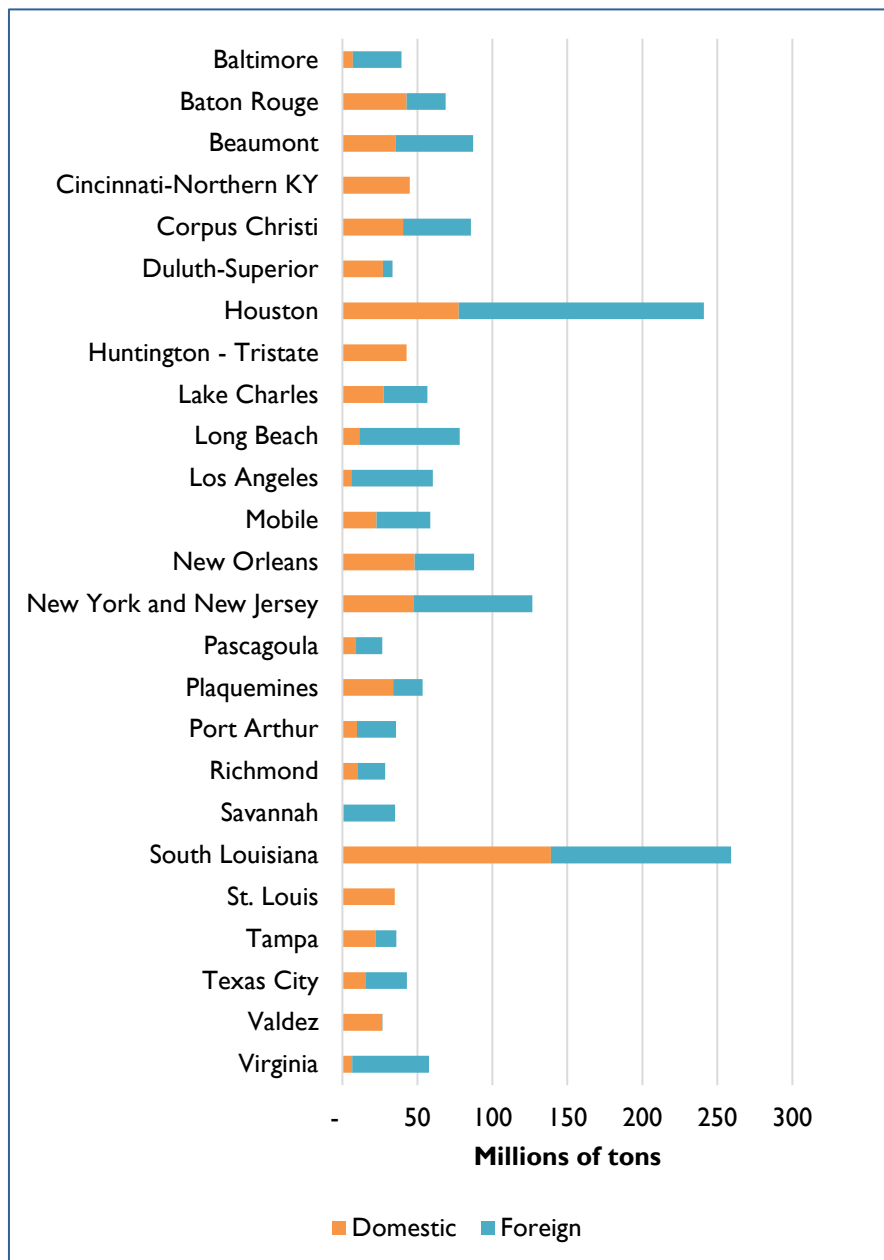
flows that place recurring stress on available port capacity. The Working Group recommended that BTS focus on annual totals and not on quarterly or monthly totals. BTS will explore methods for capturing the effects of seasonal variations on port throughput and capacity in future editions of this report.

3.1.1 Cargo Tonnage

Cargo tonnage is the most fundamental measure of port and terminal throughput. Cargo tonnage includes the weight of dry bulk and liquid bulk cargo, break-bulk cargo, roll-on/roll-off (Ro/Ro) vehicles and industrial equipment, and the contents of shipping containers. Cargo tonnage does not include the weight of shipping containers themselves, even though movement of empty containers may be a significant portion of a port's activity.

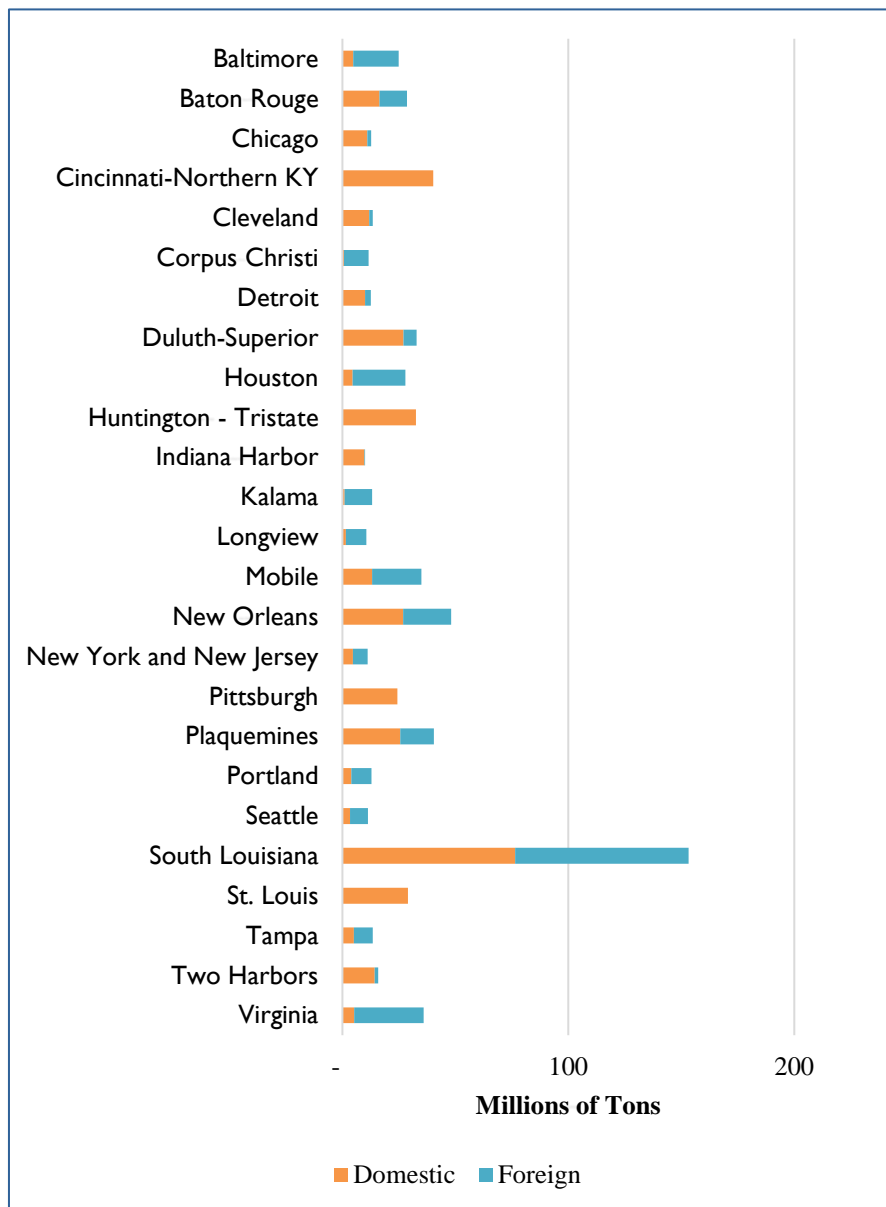
Figure 1 displays tonnage totals for the top 25 tonnage ports, which includes the weight of cargo transported in containers and dry bulk cargo; while Figure 2 depicts the dry bulk tonnage, which is a subset of the tonnage totals for the top 25 dry bulk ports. Dry bulk tonnage is calculated by the ICST-based method described in Section 2.2. The highest tonnage figures are for ports that handle large quantities of both liquid bulk cargo (e.g., petroleum or chemicals) and dry bulk cargo (e.g., grain or coal), such as the Ports of South Louisiana and Houston.

Figure I: Annual Total Tons of the Top 25 Ports by Tonnage, 2015



SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016.

Figure 2: Annual Dry Bulk Tons of the Top 25 Ports by Dry Bulk Tonnage, 2015



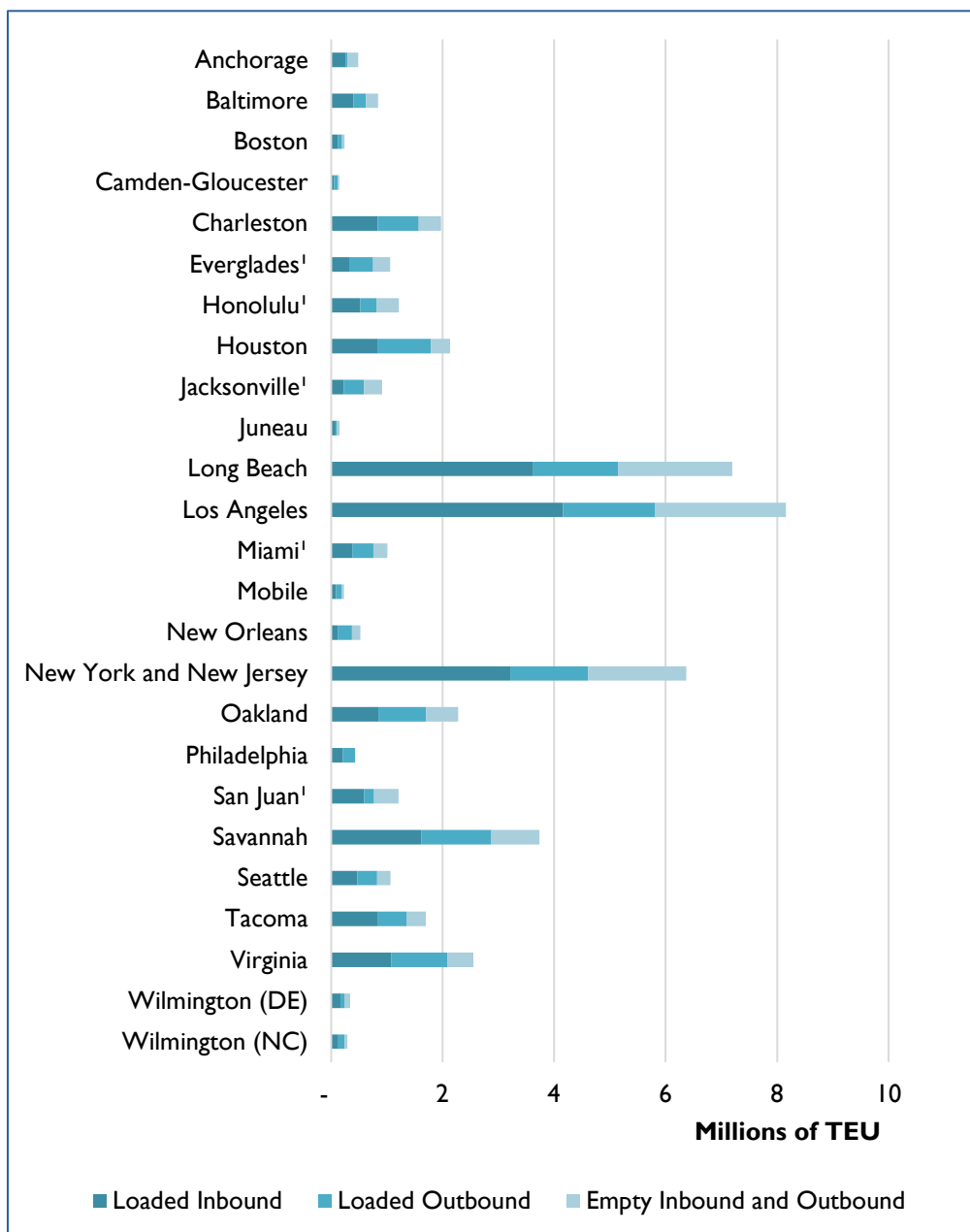
SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016.

3.1.2 Container TEU

TEU is a standard measure used throughout the world to measure container movements and the capacity of container ships. While the top 25 ports by TEU are identified by loaded TEU for simplicity since adding empty TEU would not change the list, port throughput statistics presented in the individual port profiles in this report include empty as well as loaded containers to reflect the full volume of activity. USACE does not include foreign empty TEU in its published statistics, so the more complete tabulation of TEU provided by AAPA is used in the port profiles. USACE tabulations are from manifest data collected by the Federal government and compiled through the Port Import Export Reporting Service (PIERS). AAPA publishes container statistics from data released by the ports, which BTS checked through comparisons with data available on websites maintained by port authorities.

The highest container volumes pass through ports that serve large coastal and inland markets, such as the Ports of Long Beach, Los Angeles, and New York and New Jersey. The container flows are characterized as “inbound” (including imports and domestic cargo received from other U.S. ports) and “outbound” (including exports to foreign countries and domestic cargo shipped to other U.S. ports). Figure 3 displays the 2015 TEU volumes for the top 25 U.S. container ports.

Figure 3: Annual TEU of the Top 25 Ports by TEU, 2015



NOTES: ¹=Data based on fiscal year not calendar year.

SOURCES: American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/>, as of October 2015. Port of Mobile data obtained at <http://www.joc.com/>. Port of Seattle data obtained from Seattle Annual Financial Report 2015, Schedule 19 Port of Seattle Container Volumes, available at <https://www.portseattle.org/>.

While TEU is the standard measure of container movement, it does not fully represent the work accomplished by container terminals, and by the motor carriers and railroads connecting them to the marketplace. The total work accomplished is a function of the number of containers handled rather than the total TEU volume. The mix of container sizes at most U.S. ports yields an average TEU per container ratio of 1.5–1.8, because 40' containers (equal to 2.0 TEU) predominate. There are also domestic containers of 48' and 53' lengths used in North America that are sometimes moved in domestic barge service through coastal ports. These larger containers are reflected in USACE domestic trade data, but rarely move in foreign, oceanborne trade.

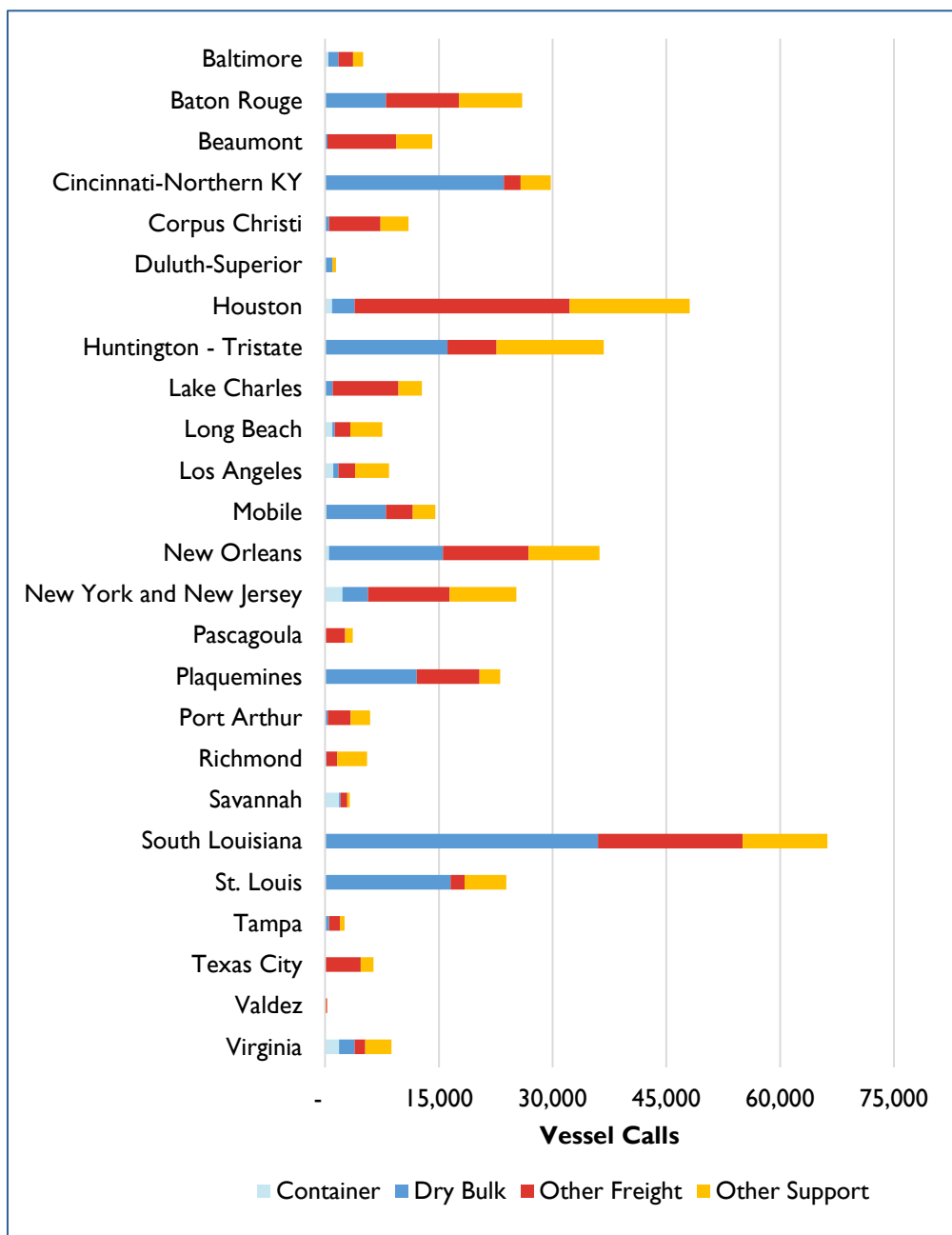
3.1.3 Vessel Calls

Vessel calls are another useful measure of port throughput. The individual port profiles in this Annual Report include the total number of freight-related vessel calls that each port handled in 2015 and the change from 2014. Vessel calls are divided into four categories of vessels based on ICST codes, and exclude ferries, cruise, and other passenger vessels (see Appendix B):

- **Container:** Vessels identified as carrying containers. A “container vessel” is usually a dedicated container ship that is loaded and unloaded using shoreside cranes. Some ports also handle containers on Ro/Ro vessels and barges, which are not included in the container vessel counts (which explains the Port of Juneau’s zero container vessel count).
- **Dry bulk:** Vessel classes identified using the special method developed to quantify dry bulk port cargo volumes in the selection of ports (see Section 2 for description of this method).
- **Other freight:** All other vessels that predominantly handle freight and not assigned to the two previous categories (including crude oil tankers, LNG tankers, chemical tankers and barges, general cargo vessels, and vehicle carriers).
- **Other support:** Vessels that either do not or rarely carry freight, but play a role in the movement of freight cargo into, out of, and within ports, including tugs and push boats.

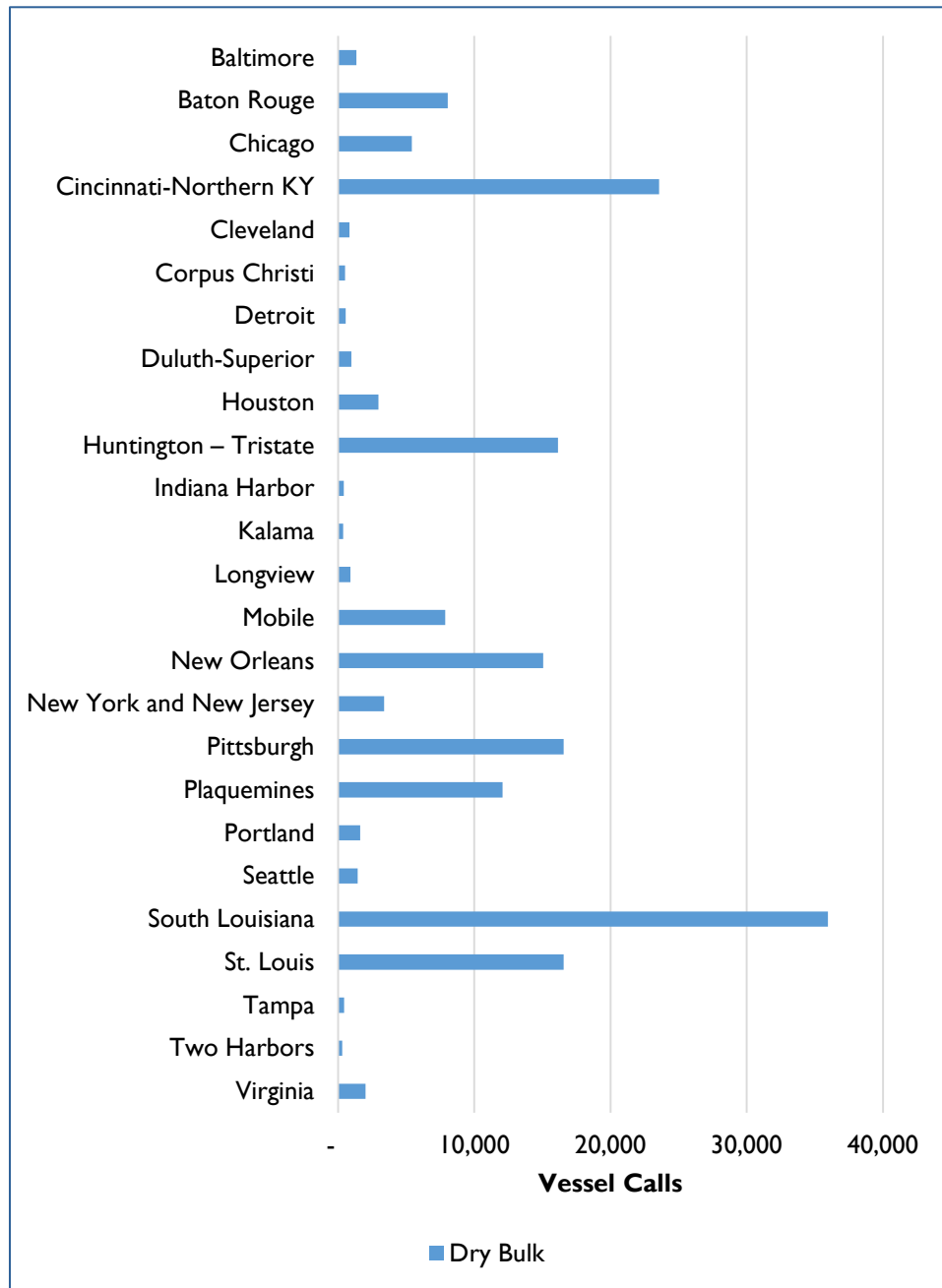
Figure 4 shows 2015 vessel calls by category of vessel for the top 25 ports by tonnage. Figure 5 and Figure 6 show 2015 dry bulk and container vessel calls for the top 25 ports by dry bulk tonnage and top 25 container ports by TEU, respectively.

Figure 4: Freight-Related Vessel Calls for Top 25 Ports by Tonnage, 2015



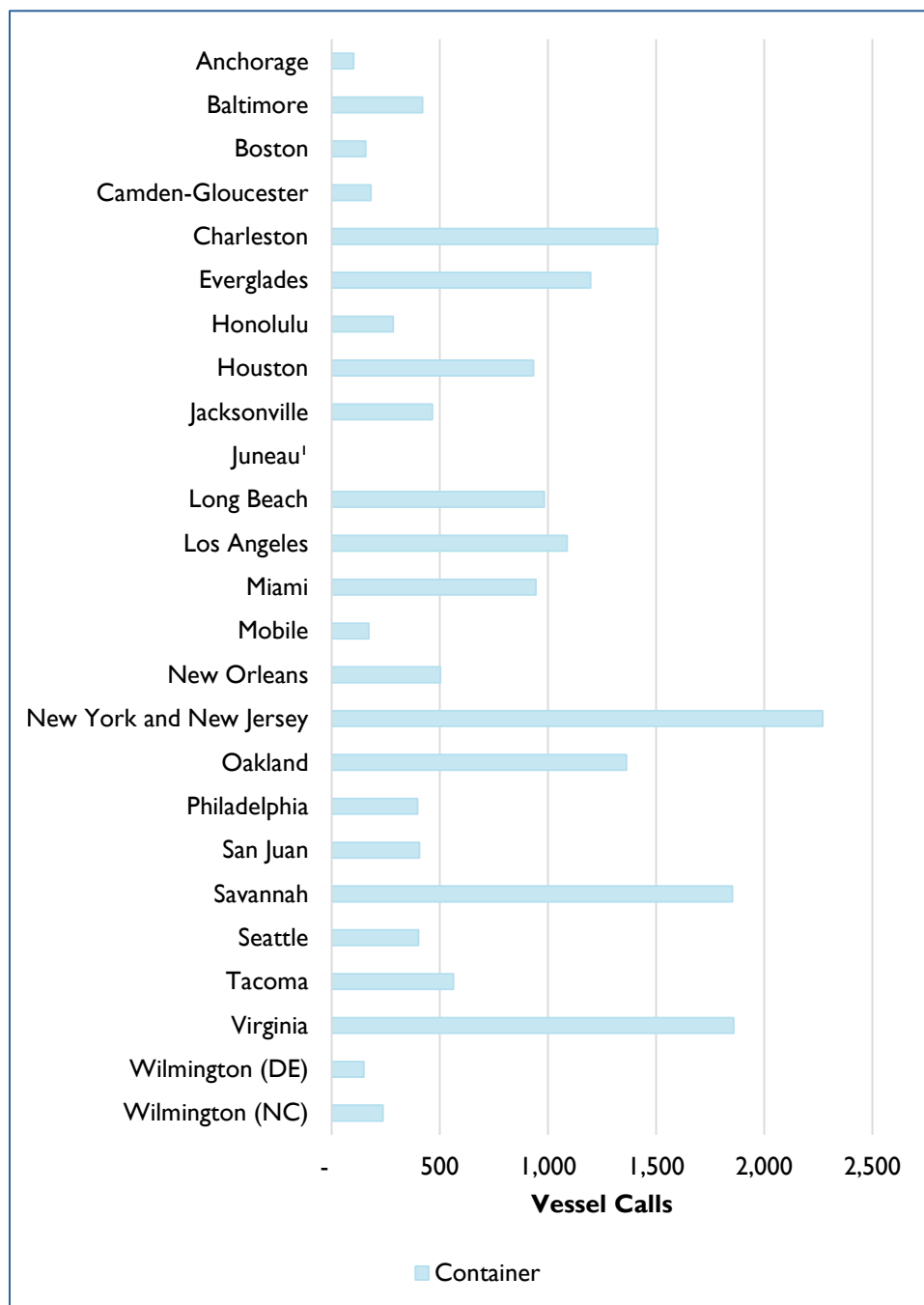
SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016.

Figure 5: Dry Bulk Vessel Calls for Top 25 Ports by Dry Bulk Tonnage, 2015



SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016.

Figure 6: Container Vessel Calls for Top 25 Container Ports by TEU, 2015

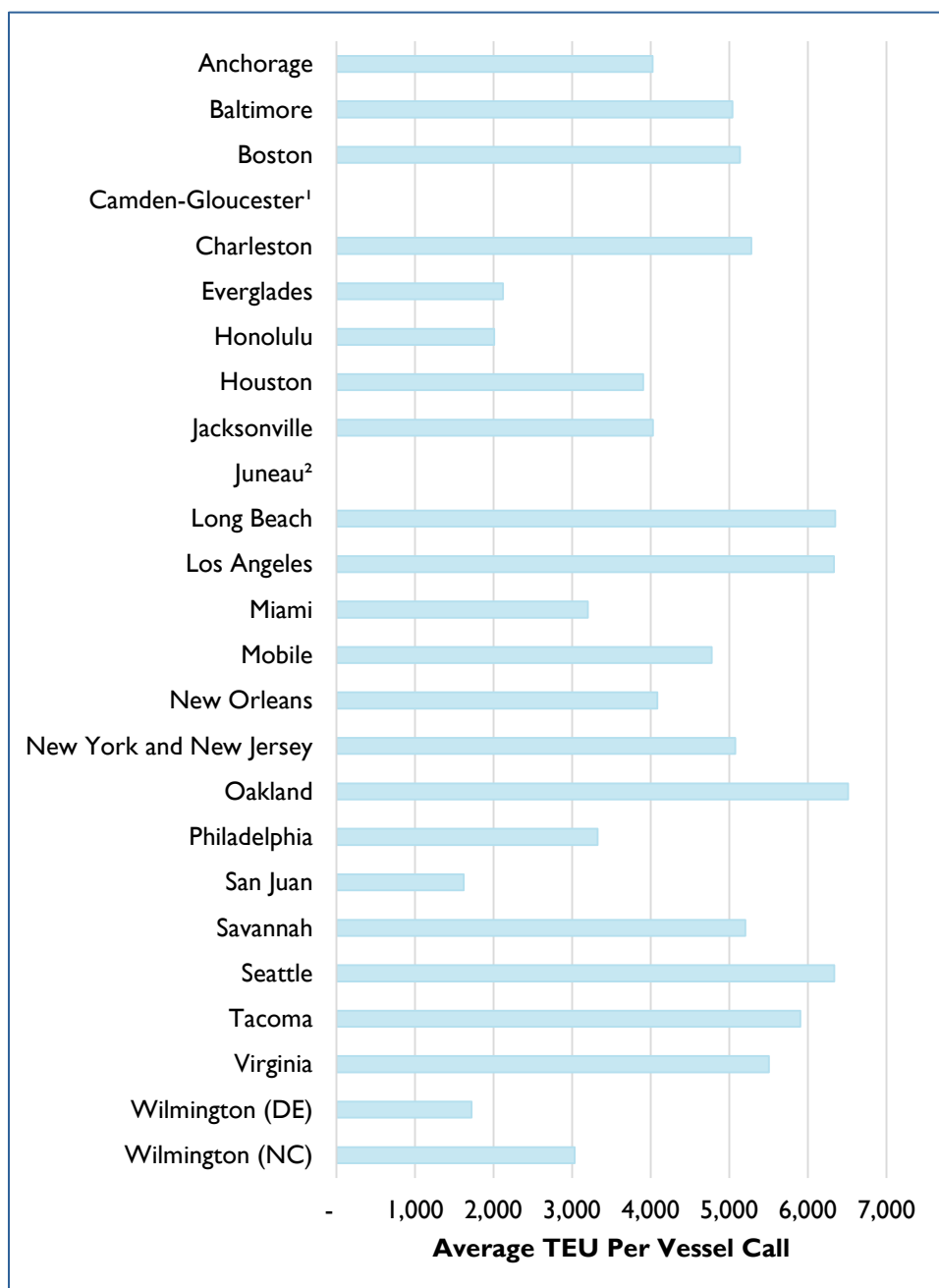


NOTE: ¹The Port of Juneau handles containers on Ro/Ro vessels and barges, which are not included in the container vessel counts.

SOURCE: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016.

Container vessel calls can be further characterized by the average capacity of the vessels (as measured by container vessel TEU), and the average number of TEU unloaded and loaded for each vessel call. Figure 7 shows the average capacity of container ships that called at the top 25 container ports in 2015. Averages were calculated by dividing the total capacity (as measured in TEU) for all annual container vessel calls by the number of annual calls. As the data indicate, vessel capacities vary widely from the smaller vessels commonly used in the Caribbean trades, to the much larger vessels typical of the transpacific and transatlantic trades. Figure 7 also shows that the average TEU capacity of container vessels calling at many the largest U.S. ports is fairly similar. This similarity is due to vessel routing; the same transpacific vessels tend to call at the Ports of Los Angeles and Long Beach and the Port of Oakland on the West Coast, and the same vessels in other trades tend to call at multiple East or Gulf Coast ports.

Figure 7: Average Capacities of Containerships Calling at Top 25 Container Ports by TEU, 2015



NOTES: Excludes Jones Act qualified containerships.

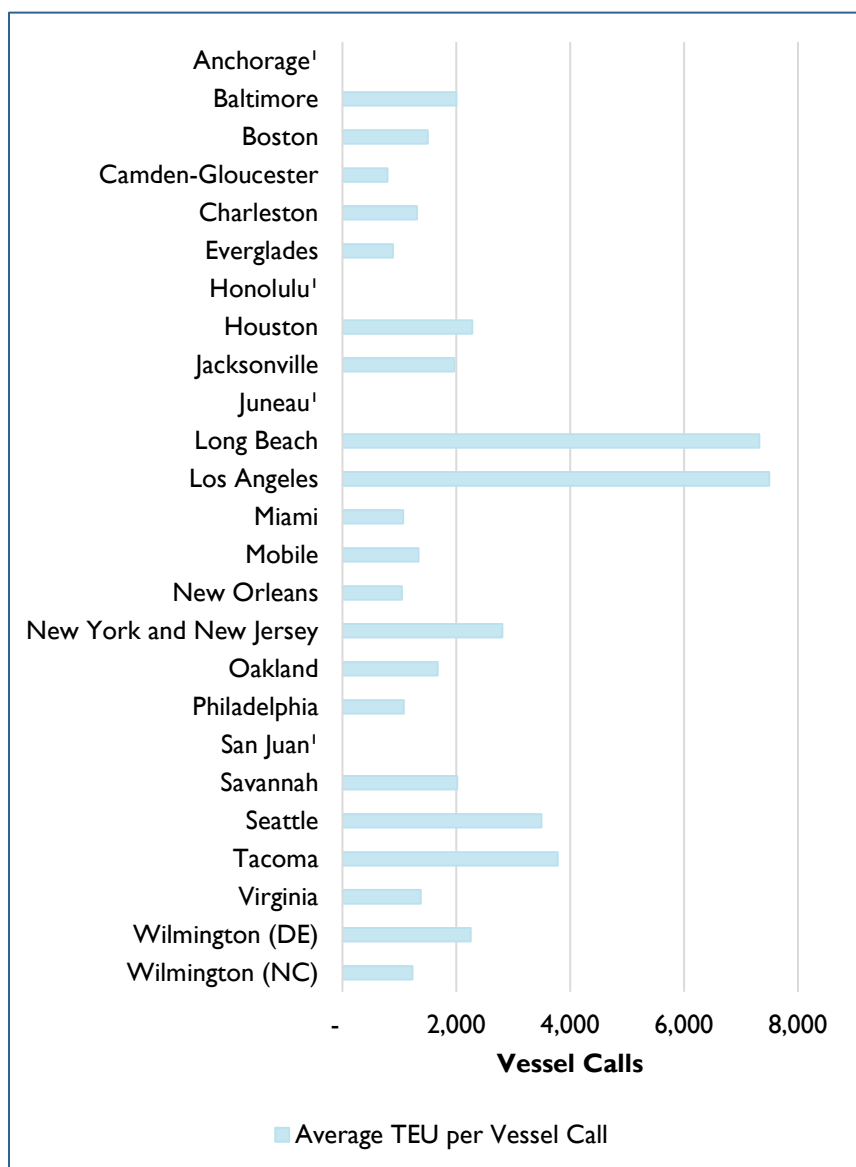
1=The Port of Camden-Gloucester handles containers at its break-bulk terminal.

2=The Port of Juneau handles containers on Ro/Ro vessels and barges, which are not included in the container vessel counts.

SOURCE: Maritime Administration, Vessel Calls in U.S. Ports, Selected Terminals, and Lightering Areas, 2015.

Figure 8 displays the average TEU throughput handled at top 25 container ports during each international container vessel call, calculated by dividing the annual TEU totals handled by the number of annual container vessel calls. Data for the Ports of Anchorage, Honolulu, Juneau, and San Juan were not included because the vessel call data for those ports do not consistently reflect their exceptionally complex mix of foreign and domestic vessels and types, and tend to underestimate container vessel calls. These ports are served by a mix of container vessels and barges (barges only for Juneau) that can carry both containers and non-container Ro/Ro or break-bulk cargo. Since the total TEU handled includes both inbound containers unloaded and outbound containers loaded, the total could theoretically be as high as twice the vessel capacity (200 percent). At present, only Long Beach and Los Angeles handle average TEU totals over 100 percent of average vessel capacity. The high totals for Long Beach and Los Angeles reflect the dual roles of those ports as regional gateways to the large Southern California market and intermodal gateways to the rest of the Nation. Similarly, the data for other ports reflects the markets they serve.

Figure 8: Average TEU Handled per Vessel Call at the Top 25 Container Ports by TEU, 2015



NOTES: I=Data for the Ports of Anchorage, Honolulu, Juneau, and San Juan were not included because the vessel call data for these ports does not consistently reflect their exceptionally complex mix of foreign and domestic vessels and types.

SOURCES: Container volumes: American Association of Port Authorities, *Port Industry Statistics*, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/>, as of October 2015. Port of Mobile data obtained at <http://www.joc.com/>. Port of Seattle data obtained from Seattle Annual Financial Report 2015, Schedule 19 Port of Seattle Container Volumes, available at <https://www.portseattle.org/>. Vessel calls: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016.

