
WATERBORNE TRANSPORTATION LINES OF THE UNITED STATES

Calendar Year 2001

Volume 1 –
National Summaries



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the Institute for Water Resources
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Introduction

The annual revision of the *Waterborne Transportation Lines of the United States (WTLUS)* contains summary information of the vessel companies and their American flag vessels operating or available for operation on 31 December 2001 including updates through 31 December 2002 in the transportation of freight and passengers. Ferry¹ operators and their ferry characteristics are included. Floating equipment used in construction work, such as dredges, piledrivers, and flats; fishing vessels; and recreational craft are not included. The **WTLUS** is prepared under authority contained in the Rivers and Harbors Appropriations Act approved 22 September 1922, (42 Stat. 1043), as amended, and codified in 33 U.S.C. 555.

The **National Summaries, Volume 1**, is one of three publications for the annual revision of the **WTLUS**, which provides a condensation of the vessel data detailed in the **WTLUS**. Summarized vessel characteristics are represented in both tabular and graphic format.

The **Vessel Company Summary, Volume 2**, provides a summary of the vessel companies detailed in the **WTLUS**, **Vessel Characteristics, Volume 3**. The names of the vessel companies are listed alphabetically with their business address and telephone number, the Engineer District number, the TSOoperator (vessel company) number (for usage in querying computer data), principal commodities carried, the points or localities and waterways between which or on which operated and the number of vessels reported by vessel type.

The **Vessel Characteristics, Volume 3**, lists the vessel companies in alphabetical sequence and describes each vessel surveyed by indicating its name and number, Coast Guard number, net tonnage, type by VTCC code (Vessel Type, Construction and Characteristics) and ICST code (International Classification of Ships by Type; see Terminology for VTCC and ICST), register and overall length and breadth, loaded and light draft, horsepower, carrying capacity in short tons or units of cargo and number of passengers, height of fixed superstructures, cargo handling equipment, operating headquarters, and year built or rebuilt. Detail vessel characteristics may not be available for all vessels included in the total **WTLUS** vessel inventory.

The detail vessel data is available upon request on diskettes or CD-ROM. Ordering information is available from the Waterborne Commerce Statistics Center, P.O. Box 61280, New Orleans, LA 70161-1280. (Telephone 504/862-1424 or FAX 504/862-1423).

The **WTLUS** publication is a by-product of the Waterborne Commerce Statistics Center (WCSC) Master Vessel File. The annual survey would be done even if there were no **WTLUS** publication because the survey is a necessary and integral part of the WCSC enforcement and collection program. Tracking vessel owners and operators is the primary means of identifying non-reporting carriers and new vessel operating companies.

1. A ferry is a vessel that conveys passengers and/or vehicles (driven on and off the vessel) across a narrow body of water (river, strait, inlet, etc.).

Terminology

TOperator: (Vessel Company) a Transportation Lines vessel company surveyed and assigned a seven digit code by the Waterborne Commerce Statistics Center (WCSC). The vessel inventory for each TOperator is reported annually to WCSC and is contained in the Master Vessel File. The first two digits of the TOperator code denotes the Engineer Division / District code with the last five digits forming a unique number assigned to a particular TOperator. There are 2,479 TOperators listed in the WTLUS publication for calendar year 2001.

Engineer Division / District: (ENGR DIST) WCSC two digit code for the U.S. Army Corps of Engineer Division / District. Its usage in the TOperator code is to identify where the vessel company is domiciled.

