



U.S. Public Port Facts

ROLE OF U.S. PUBLIC PORTS

- U.S. public ports provide the vital link for getting goods to the nation's consumers and in transporting U.S.-made products overseas for export.
- In the U.S., 126 public seaport agencies have jurisdiction over 185 public ports (some agencies control multiple ports). These ports are located along the Atlantic, Pacific, Gulf and Great Lakes coasts, as well as in Alaska, Hawaii, Puerto Rico, Guam, and the U.S. Virgin Islands.
- Established by enactments of state government, public port authorities develop, manage and promote the flow of waterborne commerce and act as catalysts for economic growth. These agencies include port authorities, special-purpose navigation districts, multi-state authorities and departments of state, county and municipal governments.
- Public ports develop and maintain terminal facilities for intermodal transfer of cargo between ships, barges, trucks and railroads, and for ferry and cruise ship passenger loading and unloading.
- In addition to maritime functions, port authority activities may also include airports, bridges, tunnels, commuter rail systems, inland river or shallow-draft barge terminals, industrial parks, Foreign Trade Zones, world trade centers, terminal or short-line railroads, shipyards, dredging, marinas, and various public recreational facilities.
- Public ports also play a critical role in our national security, peacekeeping and humanitarian efforts around the world. In particular, ports support the mobilization, deployment and resupply of U.S. military forces.
- Ports on the coasts and inland waterways provide a total of about 3,200 berths for deep-draft ships.

WORLD TRADE

- Deep-draft ports, which accommodate oceangoing vessels, move 99.4 percent of U.S. overseas trade by volume and 64.1 percent by value, according to the U.S. Census Bureau.
- The U.S. Department of Transportation projects that, compared to 2001, total freight moved through U.S. ports will increase by more than 50 percent by 2020 and the volume of international container traffic will more than double.

ECONOMIC IMPACT

Public ports generate significant local and regional economic growth, including creation of jobs. Total direct and indirect annual impact of the U.S. port industry includes:

- 13.3 million jobs, accounting for \$649 billion in personal income and more than \$3.15 trillion in marine cargo-related spending (Martin Associates, Lancaster PA, 2008);
- Some \$3.95 trillion in international trade for an all-encompassing range of goods and services, with nearly 1.4 billion tons, valued at \$1.4 trillion, in waterborne imports and exports alone (U.S. Census Bureau, 2007);
- More than 1 billion tons of domestic goods moved via water in the U.S. (U.S. Army Corps of Engineers, 2006);
- More than \$23.2 billion in U.S. Customs duty revenues in fiscal 2007, representing 70 percent of all Customs duties collected (U.S. Customs & Border Protection, 2007).

MAJOR ISSUES

- Seaport security
- Navigation maintenance and new construction
- Freight congestion/intermodal road/rail access
- Marine facility expansion and modernization
- Coastal environmental protection

- Ability to secure funding and financing
- Competitiveness and diversified revenue sources
- Land acquisition and site development

PORT INFRASTRUCTURE

Since 1945, U.S. ports have invested more than \$34 billion in capital projects to enhance their facilities, and nearly \$9 billion in the last five years. In the foreseeable future, ports are projected to spend an estimated \$2.1 billion more annually. In addition to the economic impacts already mentioned, public ports serve as coastal environmental stewards and are incubators for industrial, manufacturing, commercial and retail businesses.

CRUISE INDUSTRY

The fast-growing cruise industry is dependent upon public ports. The Cruise Lines International Association (CLIA) estimates that cruise passenger embarkations at U.S. ports totaled 9 million in 2006, an increase of 4 percent over 2005. U.S. ports continue to lead the world in cruise embarkations, handling approximately 75 percent of all global cruise passengers.

The total economic impact of the cruise lines, passengers, and their U.S. suppliers in 2006 reached \$35.7 billion, according to a study commissioned by CLIA and conducted by Business Research and Economic Advisors (BREA).

The U.S. cruise industry's impact now extends well beyond its traditional South Florida base, with cruises departing or calling on 43 ports in North America. There is also a positive economic impact in all 50 states since over 79 percent of cruise industry expenditures are made with U.S. businesses, including airlines, travel agents, food and beverage suppliers, and ship maintenance and refurbishers.

PORT SECURITY

The U.S. Coast Guard in 2003 projected that port facilities would need \$5.4 billion to pay for security requirements over the next 10 years. Since 9/11/01, America's seaports have invested hundreds of millions of dollars into facility security enhancements while the federal government has provided ports approximately \$1.5 billion for security funding. For fiscal 2008, Congress and the Administration approved \$400 million in appropriations for the Department of Homeland Security's Port Security

Grant program, although the Administration did an about-face and requested only \$210 million for fiscal 2009.

NAVIGATION CHANNELS

- Since 1789, the federal government has authorized navigation channel improvement projects. The General Survey Act of 1824 established the U.S. Army Corps of Engineers' role as the agency responsible for the navigation system. Since then, ports have worked in partnership with the Corps of Engineers to maintain waterside access to port facilities.
- Regular maintenance dredging is required by more than 90 percent of the nation's 50 busiest ports.
- More than 300 million cubic yards of dredged material are removed from navigation channels each year. Another 100 million cubic yards are dredged from berths and private terminals. The total, 400 million cubic yards of dredged material, would form a four-lane highway, 20 feet deep, stretching from New York to Los Angeles.

CARGO

Ports handle a variety of cargoes, including bulk, or loose, cargo; breakbulk cargo in packages such as bundles, crates, barrels and pallets; liquid bulk cargo like petroleum; dry bulk such as grain; and general cargo in steel boxes called containers, which are measured in 20-foot equivalent units, or TEUs. Leading commodities shipped for domestic and foreign trade through U.S. ports include:

- Crude petroleum and petroleum products, including oil and gasoline;
- Chemicals and related products, such as fertilizer;
- Bituminous, metallurgical and steam coal;
- Food and farm products, including wheat and wheat flour, corn, soybeans, rice, and cotton;
- Forest products, such as lumber and wood chips;
- Iron and steel;
- Soil, sand, gravel, rock and stone;
- Automobiles, auto parts and machinery; and,
- Clothing, shoes, electronics and toys.

July 2008

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