3.2 Port Capacity

In theory, port capacity is a measure of the maximum throughput in tons, TEU, or other units that a port and its terminals can handle over a given period. This maximum can be set by physical constraints or by economic conditions where the marginal cost of additional throughput is prohibitive. Capacity depends on the type of cargo being handled and can be affected by short-term adjustments (e.g., extended hours at terminal gates) or long-term changes (e.g., terminal expansion). Precise estimates of port capacity generally require extensive terminal-by-terminal engineering studies, and are neither nationally available nor nationally consistent. This report focuses on indicators of port capacity that are both available and reasonably consistent. It should be noted, however, that these indicators suggest relative capacities rather than absolutes, and do not provide the complete picture that comes from detailed capacity studies. A container port with longer berths and more cranes, for example, can be expected to have higher annual container throughput capacity than a port with shorter berths and fewer cranes, but these metrics do not support calculation of absolute capacities of the two ports.

The key elements of ports that influence their capacity include:

- **Channels and waterways.** Waterside access to ports involves waterways, channels, and anchorages. Few port terminals are accessible by modern oceangoing vessels without dredged navigation channels, and the shallowest point can be a limiting factor on the size of ships that can access the port. The largest container and bulk vessels require channels of up to 60 feet deep, while the inland river system is typically maintained with a depth of nine feet. The heights of bridges (or air draft) over channels can also constrain ship access to ports.
- **Terminals.** A terminal is a port facility where inbound or outbound cargo is handled. Physical barriers, types of facilities, and leasing and other administrative arrangements can define terminals. Ports with very similar physical characteristics may have differing numbers of terminals. While terminal operations are a key element of capacity and the acreage dedicated to terminals can be a useable indicator for capacity, the number of terminals into which that acreage is divided is not an indicator of capacity because terminals are so varied, and because a nationally consistent, standard definition of a “terminal” as a statistical unit does not exist.
- **Berths and berth length.** A berth is a place to stop and secure a vessel at a port, therefore facilitating transfer of goods between ships, barges, trucks, and/or

trains. The berth must have adequate depth for the vessels expected, landside infrastructure compatible with the vessel and cargo type, and shoreside provisions for securement and handling. The number of berths and their total length is an indicator of port capacity, but is more relevant to container terminals than to bulk facilities.

- **Loading and unloading equipment.** Port terminals use a wide variety of equipment to load and unload vessels, trucks, trains, and barges. Bulk and break-bulk terminals use a combination of fixed and mobile equipment, including conveyors, wheeled loaders, and mobile cranes. There are no nationally consistent data available on such equipment. In contrast, cranes used to load and unload container ships vary in height and reach, but are relatively standardized. Most port and terminal websites provide information about the number and types of container cranes, making that information a usable indicator of terminal capacity.
- **Storage space for cargo, containers, and chassis.** Ports require space to store cargo before it is transferred to or from vessels. Storage space can include: parking areas for empty and loaded containers, truck chassis to haul containers, and vehicles being transported in Ro/Ro ships; trackage to store rail cars; space to pile dry bulk cargo; tank farms for liquid bulk cargo; and warehouses for indoor cargo storage. Although port acreage is a useful indicator of capacity it tells only a part of the story, as containers can be stacked higher and dry bulk cargo piled higher when needed. Also, storage within a port's boundaries may be a fraction of the storage capacity accessible nearby. Acreage is most relevant for container terminals, which are less variable in their configuration than bulk terminals.
- **Modal connections.** Ports depend on multimodal connections to facilitate the flow of cargo between vessels and surface transportation modes. Ports typically have substantial highway connections for trucks moving to and from the terminals. Most major ports are also served by one or more railroads. Liquid bulk terminals are often connected by pipeline to nearby manufacturing and processing facilities, tank farms, or other storage and distribution facilities.
- **Port operating factors.** While physical constraints place an upper bound limit on port capacity, operation of port terminals establishes the actual capacity within that upper limit. A number of factors impact operational constraints, including: hours of operation; customs inspection procedures and staff availability; and terminal operating methods. Individual ports monitor their

operations, yet specific measures and measurement methods vary from port to port and from terminal operator to terminal operator within ports. This individuality of port operations suggests that detailed performance measurement may be more meaningful at the terminal level.

- **External factors such as weather, ice, schedule reliability, and institutional disruptions.** In addition to internal operations, port capacity is routinely affected by external events. Ice closes Great Lakes ports every winter. Floods and droughts have shut down inland waterways or placed limits on the maximum vessel size that may traverse the route. Hurricane Katrina, Superstorm Sandy, and the Loma Prieta earthquake have all disrupted port operations. Other disruptions can include institutional events, such as the 2016 Hanjin Container Lines bankruptcy that delayed shipments and impacted container port operations. A more common external factor is the variability of ship arrivals on the waterside and of rail and truck capacity on the landside.

Moving cargo through a port involves a number of steps that also affect the port's capacity. Figure 9 illustrates these steps for an example of a dedicated container terminal designed for large ocean-going vessels. Containers are unloaded from a vessel into the yard (red arrows), while trucks enter the yard and pick up a chassis (white arrows) before being loaded with a container (light blue arrows), and undergoing safety and security scans (dark blue arrows). The specific steps are as follows:

1. Arriving vessels are unloaded and inbound containers are moved to the Container Yard (CY) to await pickup and delivery to customers.
2. Trucks arrive "bobtail" (without chassis or container) through the terminal gates to pick up inbound containers. Other trucks arrive through the gates with bare container chassis, empty containers, or loaded outbound containers. Driver identity and container pickup/delivery information is verified at the gate or at a separate security check.
3. Drivers needing container chassis for over-the-road movement obtain them from an on-terminal pool. Other drivers may use trucker-owned chassis or obtain a chassis from an off-terminal site.
4. Inbound containers are transferred to trucks using mechanical lift equipment. Outbound and empty containers are transferred from trucks in the reverse move.
5. Import containers are moved through a Radiation Portal Monitor (RPM) operated by CBP personnel before leaving the terminal.

6. Trucks and containers on chassis also pass through a “roadability” check to verify safe equipment condition.
7. Drivers exit once all outbound checks have been performed and documentation has been verified.

Dedicated container terminals such as the one illustrated in Figure 9 handle most container traffic at U.S. ports. Some ports, particularly in the Alaskan and Caribbean trades (e.g., the Ports of Juneau and San Juan), are also served by Ro/Ro barges that carry containers on chassis and do not require dedicated terminals. Barge terminals usually have ramps that connect vessels to the terminal rather than berths with cranes. Other ports handle containers at “general cargo” terminals that may also handle break-bulk, Ro/Ro, or dry bulk cargoes. These general cargo terminals may have container cranes or may handle containers using mobile, multi-purpose cranes.

Figure 10 illustrates the steps for an example of a dry bulk terminal serving barges on an inland river port.

1. Outbound bulk cargo arrives by rail (or by truck or pipeline) and is transferred to terminal storage or directly to the vessel.
2. Covered storage is provided for weather-sensitive commodities, such as grain.
3. Outbound barges are loaded using methods suitable to the commodity and volume. Terminals may use mobile equipment, conveyors, cranes, etc. as needed. Larger, ocean-going vessels may be handled the same way, or may have onboard loading systems.
4. Empty barges wait to be filled and full barges wait to be combined and transported.
5. Inbound bulk cargo may be unloaded from barges or ocean-going vessels using similar methods.
6. Commodities that do not need protection, such as coal, may be stockpiled in the open.

There are many variations in bulk terminal infrastructure and operations since terminals are designed and operated to suit their locations, the commodities they handle, and the vessels they serve.

One notable difference between Figure 9 and Figure 10 is that a container ship stays in place at the berth while being loaded and unloaded by cranes that move, while vessels carrying dry bulk

cargo may be moved underneath a stationary loading device. As a result, berth length may be a more significant constraint on capacity for containerized cargo than for dry bulk cargo.

Figure 9: Example of Container Terminal Flow

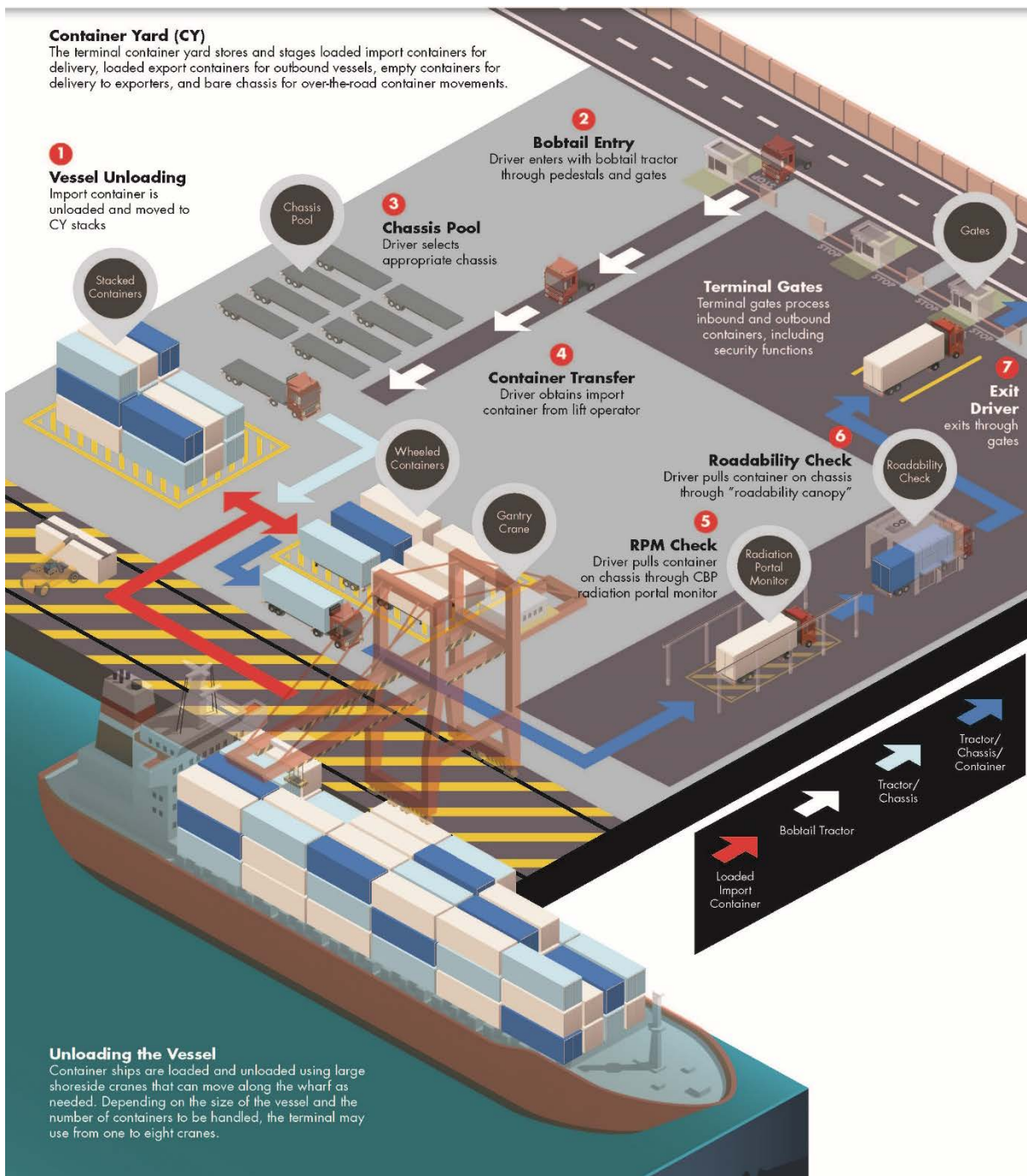
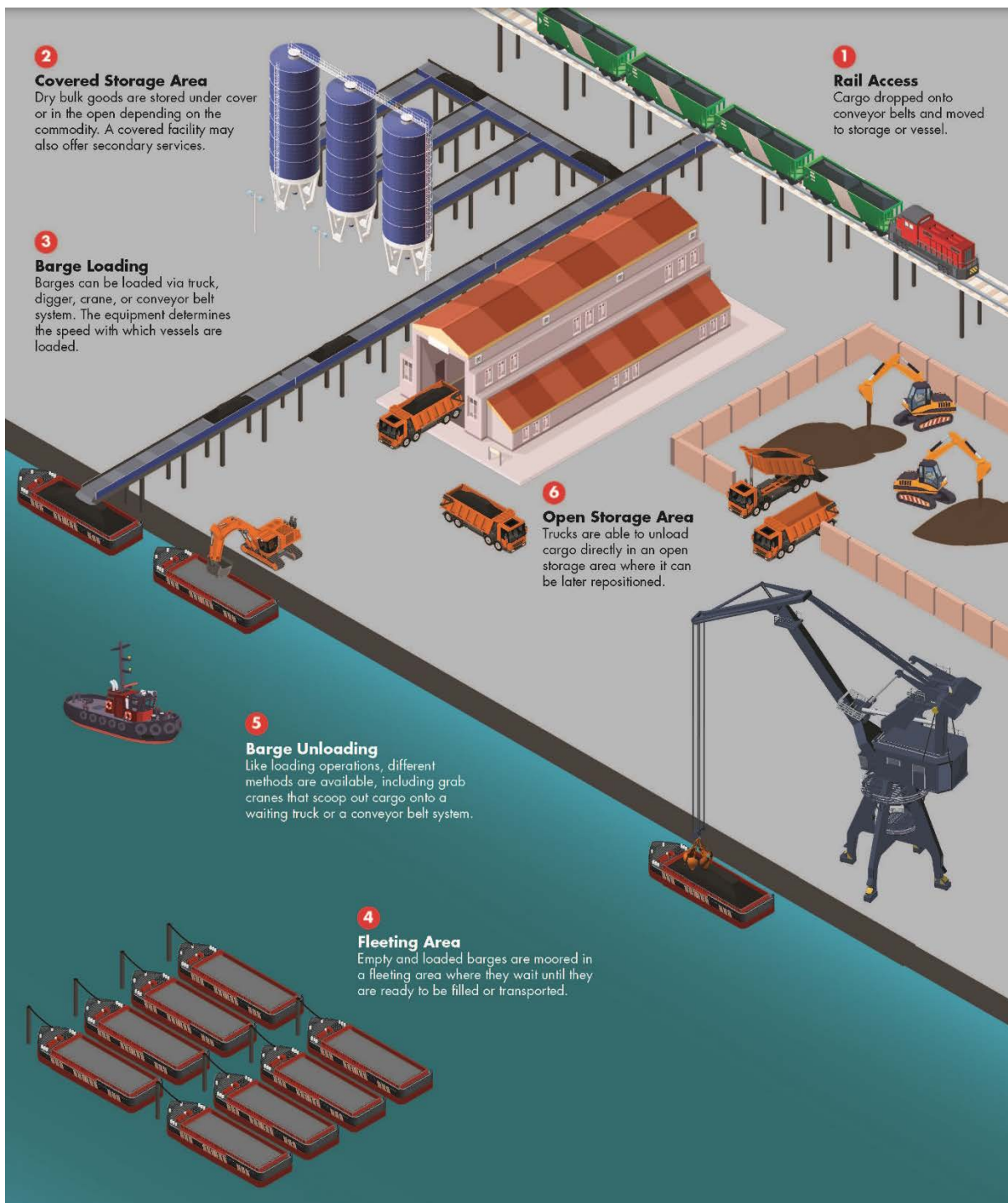


Figure 10: Example of Dry Bulk Terminal Flow



As noted above, estimating port capacity is complex; the number of available, nationally consistent capacity measures is very limited. While BTS intends to explore promising approaches to improving the measurement of port capacity in future editions of this Annual Report, the port profiles in this first edition are limited to the capacity indicators described below.

3.2.1 Channel Depth

Channel depth limits the sailing draft (the vertical distance between the waterline and a vessel's keel) of vessels that can call at the port. The water levels in a channel are dynamic and can be affected by many factors, including the tide and prevailing winds, while sailing draft varies with vessel design and cargo weight. One responsibility of USACE is to facilitate the safe and reliable movement of vessels by constructing and maintaining navigation channels and harbors. Vessels also typically require underkeel clearance buffers to safely transit approach channels, with requirements typically set locally by port pilot policy to reflect channel conditions (i.e., soft vs. rocky bottom) and types of cargo (e.g., hazardous materials) being transported.

There are at least three different channel depth measures that are important when considering port performance questions: (1) authorized depth; (2) maintained depth; and (3) controlling (or limiting) depth. The authorized depth is the depth specified in the authorizing Congressional legislation directing USACE to construct and maintain the Federal navigation project. The authorized depth applies to specific port channels or approaches and not necessarily to the entire port or harbor area. Owing to the larger tidal range and to account for wave conditions, typically the deepest authorized depth(s) will be in the outer entrance channels. It should be noted that not all authorized navigation channels are constructed to their exact authorized dimensions. For many reasons, such as a lack of subsequent (to the authorizing legislation) appropriated funds needed to conduct the initial channel deepening or a lack of local sponsor cost-sharing funds, there are numerous examples of navigation channels with authorized depths greater than that to which they have ever been dredged.

After the initial channel deepening and widening, sediment will inevitably accumulate in the channel, transported via tidal currents, watershed runoff, and storm events. USACE conducts regular maintenance dredging to remove this accumulated sediment and restore the channel to a maintained depth that is (whenever possible) suitable for the associated port traffic and cost-effective given inherent budget limitations. Channel conditions relative to this depth are monitored via channel surveys conducted on a regular, sub-annual basis by USACE. Maintained depths may be less than authorized or constructed depths due to a number of factors. In some cases, limited annual budget allocations may have precluded maintaining the entire navigation project to full authorized dimensions; this is particularly true when the initial deepening results

in significantly higher-than-expected sediment loads accumulating in the channel. In other cases, the difference is only temporary, pending completion of ongoing channel deepening activities, which can require several years depending on the scope of the required dredging. Both authorized and maintained depths are nine feet on the inland river system. Deep-draft coastal navigation projects typically range anywhere from 35-50 feet, with most high-use ports coming in between 40-45 feet. The Great Lakes system is a class unto itself, with maintained depths between 26-28 feet for most projects.

The controlling depth governs the maximum sailing draft of a vessel that can enter a channel, and represents the least depth that might be encountered due to other factors such as tide or localized shoaling from sediment accumulation. Maintenance dredging to address channel shoaling is conducted on a regular basis by USACE. For high-use projects the frequency of this dredging is typically limited by the Federal budget cycle to once annually. Sediment accumulation is highly localized and dynamic, and so it is not uncommon for several weeks or months to elapse before channel shoaling can be addressed and prevailing controlling depths can be restored to the maintained depths. A recent example of this occurred on the Lower Mississippi River at Southwest Pass during the winter of 2016. An earlier-than-usual high water event in January resulted in severe shoaling and a controlling depth of 41 feet, even though the project is maintained to 47 feet. Controlling depth might be a better overall metric for reporting on channel depths as it provides insight into the maximum vessel sizes that can call at a port, and will be researched for subsequent editions of this report. Another important consideration is that dredging (for berths and/or channels) may also be needed to provide space for vessels to maneuver and stop.

Efforts are currently underway at USACE to compile and digitize data on controlling depths, including an effort to standardize how depth surveys are processed and aggregated across USACE districts. USACE has mandated use of software at the district level for managing collection and processing of periodic navigation channel surveys. Given that a single USACE navigation project can consist of many dozens of channel reaches and that there are hundreds of maintained navigation projects spread across 39 Civil Works Districts nationally, comprehensive collation of the data in support of this initial Annual Report was not feasible. BTS will explore methods to represent channel depths in future editions of the Annual Report.

For this edition of the Annual Report, the maximum operational depths of approach channels developed by USACE are used as a proxy for controlling depths. In most cases, the depth matches the effective controlling depth for ports past the open water bar channels that tend to be deeper due to tidal range and wave conditions.

The profiles included in this initial report contain two measures of channel depth, measured in feet:

- **Authorized Channel Depth**, the maximum authorized depth for each port, as based on port-provided data (or USACE data when port-provided data were unavailable).
- **Maximum Operational Depth of Approach Channel**, the current maximum operational depth for each port's approach channels, as based on USACE projects within which each port is located.

The starting point for both depths was a dataset compiled by USACE. Port authorities were subsequently contacted to confirm authorized channel depths, while a representative of USACE developed the maximum operational depth of approach channel figures.

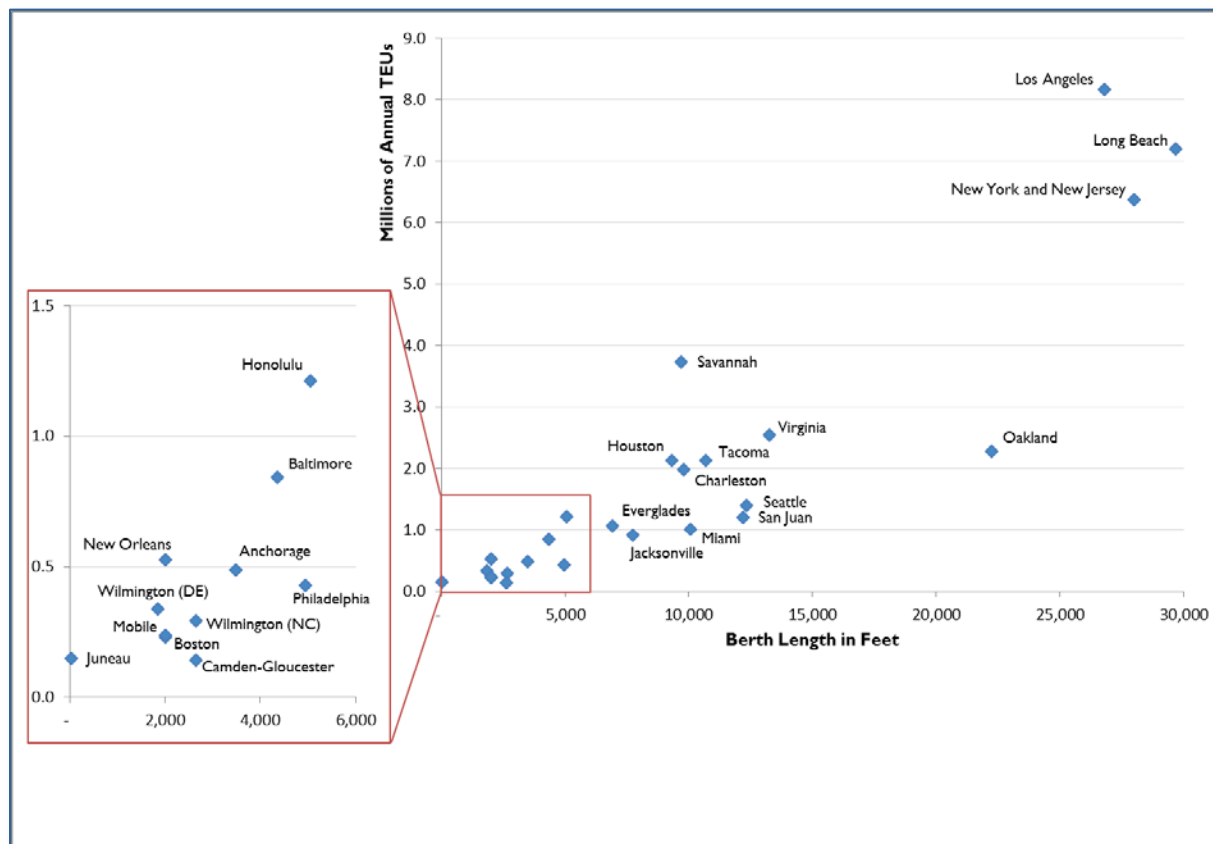
3.2.2 Length of Container Berths

Along with depth, the length of berths determines the number and size of vessels a port can handle. The number of berths, their length, and the total berth length are interrelated. A small terminal may have a single berth with a fixed length. Large container terminals can have 2,000-6,000 feet of continuous berth, and vessels of different lengths can often be handled with flexible berth arrangements. For example, ports and terminals can decide whether a 6,000-foot face is counted as four 1,500-foot berths or five 1,200-foot berths. In multi-berth container terminals, cranes can usually be moved up and down the wharf face, further complicating the definition of "berth."

As explained at the beginning of Section 3.2, the length of berths is most relevant to container terminals. Since most container vessels in service are less than 1,000 feet long and 1,000-foot berths are common, berth length has seldom been a limiting factor in handling vessels. However, berth length will start to impact vessel calls as larger "megaships" up to 1,300 feet long call more often at U.S. container ports. Since a given length of berth space can be divided into different numbers of berths without affecting total capacity, only length is included in this Annual Report.

As Figure 11 depicts, the largest and busiest (i.e., highest annual TEU) container ports (Figure 3) also have greater total berth length. Container port berth length is usually reported by the ports or terminals and may be measurable from aerial photography.

Figure 11: Container Berth Length in Feet versus Annual TEU at Top 25 Container Ports by TEU, 2015



SOURCES: American Association of Port Authorities, port websites including linked terminal-specific websites (see port profiles in Section 5 for more details), and Google Earth.

3.2.3 Container Terminal Size

Measuring the physical size of a port and its terminals can be problematic, as terminal components and configurations differ widely. Container terminals consist of three major elements:

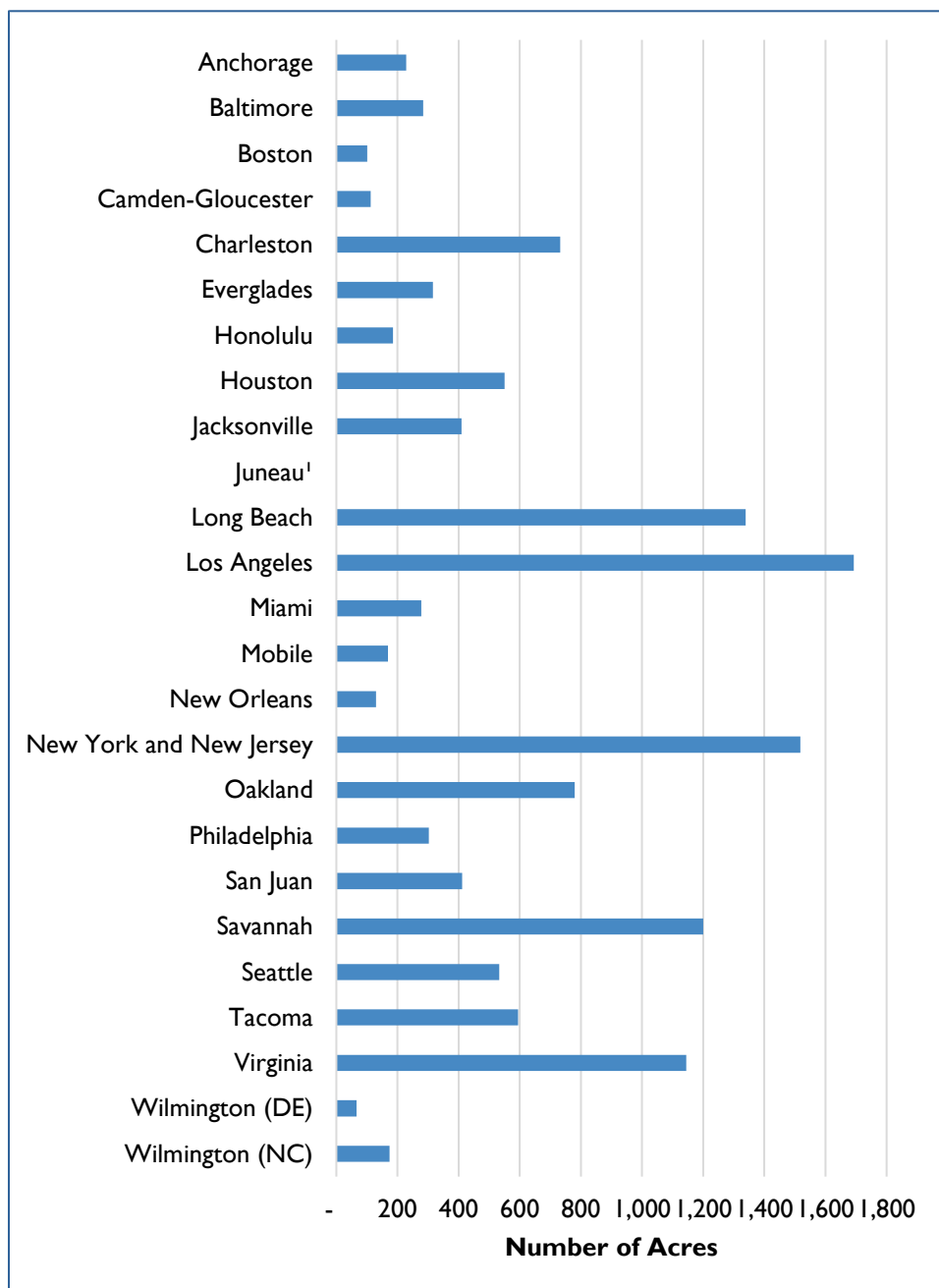
- The berth, wharf, and container cranes, which together provide the capability to receive vessels and transfer containers between the vessel and the terminal.
- The container yard, where loaded and empty containers are stored for transfer between vessels and truck or rail modes.
- The gates, through which inbound and outbound trucks and containers are processed.

Many container terminals also have rail transfer facilities (“on-dock rail”) that can transfer containers to and from trains without over-the-road trucking moves. At terminals without on-dock rail, containers are trucked to and from external (off-dock or near-dock) rail terminals.

Container terminals may also have chassis storage areas, container or chassis maintenance and repair facilities, or container freight stations. Some marine container terminals are combination facilities that also handle break-bulk, project, or Ro/Ro cargo. In other cases, terminals may have established satellite operations to store or stage containers or chassis. The wide variety of configurations and functions makes terminal acreage less relevant for dry bulk and other terminal types.

Figure 12 below shows reported total container terminal acres (or estimated acres where not reported) for the top 25 container ports by TEU. In general, container ports with the highest annual TEU have the largest total container terminal acreage.

Figure 12: Container Terminal Acres of Top 25 Container Ports by TEU, 2015



NOTES: 1=The Port of Juneau uses Ro/Ro operations instead of cranes to move containers and has no dedicated acreage for container terminal operations.

SOURCE: Port websites including linked terminal-specific websites (see port profiles in Section 5 for more details).

The container terminal sizes in Figure 12 reflect *gross* container terminal acres, including:

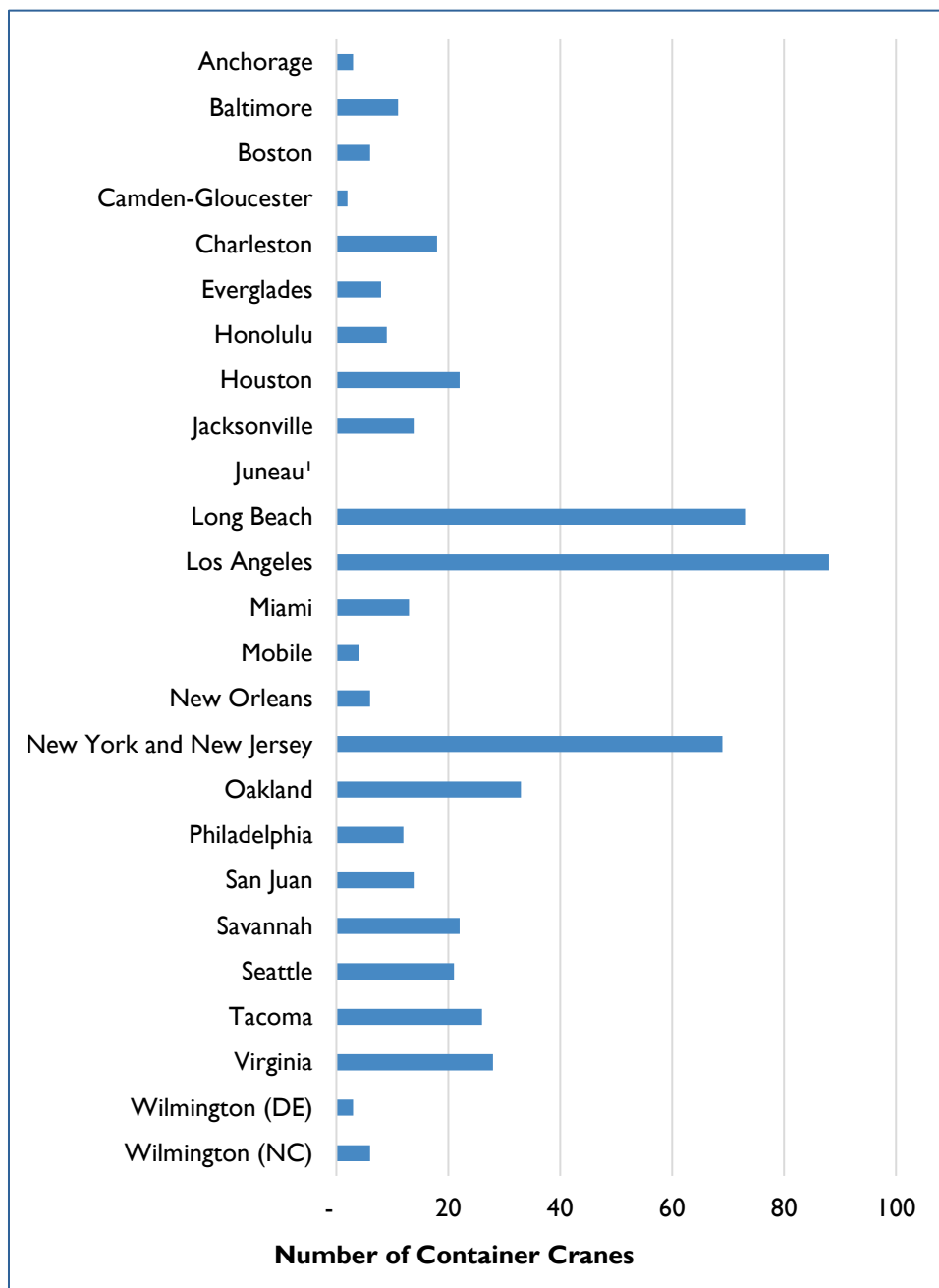
- On-dock rail transfer facilities, raising the acreage totals.
- Non-container operations at mixed-use terminals.

Some terminals may only be partly used, leading to an overestimate of acres used for container operations.

3.2.4 Container Cranes

The number and size of cranes affects the number and size of ships a terminal can service simultaneously. Most port and terminal websites provide information about the number and types of shore-side container cranes used to load and unload ships (Figure 13), making that information a plausible indicator for terminal capacity. The busiest container ports by TEU also have the most container cranes, as Figure 14 highlights. This is expected, because cranes can provide relatively adjustable increments of capacity at lower cost (in the tens of millions of dollars) as compared to new terminals or major dredging projects (which are typically in the hundreds of millions of dollars).

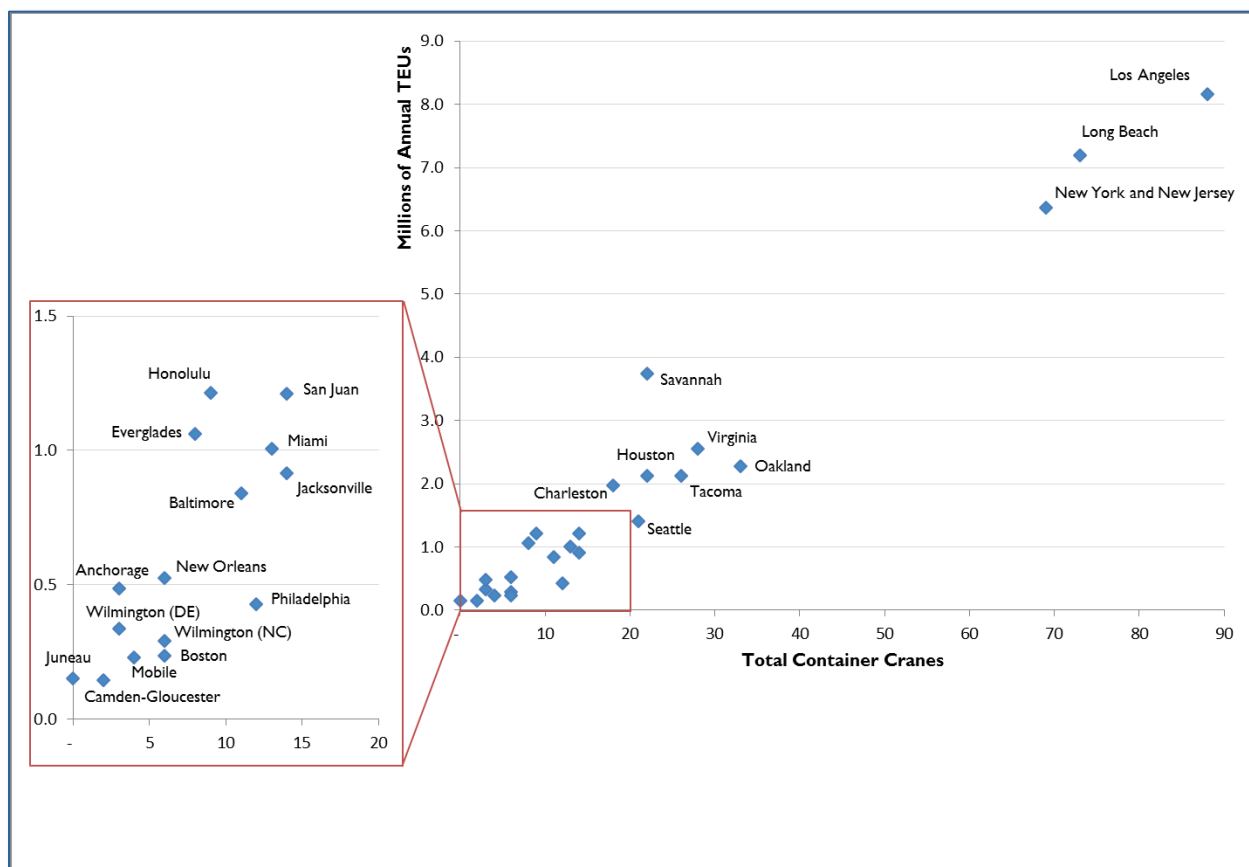
Figure 13: Number of Container Cranes at the Top 25 Container Ports by TEU, 2015



NOTE: 1=The Port of Juneau uses Ro/Ro operations instead of cranes to move some of the containers included in the totals.