| | | | |
|----|------------------|----|-------------------|
| 01 | New England | 29 | St. Louis, MO |
| 03 | New York, NY | 30 | Memphis, TN |
| 07 | Philadelphia, PA | 31 | Vicksburg, MS |
| 09 | Baltimore, MD | 32 | New Orleans, LA |
| 11 | Norfolk, VA | 33 | Galveston, TX |
| 12 | Wilmington, NC | 34 | Little Rock, AR |
| 13 | Charleston, SC | 35 | Kansas City, MO |
| 14 | Savannah, GA | 36 | Seattle, WA |
| 15 | Jacksonville, FL | 37 | Portland, OR |
| 16 | Mobile, AL | 38 | Alaska |
| 17 | Nashville, TN | 39 | San Francisco, CA |
| 18 | Louisville, KY | 40 | Sacramento, CA |
| 20 | Huntington, WV | 41 | Los Angeles, CA |
| 21 | Pittsburgh, PA | 42 | Honolulu, HI |
| 22 | Buffalo, NY | 43 | Omaha, NE |
| 23 | Detroit, MI | 44 | Walla Walla, WA |
| 26 | Chicago, IL | 45 | Tulsa, OK |
| 27 | St. Paul, MN | 46 | Fort Worth, TX |
| 28 | Rock Island, IL | 47 | Albuquerque, NM |

Coast Guard Number: the official number assigned to a particular vessel by the U.S. Coast Guard at the time of registration. This number is normally retained by a vessel throughout the life of the vessel.

Net Tonnage: the volume of space available for the accommodation of passengers and the stowage of cargo, expressed in units of 100 cubic feet for each net ton. The net tonnage is recorded on the vessel's registration papers or it can be determined as the difference between gross tonnage and the volume of space used for the accommodation of the vessel master, officers, crew, navigation and propelling machinery expressed in units of 100 cubic feet per ton. The net tonnage should not be confused with a tonnage capacity because it simply expresses a volume capacity for passengers and cargo. Depending on the type of cargo being transported the tonnage that can be stowed in the volume of 100 cubic feet will vary, although generally speaking, the total tonnage capacity should not exceed three times the net tonnage of the vessel.

VTCC Code: Vessel Type, Construction and Characteristics code, which describes in general terms the vessel type, construction and characteristics of the marine structure; e.g. 2A22 represents the code for a self-propelled, liquid bulk tanker constructed of steel. See the "Explanation of Vessel Type, Construction and Characteristics" listing for descriptions of the VTCC codes on page vi.

ICST Code: International Classification of Ships by Type was developed by an ad hoc international advisory group on Maritime Statistics and completed in 1994. The classification is based on the construction characteristics of the marine structure and not upon its particular use or cargo carried at a point in time. The ICST codes and descriptions and the cross reference list between the VTCC and ICST codes are provided on pages v and vii, respectively.

Length

Register: (LENGTH REG.) the length of the vessel measured on the top of the tonnage deck from the forepart of the outer planking or plating at the bow to the afterpart of the sternpost of screw steamers and to the afterpart of the rudder post of other vessels. The register length is reported in units of feet to the nearest tenth.

Overall: the extreme length of the vessel which would include any structure which extends beyond the outer planking or plating on the bow or any structure that extends beyond the sternpost on screw steamers and to the afterpart of the rudder post of other vessels. The overall length is reported in units of feet to the nearest tenth.

Breadth

Register: (BRDTH REG.) the breadth of the vessel at its widest part measured from the outside of the planking or plating on one side to the corresponding point on the opposite side, reported in units of feet to the nearest tenth.

Overall: the extreme breadth of maximum breadth of the vessel to the outside of the vessel's structure, reported in units of feet to the nearest tenth. Includes the paddle boxes in paddle ships.

Draft

Loaded: the draft of the vessel when fully loaded, reported in units of feet to the nearest tenth.

Light: the draft of the vessel when it is empty, reported in units of feet to the nearest tenth.

Horsepower: horsepower rating when the vessel was new or when the present engine was installed.

Capacity Tons: (cargo capacity) the full load capacity of the vessel in short tons (2,000 lbs.).

Passengers: the passenger capacity of the vessel in units.