SOURCE: Port websites including linked terminal-specific websites (see port profiles in Section 5 for more details).

Figure 14: Container Cranes versus Annual TEU at Top 25 Container Ports by TEU, 2015



SOURCE: Port websites including linked terminal-specific websites (see port profiles in Section 5 for more details).

The inclusion of Ro/Ro barge operations or container operations using ship's gear can distort the crane-related metrics. The Ports of Juneau and San Juan, for example, handle many of the containers included in port totals at Ro/Ro barge terminals, but the total handled container volume is included to reflect the total level of activity at the port.

3.2.5 Rail Connectivity

Most high-volume ports are either directly connected to the rail system or have nearby rail facilities. Bulk terminals have a variety of rail service connections suited to the type and volume of commodities they handle. Container terminals have either on-dock connections within the terminal boundaries or off-dock connections nearby. Table 5 indicates the number of container terminals with on-dock rail at the top 25 container ports by TEU that have at least one terminal with on-dock connectivity.

Table 5: Number of Dedicated Container Terminals with On-Dock Rail Facilities for Top 25 Container Ports by TEU, 2015

Port	Total Number of Dedicated Container Terminals	Number of Dedicated Container Terminals With Rail Access
Baltimore	1	1
Charleston	3	2
Jacksonville	3	3
Long Beach	7	6
Los Angeles	8	8
Miami	3	1
Mobile	1	1
New Orleans	1	1
New York and New Jersey	6	4
Port of Virginia	3	3
Portland	1	1
Savannah	1	1
Seattle	4	2
Tacoma	7	4
Wilmington (NC)	1	1

SOURCE: Port websites including linked terminal-specific websites (see port profiles in Section 5 for more details).

3.2.6 Summary of the Selected Measures

The port profiles in Section 5 contain throughput and capacity metrics for each port included in the lists of top 25 ports by total tonnage, TEU, and dry bulk tonnage. Table 6 summarizes the content of each profile.

Table 6: Summary of Elements/Metrics in Port Profiles and Data Sources

Element/ Metric Type	Element/ Metric	Details/Notes	Source (more details in Notes/Sources in profiles)
Port Description	Port type	<ul style="list-style-type: none"> Designation using 2015 data as top 25 tonnage, container, or dry bulk port (as specified by FAST Act Section 6018) 	USACE WCSC, special tabulation, as of October 2016
	Port Overview	<ul style="list-style-type: none"> High-level description of the port 	Port websites
Capacity ¹	Channel depth	<ul style="list-style-type: none"> Measured in feet Authorized Channel Depth Maximum Operational Depth of Approach Channel 	Port websites, USACE Deep Draft and Shallow Draft Navigation Project listing, special tabulation, as of December 2016
	Berth length for container ships	<ul style="list-style-type: none"> Measured in feet Presented for top 25 container ports 	Port and terminal websites
	Number and type of container cranes	<ul style="list-style-type: none"> Numbers of cranes capable of serving (1) Panamax, (2) Post-Panamax, and (3) Super-Post-Panamax vessels. Presented for top 25 container ports 	Port and terminal websites
	Number of on-dock rail transfer facilities	<ul style="list-style-type: none"> Presented for top 25 container ports² 	Port and terminal websites
Throughput	Annual vessel calls by vessel type	<ul style="list-style-type: none"> 2015 and percentage change from 2014 	USACE WCSC, special tabulation, as of November 2016
	Annual container throughput	<ul style="list-style-type: none"> Inbound, outbound, loaded, empty, and total TEU 2015 and percentage change from 2014 	AAPA, <i>Port Industry Statistics</i> , NAFTA Region Container Traffic, October 2016
	Annual total tonnage	<ul style="list-style-type: none"> Domestic, foreign, import, export, and total short tons 2015 and percentage change from 2014 	USACE WCSC, special tabulation, as of October 2016
	Annual dry bulk tonnage	<ul style="list-style-type: none"> Domestic, foreign, import, export, and total short tons 2015 and percentage change from 2014 	USACE WCSC, special tabulation, as of October 2016
	Major commodities and tonnage	<ul style="list-style-type: none"> Measured in short tons (includes dry bulk and container cargo and excludes container weight) USACE Commodity Classification List 1-digit level 	USACE WCSC, special tabulation, as of November 2016

¹ Ports were provided opportunities to verify capacity data through AAPA or direct requests for non-AAPA member ports. The notes/sources boxes in individual port profiles provide additional detail on respondent ports.

² Quantifying the number of on-dock rail transfer facilities at the top 25 dry bulk ports was not possible for this first Annual Report due to the high number of dry bulk terminals and the greater variability in infrastructure within them.

4 LOOKING AHEAD

This initial effort to present nationally consistent statistics on port throughput and capacity demonstrates that existing measures fall short of providing a complete picture of national port performance. Available time and resources precluded BTS from developing additional measures for this first Annual Report, but the experience of preparing this report and the recommendations delivered by the Working Group to the BTS Director on December 4, 2016, point to a number of improvements that may be made in the near future.

As discussed with the Working Group, BTS must consider six basic questions when considering development of a new measure for port performance (or any other topic in the Bureau's domain):

- Is the proposed statistic relevant to capacity and throughput?
- Is the statistic nationally consistent?
- Is the statistic reasonably accurate, timely, and verifiable?
- Are data collection and estimation methods transparent?
- Is the statistic based on data that are affordable to collect or obtain?
- If data collection is required, is the respondent burden kept to a minimum?

The evolving nature of the port industry and of data collection itself presents BTS with both challenges and opportunities in further developing this program. USACE collected extensive data on port infrastructure for many years through on-site surveys by its staff. The resulting information was compiled into a database. This database contained information on load capacity, mechanical handling facilities, berth space, and apron width, among other details. The information was compiled for piers, wharves, and docks at principal ports. However, the collection of these detailed characteristics was discontinued in 2008 due to budget constraints, and a significant portion of the information is now a decade or more old.

Some of the key information formerly collected in this legacy program may be extracted from overhead photography. In the past, aerial photography typically required expensive arrangements with specialized aviation firms. Satellite imagery with adequate resolution is now available at lower cost and greater frequency. BTS will explore ways to extract additional measures on port capacity from satellite imagery for future editions of this Annual Report.

Vessel and truck tracking systems may offer a low-cost source of information on port capacity or throughput. The U.S. Coast Guard Automatic Identification System (AIS) tracks the locations of individual ships for navigation management and the Federal Highway Administration National Performance Management Research Data Set provides truck location data that trucking companies use to manage dispatching and meet other operational needs. BTS will explore these and other sources in an effort to expand and improve the Port Performance Freight Statistics Program.

BTS recognizes that some desired statistics might require data collection through surveys of port administrators, terminal operators, or other members of the port community. BTS also recognizes that such data collection will be complex given the variety of organizations involved in port governance. Whether data are collected through surveys or administrative records, BTS recognizes the need to continue to work with the varied organizations and interests represented in the Working Group to develop standard definitions for the units being measured.

In the months ahead, BTS will review the recommendations of the Working Group and stakeholders' reactions to this first Annual Report, and will develop strategies for improving and expanding statistics on port throughput and capacity. BTS will work with USACE, MARAD, and the other principal Federal statistical agencies to develop and implement those strategies, as resources allow. BTS looks forward to comments on this first Annual Report and ideas for future improvements. Comments and ideas should be sent to PortStatistics@dot.gov or to the Port Performance Freight Statistics Program, Bureau of Transportation Statistics, U.S. Department of Transportation, 1200 New Jersey Avenue, SE, Washington, DC, 20590.

5 PORT PROFILES

Port Name	Page	Port Name	Page
Port of Anchorage	48	Port of Mobile	98
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Port of Long Beach	90	Port of Valdez	140
Port of Longview	92	Port of Virginia	142
Port of Los Angeles	94	Port of Wilmington (DE)	144
Port of Miami	96	Port of Wilmington (NC)	146

Port of Anchorage

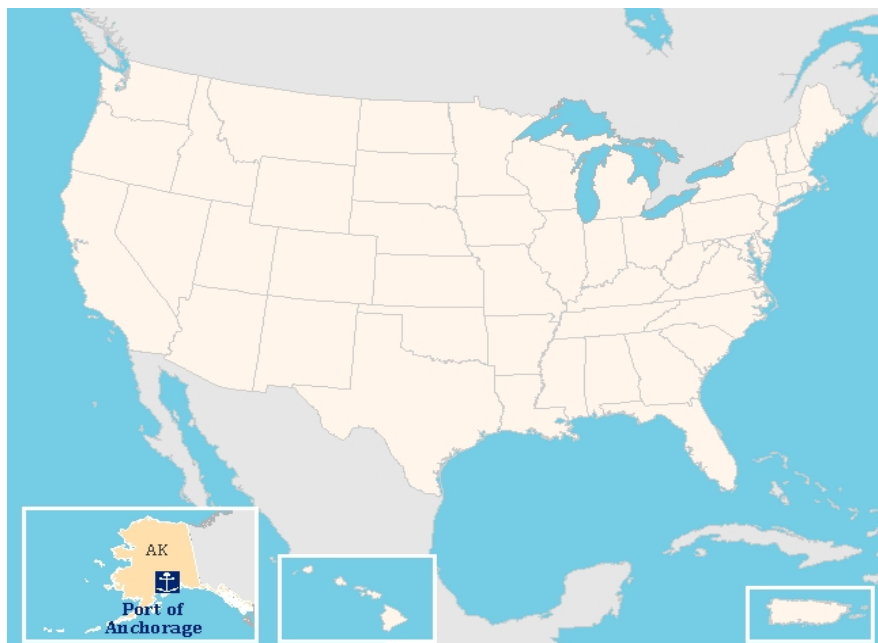
Alaska

CONTAINED IN:

Container

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Anchorage includes three general cargo terminals handling containers and break-bulk cargo via conventional vessel and barge, and three bulk terminals handling petroleum products and dry cement.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	35.0	Maximum Depth of Approach Channel (Feet)	35.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	3
Dedicated Container Terminal Acreage	228
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	3
• Super Post-Panamax	0
• Post-Panamax	0
• Panamax	3

Berths

Total Length (Feet)	3,487
---------------------	-------

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. Container terminal acres and berth lengths estimated using Google Earth.

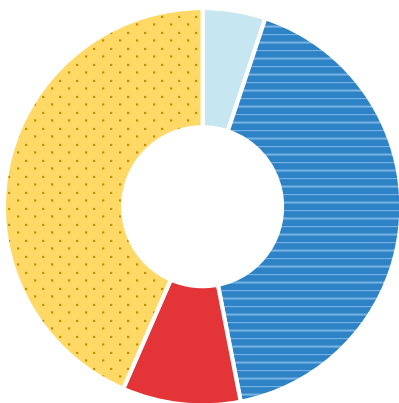
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Anchorage website, <http://www.portofanc.com/>, accessed October 2016, including terminal websites accessed through the main port website; Google Earth (for estimates of terminal acreage and berth length), accessed 2016. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

1,975 ▲ 2.3%
2015 2014-2015



By Vessel Type

Container	5.1% of total	▲ 1.0%
	2015	2014-2015
Average TEU per Container Vessel		
4,807		
Dry Bulk	41.8% of total	▲ 1.9%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
U		
Other Freight	9.6% of total	▲ 13.1%
	2015	2014-2015
Other Support	43.5% of total	▲ 0.8%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	3.5 ▲ 23.6%
(domestic & foreign)	2015 2014-2015
• Domestic	2.5 ▲ 6.1%
	2015 2014-2015
• Foreign	1.0 ▲ 110.4%
	2015 2014-2015
◦ Imports	1.0 ▲ 108.0%
	2015 2014-2015
◦ Exports	0.0 N/A
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	486 ▼ -16.9%
	2015 2014-2015
• Inbound loaded TEU	255 ▲ 36.8%
	2015 2014-2015
• Outbound loaded TEU	39 ▼ -83.0%
	2015 2014-2015
• Empties (inbound & outbound)	191 ▲ 13.8%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	1,613,092	45.6%
All Manufactured Equipment, Machinery and Products	1,326,617	37.5%
Primary Manufactured Goods	339,466	9.6%

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable. "Other Support" includes tugs and push boats. Vessel calls numbers might not add to 100% due to rounding.

This port is served by a mix of container vessels and barges that can carry both containers and non-container roll-on/roll-off or break-bulk cargo. Available data on vessel calls may not accurately reflect vessel counts or average TEU handled for container cargo.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Baltimore

Maryland

CONTAINED IN:

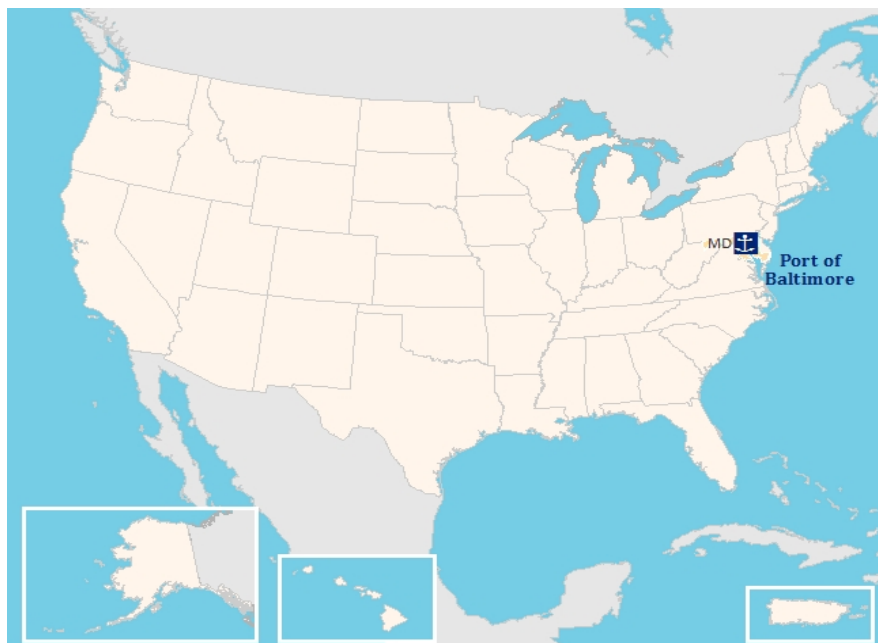
Container

Tonnage

Dry Bulk

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Baltimore (Maryland Port Authority) has one major container terminal, multiple combination container/break-bulk terminals, and several major roll-on/roll-off auto and vehicle terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	50.0	Maximum Depth of Approach Channel (Feet)	50.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	1
Dedicated Container Terminal Acreage	284
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	11
• Super Post-Panamax	4
• Post-Panamax	7
• Panamax	0

Berths

Total Length (Feet)	4,352
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

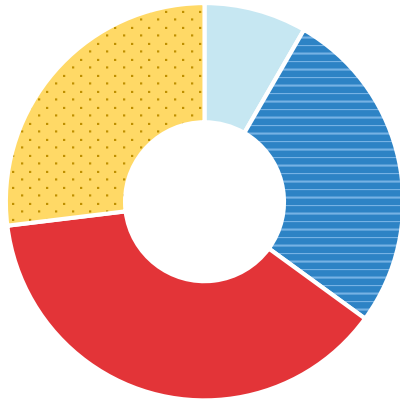
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Baltimore website, <http://msa.maryland.gov/msa/mdmanual/01glance/html/port.html>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

5,038 ▲ 16.6%
2015 2014-2015



By Vessel Type

Container	8.3% of total	▼ -1.1%
	2015	2014-2015
Average TEU per Container Vessel		1,998
Dry Bulk	26.7% of total	▲ 6.0%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		18,560
Other Freight	38.1% of total	▲ 15.8%
	2015	2014-2015
Other Support	26.9% of total	▲ 39.3%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Dry Bulk

(Millions of short tons)

Container Volume

(Thousands of TEU)

Total (domestic & foreign)	39.4 ▲ 6.0%	24.9 ▲ 5.5%	Total TEU	840 ▲ 9.1%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Domestic	7.0 ▲ 1.5%	4.8 ▼ -3.4%	• Inbound loaded TEU	400 ▲ 8.8%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Foreign	32.4 ▲ 7.1%	20.1 ▲ 7.9%	• Outbound loaded TEU	222 ▲ 0.2%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Imports	14.6 ▲ 13.4%	5.9 ▲ 23.5%	• Empties (inbound & outbound)	218 ▲ 20.6%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Exports	17.8 ▲ 2.4%	14.2 ▲ 2.5%		
	2015 2014-2015	2015 2014-2015		

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Coal, Lignite & Coal Coke	17,217,188	43.7%
Crude Materials, Inedible Except Fuels	7,987,647	20.3%
All Manufactured Equipment, Machinery and Products	4,021,181	10.2%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Baton Rouge

Louisiana

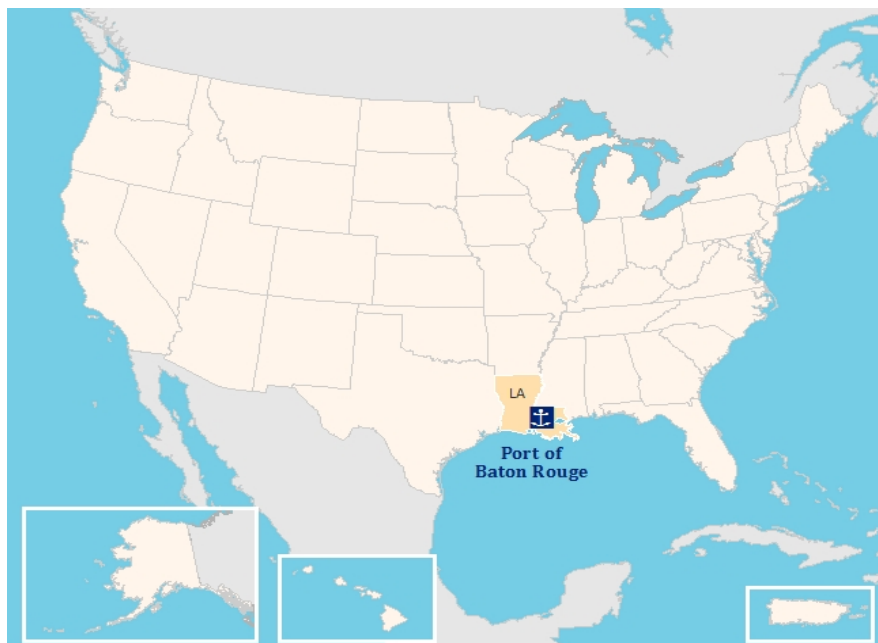
CONTAINED IN:

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Baton Rouge is located at the convergence of the Mississippi River and the Gulf Intracoastal Waterway. Baton Rouge handles dry bulk, liquid bulk, and break-bulk cargo through a series of river and waterway terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

12.0

Maximum Depth of Approach Channel (Feet)

12.0

(Continued on back)

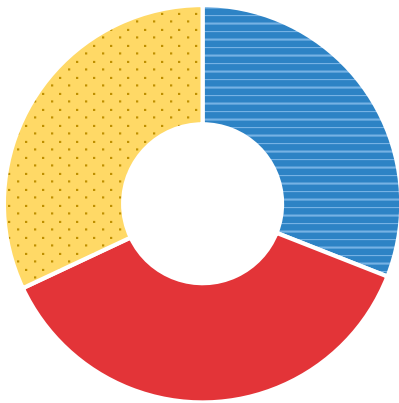
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Greater Baton Rouge website, <http://www.portgbr.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

25,974 ▲ 0.9%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	31.0% of total	▼ -0.5%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	3,551	
Other Freight	37.0% of total	▼ -0.1%
	2015	2014-2015
Other Support	32.0% of total	▲ 3.4%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	68.8 ▼ -0.6%
(domestic & foreign)	2015 2014-2015
• Domestic	42.9 ▲ 0.2%
	2015 2014-2015
• Foreign	25.9 ▼ -1.9%
	2015 2014-2015
◦ Imports	10.0 ▼ -22.4%
	2015 2014-2015
◦ Exports	15.9 ▲ 17.6%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	28.6 ▲ 0.9%
(domestic & foreign)	2015 2014-2015
• Domestic	16.4 ▼ -1.4%
	2015 2014-2015
• Foreign	12.1 ▲ 4.1%
	2015 2014-2015
◦ Imports	3.2 ▼ -26.6%
	2015 2014-2015
◦ Exports	9.0 ▲ 22.0%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	27,010,194	39.3%
Chemicals and Related Products	17,085,169	24.8%
Food and Farm Products	14,371,150	20.9%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Beaumont

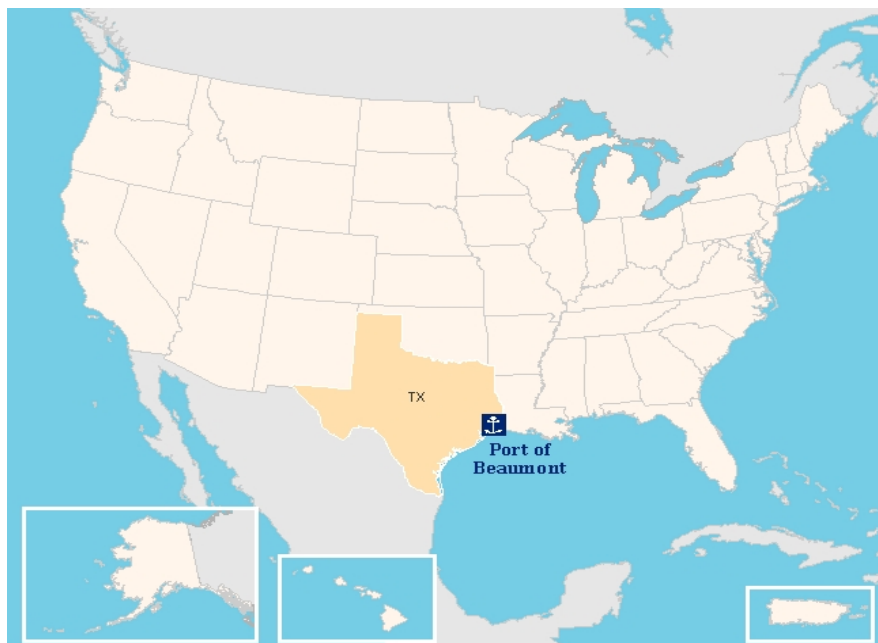
Texas

CONTAINED IN:

Tonnage

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Beaumont is located on the Neches River 40 miles inland from the Gulf of Mexico. Beaumont handles dry bulk, liquid bulk, break-bulk, and roll-on/roll-off cargoes through five terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

40.0

Maximum Depth of Approach Channel (Feet)

42.0

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

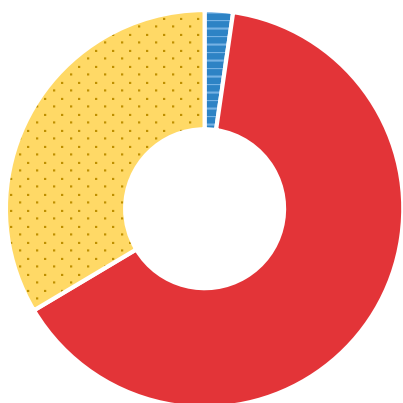
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Beaumont website, <http://www.portofbeaumont.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

14,120 ▼ -4.4%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	2.3% of total	▲ 14.1%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	16,100	
Other Freight	64.2% of total	▼ -2.4%
	2015	2014-2015
Other Support	33.5% of total	▼ -8.9%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total (domestic & foreign)	87.2 ▼ -0.1%
	2015 2014-2015
• Domestic	35.3 ▲ 2.9%
	2015 2014-2015
• Foreign	51.8 ▼ -2.1%
	2015 2014-2015
◦ Imports	32.4 ▼ -17.4%
	2015 2014-2015
◦ Exports	19.5 ▲ 41.6%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	78,008,572	89.5%
Chemicals and Related Products	5,128,325	5.9%
Crude Materials, Inedible Except Fuels	2,087,551	2.4%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Boston

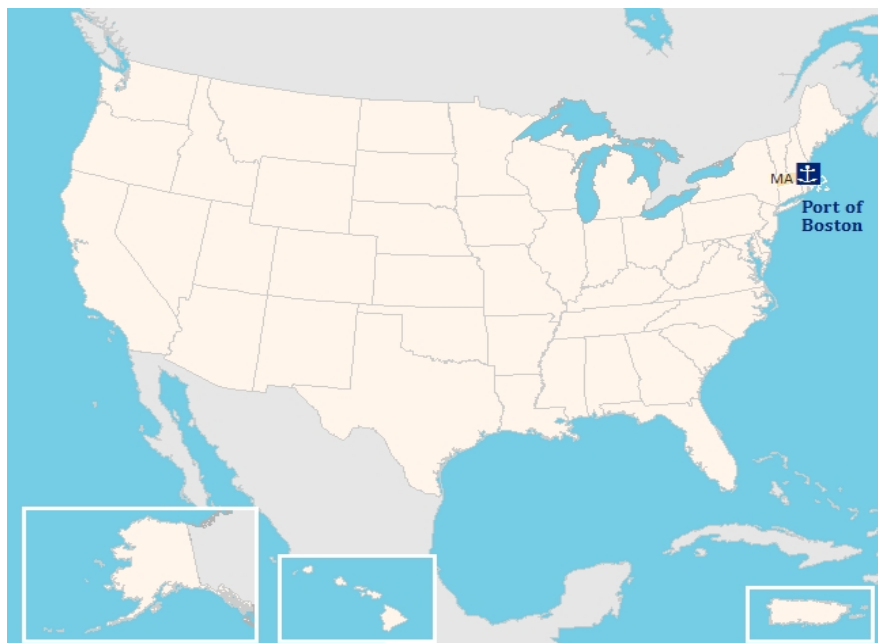
Massachusetts

CONTAINED IN:

Container

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Boston (Massport) includes containerized cargo facilities and privately owned terminals for petroleum and liquefied natural gas, as well as cruise ship facilities.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	40.0	Maximum Depth of Approach Channel (Feet)	40.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	1
Dedicated Container Terminal Acreage	101
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	6
• Super Post-Panamax	0
• Post-Panamax	4
• Panamax	2

Berths

Total Length (Feet)	2,000
---------------------	-------

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

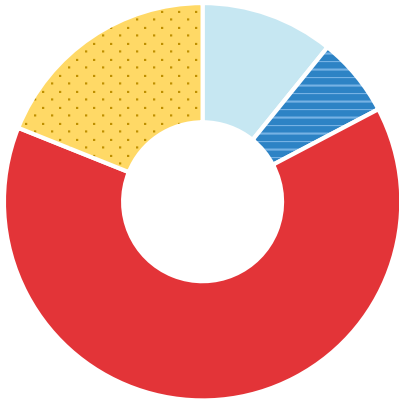
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Boston website, <https://www.massport.com/port-of-boston>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

1,461 ▼ -1.9%
2015 2014-2015



By Vessel Type

Container	10.8% of total	▼ -2.5%
	2015	2014-2015
Average TEU per Container Vessel		
		1,501
Dry Bulk	6.5% of total	▲ 0.5%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		25,581
Other Freight	63.8% of total	▲ 3.8%
	2015	2014-2015
Other Support	18.9% of total	▼ -17.7%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	16.8 ▼ -1.1%
(domestic & foreign)	2015 2014-2015
• Domestic	5.0 ▼ -1.6%
	2015 2014-2015
• Foreign	11.8 ▼ -0.8%
	2015 2014-2015
◦ Imports	10.2 ▼ -1.7%
	2015 2014-2015
◦ Exports	1.6 ▲ 5.4%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	237 ▲ 10.7%
	2015 2014-2015
• Inbound loaded TEU	115 ▲ 8.1%
	2015 2014-2015
• Outbound loaded TEU	79 ▲ 5.4%
	2015 2014-2015
• Empties (inbound & outbound)	43 ▲ 31.4%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	11,494,627	68.2%
Crude Materials, Inedible Except Fuels	2,719,844	16.1%
Chemicals and Related Products	834,690	5.0%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Camden-Gloucester

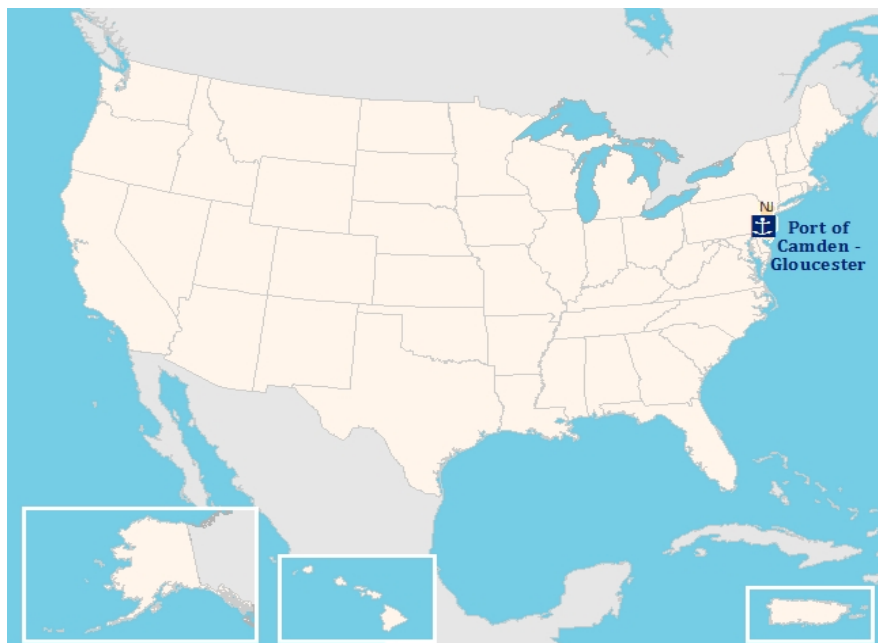
New Jersey

CONTAINED IN:

Container

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Camden-Gloucester has terminal facilities in southern New Jersey along the Delaware River that handle containerized, bulk, and break-bulk cargoes.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	40.0	Maximum Depth of Approach Channel (Feet)	40.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	1
Dedicated Container Terminal Acreage	112
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	2
• Super Post-Panamax	0
• Post-Panamax	0
• Panamax	2

Berths

Total Length (Feet)	2,645
---------------------	-------

(Continued on back)

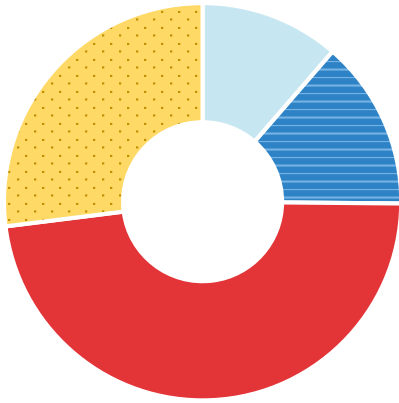
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—South Jersey Port Corporation website, <http://southjerseyport.com/>, accessed November 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

1,603 ▼ -7.4%
2015 2014-2015



By Vessel Type

Container	11.4% of total	▲ 27.3%
	2015	2014-2015
Average TEU per Container Vessel		
		791
Dry Bulk	13.8% of total	▲ 15.1%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		17,603
Other Freight	47.9% of total	▼ -13.9%
	2015	2014-2015
Other Support	27.0% of total	▼ -14.4%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	6.9 ▲ 13.2%
(domestic & foreign)	2015 2014-2015
• Domestic	2.0 ▲ 1.7%
	2015 2014-2015
• Foreign	4.9 ▲ 18.8%
	2015 2014-2015
◦ Imports	4.4 ▲ 26.5%
	2015 2014-2015
◦ Exports	0.5 ▼ -21.6%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	144 ▲ 40.2%
	2015 2014-2015
• Inbound loaded TEU	52 ▲ 22.0%
	2015 2014-2015
• Outbound loaded TEU	65 ▲ 56.8%
	2015 2014-2015
• Empties (inbound & outbound)	26 ▲ 45.2%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Primary Manufactured Goods	2,492,711	36.0%
Food and Farm Products	1,515,583	21.9%
Petroleum and Petroleum Products	1,394,104	20.1%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Charleston

South Carolina

CONTAINED IN:

Container

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Charleston is a deep-water port operated by the South Carolina Ports Authority. It includes two major dedicated container terminals and additional terminals handling bulk cargo, break-bulk cargo, roll-on/roll-off cargo, and cruise ships.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	47.0	Maximum Depth of Approach Channel (Feet)	45.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	3
Dedicated Container Terminal Acreage	732
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	18
• Super Post-Panamax	12
• Post-Panamax	6
• Panamax	0

Berths

Total Length (Feet)	9,800
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(Continued on back)

NOTES: Capacity information verified by port.

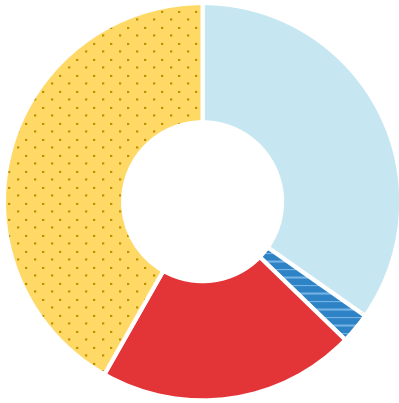
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016, including terminal websites accessed through the main port website. **Port Overview, Terminals/Connectivity, Berths/Cranes**—South Carolina Ports Authority website, <http://www.scsipa.com>, accessed October 2016. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

4,337 ▼ -0.6%
2015 2014-2015



By Vessel Type

Container	34.7% of total	▲ 6.6%
	2015	2014-2015
Average TEU per Container Vessel		
		1,309
Dry Bulk	2.5% of total	▼ -13.6%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		25,656
Other Freight	21.0% of total	▼ -14.7%
	2015	2014-2015
Other Support	41.8% of total	▲ 3.2%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	21.8 ▲ 9.9%
(domestic & foreign)	2015 2014-2015
• Domestic	1.7 ▲ 11.0%
	2015 2014-2015
• Foreign	20.1 ▲ 9.8%
	2015 2014-2015
◦ Imports	12.5 ▲ 15.1%
	2015 2014-2015
◦ Exports	7.6 ▲ 2.0%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	1,973 ▲ 10.1%
	2015 2014-2015
• Inbound loaded TEU	835 ▲ 12.0%
	2015 2014-2015
• Outbound loaded TEU	733 ▲ 5.2%
	2015 2014-2015
• Empties (inbound & outbound)	405 ▲ 15.9%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
All Manufactured Equipment, Machinery and Products	6,250,455	28.7%
Crude Materials, Inedible Except Fuels	4,331,080	19.9%
Chemicals and Related Products	3,539,691	16.2%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Chicago

Illinois

CONTAINED IN:

Dry Bulk

Region:
GREAT
LAKES

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Chicago includes dry bulk, liquid bulk, and break-bulk lake and river terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	21.0	Maximum Depth of Approach Channel (Feet)	21.0
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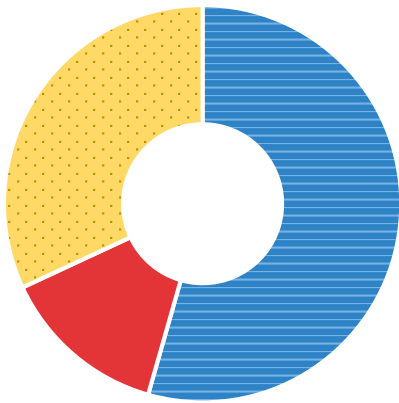
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Chicago website, <http://www.iipd.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

9,936 ▲ 5.5%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	54.4% of total	▲ 9.3%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	2,358	
Other Freight	13.6% of total	▼ -7.3%
	2015	2014-2015
Other Support	31.9% of total	▲ 5.4%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	16.7	▼ -4.3%
(domestic & foreign)	2015	2014-2015
• Domestic	14.7	▼ -4.6%
	2015	2014-2015
• Foreign	2.0	▼ -2.2%
	2015	2014-2015
◦ Imports	1.9	▼ -6.1%
	2015	2014-2015
◦ Exports	0.1	▲ 1637.3%
	2015	2014-2015

Dry Bulk

(Millions of short tons)

Total	12.8	▼ -2.8%
(domestic & foreign)	2015	2014-2015
• Domestic	11.0	▼ -3.5%
	2015	2014-2015
• Foreign	1.8	▲ 1.6%
	2015	2014-2015
◦ Imports	1.7	▼ -3.1%
	2015	2014-2015
◦ Exports	0.1	▲ 1637%
	2015	2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Crude Materials, Inedible Except Fuels	6,303,384	37.7%
Primary Manufactured Goods	3,944,907	23.6%
Petroleum and Petroleum Products	3,671,907	21.9%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Ports of Cincinnati-Northern Kentucky

Kentucky and Ohio

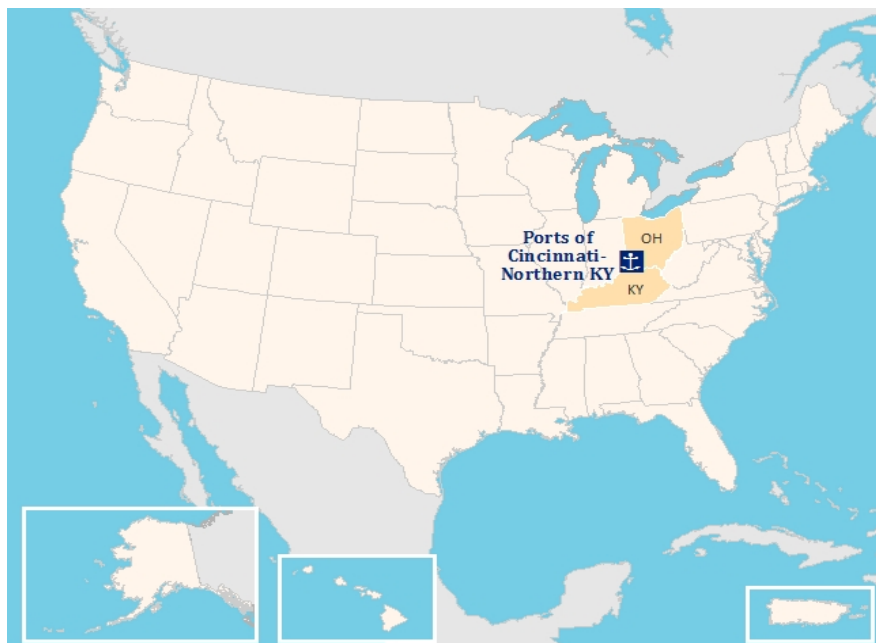
CONTAINED IN:

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Ports of Cincinnati-Northern Kentucky form an inland port jurisdiction that includes over 220 miles of commercially navigable waterways adjacent to Ohio, Kentucky, and Indiana, with over 70 active dry bulk, liquid bulk, and break-bulk terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

9.0

Maximum Depth of Approach Channel (Feet)

9.0

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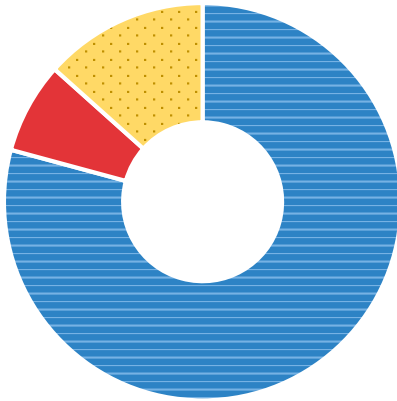
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Greater Cincinnati Development Authority website, <http://www.cincinnatiport.org/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

29,764 ▼ -8.7%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	79.2% of total	▼ -9.8%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	1,705	
Other Freight	7.4% of total	▲ 0.6%
	2015	2014-2015
Other Support	13.4% of total	▼ -7.0%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	45.0 ▼ -9.9%
(domestic & foreign)	2015 2014-2015
• Domestic	45.0 ▼ -9.9%
	2015 2014-2015
• Foreign	0.0 N/A
	2015 2014-2015
◦ Imports	0.0 N/A
	2015 2014-2015
◦ Exports	0.0 N/A
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	40.2 ▼ -10.7%
(domestic & foreign)	2015 2014-2015
• Domestic	40.2 ▼ -10.7%
	2015 2014-2015
• Foreign	0.0 N/A
	2015 2014-2015
◦ Imports	0.0 N/A
	2015 2014-2015
◦ Exports	0.0 N/A
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Coal, Lignite & Coal Coke	26,839,435	59.7%
Crude Materials, Inedible Except Fuels	8,056,050	17.9%
Petroleum and Petroleum Products	3,531,436	7.9%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Cleveland

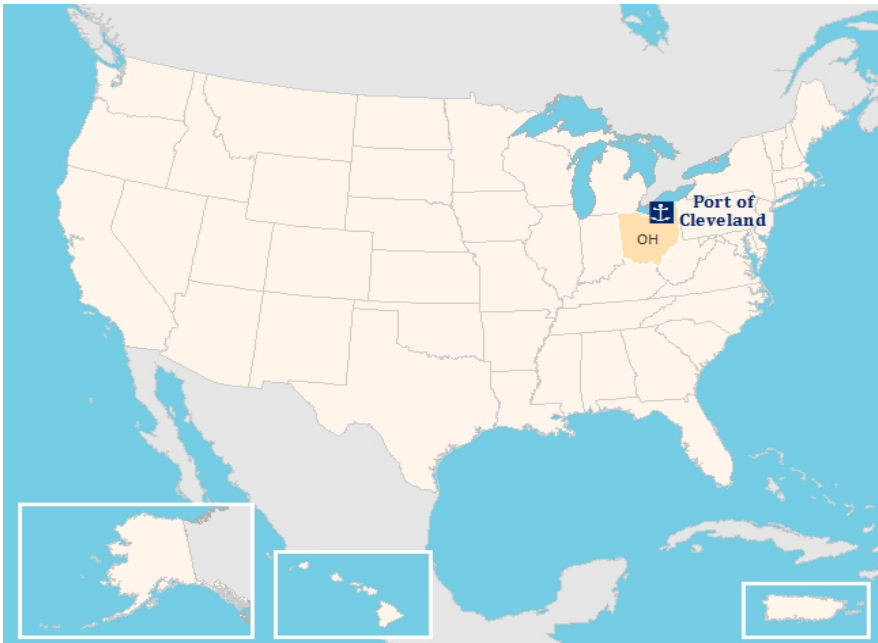
Ohio

CONTAINED IN:

Dry Bulk

Region:
GREAT LAKES

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Cleveland is a Great Lakes port that handles dry bulk and break-bulk cargoes through multiple terminals.

CAPACITY

Channel Depth			
Authorized Channel Depth (Feet)	27.0	Maximum Depth of Approach Channel (Feet)	29.0

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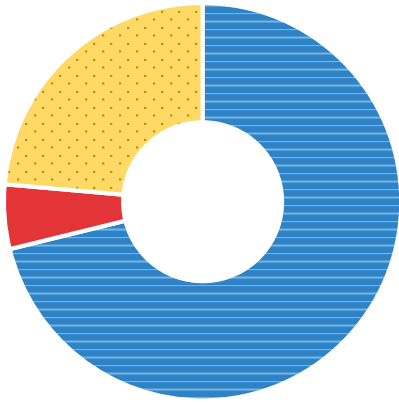
NOTES: Capacity information verified by port per American Association of Port Authorities communication.
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Cleveland website, <http://www.portofcleveland.com>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

1,193 ▼ -1.2%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	71.2% of total	▼ -2.8%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	15,823	
Other Freight	5.2% of total	▼ -1.6%
	2015	2014-2015
Other Support	23.6% of total	▲ 3.9%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	13.7 ▲ 5.4%
(domestic & foreign)	2015 2014-2015
• Domestic	11.9 ▲ 3.7%
	2015 2014-2015
• Foreign	1.7 ▲ 18.4%
	2015 2014-2015
◦ Imports	1.5 ▲ 5.6%
	2015 2014-2015
◦ Exports	0.2 ▲ 458.5%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	13.4 ▲ 5.8%
(domestic & foreign)	2015 2014-2015
• Domestic	11.8 ▲ 4.3%
	2015 2014-2015
• Foreign	1.6 ▲ 18.4%
	2015 2014-2015
◦ Imports	1.4 ▲ 4.7%
	2015 2014-2015
◦ Exports	0.2 ▲ 450.9%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Crude Materials, Inedible Except Fuels	12,124,879	88.5%
Primary Manufactured Goods	1,358,564	9.9%
Petroleum and Petroleum Products	116,755	0.9%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Corpus Christi

Texas

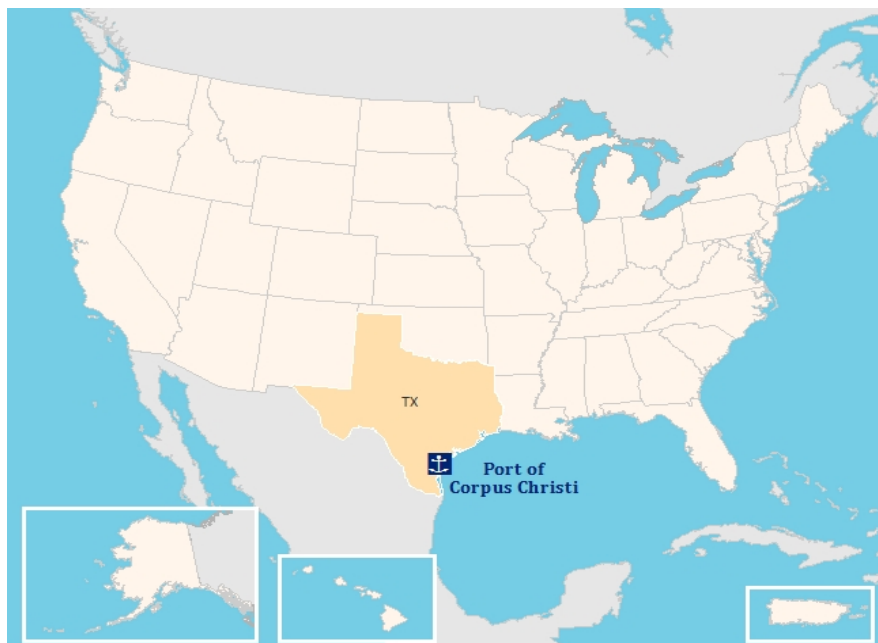
CONTAINED IN:

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Corpus Christi provides access to the U.S. inland waterway system from its location on the western Gulf of Mexico. It handles liquid bulk, roll-on/roll-off, break-bulk, dry bulk, and containerized cargo through multiple terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

52.0

Maximum Depth of Approach Channel (Feet)

47.0

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NOTES: Capacity information verified by port per American Association of Port Authorities communication.

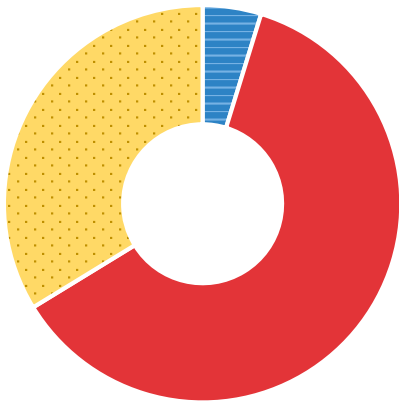
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html as of November 2016. **Port Overview**—Port Corpus Christi website, <http://www.portofcc.com>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

11,016 ▼ -10.2%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	4.8% of total	-26.4%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	22,124	
Other Freight	61.5% of total	-8.9%
	2015	2014-2015
Other Support	33.7% of total	-9.8%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	85.7	▲ 0.9%
(domestic & foreign)	2015	2014-2015
• Domestic	40.4	▲ 0.6%
	2015	2014-2015
• Foreign	45.3	▲ 1.2%
	2015	2014-2015
◦ Imports	25.5	▼ -3.8%
	2015	2014-2015
◦ Exports	19.8	▲ 8.4%
	2015	2014-2015

Dry Bulk

(Millions of short tons)

Total	11.6	▼ -11.6%
(domestic & foreign)	2015	2014-2015
• Domestic	0.7	▼ -41.2%
	2015	2014-2015
• Foreign	10.9	▼ -8.5%
	2015	2014-2015
◦ Imports	5.3	▼ -9.3%
	2015	2014-2015
◦ Exports	5.6	▼ -7.7%
	2015	2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	68,744,585	80.2%
Crude Materials, Inedible Except Fuels	6,805,898	7.9%
Chemicals and Related Products	6,226,889	7.3%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Detroit

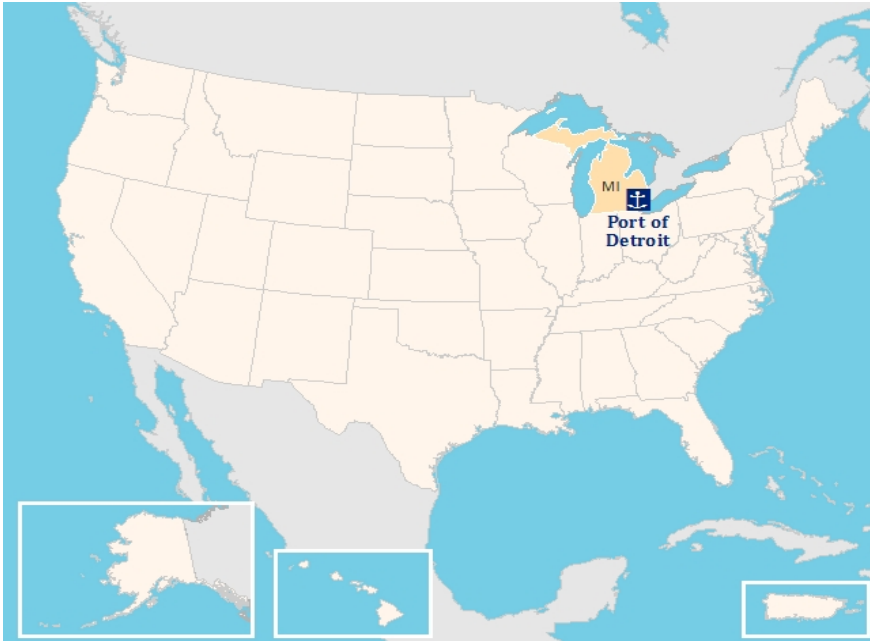
Michigan

CONTAINED IN:

Dry Bulk

Region:
GREAT
LAKES

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Detroit handles liquid bulk, dry bulk, and break-bulk cargoes at multiple terminals along the Detroit River.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	29.5	Maximum Depth of Approach Channel (Feet)	29.5
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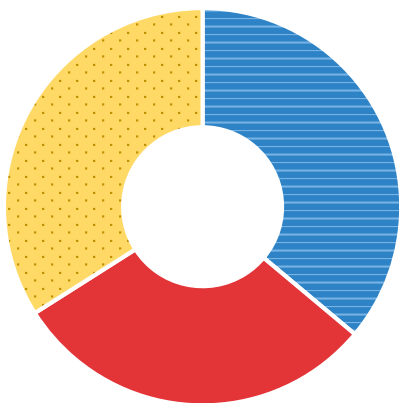
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Detroit website, http://www.portdetroit.com/?page_id=484, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

1,546 ▼ -29.6%
2015 2014-2015



By Vessel Type

Container	0.0% of total	▼	N/A
	2015		2014-2015
Average TEU per Container Vessel			N/A
Dry Bulk	36.1% of total	▼	-3.1%
	2015		2014-2015
Average Dry Bulk Tonnage per Vessel			22,481
Other Freight	29.9% of total	▼	-49.5%
	2015		2014-2015
Other Support	34.0% of total	▼	-25.4%
	2015		2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	13.3 ▼ -6.1%
(domestic & foreign)	2015 2014-2015
• Domestic	10.3 ▼ -8.9%
	2015 2014-2015
• Foreign	3.0 ▲ 5.2%
	2015 2014-2015
◦ Imports	2.9 ▲ 7.4%
	2015 2014-2015
◦ Exports	0.1 ▼ -52.1%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	12.5 ▼ -6.1%
(domestic & foreign)	2015 2014-2015
• Domestic	10.0 ▼ -8.4%
	2015 2014-2015
• Foreign	2.6 ▲ 3.8%
	2015 2014-2015
◦ Imports	2.6 ▲ 6.0%
	2015 2014-2015
◦ Exports	0.0 ▼ -78.7%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Crude Materials, Inedible Except Fuels	9,148,723	68.9%
Coal, Lignite & Coal Coke	1,871,268	14.1%
Primary Manufactured Goods	1,613,937	12.1%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Duluth-Superior

Minnesota and Wisconsin

CONTAINED IN:

Tonnage

Dry Bulk

Region:
GREAT
LAKES

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Twin Ports of Duluth, Minnesota and Superior, Wisconsin are located on Lake Superior at the western end of the Great Lakes St. Lawrence Seaway. Duluth-Superior includes 20 private bulk terminals and a break-bulk terminal along 49 miles of waterfront.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

27.0

Maximum Depth of Approach Channel (Feet)

32.0

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

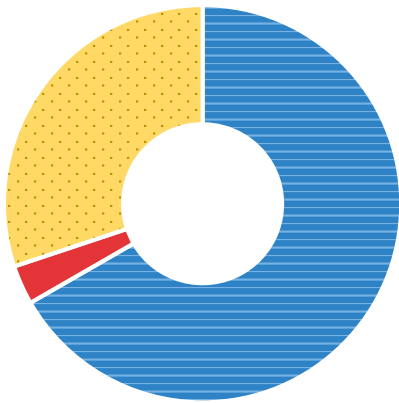
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Duluth-Superior website, <http://www.duluthport.com/port.php>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

1,455 ▼ -23.2%
2015 2014-2015



By Vessel Type

Container	0.0% of total	▼	N/A
	2015		2014-2015
Average TEU per Container Vessel	N/A		
Dry Bulk	66.7% of total	▼	-26.3%
	2015		2014-2015
Average Dry Bulk Tonnage per Vessel	33,781		
Other Freight	3.2% of total	▼	-12.3%
	2015		2014-2015
Other Support	30.1% of total	▼	-16.7%
	2015		2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	33.3	▼	-10.9%
(domestic & foreign)	2015		2014-2015
• Domestic	27.1	▼	-4.9%
	2015		2014-2015
• Foreign	6.2	▼	-30.0%
	2015		2014-2015
◦ Imports	0.9	▲	31.8%
	2015		2014-2015
◦ Exports	5.4	▼	-34.9%
	2015		2014-2015

Dry Bulk

(Millions of short tons)

Total	32.8	▼	-11.2%
(domestic & foreign)	2015		2014-2015
• Domestic	27.0	▼	-4.9%
	2015		2014-2015
• Foreign	5.7	▼	-32.3%
	2015		2014-2015
◦ Imports	0.7	▲	15.2%
	2015		2014-2015
◦ Exports	5.0	▼	-36.2%
	2015		2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Crude Materials, Inedible Except Fuels	17,446,091	52.3%
Coal, Lignite & Coal Coke	13,866,167	41.6%
Food and Farm Products	1,476,387	4.4%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Honolulu

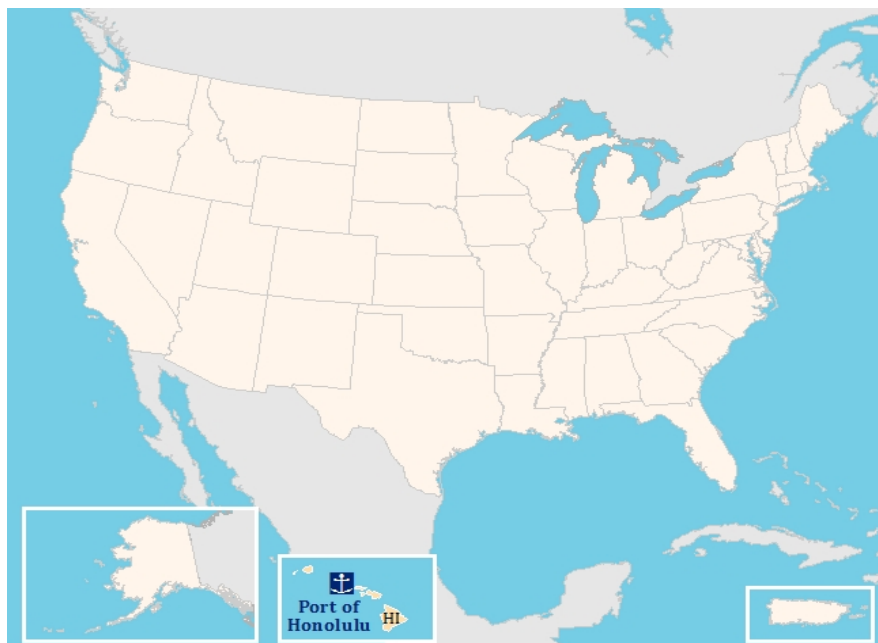
Hawaii

CONTAINED IN:

Container

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

Port of Honolulu facilities handle containers, bulk, break-bulk, and roll-on/roll-off cargoes via conventional vessels and ocean-going barges.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	45.0	Maximum Depth of Approach Channel (Feet)	45.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	3
Dedicated Container Terminal Acreage	185
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	9
• Super Post-Panamax	0
• Post-Panamax	0
• Panamax	9

Berths

Total Length (Feet)	5,048
---------------------	-------

(Continued on back)

NOTES: The Inter-Island Container Terminal primarily handles domestic trade on barges.

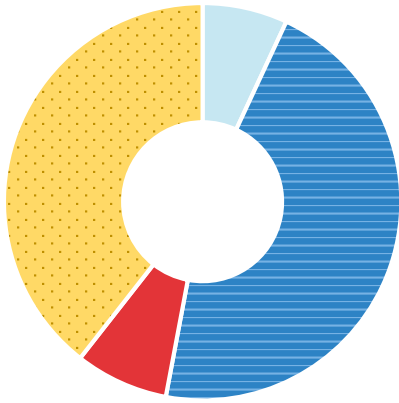
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—State of Hawaii Harbors website, <http://hidot.hawaii.gov/harbors>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

4,098 ▲ 28.3%
2015 2014-2015



By Vessel Type

Container	6.9% of total	▼ -18.5%
	2015	2014-2015
Average TEU per Container Vessel		
		4,272
Dry Bulk	46.0% of total	▲ 76.2%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		4,798
Other Freight	7.6% of total	▲ 5.6%
	2015	2014-2015
Other Support	39.4% of total	▲ 9.2%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	13.8 ▼ -5.3%
(domestic & foreign)	2015 2014-2015
• Domestic	12.8 ▼ -5.0%
	2015 2014-2015
• Foreign	1.0 ▼ -9.7%
	2015 2014-2015
◦ Imports	0.9 ▼ -3.0%
	2015 2014-2015
◦ Exports	0.1 ▼ -35.8%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	1,213 ▲ 7.4%
	2015 2014-2015
• Inbound loaded TEU	525 ▲ 7.4%
	2015 2014-2015
• Outbound loaded TEU	293 ▲ 7.4%
	2015 2014-2015
• Empties (inbound & outbound)	395 ▲ 7.4%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
All Manufactured Equipment, Machinery and Products	10,367,230	75.0%
Food and Farm Products	1,680,450	12.1%
Petroleum and Petroleum Products	890,951	6.4%

NOTES: Container volume data is based on a fiscal year starting July 1 instead of the calendar year.

"Other Support" includes tugs and push boats. Vessel calls numbers might not add to 100% due to rounding.

This port is served by a mix of container vessels and barges that can carry both containers and non-container roll-on/roll-off or break-bulk cargo. Available data on vessel calls may not accurately reflect vessel counts or average TEU handled for container cargo.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Houston

Texas

CONTAINED IN:

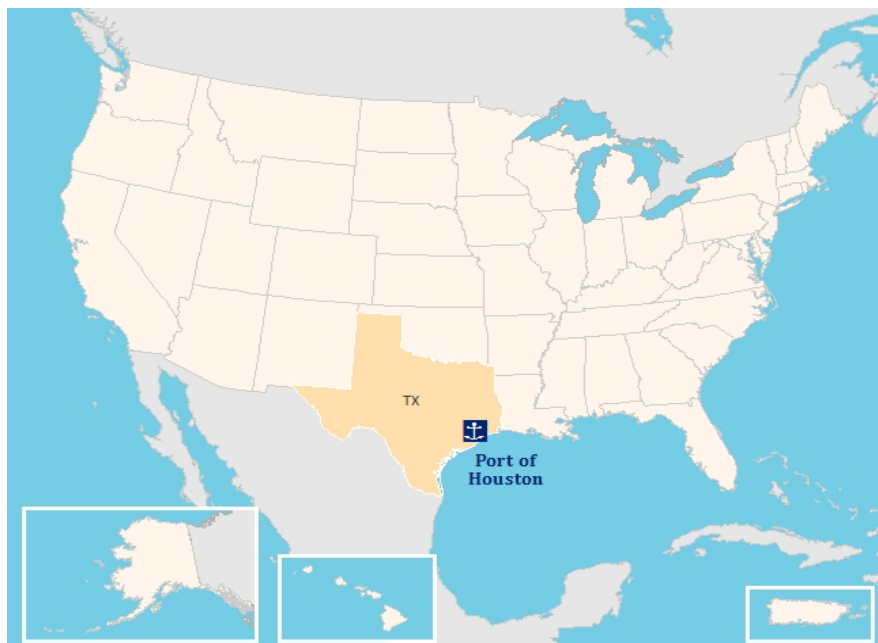
Container

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Houston is a 25-mile-long complex of 8 public terminals and nearly 150 private terminals along the 52-mile-long Houston Ship Channel. Located on the Gulf Coast, the port is a gateway for cargo originating in or destined for the U.S. West and Midwest.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	45.0	Maximum Depth of Approach Channel (Feet)	45.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	2
Dedicated Container Terminal Acreage	550
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	22
• Super Post-Panamax	7
• Post-Panamax	11
• Panamax	4

Berths

Total Length (Feet)	9,300
---------------------	-------

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

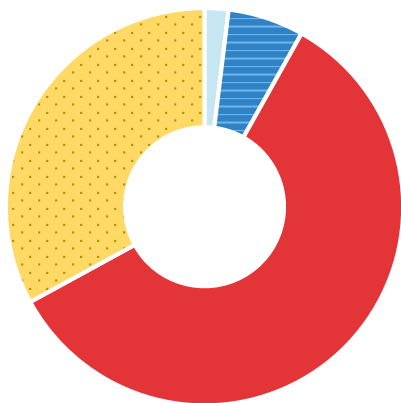
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port Houston website, <http://porthouston.com/portweb/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

48,079 ▲ 1.8%
2015 2014-2015



By Vessel Type

Container	1.9% of total	▼ -1.9%
	2015	2014-2015
Average TEU per Container Vessel		
		2,282
Dry Bulk	6.2% of total	▼ -18.9%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		9,363
Other Freight	58.9% of total	▲ 2.4%
	2015	2014-2015
Other Support	33.0% of total	▲ 5.8%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total (domestic & foreign)	240.9 ▲ 2.8%
	2015 2014-2015
• Domestic	77.5 ▲ 5.1%
	2015 2014-2015
• Foreign	163.4 ▲ 1.8%
	2015 2014-2015
◦ Imports	71.4 ▼ -6.9%
	2015 2014-2015
◦ Exports	92.0 ▲ 9.7%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	27.9 ▼ -12.6%
	2015 2014-2015
• Domestic	4.5 ▼ -5.7%
	2015 2014-2015
• Foreign	23.4 ▼ -13.8%
	2015 2014-2015
◦ Imports	11.2 ▼ -1.3%
	2015 2014-2015
◦ Exports	12.2 ▼ -22.8%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	2,131 ▲ 9.2%
	2015 2014-2015
• Inbound loaded TEU	839 ▲ 14.2%
	2015 2014-2015
• Outbound loaded TEU	949 ▲ 10.8%
	2015 2014-2015
• Empties (inbound & outbound)	342 ▼ -4.9%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	158,543,120	65.8%
Chemicals and Related Products	40,646,743	16.9%
Primary Manufactured Goods	15,075,024	6.3%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Huntington-Tristate

Kentucky, Ohio, and West Virginia

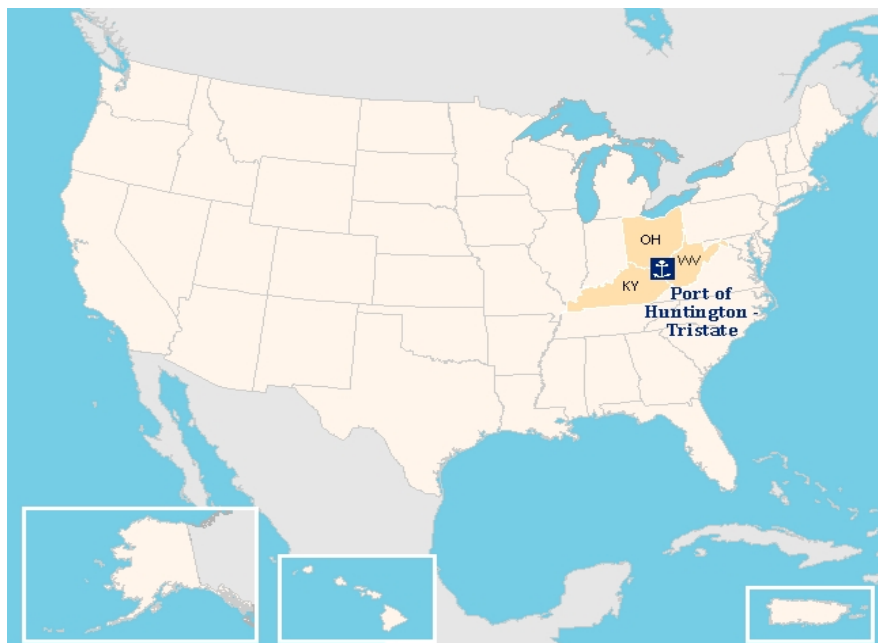
CONTAINED IN:

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Huntington - Tristate is an inland port covering nearly 200 river miles in Kentucky, Ohio, and West Virginia. Terminals handle dry bulk, liquid bulk, and break-bulk cargoes.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

9.0

Maximum Depth of Approach Channel (Feet)

9.0

(Continued on back)

NOTES: Capacity information verified by port.

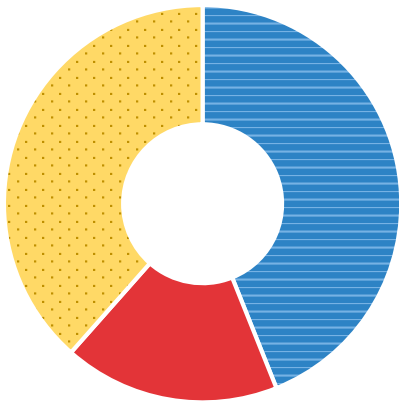
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Huntington District Waterways Association website, <http://www.huntingtonwaterways.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

36,767 ▲ 0.8%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	43.9% of total	▼ -8.4%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	2,014	
Other Freight	17.6% of total	▲ 31.2%
	2015	2014-2015
Other Support	38.5% of total	▲ 1.6%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	42.7 ▼ -7.9%
(domestic & foreign)	2015 2014-2015
• Domestic	42.7 ▼ -7.9%
	2015 2014-2015
• Foreign	0.0 N/A
	2015 2014-2015
◦ Imports	0.0 N/A
	2015 2014-2015
◦ Exports	0.0 N/A
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	32.5 ▼ -10.9%
(domestic & foreign)	2015 2014-2015
• Domestic	32.5 ▼ -10.9%
	2015 2014-2015
• Foreign	0.0 N/A
	2015 2014-2015
◦ Imports	0.0 N/A
	2015 2014-2015
◦ Exports	0.0 N/A
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Coal, Lignite & Coal Coke	28,098,389	65.7%
Petroleum and Petroleum Products	9,072,804	21.2%
Crude Materials, Inedible Except Fuels	3,878,208	9.1%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Indiana Harbor

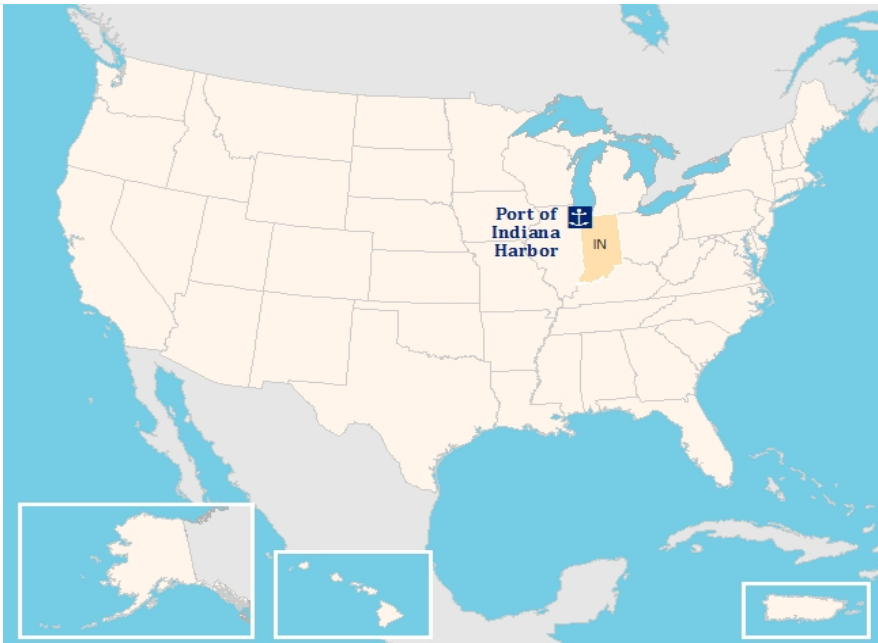
Indiana

CONTAINED IN:

Dry Bulk

Region:
GREAT
LAKES

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Indiana Harbor provides access to the Great Lakes and the Inland Waterway System. The Port's terminals handle dry bulk and break-bulk cargoes via vessel and barge.

CAPACITY

Channel Depth			
Authorized Channel Depth (Feet)	29.0	Maximum Depth of Approach Channel (Feet)	29.0

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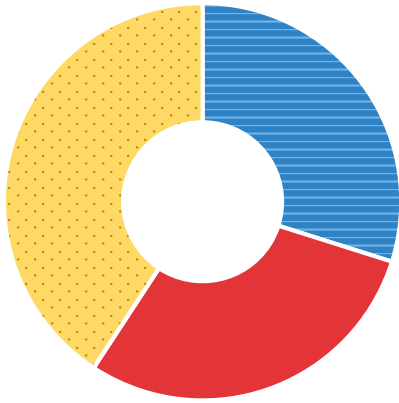
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Indiana-Burns Harbor website, <http://www.portsofindiana.com/burns-harbor/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

1,443 ▼ -16.6%
2015 2014-2015



By Vessel Type

Container	0.0% of total	▼	N/A
	2015		2014-2015
Average TEU per Container Vessel	N/A		
Dry Bulk	29.9% of total	▼	-5.3%
	2015		2014-2015
Average Dry Bulk Tonnage per Vessel	23,362		
Other Freight	29.4% of total	▼	-24.7%
	2015		2014-2015
Other Support	40.8% of total	▼	-17.4%
	2015		2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	11.6	▼	-10.8%
(domestic & foreign)	2015		2014-2015
• Domestic	11.4	▼	-10.7%
	2015		2014-2015
• Foreign	0.3	▼	-15.2%
	2015		2014-2015
◦ Imports	0.3	▼	-13.5%
	2015		2014-2015
◦ Exports	0.0	▼	-100.0%
	2015		2014-2015

Dry Bulk

(Millions of short tons)

Total	10.1	▼	-10.5%
(domestic & foreign)	2015		2014-2015
• Domestic	9.8	▼	-10.4%
	2015		2014-2015
• Foreign	0.3	▼	-13.5%
	2015		2014-2015
◦ Imports	0.3	▼	-13.5%
	2015		2014-2015
◦ Exports	0.0		N/A
	2015		2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Crude Materials, Inedible Except Fuels	9,812,383	84.5%
Petroleum and Petroleum Products	1,552,503	13.4%
Coal, Lignite & Coal Coke	128,181	1.1%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Jacksonville

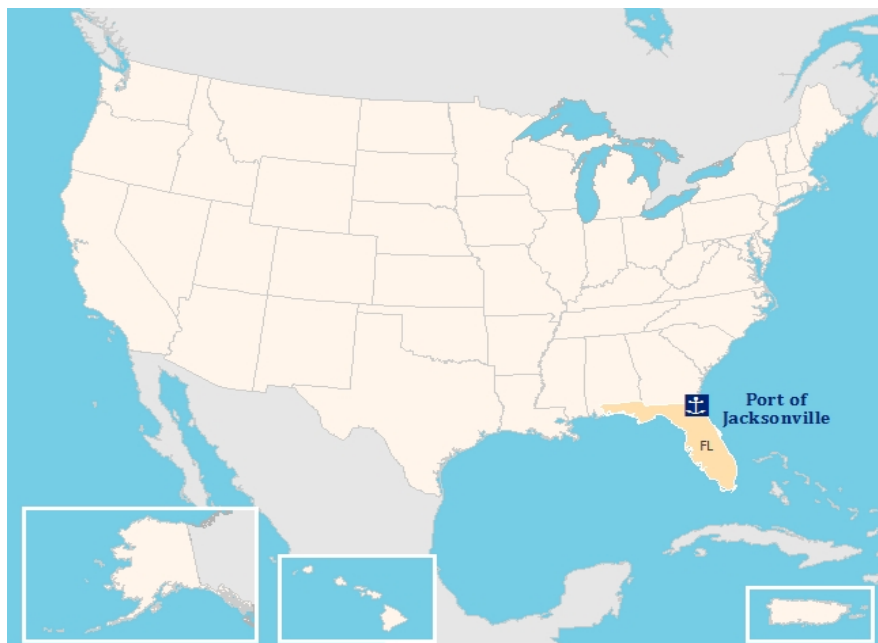
Florida

CONTAINED IN:

Container

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Jacksonville has three marine terminals that handle container, bulk, break-bulk, and roll-on/roll-off cargoes, plus cruise ship facilities.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	47.0	Maximum Depth of Approach Channel (Feet)	42.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	3
Dedicated Container Terminal Acreage	409
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	14
• Super Post-Panamax	3
• Post-Panamax	9
• Panamax	2

Berths

Total Length (Feet)	7,740
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

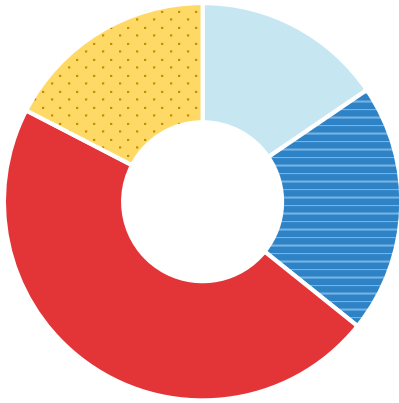
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Jacksonville Port Authority website, <http://www.jaxport.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth** — U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

3,009 ▼ -8.1%
2015 2014-2015



By Vessel Type

Container	15.5% of total	▼ -22.8%
	2015	2014-2015
Average TEU per Container Vessel		
		1,964
Dry Bulk	20.3% of total	▲ 3.7%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		11,487
Other Freight	46.8% of total	▼ -2.4%
	2015	2014-2015
Other Support	17.4% of total	▼ -17.9%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	17.6 ▲ 1.6%
(domestic & foreign)	2015 2014-2015
• Domestic	6.3 ▼ -3.4%
	2015 2014-2015
• Foreign	11.3 ▲ 4.6%
	2015 2014-2015
◦ Imports	9.2 ▲ 8.1%
	2015 2014-2015
◦ Exports	2.1 ▼ -8.0%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	915 ▼ -2.3%
	2015 2014-2015
• Inbound loaded TEU	224 ▲ 0.6%
	2015 2014-2015
• Outbound loaded TEU	368 ▼ -6.6%
	2015 2014-2015
• Empties (inbound & outbound)	323 ▲ 0.9%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	4,777,495	27.2%
All Manufactured Equipment, Machinery and Products	3,627,955	20.6%
Coal, Lignite & Coal Coke	2,837,354	16.1%

NOTES: "Other Support" includes tugs and push boats.

Container volume data is based on a fiscal year starting October 1 instead of the calendar year.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Juneau

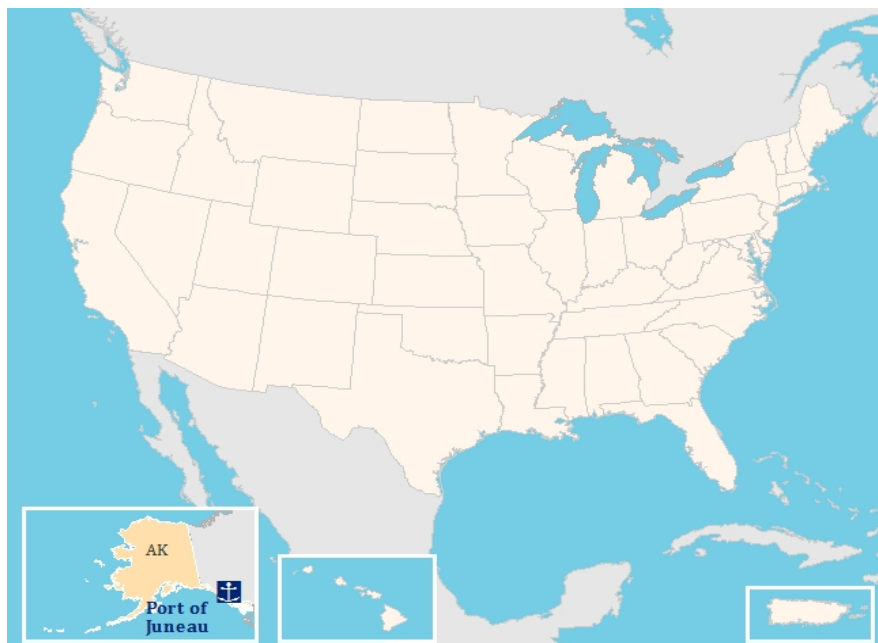
Alaska

CONTAINED IN:

Container

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Juneau handles containers and other cargo via barge at multi-purpose terminals without container cranes. Juneau also handles substantial cruise ship and support vessel traffic.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	14.0	Maximum Depth of Approach Channel (Feet)	14.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	0
Dedicated Container Terminal Acreage	0
Container Terminals with On-Dock Rail (Y/N)	N/A

Cranes

Total Number	0
• Super Post-Panamax	0
• Post-Panamax	0
• Panamax	0

Berths

Total Length (Feet)	N/A
---------------------	-----

(Continued on back)

NOTES: Capacity information verified by port. "N/A" designates a metric that does not apply for this port.

This port is served by a mix of container vessels and barges that can carry both containers and non-container roll-on/roll-off or break-bulk cargo.

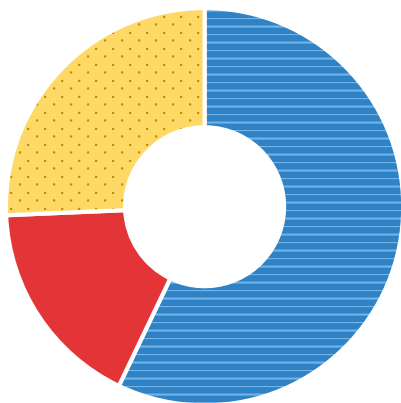
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—City and Borough of Juneau Docks and Harbors website, <http://www.juneau.org/harbors/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

366 ▲ 12.1%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	57.1% of total	▲ 3.7%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	U	
Other Freight	17.2% of total	▲ 106.6%
	2015	2014-2015
Other Support	25.7% of total	▼ -0.5%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	0.9 ▼ -6.9%
(domestic & foreign)	2015 2014-2015
• Domestic	0.8 ▼ -5.3%
	2015 2014-2015
• Foreign	0.0 ▼ -40.8%
	2015 2014-2015
◦ Imports	0.0 ▼ -38.8%
	2015 2014-2015
◦ Exports	0.0 ▼ -47.3%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	150 ▲ 6.9%
	2015 2014-2015
• Inbound loaded TEU	77 ▲ 0.9%
	2015 2014-2015
• Outbound loaded TEU	28 ▲ 5.8%
	2015 2014-2015
• Empties (inbound & outbound)	45 ▲ 19.7%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
All Manufactured Equipment, Machinery and Products	224,450	25.9%
Food and Farm Products	200,035	23.1%
Petroleum and Petroleum Products	158,768	18.4%

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable. "Other Support" includes tugs and push boats. Vessel calls numbers might not add to 100% due to rounding.

The Port of Juneau handles containers on roll-on/roll-off vessels and barges, which are not included in the container vessel counts.

Available data on vessel calls may not accurately reflect vessel counts or average TEU handled for container cargo.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Kalama

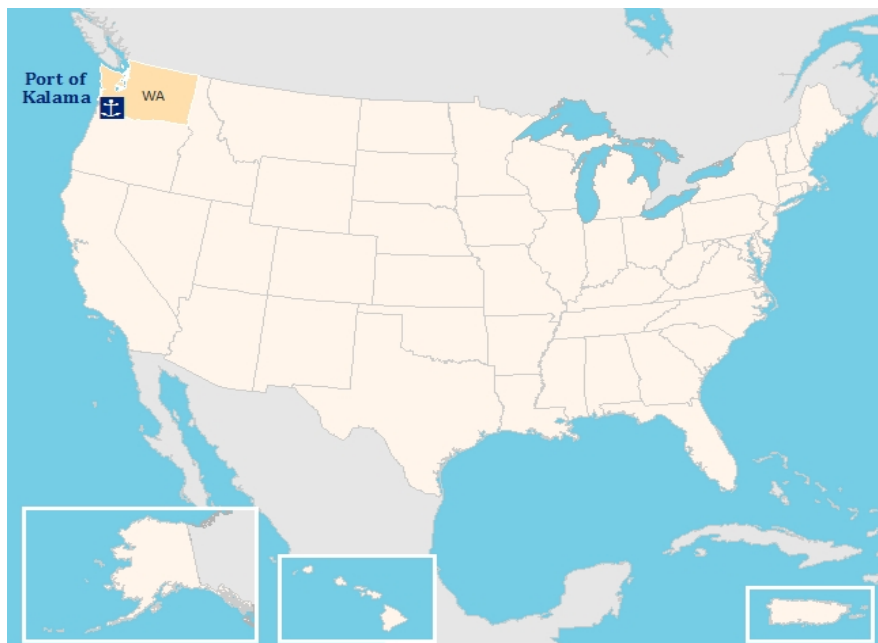
Washington

CONTAINED IN:

Dry Bulk

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Kalama is located on the Columbia River and has five public and private terminals that handle dry bulk, liquid bulk, and break-bulk cargoes via vessel and barge.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	55.0	Maximum Depth of Approach Channel (Feet)	42.0
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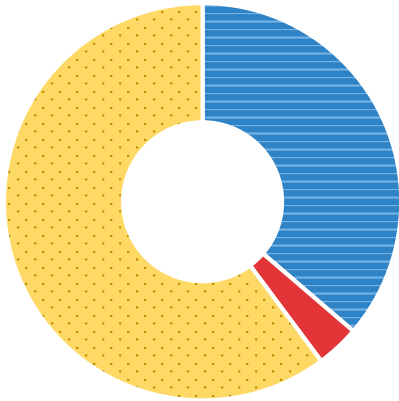
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Kalama website, <http://portofkalama.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth** — U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

1,021 ▲ 66.4%
2015 2014-2015



By Vessel Type

Container	0.0% of total	▲	N/A
	2015		2014-2015
Average TEU per Container Vessel	N/A		
Dry Bulk	36.3% of total	▲	25.0%
	2015		2014-2015
Average Dry Bulk Tonnage per Vessel	35,626		
Other Freight	3.5% of total	▲	140.0%
	2015		2014-2015
Other Support	60.2% of total	▲	103.5%
	2015		2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	13.3 ▲ 24.3%
(domestic & foreign)	2015 2014-2015
• Domestic	0.9 ▲ 85.1%
	2015 2014-2015
• Foreign	12.4 ▲ 21.3%
	2015 2014-2015
◦ Imports	0.5 ▼ -1.3%
	2015 2014-2015
◦ Exports	11.9 ▲ 22.5%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	13.2 ▲ 24.7%
(domestic & foreign)	2015 2014-2015
• Domestic	0.9 ▲ 91.1%
	2015 2014-2015
• Foreign	12.3 ▲ 21.5%
	2015 2014-2015
◦ Imports	0.4 ▲ 14.2%
	2015 2014-2015
◦ Exports	11.8 ▲ 21.8%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Food and Farm Products	12,825,071	96.3%
Primary Manufactured Goods	444,683	3.3%
Chemicals and Related Products	50,890	0.4%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Lake Charles

Louisiana

CONTAINED IN:

Tonnage

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Lake Charles is located in southwestern Louisiana, on the Calcasieu Ship Channel, 34 miles inland from the Gulf of Mexico. The Port handles dry bulk and break-bulk cargoes through four terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

42.0

Maximum Depth of Approach Channel (Feet)

42.0

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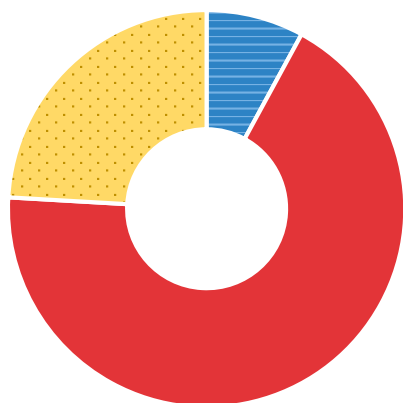
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Lake Charles website, <http://www.portlc.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth** — U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

12,771 ▼ -4.0%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	7.9% of total	▲ 11.9%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	6,506	
Other Freight	68.0% of total	▼ -5.5%
	2015	2014-2015
Other Support	24.1% of total	▼ -4.2%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	56.7 ▼ -0.2%
(domestic & foreign)	2015 2014-2015
• Domestic	27.4 ▼ -2.2%
	2015 2014-2015
• Foreign	29.3 ▲ 1.8%
	2015 2014-2015
◦ Imports	19.6 ▼ -2.3%
	2015 2014-2015
◦ Exports	9.7 ▲ 11.3%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	49,794,521	87.8%
Crude Materials, Inedible Except Fuels	3,113,615	5.5%
Chemicals and Related Products	2,500,787	4.4%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Long Beach

California

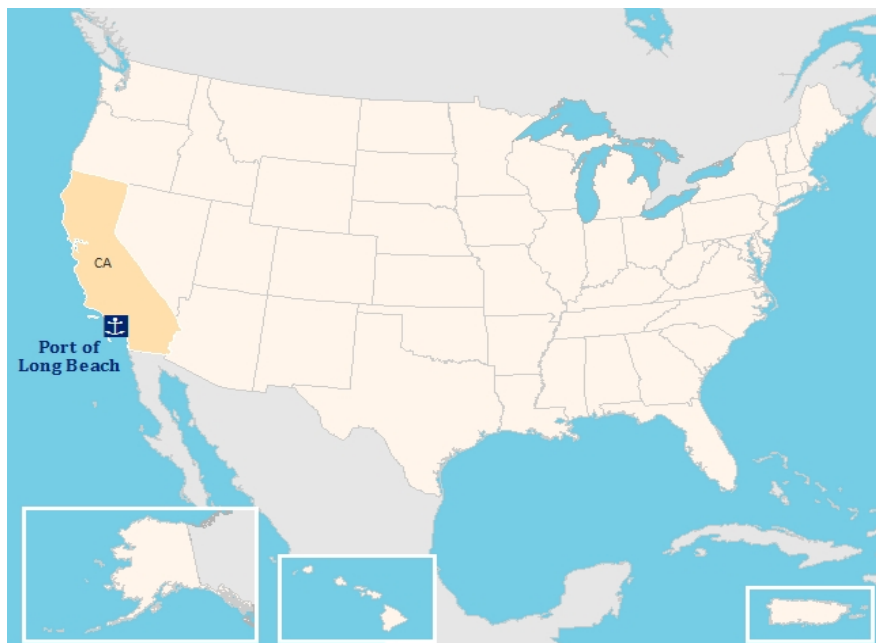
CONTAINED IN:

Container

Tonnage

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Long Beach has container, liquid bulk, dry bulk, break-bulk, and roll-on/roll-off auto cargo terminals. Transpacific Asian trade is a major part of Long Beach trade flows.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	76.0	Maximum Depth of Approach Channel (Feet)	81.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	7
Dedicated Container Terminal Acreage	1,339
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	73
• Super Post-Panamax	49
• Post-Panamax	24
• Panamax	0

Berths

Total Length (Feet)	29,676
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NOTES: Capacity information verified by port per American Association of Port Authorities communication.

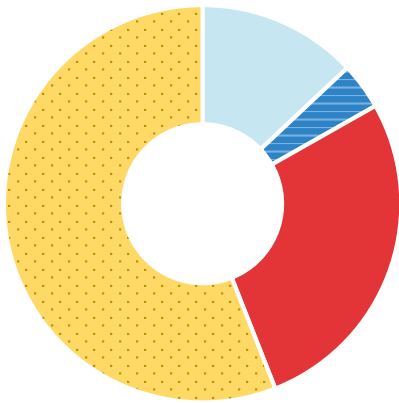
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Long Beach website, <http://polb.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth** — U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

7,560 ▼ -13.2%
2015 2014-2015



By Vessel Type

Container	13.0% of total	▲ 4.0%
	2015	2014-2015
Average TEU per Container Vessel		
		7,320
Dry Bulk	3.8% of total	▼ -54.9%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		24,333
Other Freight	27.2% of total	▼ -7.4%
	2015	2014-2015
Other Support	56.0% of total	▼ -13.8%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	78.2 ▼ -8.1%
(domestic & foreign)	2015 2014-2015
• Domestic	11.2 ▲ 3.0%
	2015 2014-2015
• Foreign	67.0 ▼ -9.7%
	2015 2014-2015
◦ Imports	44.7 ▼ -6.5%
	2015 2014-2015
◦ Exports	22.2 ▼ -15.6%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	7,192 ▲ 5.4%
	2015 2014-2015
• Inbound loaded TEU	3,625 ▲ 3.1%
	2015 2014-2015
• Outbound loaded TEU	1,526 ▼ -4.9%
	2015 2014-2015
• Empties (inbound & outbound)	2,041 ▲ 20.2%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	33,667,183	43.1%
All Manufactured Equipment, Machinery and Products	18,557,878	23.7%
Food and Farm Products	8,423,959	10.8%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Longview

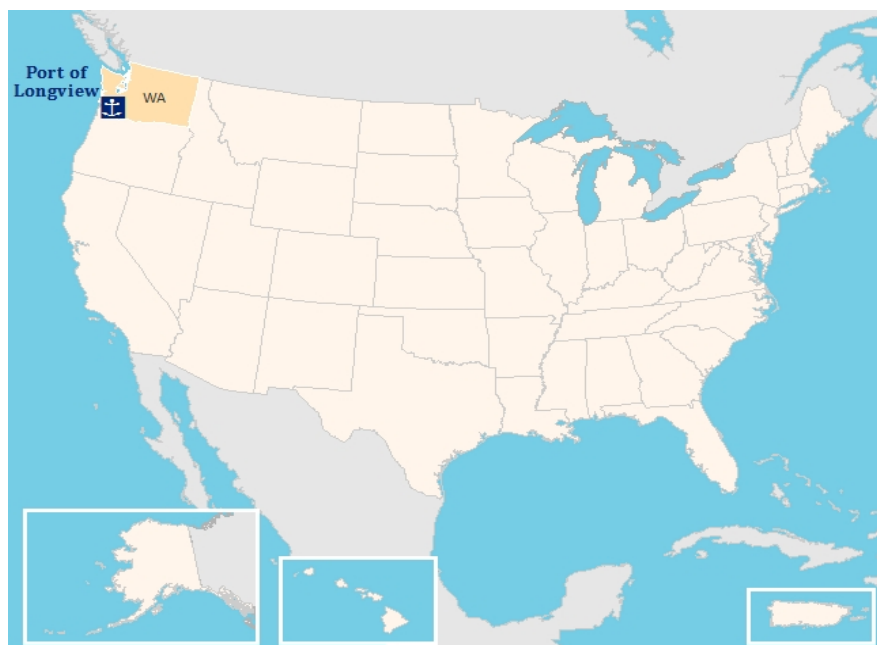
Washington

CONTAINED IN:

Dry Bulk

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Longview has nine marine terminals on the Columbia River in Washington State and handles break-bulk, dry bulk, and project cargoes.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

55.0

Maximum Depth of Approach Channel (Feet)

42.0

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NOTES: Capacity information verified by port per American Association of Port Authorities communication.

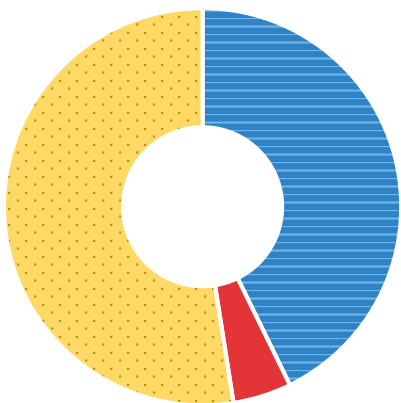
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Longview website, <http://www.portoflongview.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth** — U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

2,111 ▲ 17.6%
2015 2014-2015



By Vessel Type

Container	0.0% of total	▲	N/A
	2015		2014-2015
Average TEU per Container Vessel			N/A
Dry Bulk	42.8% of total	▲	2.4%
	2015		2014-2015
Average Dry Bulk Tonnage per Vessel			11,788
Other Freight	4.8% of total	▲	224.2%
	2015		2014-2015
Other Support	52.5% of total	▲	25.4%
	2015		2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	11.1 ▼ -20.0%
(domestic & foreign)	2015 2014-2015
• Domestic	1.5 ▼ -13.9%
	2015 2014-2015
• Foreign	9.5 ▼ -20.9%
	2015 2014-2015
◦ Imports	0.6 ▲ 5.1%
	2015 2014-2015
◦ Exports	9.0 ▼ -22.1%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	10.6 ▼ -20.3%
(domestic & foreign)	2015 2014-2015
• Domestic	1.5 ▼ -13.6%
	2015 2014-2015
• Foreign	9.1 ▼ -21.4%
	2015 2014-2015
◦ Imports	0.5 ▼ -0.8%
	2015 2014-2015
◦ Exports	8.6 ▼ -22.4%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Food and Farm Products	5,136,710	46.4%
Crude Materials, Inedible Except Fuels	4,314,207	39.0%
Petroleum and Petroleum Products	850,368	7.7%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Los Angeles

California

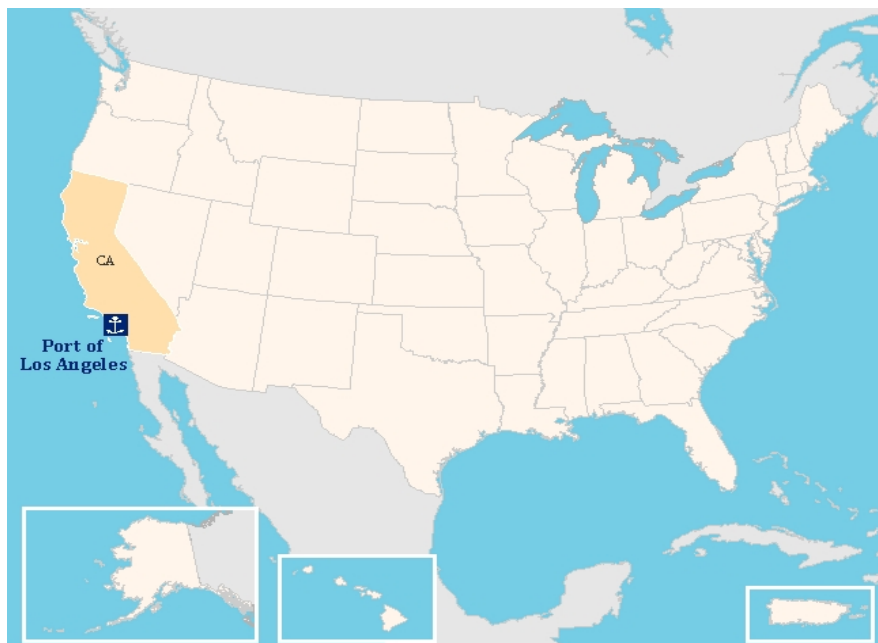
CONTAINED IN:

Container

Tonnage

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Los Angeles has container, liquid bulk, dry bulk, break-bulk, and roll-on/roll-off auto cargo terminals, as well as cruise ship terminals. Transpacific Asian trade is a major part of Los Angeles trade flows.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	81.0	Maximum Depth of Approach Channel (Feet)	81.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	8
Dedicated Container Terminal Acreage	1,693
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	88
• Super Post-Panamax	67
• Post-Panamax	21
• Panamax	0

Berths

Total Length (Feet)	26,812
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

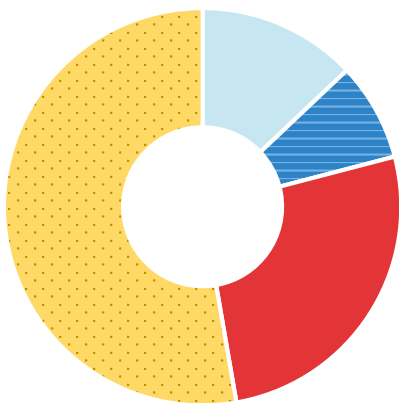
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Los Angeles website, <https://portoflosangeles.org/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth** — U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

8,419 ▲ 2.8%
2015 2014-2015



By Vessel Type

Container	12.9% of total	▼ -19.5%
	2015	2014-2015
Average TEU per Container Vessel		
		7,494
Dry Bulk	8.0% of total	▲ 6.4%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		4,817
Other Freight	26.3% of total	▲ 2.1%
	2015	2014-2015
Other Support	52.7% of total	▲ 10.0%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	60.2 ▼ -1.4%
(domestic & foreign)	2015 2014-2015
• Domestic	6.0 ▲ 3.4%
	2015 2014-2015
• Foreign	54.2 ▼ -1.9%
	2015 2014-2015
◦ Imports	35.6 ▲ 4.0%
	2015 2014-2015
◦ Exports	18.6 ▼ -11.5%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	8,160 ▼ -2.2%
	2015 2014-2015
• Inbound loaded TEU	4,159 ▼ -2.6%
	2015 2014-2015
• Outbound loaded TEU	1,657 ▼ -14.3%
	2015 2014-2015
• Empties (inbound & outbound)	2,344 ▲ 9.6%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
All Manufactured Equipment, Machinery and Products	19,477,841	32.4%
Petroleum and Petroleum Products	11,834,060	19.7%
Food and Farm Products	8,859,029	14.7%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Miami

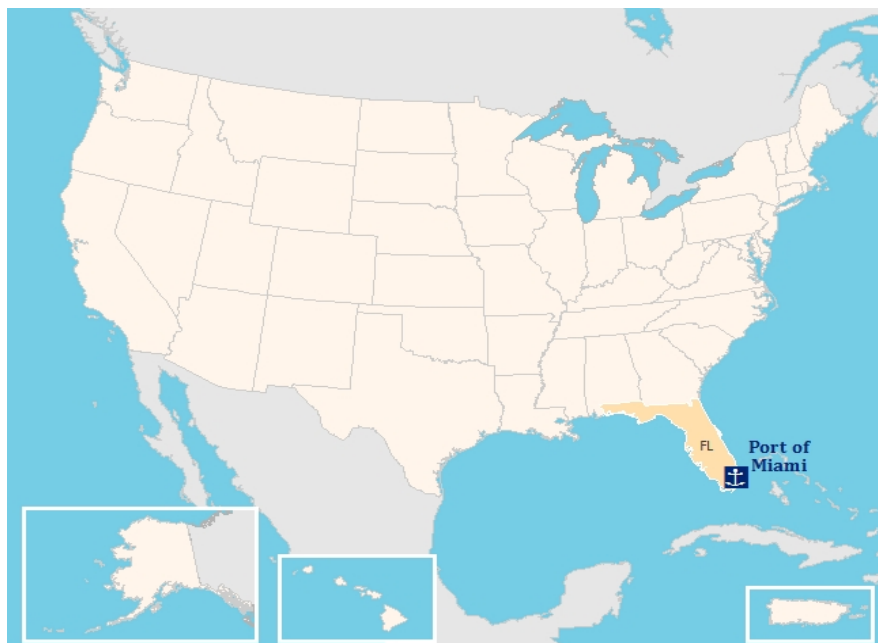
Florida

CONTAINED IN:

Container

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Miami has three container terminals that serve both conventional vessels and ocean-going barges, and is also home to multiple cruise ship facilities.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	50.0	Maximum Depth of Approach Channel (Feet)	44.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	3
Dedicated Container Terminal Acreage	278
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	13
• Super Post-Panamax	6
• Post-Panamax	7
• Panamax	0

Berths

Total Length (Feet)	10,080
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. The Seaboard terminal handles self-unloading and roll-on/roll-off vessels.

SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port Miami website, <http://www.miamidade.gov/portmiami/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth** — U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

2,243 ▼ -2.2%
2015 2014-2015



By Vessel Type

Container	42.1% of total	▼ -3.5%
	2015	2014-2015
Average TEU per Container Vessel		
		1,067
Dry Bulk	0.1% of total	▼ -62.5%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		N/A
Other Freight	29.4% of total	▲ 8.8%
	2015	2014-2015
Other Support	28.4% of total	▼ -9.4%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	7.8 ▲ 9.4%
(domestic & foreign)	2015 2014-2015
• Domestic	0.1 ▲ 334.0%
	2015 2014-2015
• Foreign	7.7 ▲ 8.4%
	2015 2014-2015
◦ Imports	4.3 ▲ 8.8%
	2015 2014-2015
◦ Exports	3.4 ▲ 7.8%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	1,008 ▲ 15.0%
	2015 2014-2015
• Inbound loaded TEU	381 ▲ 16.3%
	2015 2014-2015
• Outbound loaded TEU	375 ▲ 13.6%
	2015 2014-2015
• Empties (inbound & outbound)	252 ▲ 15.0%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
All Manufactured Equipment, Machinery and Products	2,462,038	31.5%
Food and Farm Products	1,734,984	22.2%
Primary Manufactured Goods	1,263,589	16.2%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Container volume data is based on a fiscal year starting October 1 instead of the calendar year.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Mobile

Alabama

CONTAINED IN:

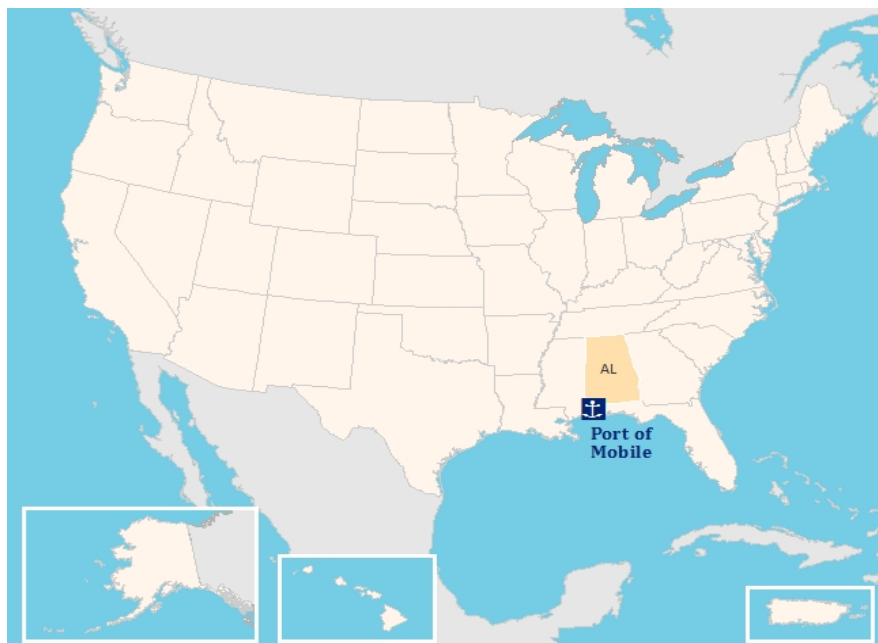
Container

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Mobile (Alabama State Port Authority) includes container, break-bulk, dry bulk, and liquid bulk facilities with both ocean and inland waterway access.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	57.0	Maximum Depth of Approach Channel (Feet)	45.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	1
Dedicated Container Terminal Acreage	169
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	4
• Super Post-Panamax	2
• Post-Panamax	2
• Panamax	0

Berths

Total Length (Feet)	2,000
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. Container terminal acres and berth length were estimated using Google Earth.

SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Alabama State Port Authority website, <http://www.asdd.com/>, accessed October 2016, including terminal websites accessed through the main port website; Google Earth (for estimates of terminal acreage and berth length), accessed 2016.

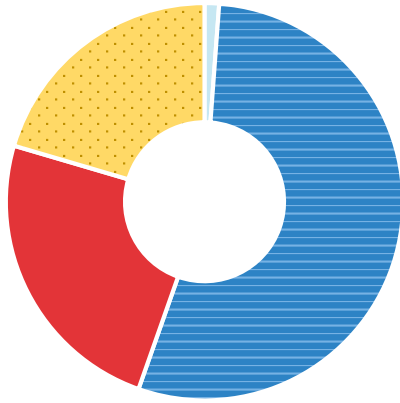
Authorized Channel Depth and Maximum Project Channel Depth — U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

14,525 ▼ -21.4%
2015 2014-2015



By Vessel Type

Container	1.2% of total	▼ -19.5%
	2015	2014-2015
Average TEU per Container Vessel		
		1,336
Dry Bulk	54.2% of total	▼ -29.9%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		4,435
Other Freight	24.2% of total	▼ -3.5%
	2015	2014-2015
Other Support	20.4% of total	▼ -12.6%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Dry Bulk

(Millions of short tons)

Container Volume

(Thousands of TEU)

Total (domestic & foreign)	58.6 ▼ -8.9%	34.9 ▼ -18.9%	Total TEU	229 ▼ -3.4%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Domestic	22.7 ▼ -17.4%	13.2 ▼ -29.1%	• Inbound loaded TEU	82 ▲ 16.8%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Foreign	35.9 ▼ -2.5%	21.7 ▼ -11.2%	• Outbound loaded TEU	101 ▼ -2.7%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Imports	19.8 ▲ 8.0%	9.7 ▼ -1.8%	• Empties (inbound & outbound)	47 ▼ -26.8%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Exports	16.1 ▼ -12.8%	12.1 ▼ -17.5%		
	2015 2014-2015	2015 2014-2015		

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Coal, Lignite & Coal Coke	18,053,298	30.8%
Petroleum and Petroleum Products	16,082,007	27.4%
Primary Manufactured Goods	11,600,055	19.8%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—Journal of Commerce Report, U.S. Gulf Container Ports Trade 2011-15, http://www.joc.com/port-news/us-ports/port-houston/teu-growth-us-gulf-coast-ports-exceeds-overall-us_20160613.html, published June 13, 2016. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of New Orleans

Louisiana

CONTAINED IN:

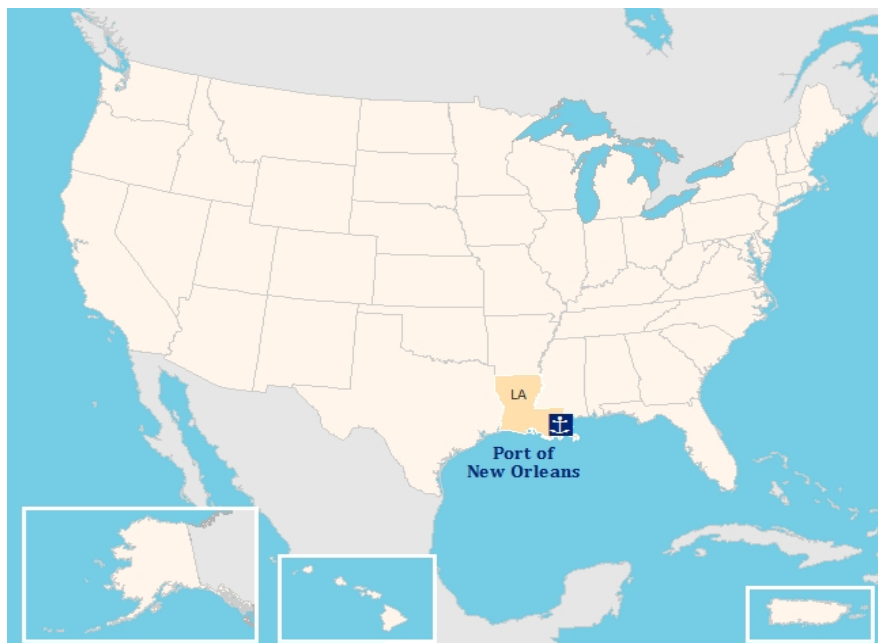
Container

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of New Orleans has multiple cargo and cruise ship terminals along the Mississippi River handling containers, break-bulk, liquid bulk, and dry bulk cargoes.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	55.0	Maximum Depth of Approach Channel (Feet)	45.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	1
Dedicated Container Terminal Acreage	130
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	6
• Super Post-Panamax	0
• Post-Panamax	6
• Panamax	0

Berths

Total Length (Feet)	2,000
---------------------	-------

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

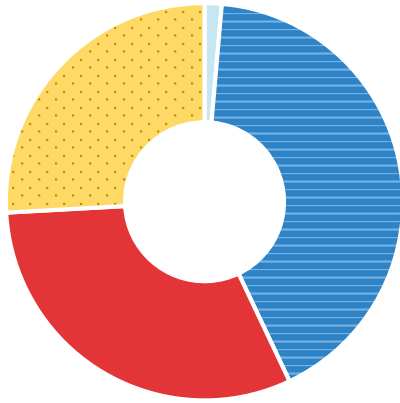
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of New Orleans website, <http://www.portno.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

36,205 ▲ 18.4%
2015 2014-2015



By Vessel Type

Container	1.4% of total	▲ 13.5%
	2015	2014-2015
Average TEU per Container Vessel		
		1,044
Dry Bulk	41.6% of total	▲ 6.9%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		3,196
Other Freight	31.2% of total	▲ 50.2%
	2015	2014-2015
Other Support	25.9% of total	▲ 9.5%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Dry Bulk

(Millions of short tons)

Container Volume

(Thousands of TEU)

Total (domestic & foreign)	87.8 ▲ 4.0%	48.1 ▲ 2.8%	Total TEU	525 ▲ 7.1%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Domestic	48.1 ▲ 1.6%	26.9 ▲ 3.2%	• Inbound loaded TEU	119 ▲ 22.8%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Foreign	39.7 ▲ 7.0%	21.2 ▲ 2.3%	• Outbound loaded TEU	251 ▲ 6.5%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Imports	18.9 ▲ 6.8%	8.8 ▼ -3.6%	• Empties (inbound & outbound)	155 ▼ -1.6%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Exports	20.8 ▲ 7.1%	12.4 ▲ 6.9%		
	2015 2014-2015	2015 2014-2015		

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	29,191,890	33.2%
Food and Farm Products	26,456,173	30.1%
Primary Manufactured Goods	10,468,810	11.9%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of New York & New Jersey

New Jersey and New York

CONTAINED IN:

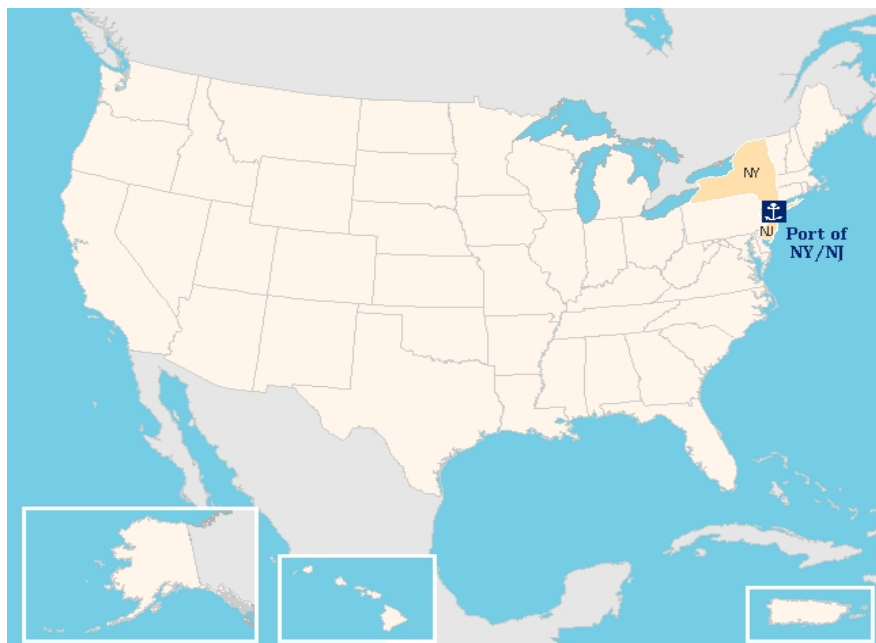
Container

Tonnage

Dry Bulk

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of New York and New Jersey includes multiple container liquid bulk, dry bulk, break-bulk, roll-on/roll-off, and special cargo terminals, as well as ferry and cruise ship facilities.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	50.0	Maximum Depth of Approach Channel (Feet)	45.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	6
Dedicated Container Terminal Acreage	1,518
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	69
• Super Post-Panamax	36
• Post-Panamax	12
• Panamax	21

Berths

Total Length (Feet)	27,987
---------------------	--------

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

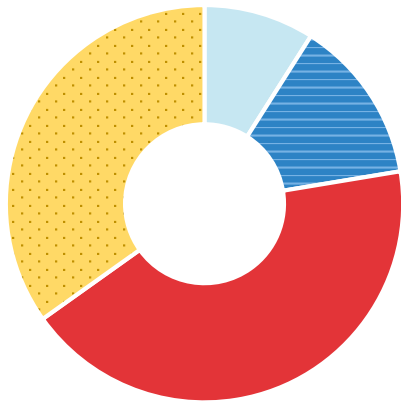
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of New York and New Jersey website, <http://www.panynj.gov/port/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

25,218 ▲ 3.6%
2015 2014-2015



By Vessel Type

Container	9.0% of total	▼ -3.0%
	2015	2014-2015
Average TEU per Container Vessel		
		2,808
Dry Bulk	13.4% of total	▼ -1.4%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		3,298
Other Freight	42.8% of total	▲ 3.4%
	2015	2014-2015
Other Support	34.8% of total	▲ 7.8%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Dry Bulk

(Millions of short tons)

Container Volume

(Thousands of TEU)

Total (domestic & foreign)	126.7 ▲ 0.4%	11.1 ▲ 4.6%	Total TEU	6,372 ▲ 10.4%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Domestic	47.4 ▲ 1.8%	4.6 ▲ 2.6%	• Inbound loaded TEU	3,214 ▲ 9.2%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Foreign	79.3 ▼ -0.4%	6.5 ▲ 6.2%	• Outbound loaded TEU	1,392 ▼ -2.6%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Imports	62.5 ▲ 2.8%	4.7 ▲ 10.7%	• Empties (inbound & outbound)	1,766 ▲ 26.2%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Exports	16.8 ▼ -10.6%	1.7 ▼ -4.4%		
	2015 2014-2015	2015 2014-2015		

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	66,566,474	52.5%
All Manufactured Equipment, Machinery and Products	14,464,699	11.4%
Crude Materials, Inedible Except Fuels	14,066,373	11.1%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Oakland

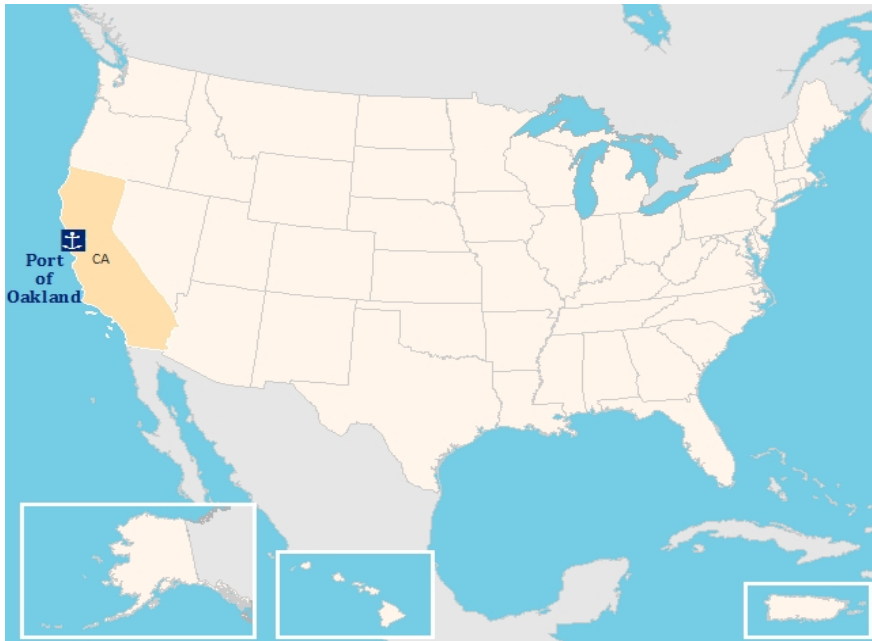
California

CONTAINED IN:

Container

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

In 2015, the Port of Oakland had five active container terminals and two intermodal rail facilities. One container terminal closed in early 2016.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	50.0	Maximum Depth of Approach Channel (Feet)	50.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	6
Dedicated Container Terminal Acreage	780
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	33
• Super Post-Panamax	15
• Post-Panamax	15
• Panamax	3

Berths

Total Length (Feet)	22,231
---------------------	--------

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. Terminal data represents the 2015 configuration corresponding to 2015 cargo flows. The Ports America Outer Harbor terminal closed in early 2016, and a portion of that land was added to the TraPac terminal in late 2016.

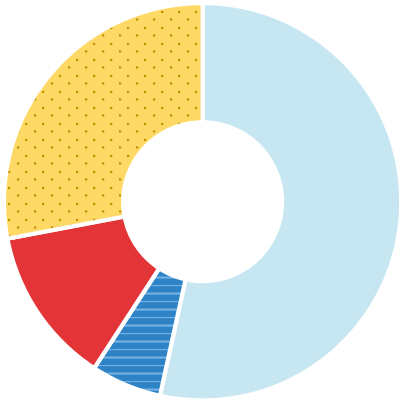
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Oakland website, <http://www.portofoakland.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

2,549 ▼ -33.8%
2015 2014-2015



By Vessel Type

Container	53.4% of total	▼ -19.1%
	2015	2014-2015
Average TEU per Container Vessel		
		1,672
Dry Bulk	5.7% of total	▲ 12.7%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		U
Other Freight	12.8% of total	▼ -44.4%
	2015	2014-2015
Other Support	28.0% of total	▼ -50.7%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	17.6 ▼ -7.1%
(domestic & foreign)	2015 2014-2015
• Domestic	1.8 ▼ -9.0%
	2015 2014-2015
• Foreign	15.8 ▼ -6.9%
	2015 2014-2015
◦ Imports	7.0 ▼ -1.6%
	2015 2014-2015
◦ Exports	8.7 ▼ -10.8%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	2,278 ▼ -4.9%
	2015 2014-2015
• Inbound loaded TEU	844 ▼ -0.2%
	2015 2014-2015
• Outbound loaded TEU	858 ▼ -11.5%
	2015 2014-2015
• Empties (inbound & outbound)	575 ▼ -0.6%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Food and Farm Products	6,696,632	38.1%
All Manufactured Equipment, Machinery and Products	3,690,041	21.0%
Crude Materials, Inedible Except Fuels	3,680,388	21.0%

NOTES: "U" designates data that was unavailable. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Pascagoula

Mississippi

CONTAINED IN:

Tonnage

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Pascagoula is located on the Gulf of Mexico with public and private terminals at both of its harbors. The Port handles liquid bulk, dry bulk, and break-bulk cargoes through multiple terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

42.0

Maximum Depth of Approach Channel (Feet)

42.0

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

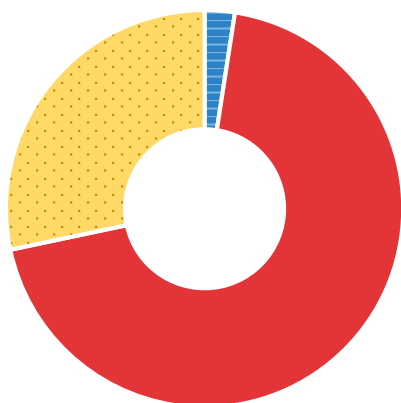
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Pascagoula website, <http://www.portofpascagoula.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

3,674 ▼ -8.1%
2015 2014-2015



By Vessel Type

Container	0.0% of total	▼ -100.0%
	2015	2014-2015
Average TEU per Container Vessel		N/A
Dry Bulk	2.4% of total	▼ -75.2%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		24,777
Other Freight	69.2% of total	▲ 13.8%
	2015	2014-2015
Other Support	28.3% of total	▼ -25.5%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	26.6	▼ -4.7%
(domestic & foreign)	2015	2014-2015
• Domestic	9.1	▼ -5.1%
	2015	2014-2015
• Foreign	17.5	▼ -4.5%
	2015	2014-2015
◦ Imports	9.2	▼ -18.0%
	2015	2014-2015
◦ Exports	8.3	▲ 16.9%
	2015	2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	24,818,245	93.3%
Chemicals and Related Products	1,459,511	5.5%
Coal, Lignite & Coal Coke	116,330	0.4%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Philadelphia

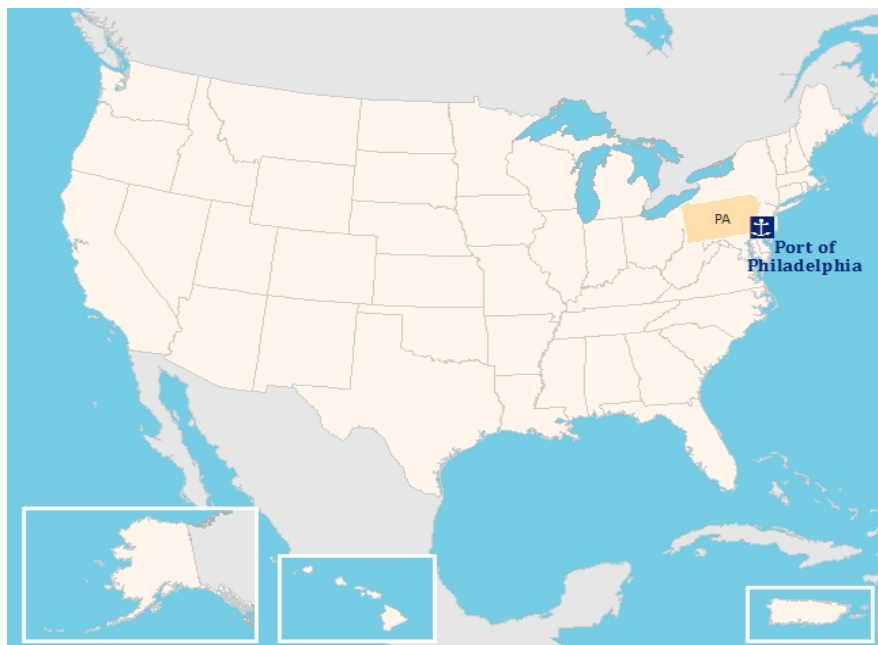
Pennsylvania

CONTAINED IN:

Container

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Philadelphia has multiple terminals along the Delaware River that handle containers, break-bulk cargo, liquid bulk cargo, and roll-on/roll-off vehicles. Perishables are a major part of Philadelphia's business.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	40.0	Maximum Depth of Approach Channel (Feet)	40.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	3
Dedicated Container Terminal Acreage	302
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	12
• Super Post-Panamax	0
• Post-Panamax	2
• Panamax	10

Berths

Total Length (Feet)	4,950
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

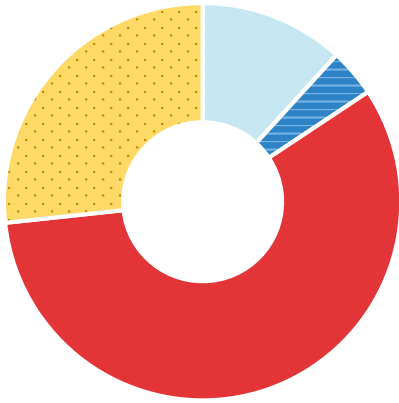
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Philadelphia Regional Port Authority website, <http://www.philaport.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

3,372 ▲ 0.2%
2015 2014-2015



By Vessel Type

Container	11.8% of total	▲ 2.2%
	2015	2014-2015
Average TEU per Container Vessel		1,077
Dry Bulk	3.9% of total	▲ 40.6%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		U
Other Freight	57.6% of total	▲ 2.6%
	2015	2014-2015
Other Support	26.7% of total	▼ -9.1%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	20.0 ▲ 7.7%
(domestic & foreign)	2015 2014-2015
• Domestic	9.9 ▼ -11.7%
	2015 2014-2015
• Foreign	10.1 ▲ 37.1%
	2015 2014-2015
◦ Imports	9.2 ▲ 42.0%
	2015 2014-2015
◦ Exports	0.9 ▲ 1.4%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	428 ▼ -4.8%
	2015 2014-2015
• Inbound loaded TEU	210 ▼ -4.6%
	2015 2014-2015
• Outbound loaded TEU	218 ▼ -5.0%
	2015 2014-2015
• Empties (inbound & outbound)	0 N/A
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	11,965,408	59.9%
Chemicals and Related Products	2,576,870	12.9%
Food and Farm Products	2,542,995	12.7%

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Pittsburgh

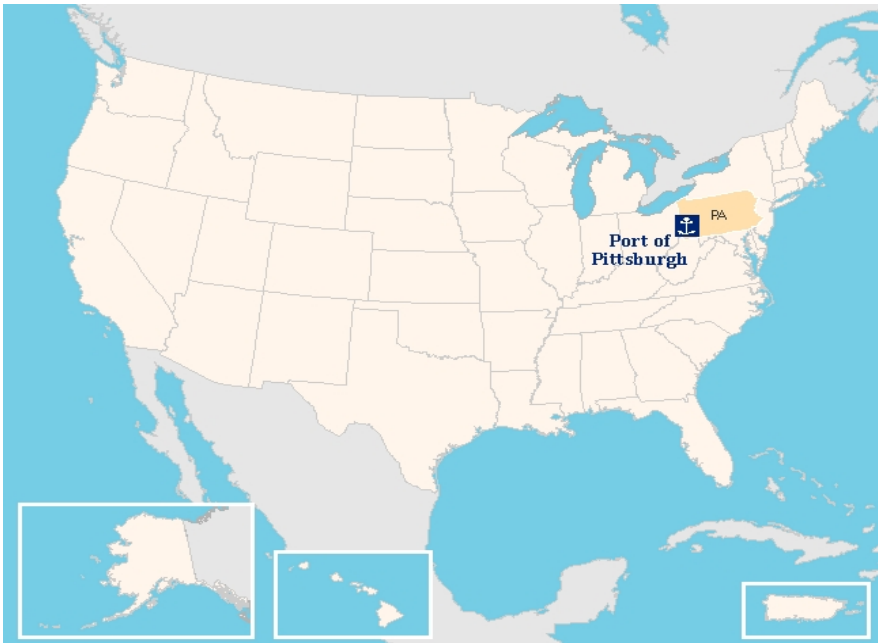
Pennsylvania

CONTAINED IN:

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Pittsburgh includes over 200 miles of terminals along the Allegheny, Monongahela, and Ohio Rivers that handle liquid bulk, dry bulk, and break-bulk cargoes.

CAPACITY

Channel Depth			
Authorized Channel Depth (Feet)	9.0	Maximum Depth of Approach Channel (Feet)	9.0

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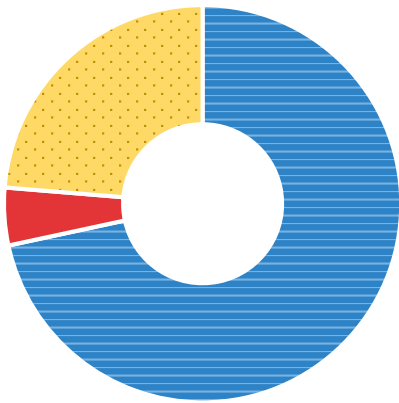
NOTES: Capacity information verified by port.
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Pittsburgh Commission website, <http://www.port.pittsburgh.pa.us/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**— U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

23,132 ▼ -15.4%
2015 2014-2015



By Vessel Type

Container	0.0% of total	▼	N/A
	2015		2014-2015
Average TEU per Container Vessel	N/A		
Dry Bulk	71.6% of total	▼	-14.0%
	2015		2014-2015
Average Dry Bulk Tonnage per Vessel	1,473		
Other Freight	4.7% of total	▼	-15.9%
	2015		2014-2015
Other Support	23.7% of total	▼	-19.2%
	2015		2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	26.4 ▼ -16.3%
(domestic & foreign)	2015 2014-2015
• Domestic	26.4 ▼ -16.3%
	2015 2014-2015
• Foreign	0.0 N/A
	2015 2014-2015
◦ Imports	0.0 N/A
	2015 2014-2015
◦ Exports	0.0 N/A
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	24.4 ▼ -16.3%
(domestic & foreign)	2015 2014-2015
• Domestic	24.4 ▼ -16.3%
	2015 2014-2015
• Foreign	0.0 N/A
	2015 2014-2015
◦ Imports	0.0 N/A
	2015 2014-2015
◦ Exports	0.0 N/A
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Coal, Lignite & Coal Coke	17,028,759	64.6%
Crude Materials, Inedible Except Fuels	6,024,069	22.8%
Petroleum and Petroleum Products	1,499,432	5.7%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Plaquemines

Louisiana

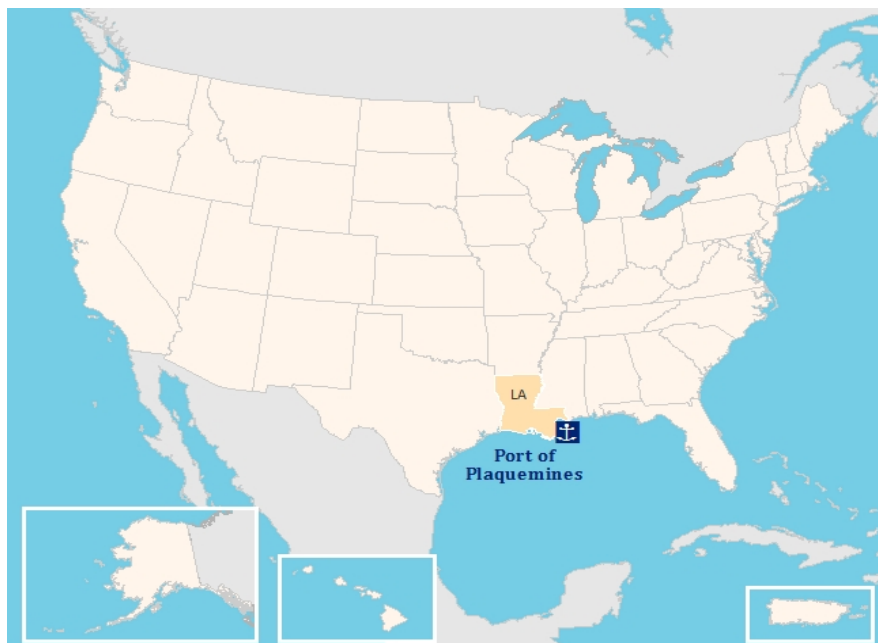
CONTAINED IN:

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

Plaquemines Port is located in Louisiana near the mouth of the Mississippi River. A series of port authority and private river terminals handle liquid bulk and dry bulk cargoes, and also provide services to the off-shore oil production industry.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

45.0

Maximum Depth of Approach Channel (Feet)

45.0

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

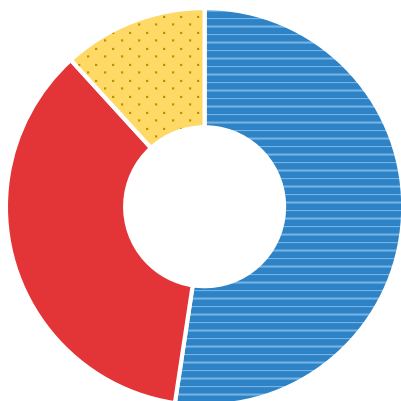
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Plaquemines Port Harbor & Terminal District website, <http://www.portofplaquemes.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**— U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

23,074 ▼ -0.8%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	52.4% of total	▼ -4.1%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	3,353	
Other Freight	35.8% of total	▲ 5.2%
	2015	2014-2015
Other Support	11.8% of total	▼ -3.0%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	53.5 ▼ -3.6%
(domestic & foreign)	2015 2014-2015
• Domestic	33.8 ▼ -4.3%
	2015 2014-2015
• Foreign	19.7 ▼ -2.3%
	2015 2014-2015
◦ Imports	2.9 ▲ 27.1%
	2015 2014-2015
◦ Exports	16.8 ▼ -6.0%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	40.5 ▼ -3.5%
(domestic & foreign)	2015 2014-2015
• Domestic	25.5 ▼ -5.7%
	2015 2014-2015
• Foreign	15.0 ▲ 0.5%
	2015 2014-2015
◦ Imports	1.6 ▲ 111.2%
	2015 2014-2015
◦ Exports	13.4 ▼ -5.5%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	18,208,344	34.0%
Food and Farm Products	17,429,909	32.6%
Coal, Lignite & Coal Coke	12,355,515	23.1%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Port Arthur

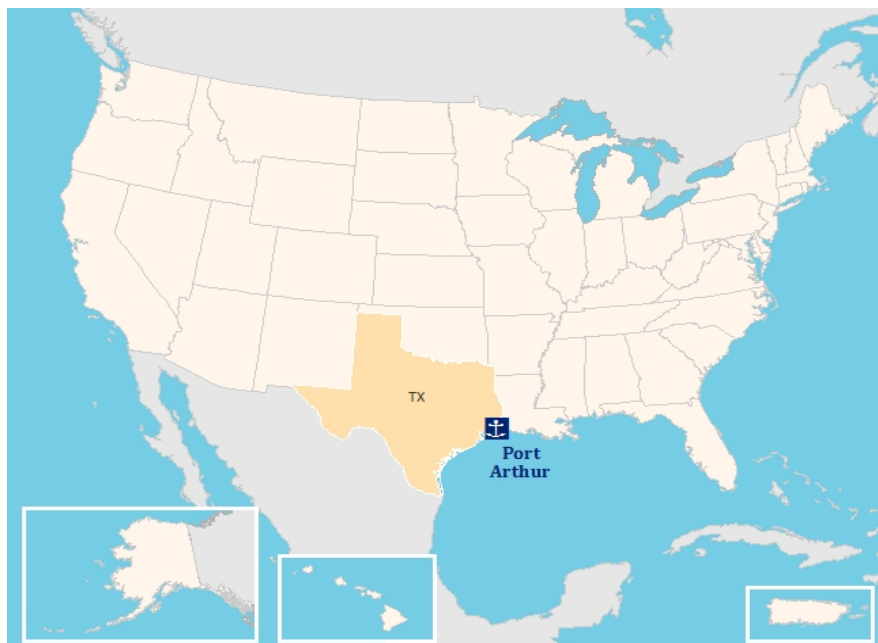
Texas

CONTAINED IN:

Tonnage

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Port Arthur is located on the Intercoastal Waterway, 19 miles from the Gulf of Mexico. Port Arthur handles break-bulk cargo through its terminal.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

42.0

Maximum Depth of Approach Channel (Feet)

42.0

(Continued on back)

NOTES: Capacity information verified by port.

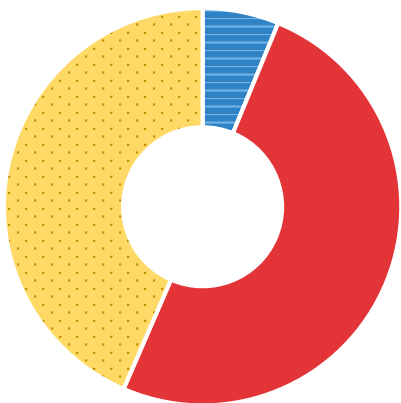
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Port Arthur website, <http://portofportarthur.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

5,940 ▼ -11.2%
2015 2014-2015



By Vessel Type

Container	0.0% of total	▼ -100.0%
	2015	2014-2015
Average TEU per Container Vessel		N/A
Dry Bulk	6.2% of total	▼ -14.0%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		19,584
Other Freight	50.3% of total	▼ -8.9%
	2015	2014-2015
Other Support	43.5% of total	▼ -13.3%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	35.8 ▼ -2.4%
(domestic & foreign)	2015 2014-2015
• Domestic	9.7 ▼ -11.6%
	2015 2014-2015
• Foreign	26.1 ▲ 1.5%
	2015 2014-2015
◦ Imports	8.6 ▲ 14.5%
	2015 2014-2015
◦ Exports	17.5 ▼ -3.9%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	31,394,253	87.7%
Chemicals and Related Products	2,832,256	7.9%
Crude Materials, Inedible Except Fuels	723,650	2.0%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port Everglades

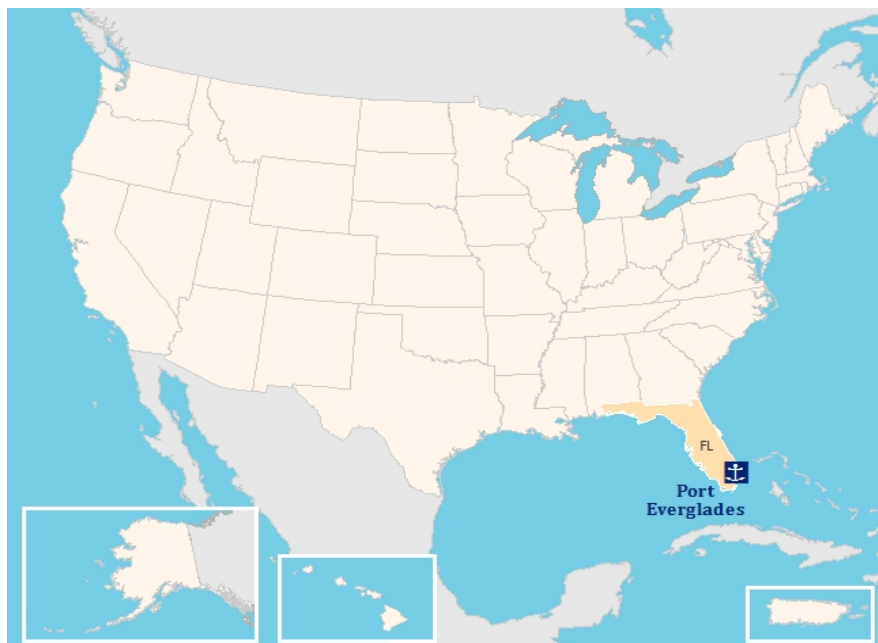
Florida

CONTAINED IN:

Container

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

Port Everglades is located near Fort Lauderdale on Florida's Atlantic coast. It handles petroleum products and containerized, break-bulk, and dry bulk cargoes in multiple terminals. Port Everglades also services cruise vessels.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	45.0	Maximum Depth of Approach Channel (Feet)	45.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	3
Dedicated Container Terminal Acreage	316
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	8
• Super Post-Panamax	0
• Post-Panamax	7
• Panamax	1

Berths

Total Length (Feet)	6,928
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

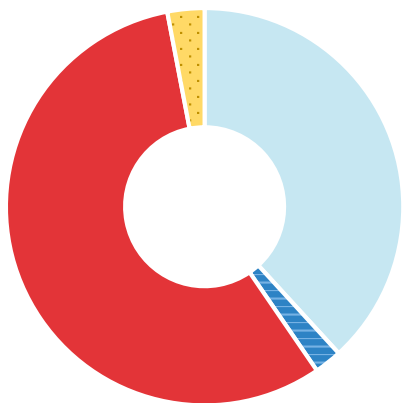
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port Everglades website, <http://www.porteverglades.net/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

3,135 ▼ -5.2%
2015 2014-2015



By Vessel Type

■ Container	38.2% of total	▼ -13.2%
	2015	2014-2015
Average TEU per Container Vessel		
886		
■ Dry Bulk	2.2% of total	▲ 21.7%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
18,556		
■ Other Freight	56.5% of total	▲ 2.1%
	2015	2014-2015
■ Other Support	3.0% of total	▼ -27.9%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	23.1 ▲ 2.7%
(domestic & foreign)	2015 2014-2015
• Domestic	9.9 ▲ 4.2%
	2015 2014-2015
• Foreign	13.1 ▲ 1.7%
	2015 2014-2015
◦ Imports	9.9 ▲ 4.0%
	2015 2014-2015
◦ Exports	3.3 ▼ -4.6%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	1,061 ▲ 5.3%
	2015 2014-2015
• Inbound loaded TEU	323 ▼ -2.4%
	2015 2014-2015
• Outbound loaded TEU	427 ▲ 6.9%
	2015 2014-2015
• Empties (inbound & outbound)	311 ▲ 12.2%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	14,467,647	62.7%
All Manufactured Equipment, Machinery and Products	2,278,459	9.9%
Food and Farm Products	2,054,579	8.9%

NOTES: "Other Support" includes tugs and push boats.

Container volume data is based on a fiscal year starting October 1 instead of the calendar year.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Portland

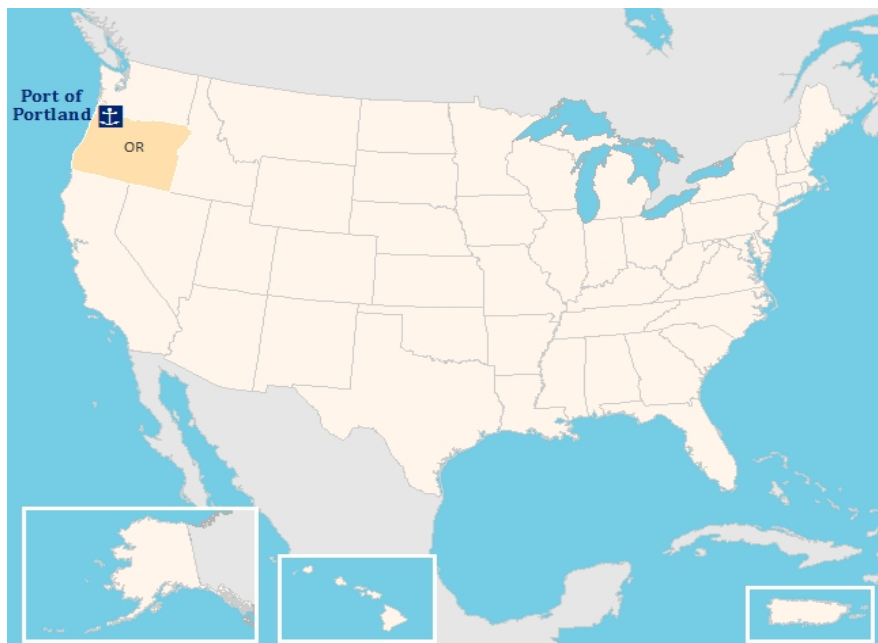
Oregon

CONTAINED IN:

Dry Bulk

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Portland, Oregon includes four marine terminals, which handle containerized, dry bulk, liquid bulk, break-bulk, roll-on/roll-off, and project cargoes. Container vessel service was drastically reduced in 2015 and discontinued in 2016.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

43 / 55

Maximum Depth of Approach Channel (Feet)

42.0

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

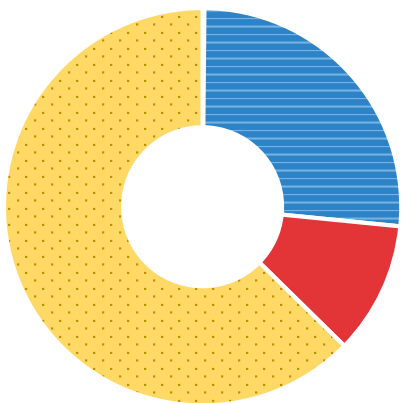
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Portland website, <http://www2.portofportland.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

6,137 ▼ -2.7%
2015 2014-2015



By Vessel Type

Container	0.1% of total	▼ -90.9%
	2015	2014-2015
Average TEU per Container Vessel		
		2,520
Dry Bulk	26.4% of total	▼ -27.8%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		7,909
Other Freight	10.8% of total	▲ 32.3%
	2015	2014-2015
Other Support	62.6% of total	▲ 11.0%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	18.6 ▼ -25.9%
(domestic & foreign)	2015 2014-2015
• Domestic	7.5 ▼ -21.7%
	2015 2014-2015
• Foreign	11.2 ▼ -28.5%
	2015 2014-2015
◦ Imports	2.4 ▼ -25.7%
	2015 2014-2015
◦ Exports	8.8 ▼ -29.2%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	12.8 ▼ -28.9%
(domestic & foreign)	2015 2014-2015
• Domestic	3.9 ▼ -35.2%
	2015 2014-2015
• Foreign	8.9 ▼ -25.6%
	2015 2014-2015
◦ Imports	1.6 ▼ -19.2%
	2015 2014-2015
◦ Exports	7.3 ▼ -26.9%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Food and Farm Products	5,998,997	32.2%
Chemicals and Related Products	5,106,731	27.4%
Petroleum and Petroleum Products	3,574,112	19.2%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Richmond

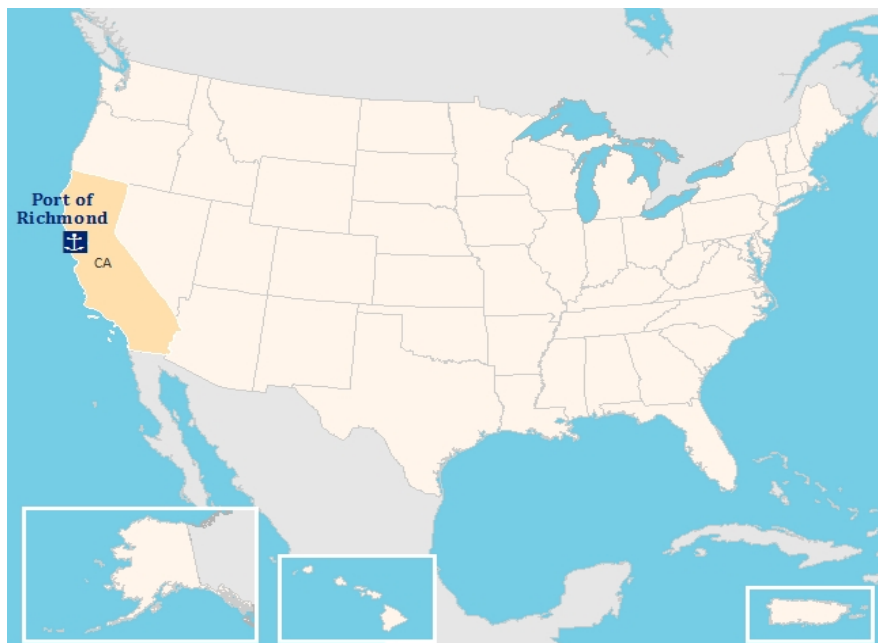
California

CONTAINED IN:

Tonnage

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Richmond, California includes 5 city-owned terminals and 10 private terminals. Richmond handles liquid bulk, dry bulk, roll-on/roll-off, and break-bulk cargoes.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	45.0	Maximum Depth of Approach Channel (Feet)	45.0
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

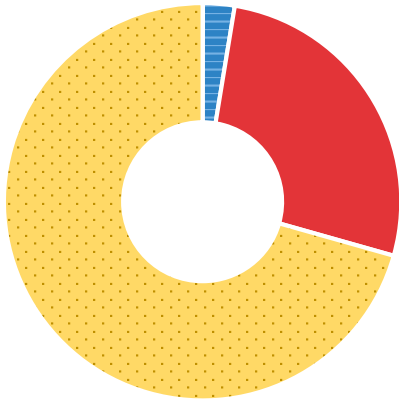
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—City of Richmond Port Operations website, <http://www.ci.richmond.ca.us/102/Port-Operations>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

5,525 ▼ -2.1%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	2.6% of total	▲ 45.6%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	16,249	
Other Freight	26.8% of total	▼ -2.7%
	2015	2014-2015
Other Support	70.6% of total	▼ -3.1%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	28.5	▲ 9.6%
(domestic & foreign)	2015	2014-2015
• Domestic	10.3	▲ 18.2%
	2015	2014-2015
• Foreign	18.2	▲ 5.2%
	2015	2014-2015
◦ Imports	13.1	▲ 4.5%
	2015	2014-2015
◦ Exports	5.1	▲ 7.2%
	2015	2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	25,701,185	90.1%
Coal, Lignite & Coal Coke	1,247,041	4.4%
Crude Materials, Inedible Except Fuels	633,900	2.2%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of San Juan

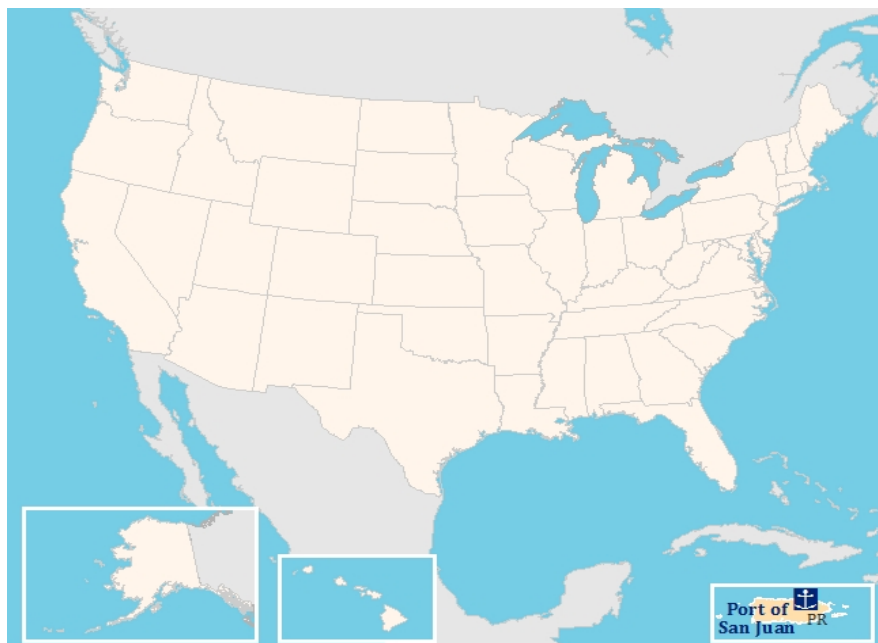
Puerto Rico

CONTAINED IN:

Container

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of San Juan's Puerto Nuevo complex handles roll-on/roll-off containers without cranes, via barge, at its dedicated container terminal. Additional terminals, some with container cranes, handle containerized, break-bulk, and roll-on/roll-off cargoes.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	56.0	Maximum Depth of Approach Channel (Feet)	40.0
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Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	1
Dedicated Container Terminal Acreage	411
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	14
• Super Post-Panamax	0
• Post-Panamax	14
• Panamax	0

Berths

Total Length (Feet)	12,182
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. Some of the terminal acreages and berth lengths were estimated using Google Earth. "U" designates data that was unavailable.

SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of San Juan website, <http://www.prpa.gobierno.pr/maritimo>, accessed October 2016, including terminal websites accessed through the main port website; Google Earth (for estimates of terminal acreage and berth length), accessed 2016.

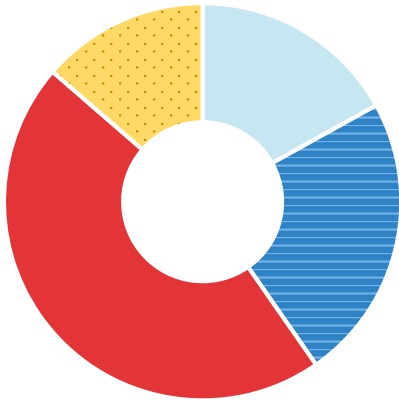
Authorized Channel Depth and Maximum Project Channel Depth—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

2,395 ▲ 3.0%
2015 2014-2015



By Vessel Type

Container	16.9% of total	▼ -27.8%
	2015	2014-2015
Average TEU per Container Vessel		
		2,985
Dry Bulk	23.4% of total	▲ 26.3%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		5,895
Other Freight	46.0% of total	▲ 11.6%
	2015	2014-2015
Other Support	13.6% of total	▼ -1.7%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	11.1 ▲ 2.5%
(domestic & foreign)	2015 2014-2015
• Domestic	4.3 ▼ -8.2%
	2015 2014-2015
• Foreign	6.8 ▲ 10.7%
	2015 2014-2015
◦ Imports	6.4 ▲ 10.0%
	2015 2014-2015
◦ Exports	0.4 ▲ 22.3%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	1,211 ▼ -8.3%
	2015 2014-2015
• Inbound loaded TEU	589 ▼ -1.5%
	2015 2014-2015
• Outbound loaded TEU	181 ▼ -15.8%
	2015 2014-2015
• Empties (inbound & outbound)	441 ▼ -13.1%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	4,133,120	37.4%
Food and Farm Products	2,911,401	26.3%
All Manufactured Equipment, Machinery and Products	2,216,809	20.0%

NOTES: Container volume data is based on a fiscal year starting July 1 instead of the calendar year.

"Other Support" includes tugs and push boats. Vessel calls numbers might not add to 100% due to rounding.

This port is served by a mix of container vessels and barges that can carry both containers and non-container roll-on/roll-off or break-bulk cargo. Available data on vessel calls may not accurately reflect vessel counts or average TEU handled for container cargo.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Savannah

Georgia

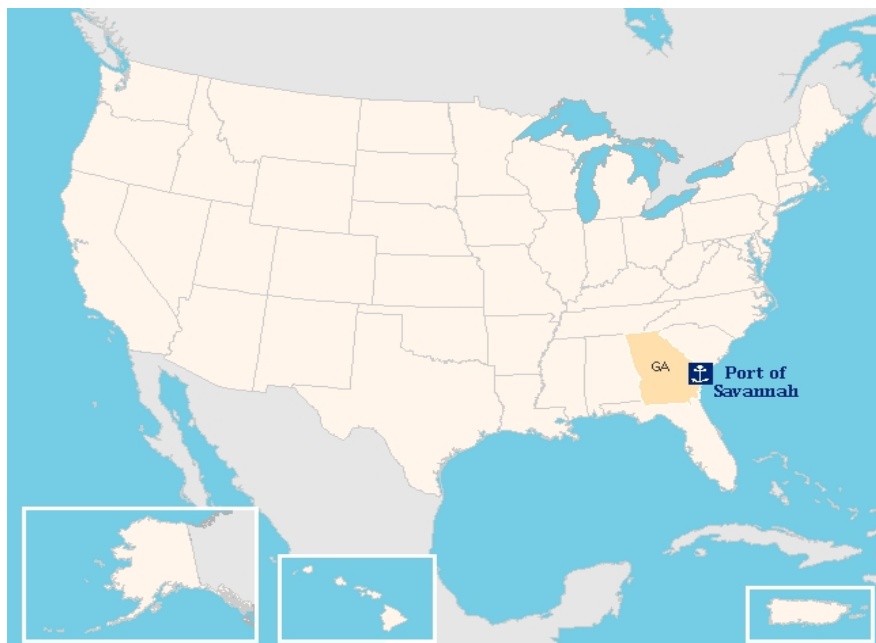
CONTAINED IN:

Container

Tonnage

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Savannah (Georgia Ports Authority) has one dedicated container terminal and a second terminal that handles roll-on/roll-off, break-bulk, and heavy lift cargoes.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	44.0	Maximum Depth of Approach Channel (Feet)	44.0
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Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	1
Dedicated Container Terminal Acreage	1,200
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	22
• Super Post-Panamax	16
• Post-Panamax	6
• Panamax	0

Berths

Total Length (Feet)	9,693
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(Continued on back)

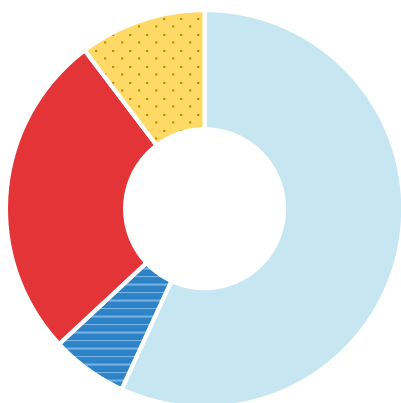
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Savannah website, <http://www.gaports.com/PortofSavannah.aspx>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

3,258 ▼ -0.3%
2015 2014-2015



By Vessel Type

Container	56.9% of total	▲ 1.0%
	2015	2014-2015
Average TEU per Container Vessel		
		2,017
Dry Bulk	6.2% of total	▼ -6.5%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		19,188
Other Freight	26.6% of total	▼ -4.9%
	2015	2014-2015
Other Support	10.3% of total	▲ 9.6%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	35.2 ▲ 2.5%
(domestic & foreign)	2015 2014-2015
• Domestic	1.0 ▼ -18.8%
	2015 2014-2015
• Foreign	34.2 ▲ 3.3%
	2015 2014-2015
◦ Imports	17.4 ▲ 10.5%
	2015 2014-2015
◦ Exports	16.7 ▼ -3.3%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	3,737 ▲ 11.7%
	2015 2014-2015
• Inbound loaded TEU	1,623 ▲ 20.4%
	2015 2014-2015
• Outbound loaded TEU	1,251 ▼ -3.7%
	2015 2014-2015
• Empties (inbound & outbound)	863 ▲ 23.4%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
All Manufactured Equipment, Machinery and Products	9,182,500	26.1%
Crude Materials, Inedible Except Fuels	8,451,192	24.0%
Food and Farm Products	5,583,528	15.9%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Seattle

Washington

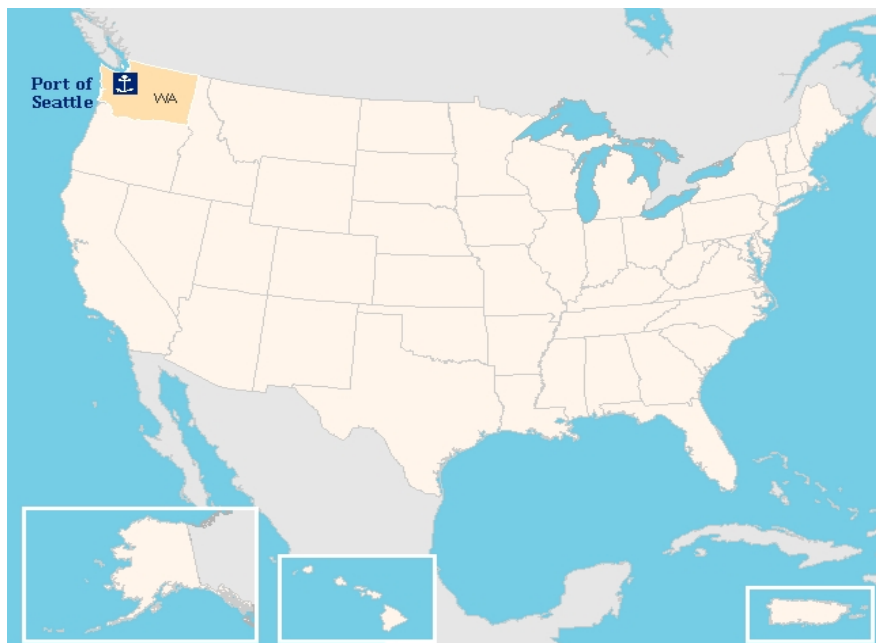
CONTAINED IN:

Container

Dry Bulk

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Seattle is part of the Northwest Seaport Alliance with Tacoma. Seattle has four active container terminals, including one handling containers via barge, and one container terminal undergoing modernization. Seattle also has two terminals handling break-bulk cargo.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	34 / 51	Maximum Depth of Approach Channel (Feet)	51.0
---------------------------------	---------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	4
Dedicated Container Terminal Acreage	533
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	21
• Super Post-Panamax	13
• Post-Panamax	8
• Panamax	0

Berths

Total Length (Feet)	12,340
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. The port's T-5 facility was inactive and undergoing rebuilding in 2015. T-115 is a barge terminal primarily engaged in domestic traffic.

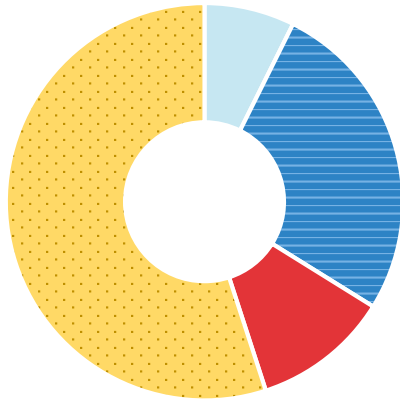
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Seattle website, <http://www.portseattle.org/Pages/default.aspx>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

5,464 ▲ 7.2%
2015 2014-2015



By Vessel Type

Container	7.4% of total	▼ -5.9%
	2015	2014-2015
Average TEU per Container Vessel		3,494
Dry Bulk	26.5% of total	▲ 0.5%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		7,768
Other Freight	11.2% of total	▲ 23.0%
	2015	2014-2015
Other Support	55.0% of total	▲ 9.9%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Dry Bulk

(Millions of short tons)

Container Volume

(Thousands of TEU)

Total (domestic & foreign)	22.6 ▲ 1.1%	11.2 ▲ 1.1%	Total TEU	1,404 ▲ 3.8%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Domestic	5.5 ▲ 1.3%	3.4 ▼ -1.5%	• Inbound loaded TEU	470 ▲ 8.7%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Foreign	17.1 ▲ 1.0%	7.8 ▲ 2.3%	• Outbound loaded TEU	352 ▼ -6.4%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Imports	8.0 ▲ 9.5%	3.6 ▼ -0.9%	• Empties (inbound & outbound)	240 ▲ 45.1%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Exports	9.1 ▼ -5.4%	4.2 ▲ 5.2%		
	2015 2014-2015	2015 2014-2015		

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Food and Farm Products	7,862,327	34.8%
Crude Materials, Inedible Except Fuels	5,689,242	25.2%
All Manufactured Equipment, Machinery and Products	3,067,216	13.6%

NOTES: Port of Seattle also reported 2015 domestic transshipment of 342,260 TEU.

"Other Support" includes tugs and push boats. Vessel calls numbers might not add to 100% due to rounding.

SOURCES: Vessel Calls, Total Tonnage—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—Seattle Annual Financial Report 2015, Schedule 19 Port of Seattle Container Volumes, p. 19, available at https://www.portseattle.org/About/Financial-Info/Documents/2015_caf_r_final.pdf. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of South Louisiana

Louisiana

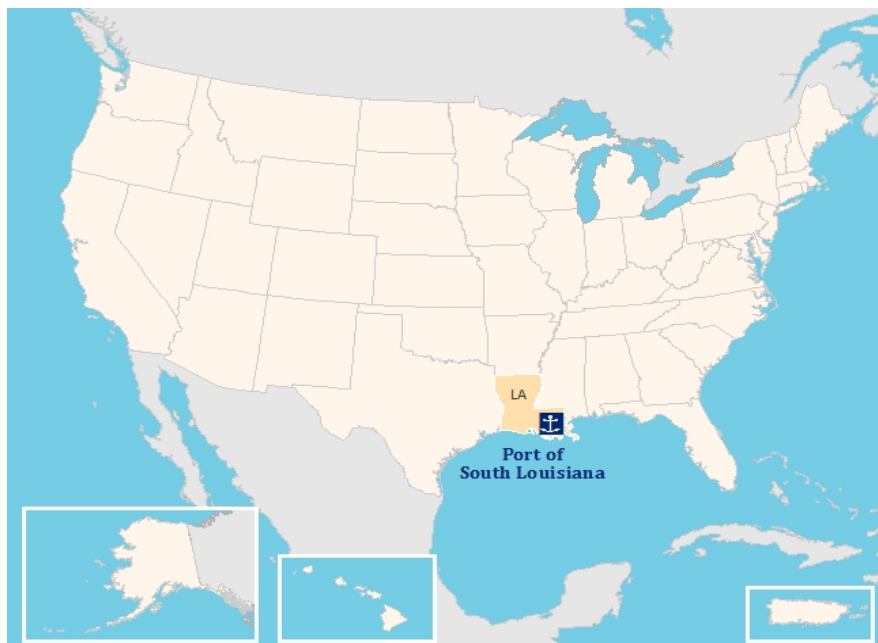
CONTAINED IN:

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of South Louisiana extends for 54 miles along the Mississippi River and includes 40 liquid and dry bulk terminals, plus the Globalplex Intermodal Terminal, which handles break-bulk cargo.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

45.0

Maximum Depth of Approach Channel (Feet)

45.0

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

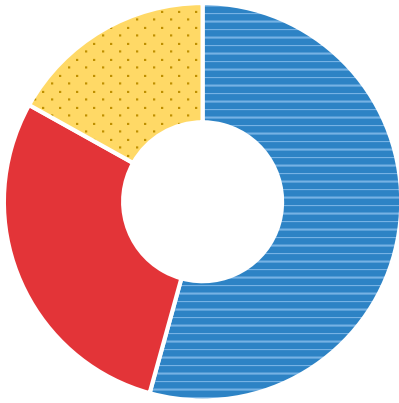
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of South Louisiana website, <http://portsl.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

66,249 ▲ 0.5%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	54.3% of total	▼ -4.3%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	4,258	
Other Freight	28.8% of total	▲ 14.6%
	2015	2014-2015
Other Support	16.9% of total	▼ -4.0%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	259.1 ▼ -3.1%
(domestic & foreign)	2015 2014-2015
• Domestic	139.1 ▼ -1.8%
	2015 2014-2015
• Foreign	120.0 ▼ -4.6%
	2015 2014-2015
◦ Imports	38.3 ▼ -5.1%
	2015 2014-2015
◦ Exports	81.7 ▼ -4.4%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	153.2 ▼ -6.7%
(domestic & foreign)	2015 2014-2015
• Domestic	76.5 ▼ -5.7%
	2015 2014-2015
• Foreign	76.6 ▼ -7.8%
	2015 2014-2015
◦ Imports	17.5 ▼ -16.0%
	2015 2014-2015
◦ Exports	59.1 ▼ -5.0%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Food and Farm Products	107,457,229	41.5%
Petroleum and Petroleum Products	93,927,808	36.3%
Chemicals and Related Products	28,490,601	11.0%

NOTES: "N/A" designates a metric that does not apply for this port. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Metropolitan St. Louis

Illinois and Missouri

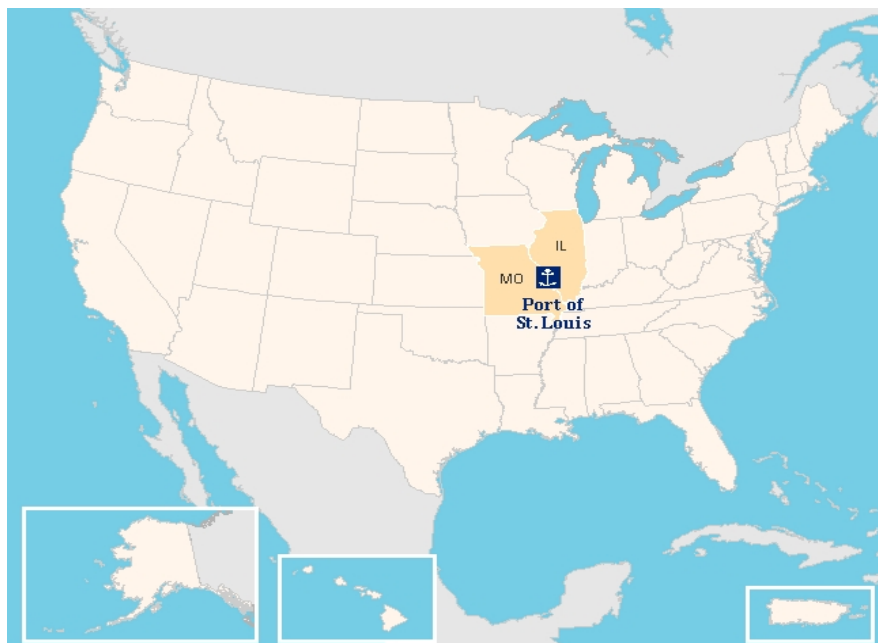
CONTAINED IN:

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Metropolitan St. Louis includes 70 miles of facilities on both sides of the Mississippi River that handle liquid bulk, dry bulk, and break-bulk cargoes.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

9.0

Maximum Depth of Approach Channel (Feet)

9.0

(Continued on back)

NOTES: Capacity information verified by port. "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable.

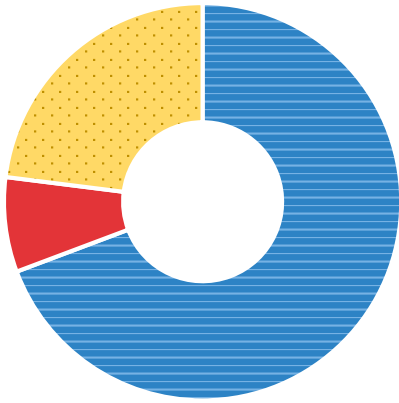
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—St. Louis Port Authority website, <https://www.stlouis-mo.gov/government/departments/sldc/slpa/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

23,898 ▼ -3.6%
2015 2014-2015



By Vessel Type

Container	0.0% of total	▼	N/A
	2015		2014-2015
Average TEU per Container Vessel			N/A
Dry Bulk	69.3% of total	▼	-2.3%
	2015		2014-2015
Average Dry Bulk Tonnage per Vessel			1,756
Other Freight	7.7% of total	▼	-18.2%
	2015		2014-2015
Other Support	23.0% of total	▼	-1.7%
	2015		2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	35.0	▼	-10.1%
(domestic & foreign)	2015		2014-2015
• Domestic	35.0	▼	-10.1%
	2015		2014-2015
• Foreign	0.0		N/A
	2015		2014-2015
◦ Imports	0.0		N/A
	2015		2014-2015
◦ Exports	0.0		N/A
	2015		2014-2015

Dry Bulk

(Millions of short tons)

Total	29.1	▼	-5.7%
(domestic & foreign)	2015		2014-2015
• Domestic	29.1	▼	-5.7%
	2015		2014-2015
• Foreign	0.0		N/A
	2015		2014-2015
◦ Imports	0.0		N/A
	2015		2014-2015
◦ Exports	0.0		N/A
	2015		2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Food and Farm Products	12,513,767	35.8%
Petroleum and Petroleum Products	6,259,622	17.9%
Coal, Lignite & Coal Coke	6,012,813	17.2%

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Tacoma

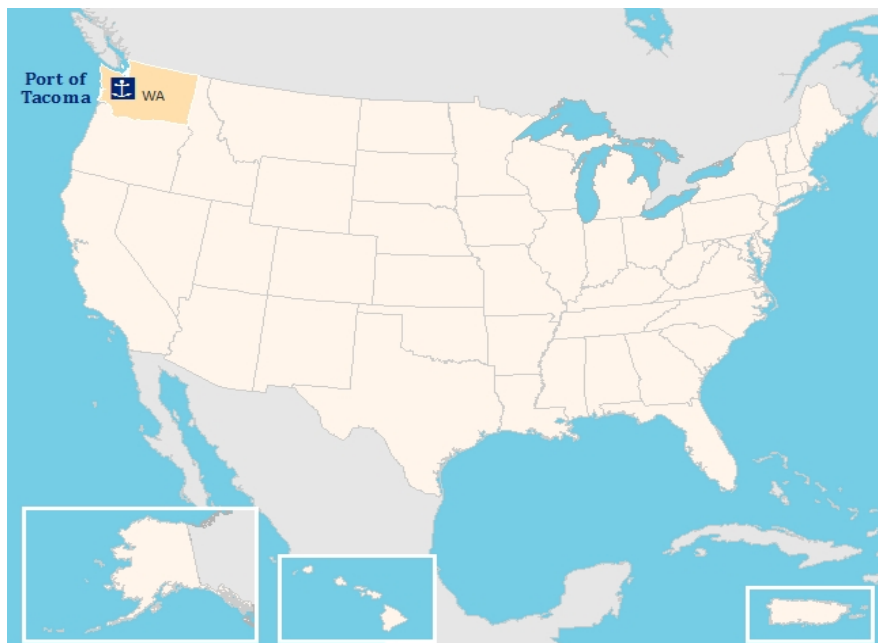
Washington

CONTAINED IN:

Container

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Ports of Tacoma and Seattle form the Northwest Seaport Alliance. Tacoma has five terminals that handle containers, including containers moving by barge, and five additional terminals that handle bulk cargo, break-bulk cargo, and roll-on/roll-off vehicles.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	51.0	Maximum Depth of Approach Channel (Feet)	51.0
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Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	7
Dedicated Container Terminal Acreage	594
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	26
• Super Post-Panamax	9
• Post-Panamax	15
• Panamax	2

Berths

Total Length (Feet)	10,687
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. The TOTE terminal is a roll-on/roll-off barge facility serving domestic trade.

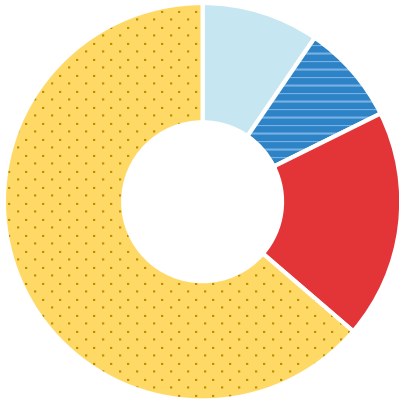
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Tacoma website, <http://www.portoftacoma.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

5,895 ▼ -0.6%
2015 2014-2015



By Vessel Type

Container	9.5% of total	▼ -6.9%
	2015	2014-2015
Average TEU per Container Vessel		
		3,778
Dry Bulk	8.1% of total	▼ -21.6%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		9,765
Other Freight	18.6% of total	▲ 18.8%
	2015	2014-2015
Other Support	63.7% of total	▼ -0.9%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	22.6 ▼ -10.0%
(domestic & foreign)	2015 2014-2015
• Domestic	4.6 ▲ 0.4%
	2015 2014-2015
• Foreign	18.1 ▼ -12.3%
	2015 2014-2015
◦ Imports	8.1 ▼ -1.9%
	2015 2014-2015
◦ Exports	10.0 ▼ -19.2%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	2,125 ▲ 4.2%
	2015 2014-2015
• Inbound loaded TEU	838 ▲ 6.8%
	2015 2014-2015
• Outbound loaded TEU	519 ▼ -2.3%
	2015 2014-2015
• Empties (inbound & outbound)	341 ▲ 28.1%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Food and Farm Products	6,555,473	29.0%
All Manufactured Equipment, Machinery and Products	6,126,493	27.1%
Crude Materials, Inedible Except Fuels	3,644,419	16.1%

NOTES: Port of Tacoma also reported 2015 domestic transshipment of 426,373 TEU. "Other Support" includes tugs and push boats. Vessel calls numbers might not add to 100% due to rounding.

Port of Tacoma data is calculated as the difference between AAPA data for the combined Northwest Seaport Alliance and Port of Seattle data.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Tampa

Florida

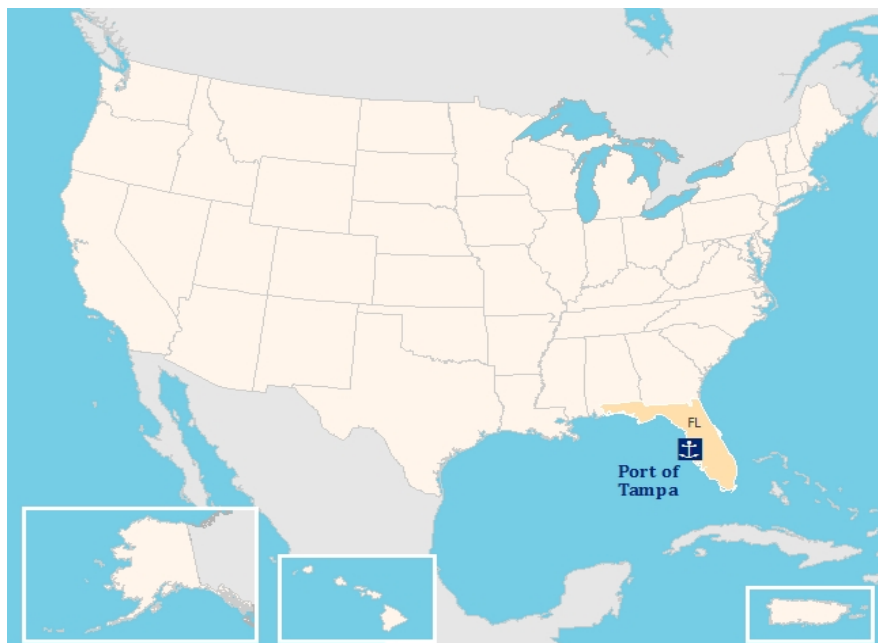
CONTAINED IN:

Tonnage

Dry Bulk

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Tampa Bay, on the Gulf of Mexico, handles liquid bulk, break-bulk, and containerized cargoes through three terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

43.0

Maximum Depth of Approach Channel (Feet)

43.0

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable.

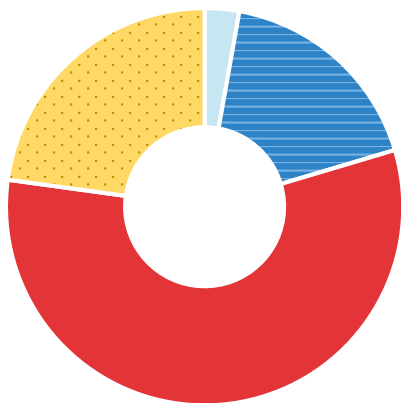
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port Tampa Bay website, <https://www.tampaport.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

2,565 ▲ 1.0%
2015 2014-2015



By Vessel Type

Container	2.8% of total	▲ 0.0%
	2015	2014-2015
Average TEU per Container Vessel		788
Dry Bulk	17.6% of total	▼ -7.8%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		29,709
Other Freight	56.8% of total	▲ 6.7%
	2015	2014-2015
Other Support	22.8% of total	▼ -4.7%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	35.9 ▲ 2.1%
(domestic & foreign)	2015 2014-2015
• Domestic	22.4 ▼ -0.8%
	2015 2014-2015
• Foreign	13.6 ▲ 7.3%
	2015 2014-2015
◦ Imports	8.0 ▲ 17.6%
	2015 2014-2015
◦ Exports	5.6 ▼ -4.7%
	2015 2014-2015

Dry Bulk

(Millions of short tons)

Total	13.4 ▼ -0.3%
(domestic & foreign)	2015 2014-2015
• Domestic	5.1 ▼ -2.4%
	2015 2014-2015
• Foreign	8.3 ▲ 1.0%
	2015 2014-2015
◦ Imports	4.2 ▲ 10.6%
	2015 2014-2015
◦ Exports	4.1 ▼ -7.3%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	15,704,401	43.7%
Chemicals and Related Products	11,229,103	31.2%
Crude Materials, Inedible Except Fuels	5,148,958	14.3%

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Texas City

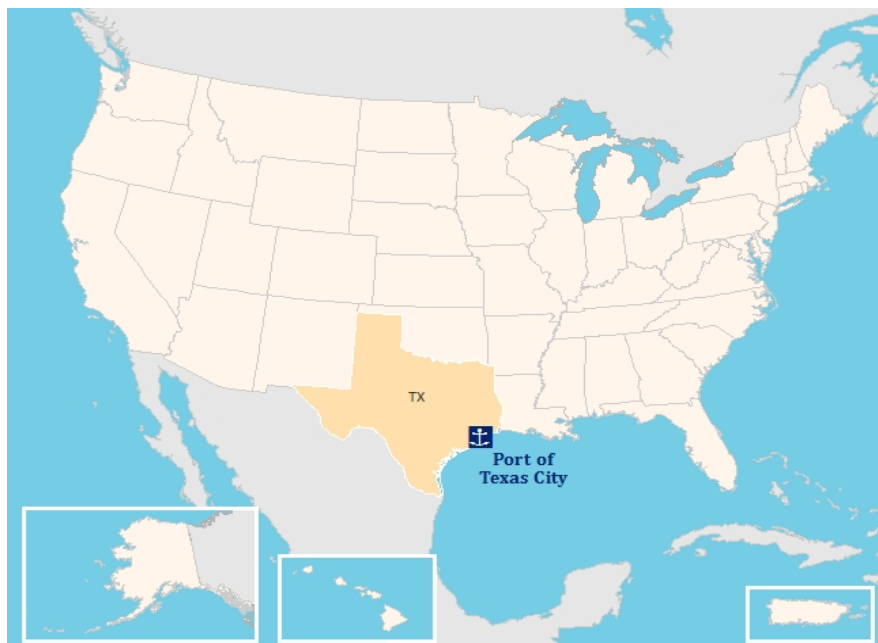
Texas

CONTAINED IN:

Tonnage

Region:
GULF COAST
& MISSISSIPPI
RIVER

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Texas City is located on Galveston Bay and handles liquid and dry bulk cargoes through multiple terminals.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	50.0	Maximum Depth of Approach Channel (Feet)	42.0
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. "N/A" designates a metric that does not apply for this port.

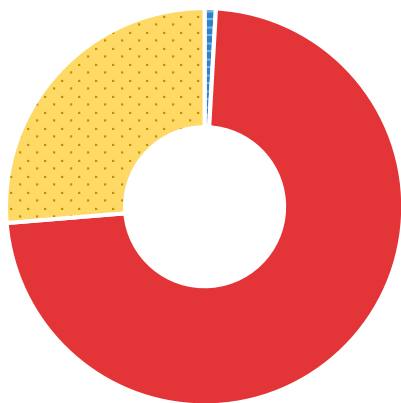
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Texas City website, <http://www.tctrr.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

6,372 ▼ -11.3%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	0.9% of total	▲ 96.6%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	30,138	
Other Freight	72.8% of total	▼ -11.6%
	2015	2014-2015
Other Support	26.3% of total	▼ -12.4%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	42.9 ▼ -10.4%
(domestic & foreign)	2015 2014-2015
• Domestic	15.3 ▼ -18.6%
	2015 2014-2015
• Foreign	27.6 ▼ -5.0%
	2015 2014-2015
◦ Imports	12.4 ▼ -20.1%
	2015 2014-2015
◦ Exports	15.2 ▲ 12.2%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	37,029,033	86.3%
Chemicals and Related Products	5,652,798	13.2%
Unknown or Not Elsewhere Classified	149,406	0.3%

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Two Harbors

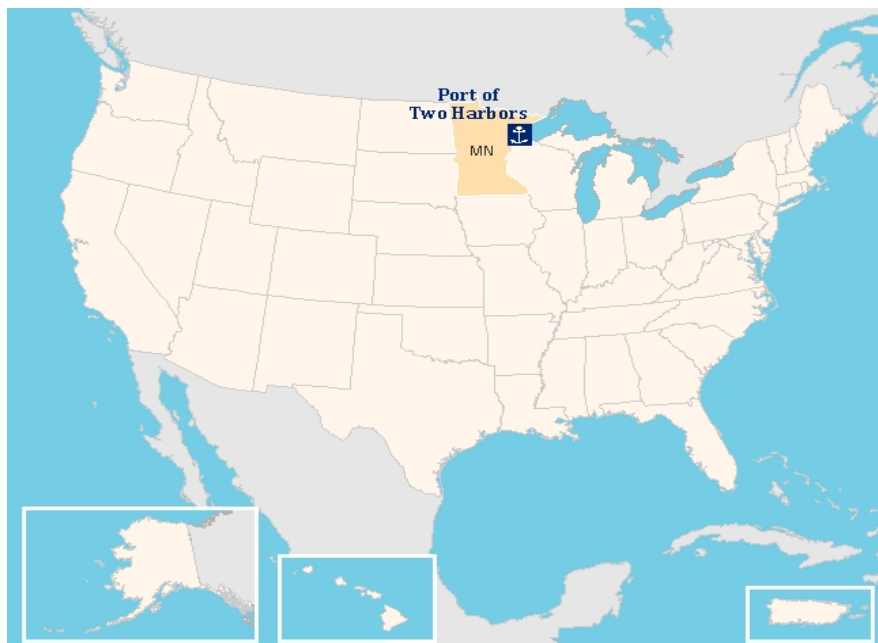
Minnesota

CONTAINED IN:

Dry Bulk

Region:
GREAT
LAKES

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Two Harbors is a Great Lakes port on the north shore of Lake Superior that handles dry bulk cargo.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	30.0	Maximum Depth of Approach Channel (Feet)	30.0
---------------------------------	------	--	------

(Continued on back)

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable.

SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—USACE Infrastructure Inventory, <http://www.lre.usace.army.mil/Portals/69/docs/Navigation/RiskCommunication/Two%20Harbors%20MN.pdf>, accessed October 2016. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

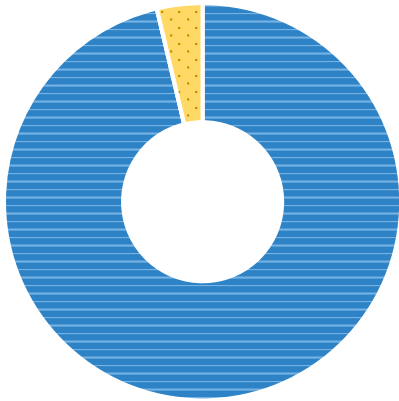
Port of Two Harbors (Continued)

THROUGHPUT

Vessel Calls

Total Vessel Calls

311 ▲ 3.5%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	96.3% of total	▲ 2.4%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	52,777	
Other Freight	0.0% of total	N/A
	2015	2014-2015
Other Support	3.7% of total	▲ 43.8%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	15.8	▲ 6.8%
(domestic & foreign)	2015	2014-2015
• Domestic	14.3	▲ 2.3%
	2015	2014-2015
• Foreign	1.5	▲ 83.1%
	2015	2014-2015
◦ Imports	0.0	N/A
	2015	2014-2015
◦ Exports	1.5	▲ 83.1%
	2015	2014-2015

Dry Bulk

(Millions of short tons)

Total	15.8	▲ 6.8%
(domestic & foreign)	2015	2014-2015
• Domestic	14.3	▲ 2.3%
	2015	2014-2015
• Foreign	1.5	▲ 83.1%
	2015	2014-2015
◦ Imports	0.0	N/A
	2015	2014-2015
◦ Exports	1.5	▲ 83.1%
	2015	2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Crude Materials, Inedible Except Fuels	15,780,429	100.0%

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Valdez

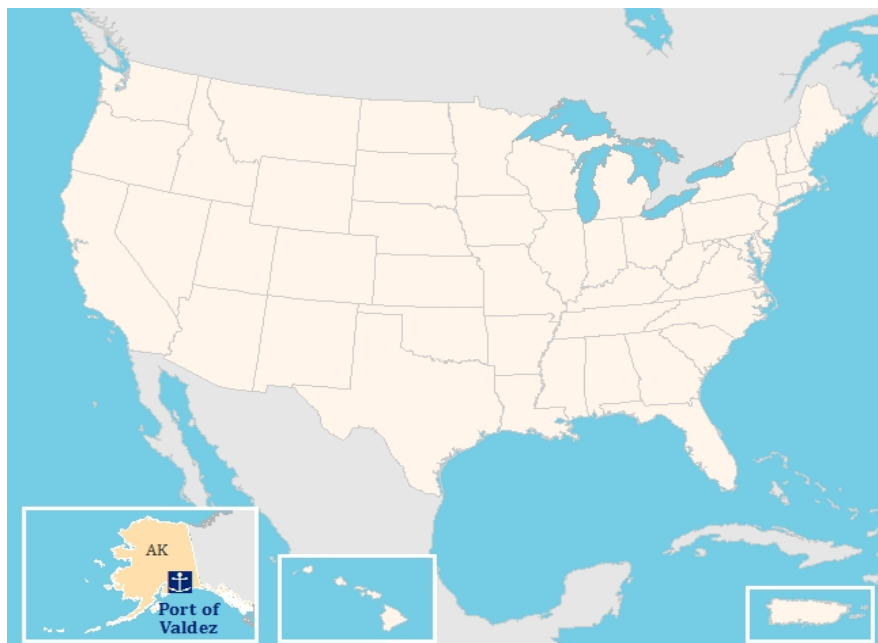
Alaska

CONTAINED IN:

Tonnage

Region:
PACIFIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Valdez is located at the southern terminus of the trans-Alaska oil pipeline. The Port handles liquid bulk and dry bulk vessels, and break-bulk, roll-on/roll-off, and containerized cargoes via barge.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)

U

Maximum Depth of Approach Channel (Feet)

62+

(Continued on back)

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable.

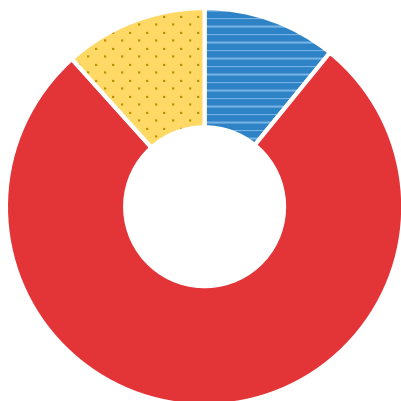
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview**—Port of Valdez website, <http://www.ci.valdez.ak.us/port>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

318 ▼ -10.2%
2015 2014-2015



By Vessel Type

Container	0.0% of total	N/A
	2015	2014-2015
Average TEU per Container Vessel	N/A	
Dry Bulk	10.9% of total	▲ 25.5%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel	U	
Other Freight	77.5% of total	▼ -8.2%
	2015	2014-2015
Other Support	11.7% of total	▼ -36.2%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total (domestic & foreign)	26.7 ▲ 0.9%
	2015 2014-2015
• Domestic	26.6 ▲ 0.8%
	2015 2014-2015
• Foreign	0.2 ▲ 20.5%
	2015 2014-2015
◦ Imports	0.0 N/A
	2015 2014-2015
◦ Exports	0.1 ▲ 13.0%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	26,715,073	99.9%
Food and Farm Products	18,599	0.1%
All Manufactured Equipment, Machinery and Products	8,410	0.0%

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Virginia

Virginia

CONTAINED IN:

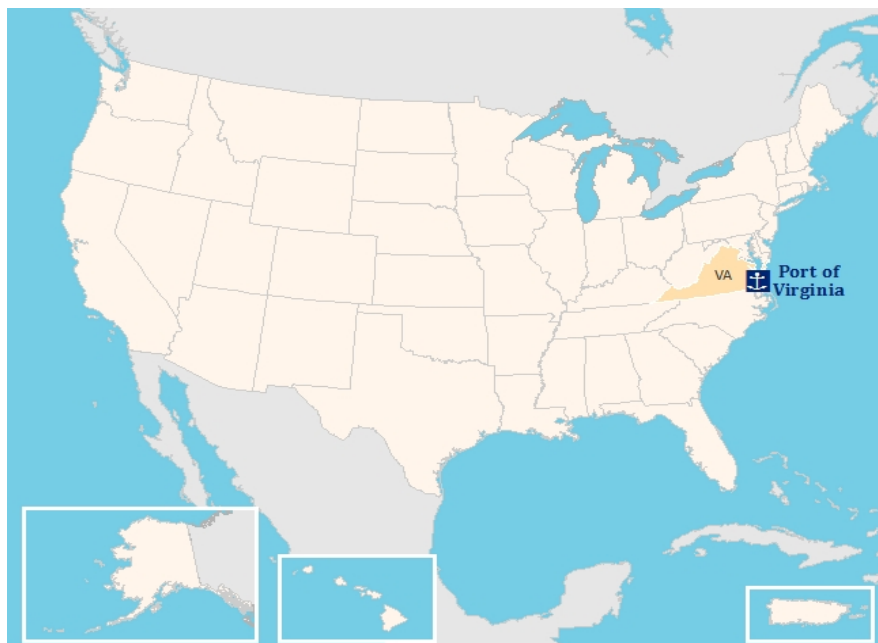
Container

Tonnage

Dry Bulk

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Virginia (Portsmouth, Norfolk, and Newport News) has multiple terminals that handle containers, break-bulk, and roll-on/roll-off cargoes.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	55.0	Maximum Depth of Approach Channel (Feet)	50.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	3
Dedicated Container Terminal Acreage	1,145
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	28
• Super Post-Panamax	28
• Post-Panamax	0
• Panamax	0

Berths

Total Length (Feet)	13,270
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication.

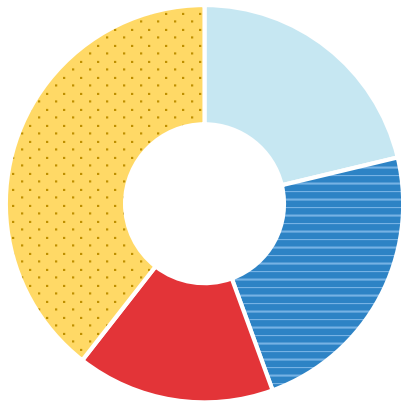
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Virginia website, <http://www.portofvirginia.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth** — U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

8,739 ▼ -6.5%
2015 2014-2015



By Vessel Type

Container	21.3% of total	▲ 1.6%
	2015	2014-2015
Average TEU per Container Vessel		
		1,372
Dry Bulk	23.2% of total	▼ -16.0%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		17,749
Other Freight	16.1% of total	▼ -1.9%
	2015	2014-2015
Other Support	39.4% of total	▼ -6.1%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Dry Bulk

(Millions of short tons)

Container Volume

(Thousands of TEU)

Total (domestic & foreign)	57.8 ▼ -21.6%	36.0 ▼ -28.2%	Total TEU	2,549 ▲ 6.5%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Domestic	6.5 ▼ -6.9%	5.2 ▼ -5.3%	• Inbound loaded TEU	1,083 ▲ 6.4%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
• Foreign	51.3 ▼ -23.2%	30.7 ▼ -31.1%	• Outbound loaded TEU	998 ▼ -3.5%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Imports	10.4 ▼ -3.2%	0.7 ▼ -39.5%	• Empties (inbound & outbound)	469 ▲ 37.7%
	2015 2014-2015	2015 2014-2015		2015 2014-2015
◦ Exports	40.9 ▼ -27.0%	30.0 ▼ -30.8%		
	2015 2014-2015	2015 2014-2015		

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Coal, Lignite & Coal Coke	27,074,668	46.9%
Food and Farm Products	8,260,086	14.3%
Crude Materials, Inedible Except Fuels	7,442,118	12.9%

NOTES: "N/A" designates a metric that does not apply for this port. "U" designates data that was unavailable. "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Wilmington

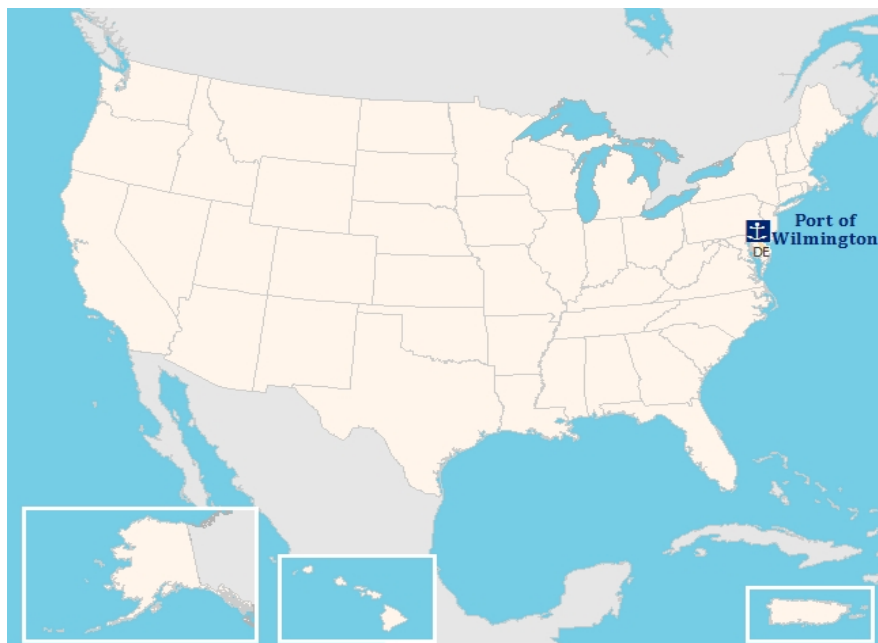
Delaware

CONTAINED IN:

Container

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Wilmington, Delaware has marine terminals that handle containers and break-bulk, liquid bulk, roll-on/roll-off, and project cargoes at the confluence of the Delaware and Christina Rivers. Refrigerated cargo is a major part of Wilmington's business.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	38.0	Maximum Depth of Approach Channel (Feet)	38.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	1
Dedicated Container Terminal Acreage	66
Container Terminals with On-Dock Rail (Y/N)	N

Cranes

Total Number	2
• Super Post-Panamax	0
• Post-Panamax	0
• Panamax	2

Berths

Total Length (Feet)	1,850
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(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. Port is served by self-unloading and roll-on/roll-off vessels as well as cellular container ships. "U" designates data that was unavailable.

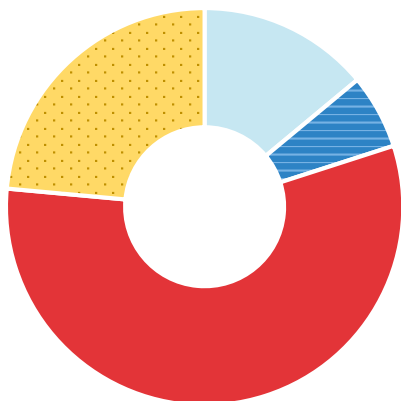
SOURCES: **Map**—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Wilmington website, <http://www.portofwilmington.com/>, accessed October 2016, including terminal websites accessed through the main port website. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

1,071 ▲ 6.1%
2015 2014-2015



By Vessel Type

Container	14.0% of total	▼ -3.9%
	2015	2014-2015
Average TEU per Container Vessel		
		2,254
Dry Bulk	6.1% of total	▲ 8.3%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		29,785
Other Freight	56.4% of total	▲ 8.5%
	2015	2014-2015
Other Support	23.5% of total	▲ 6.3%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	7.9 ▲ 13.8%
(domestic & foreign)	2015 2014-2015
• Domestic	2.5 ▲ 31.5%
	2015 2014-2015
• Foreign	5.4 ▲ 7.2%
	2015 2014-2015
◦ Imports	4.3 ▲ 7.5%
	2015 2014-2015
◦ Exports	1.1 ▲ 6.3%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	337 ▲ 0.9%
	2015 2014-2015
• Inbound loaded TEU	169 ▲ 0.9%
	2015 2014-2015
• Outbound loaded TEU	77 ▲ 19.4%
	2015 2014-2015
• Empties (inbound & outbound)	91 ▼ -10.7%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Petroleum and Petroleum Products	3,677,443	46.5%
Food and Farm Products	2,080,160	26.3%
Crude Materials, Inedible Except Fuels	1,459,389	18.4%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

Port of Wilmington

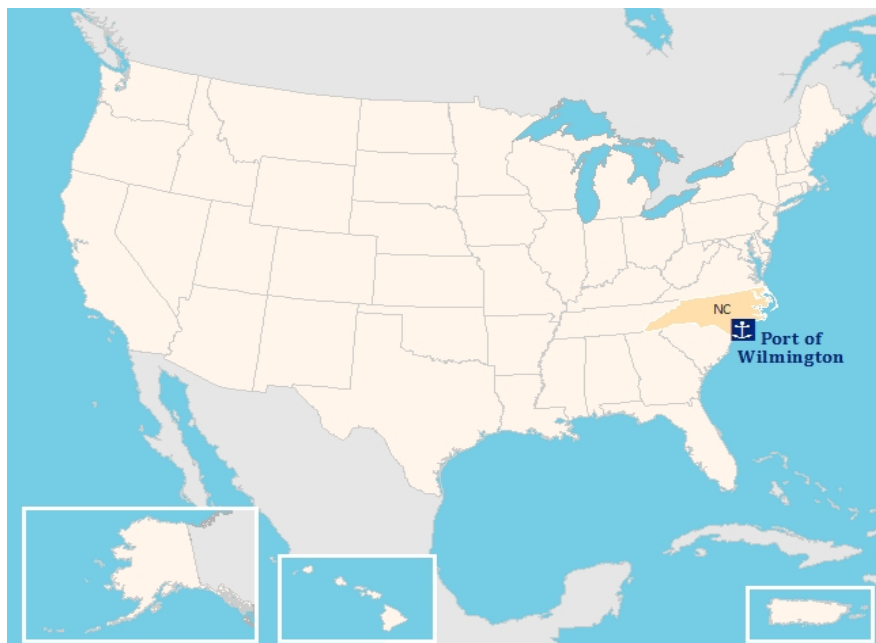
North Carolina

CONTAINED IN:

Container

Region:
ATLANTIC
COAST

PORT LIST



Ship anchor icon depicts port location

Port Overview:

The Port of Wilmington, North Carolina's terminal complex includes container, bulk, and break-bulk operations.

CAPACITY

Channel Depth

Authorized Channel Depth (Feet)	42.0	Maximum Depth of Approach Channel (Feet)	44.0
---------------------------------	------	--	------

Dedicated Container Terminals

Terminals and Connectivity

Number of Dedicated Container Terminals	1
Dedicated Container Terminal Acreage	174
Container Terminals with On-Dock Rail (Y/N)	Y

Cranes

Total Number	6
• Super Post-Panamax	0
• Post-Panamax	4
• Panamax	2

Berths

Total Length (Feet)	2,650
---------------------	-------

(Continued on back)

NOTES: Capacity information verified by port per American Association of Port Authorities communication. Container terminal acres and berth lengths were estimated using Google Earth.

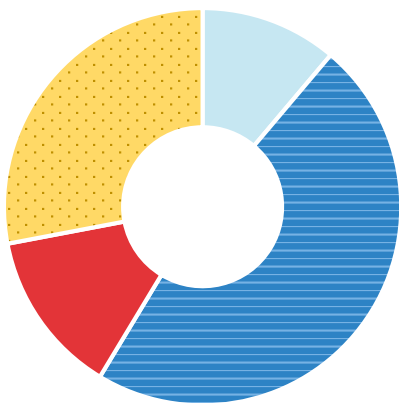
SOURCES: Map—U.S. Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Databases 2015, Major_Ports layer, available at www.rita.dot.gov/bts/sites/rita.dot.gov/bts/files/publications/national_transportation_atlas_database/2015/index.html, as of November 2016. **Port Overview, Terminals/Connectivity, Berths/Cranes**—Port of Wilmington website, <http://ncports.com/port-facilities/port-of-wilmington/>, accessed October 2016, including terminal websites accessed through the main port website; Google Earth (for estimates of terminal acreage and berth length), accessed 2016. **Authorized Channel Depth and Maximum Project Channel Depth**—U.S. Army Corps of Engineers, Deep Draft and Shallow Draft Navigation Project listing, compiled by USACE October 2016.

THROUGHPUT

Vessel Calls

Total Vessel Calls

2,128 ▲ 6.3%
2015 2014-2015



By Vessel Type

Container	11.2% of total	▲ 14.7%
	2015	2014-2015
Average TEU per Container Vessel		
		1,229
Dry Bulk	47.5% of total	▲ 14.6%
	2015	2014-2015
Average Dry Bulk Tonnage per Vessel		
		1,456
Other Freight	13.4% of total	▼ -53.3%
	2015	2014-2015
Other Support	28.0% of total	▲ 96.5%
	2015	2014-2015

Cargo

Total Tonnage

(Millions of short tons)

Total	5.3 ▼ -9.7%
(domestic & foreign)	2015 2014-2015
• Domestic	0.4 ▼ -26.0%
	2015 2014-2015
• Foreign	5.0 ▼ -8.3%
	2015 2014-2015
◦ Imports	3.3 ▼ -7.8%
	2015 2014-2015
◦ Exports	1.7 ▼ -9.2%
	2015 2014-2015

Container Volume

(Thousands of TEU)

Total TEU	292 ▲ 4.6%
	2015 2014-2015
• Inbound loaded TEU	127 ▲ 11.3%
	2015 2014-2015
• Outbound loaded TEU	115 ▼ -5.2%
	2015 2014-2015
• Empties (inbound & outbound)	50 ▲ 14.5%
	2015 2014-2015

Top Commodities (short tons)

Commodity Name	Total Tonnage	% of Total
Chemicals and Related Products	1,501,535	28.2%
Crude Materials, Inedible Except Fuels	1,349,556	25.4%
All Manufactured Equipment, Machinery and Products	912,291	17.2%

NOTES: "Other Support" includes tugs and push boats.

Vessel calls numbers might not add to 100% due to rounding.

SOURCES: **Vessel Calls, Total Tonnage**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, 2015 data, special tabulation, as of November 2016. **Container Volume**—American Association of Port Authorities, Port Industry Statistics, NAFTA Region Container Traffic available at <http://www.aapa-ports.org/unifying/content.aspx?ItemNumber=21048#Statistics>, as of October 2015. **Commodities**—U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center, by USACE Commodity Classification List major groupings, 2015 data, special tabulation, as of November 2016.

APPENDIX A FAST ACT SECTION 6018

SEC. 6018. PORT PERFORMANCE FREIGHT STATISTICS PROGRAM.

(a) In General.--Chapter 63 of title 49, United States Code, is amended by adding at the end the following:

Sec. 6314. Port performance freight statistics program

(a) In General.--The Director shall establish, on behalf of the Secretary, a port performance statistics program to provide nationally consistent measures of performance of, at a minimum--

- (1) the Nation's top 25 ports by tonnage;
- (2) the Nation's top 25 ports by 20-foot equivalent unit; and
- (3) the Nation's top 25 ports by dry bulk.

(b) Reports.--

(1) Port capacity and throughput.--Not later than January 15 of each year, the Director shall submit an annual report to Congress that includes statistics on capacity and throughput at the ports described in subsection (a).

(2) Port performance measures.--The Director shall collect port performance measures for each of the United States ports referred to in subsection (a) that--

(A) receives Federal assistance; or

(B) is subject to Federal regulation to submit necessary information to the Bureau that includes statistics on capacity and throughput as applicable to the specific configuration of the port.

(c) Recommendations.--

(1) In general.--The Director shall obtain recommendations for--

(A) port performance measures, including specifications and data measurements to be used in the program established under subsection (a); and

(B) a process for the Department to collect timely and consistent data, including identifying safeguards to protect proprietary information described in subsection (b)(2).

(2) Working group.--Not later than 60 days after the date of the enactment of the Transportation for Tomorrow Act of 2015, the Director shall commission a working group composed of--

- (A) operating administrations of the Department;
- (B) the Coast Guard;
- (C) the Federal Maritime Commission;
- (D) U.S. Customs and Border Protection;
- (E) the Marine Transportation System National Advisory Council;
- (F) the Army Corps of Engineers;
- (G) the Saint Lawrence Seaway Development Corporation;
- (H) the Bureau of Labor Statistics;
- (I) the Maritime Advisory Committee for Occupational Safety and Health;
- (J) the Advisory Committee on Supply Chain Competitiveness;
- (K) 1 representative from the rail industry;
- (L) 1 representative from the trucking industry;
- (M) 1 representative from the maritime shipping industry;
- (N) 1 representative from a labor organization for each industry described in subparagraphs (K) through (M);
- (O) 1 representative from the International Longshoremen's Association;
- (P) 1 representative from the International Longshore and Warehouse Union;
- (Q) 1 representative from a port authority;
- (R) 1 representative from a terminal operator;

(S) representatives of the National Freight Advisory Committee of the Department; and

(T) representatives of the Transportation Research Board of the National Academies of Sciences, Engineering, and Medicine.

(3) Recommendations.--Not later than 1 year after the date of the enactment of the Transportation for Tomorrow Act of 2015, the working group commissioned under paragraph (2) shall submit its recommendations to the Director.

(d) Access to Data.--The Director shall ensure that--

(1) the statistics compiled under this section--

(A) are readily accessible to the public; and

(B) are consistent with applicable security constraints and confidentiality interests; and

(2) the data acquired, regardless of source, shall be protected in accordance with the Confidential Information Protection and Statistical Efficiency Act of 2002 (44 U.S.C. 3501 note; Public Law 107-347).".

(b) Prohibition on Certain Disclosures; Copies of Reports.--Section 6307(b) of such title is amended, by inserting ``or section 6314(b)" after ``section 6302(b)(3)(B)" each place it appears.

(c) Clerical Amendment.--The table of sections for chapter 63 of such title is amended by adding at the end the following:

6314. Port performance freight statistics program.

APPENDIX B INTERNATIONAL CLASSIFICATION OF SHIPS BY TYPE (ICST) CODES

The table below details the list of vessels that was used to filter out the dry bulk commodities from the cargo database compiled and maintained by the USACE WCSC. The classification of vessels within the WCSC database is based on the ICST codes. The 13 categories of barges and ships in the table were identified as the primary water-based vessels used in the movement of dry bulk cargo.

ICST Code	Description
220	Other bulk carrier
221	Ore carrier
222	Bulk/container carrier
229	Other bulk carrier
340	Dry cargo barge
341	Deck barge
342	Hopper barge
343	Lash-seabee barge
344	Open dry cargo barge
345	Covered dry cargo barge
349	Other dry cargo barge not elsewhere included
600	Other lakers
601	Lakers--bulk carriers

The table below details the list of vessels that were included in the “Other Freight Vessel” Category for the port call data in the port profiles.

ICST Code	Description
111	Crude Oil Tanker
112	Crude/Products Tanker
113	Oil Products Tanker
114	Oil/Chemical Tanker
120	Chemical Tanker
140	Other Tank Barge
141	Single Hull Tanker Barge
142	Double Hull Tanker Barge
199	Liquid Other Tanker
325	Vehicle Carrier
330	Other General Cargo
336	General Cargo-Multi Deck Nei
422	Tug/Supply Offshore Support

The table below details the list of vessels that were included in the “Other Vessel” Category for the port call data in the port profiles.

ICST Code	Description
431	Tug
432	Push Boat

APPENDIX C LIST OF ASSIGNED COMMODITIES IN DRY BULK ANALYSIS

The table below details the list of commodities that were assigned as predominantly dry bulk in nature in the WCSC database using Standard International Trade Classification (SITC) Revision 3 codes.

5 Digit Commodity Code	Description
04100	Wheat (Including Spelt) and Meslin, Unmilled
04200	Rice
04300	Barley, Unmilled
04400	Maize (Not Including Sweet Corn), Unmilled
04510	Rye, Unmilled
04520	Oats, Unmilled
04530	Grain Sorghum, Unmilled
04590	Buckwheat, Millet, Canary Seed, & Other Cereals, NEC
06110	Sugars, Beet or Cane, Raw, Solid Form, No additives
06120	Other Beet, Cane Sugar, & Chem Pure Sucrose in Solid
08110	Hay and Fodder, Green or Dry
08120	Bran, Sharps, & Other Residues From Cereals or Legumes
08130	Oil-Cake & Other Solid Residues (From Nuts, Fruit, Cer)
08140	Flours, Meals, & Pellets (Meat, Offal, Fish, Etc) Inedibl
08150	Residues of Starch Mfg, Beet Pulp, Bagasse, Sugar Wst
08190	Food Wastes and Prepared Animal Feeds, NEC
12100	Tobacco, Unmanufactured; Tobacco Refuse
22210	Groundnuts (Peanuts) Not Roasted or Otherwise Cooked
22220	Soya Beans
22230	Cotton Seeds
22240	Sunflower Seeds
22250	Sesame (Sesamum) Seeds
22260	Rape, Colza, and Mustard Seeds
22270	Safflower Seeds
22310	Copra
22320	Palm Nuts and Palm Kernels
22340	Flaxseed or Linseed
22350	Castor Oil Seeds
22370	Oil Seeds and Oleaginous Fruits, NEC
24610	Wood in Chips or Particles

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5 Digit Commodity Code	Description
24620	Sawdust and Wood Waste and Scrap
25120	Mechanical Wood Pulp
25130	Chemical Wood Pulp, Dissolving Grades
25140	Chemical Wood Pulp, Soda, or Sulfate, Unbleached
25150	Chemical Wood Pulp, Soda, Sulfate, Bleached/Semibleach
25160	Chemical Wood Pulp, Sulfite, Not Dissolving Grade
25190	Semi-Chemical Wood Pulp & Pulps of Other Fibrous
27210	Animal or Vegetable Fertilizers
27220	Sodium Nitrate
27230	Natural Calcium Phosphates; Nat Alum Calc Phosphat
27240	Carnallite, Sylvite, & Other Crude Not Potassm Salts
27322	Limestone Flux & Calcareous Stone Used in Lime Mfg
27323	Gypsum and Anhydrite
27324	Plasters (Calcined Gypsum or Sulfate)
27330	Sands, Natural, of all Kinds (Exc Silica & Quartz)
27340	Pebbles, Gravel, Crushed Stone (Specialized Use)
27350	Materials Used in Waterway Improvement, Govt Matrl
27410	Sulphur of all Kinds (Not Sublimed, precipitated)
27420	Iron Pyrites, Unroasted
27700	Natural Abrasives, NEC (Incl Industrial Diamonds)
27820	Clays and Other Refractory Minerals, NEC
27830	Sodium Chloride, Pure & Common Salt (Incl Sea Water)
27840	Asbestos
27850	Quartz, Mica, Felspar, Fluorspar, Cryolite, & Chiolite
27861	Granulated Slar from the Manufacture of Iron/Steel
27862	Slag, Dross, Scalings, & Waste of Iron or Steel
27869	Slag & Ash, NEC, Including Seaweed Ash (Kelp)
27891	Chalk
27892	Barium Sulphate, Barytes, Barium Carbonate
27893	Steatite
27894	Borates
27895	Siliceous fossil meals, Tripolite Diatomite
27896	Bituminous Shale & Tar Sands
27897	Bitumen, Asphalt, Asphaltic Rock (natural)
27898	Vermiculite, Perlite, Chlorites
27899	Mineral Substances, NEC
27910	Dirt, Soil
27920	Dredged Material
28100	Iron Ore and Concentrates
28200	Ferrous Waste & Scrap; Remelting Ingots of Iron/Stl

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5 Digit Commodity Code	Description
28300	Copper Ores & Concentrates; Copper Mattes, Cement
28400	Nickel Ores & Concentrates; Nickel Mattes, Oxide, Prd
28500	Aluminum Ores & Concentrates (Including Alumina)
28600	Ores & Concentrates of Uranium or Thorium
28740	Lead Ores and Concentrates
28750	Zinc Ores and Concentrates
28760	Tin Ores and Concentrates
28770	Manganese Ores and Concentrates
28780	Ores & Concentrates of Molybdeum, Niobium, Tantalum
28790	Ores & Concentrates of Other Non-Ferrous Base Mtls
28800	Non-Ferrous Base Metal Waste and Scrap, NEC
28910	Ores & Concentrates of Precious Metals
28920	Waste & Scrap of Precious Metals (Other than Gold)
32100	Coal, Whether or not Pulverized, but Not Agglomerat
32210	Briquettes, Ovoids & Similar Solid Fuels from Coal
32220	Lignite, Whether or not Pulverized (Excluding Jet)
32230	Peat (Including Peat Litter), Agglomerated or Not
32500	Coke, Semi-Coke of Coal, of Lignite or of Peat
33530	Pitch & Pitch Coke from Coal Tar/Other Mineral Tars
33540	Petro. Bitumen, Petro. Coke, Asphalt, Butumen mixes NEC
51692	Pure Sugars, NEC; Sugar Ethers & Esters & Salts
52210	Carbon (Including Carbon Black), NEC
52341	Sodium Sulfide
52342	Other Sulfides; Polysulfides
52343	Dithionites and Sulfoxylates
52344	Sulfites; Thiosulfates
52345	Sodium Sulfates
52349	Other Sulfates; ALUMS
52351	Nitrites
52352	Potassium Nitrate
52359	Other Nitrates
52361	Phosphinates and Phosphonates
52362	Triammonium Phosphate
52363	Other Phosphates
52364	Sodium Triphosphate (Sodium Tripolyphosphate)
52365	Other Polyphosphates
52371	Commercial Ammonium Carbonates & Others
52372	Neutral Sodium Carbonate (Disodium Carbonate)
52373	Sodium Hydrogencarbonate (Sodium Bicarbonate)

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5 Digit Commodity Code	Description
52374	Potassium Carbonates
52375	Lead Carbonate
52379	Other Carbonates
52381	Cyanides, Cyanide Oxides, and Complex Cyanides
52382	Fulminates, Cyanates, and Thiocyanates
52383	Silicates; Commercial Alkali Metal Silicates
52384	Borates; Peroxoborates (Perborates)
52389	Salts of Inorganic Acids or Peroxoacids, NEC
52431	Salts of Oxometallic or Peroxometallic Acids
52432	Colloidal Precious Metals; Precious Metal Cmpd Etc
52491	Hydrogen Peroxide, Solidified or not With Urea
52492	Phosphides (Excluding Ferrophosphorus)
52493	Calcium Carbide, Chemically Defined or Not
52494	Carbides (Exc Calcium Carbide) Chem Defined or Not
52495	Hydrides, Nitrides, Azides, Silicides, and Borides
52499	Inorganic Compounds, NEC; Liq & Comp Air; Amalgams
56211	Ammonium Nitrate Fertilizers
56212	Double Salts, Mix of Ammon Sulfate, & Ammon Nitrate
56213	Ammonium Sulfate Fertilizers
56214	Double Salts & Mixtures of Calcium/Ammonium Nitrate
56215	Calcium Cyanimide Fertilizers
56216	Urea Fertilizers
56217	Fertilizers, Urea & Ammonium Nitrate Mixes, Etc
56219	Mineral or Chemical Fertilizers, Nitrogenous, NEC
56221	Basic Slag Fertilizers (Thomas Slag)
56222	Superphosphate Fertilizers
56229	Mineral or Chemical Fertilizers, Phosphatic, NEC
56231	Potassium Chloride Fertilizers
56232	Potassium Sulfate Fertilizers
56239	Mineral or Chemical Fertilizers, Potassic, NEC
56291	Fertilizers-Nitrogen, Phosphorus, Potassium (Mix)
56292	Fertilizers-Phosphorus, Potassium (Mix)
56293	Diammonium Phosphate (DAP)
56294	Monoammonium Phosphate(MAP) & DAP/MAP mix
56295	Fertilizers-Nitrogen, Phosphorus (Mix)
56296	Fertilizers in Tablet form
56299	Fertilizers, NEC
59211	Wheat Starch
59212	Corn (Maize) Starch
59213	Potato Starch

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5 Digit Commodity Code	Description
59214	Cassava (Manioc) Starch
59215	Starches, Not Elsewhere Classified
59216	Inulin
59217	Wheat Gluten, Dried or Not
59221	Casein
59222	Caseinates & Other Casein Derivatives; Casein Glue
66110	Quicklime, Slaked Lime, & Hydraulic Lime
66120	Portland, Aluminous, Slag, or Supersulfate Cement
66130	Monumental or Building Stone and Articles Thereof
67090	Primary Iron and Steel Products, NEC
67120	Pig Iron & Spiegeleisen in Pigs, Blocks, Other Form
67130	Granules/Powders of Pig Iron, Spiegeleisen, Iron,Stl
67140	Ferro-Manganese
67150	Other Ferro-Alloys (Exc Radioactive Ferro-Alloys)
67200	Ingots and Other Primary Forms of Iron or Steel
68200	Copper
68300	Nickel
68400	Aluminum
68500	Lead
68600	Zinc
68700	Tin
68900	Misc Non-Ferrous Base Metals for Metallurgy, Cermet
99920	Land Fill

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