Capacity Reference: designates a type of cargo carried by that particular vessel as defined:

| Character | Type of Cargo |
|------------------|------------------------------|
| Blank | General Bulk Cargo |
| + | Railroad Cars |
| # | Autos, Vehicles, Trailers |
| % | Cargo Capacity Railroad Cars |
| @ | Vans |
| & | Container |

Highest Fixed Point: the height of the highest fixed point on the vessel in units of feet to the nearest tenth. The height represents the distance between the waterline of the vessel (when light) and the highest fixed point on the vessel, such as a pilot house, mast, etc. If the highest point of a vessel is a hinged stack or retractable pilot house, the distance is given to the hinge or top of pilot house in lowered position.

Cargo Handling Equipment: permanent fixtures on the vessel, such as cranes, derricks, hoists, pumps, etc. and handling capacity and type of power used to operate the equipment, such as steam, electric, diesel, etc. LINE-1 and LINE-2 break up the descriptive data to print in a two line format.

State Code: the U.S. Postal code for state abbreviation for the operating headquarters of the vessel.

Vessel Operating Base: the city or locality of the operating headquarters of the vessel. LINE-1 and LINE-2 break up the descriptive data to print in a two line format.

Year Built: the calendar year the vessel was built or rebuilt.

Rebuilt: An asterisk specifies that the year given will be the year the vessel was rebuilt rather than the year built. Rebuilt status is a vessel modification or significant improvement that extends the working life of the vessel. This status is left to the discretion of the vessel company surveyed.

Vessel Category Cross Reference List

| Vessel Categories | VTCC Characteristics Code | ICST Code |
|---------------------------|----------------------------|-----------------------|
| Self-Propelled | | |
| Dry Bulk Carrier | 06 | 229 |
| Containership | 07 | 310 |
| General Cargo Carrier | 03, 04, 05, 08, 09 and 12 | 333, 334, 335 and 336 |
| Specialized Carrier | 10, 13, 14 and 15 | 321, 325 and 329 |
| Tanker | 20, 21, 22, 23 and 24 | 114, 120, 139 and 199 |
| Pushboat | 35 | 432 |
| Tugboat | 36 | 431 |
| Passenger | 11 and 16 | 351 and 359 |
| Offshore Support Vessel | 02 | 422 |
| Non-Self-Propelled | | |
| Dry Covered Barge | 41 and 48 | 345 |
| Dry Open Barge | 40 and 47 | 344 |
| Deck Barge | 43 | 341 |
| Lash / Seabee Barge | 52 | 343 |
| Other Dry Barge | 42, 44, 49, 50, 90, and 99 | 349 |
| Single Hull Tank Barge | 70 | 141 |
| Double Hull Tank Barge | 71 | 142 |
| Other Tank Barge | 72, 73 and 74 | 143, 144 and 149 |

Explanation of the International Classification of Ships by Type (ICST Codes)

| | | | |
|-----|--|-----|-----------------------------------|
| 114 | Liquid Oil Tanker (Oil / Chemical) | 333 | General Cargo RO-RO / Container |
| 120 | Liquid Chemical Tanker | 334 | Other RO-RO Cargo (General Cargo) |
| 139 | Liquid Gas Carrier (Other) | 335 | General Cargo / Passenger |
| 141 | Liquid Tank Barge (Single Hull) | 336 | General Cargo / Container |
| 142 | Liquid Tank Barge (Double Hull) | 341 | Dry Cargo Deck Barge |
| 143 | Liquid Tank Barge (Double Sided Only) | 343 | Dry Cargo Lash / Seabee Barge |
| 144 | Liquid Tank Barge (Double Bottom Only) | 344 | Open Dry Cargo Barge |
| 149 | Liquid Tank Barge (Other) | 345 | Dry Cargo Covered Barge |
| 199 | Liquid Other Tanker | 349 | Dry Cargo Other Barge |
| 229 | Dry Bulk (Other) Carrier | 351 | Passenger (Cruise) |
| 310 | Containership (Specialized) | 359 | Passenger (Other) |
| 321 | Barge Carrier (Specialized) | 422 | Offshore Support Vessel |
| 325 | Vehicle Carrier (Specialized) | 431 | Tugboat |
| 329 | Other Carriers (Specialized) | 432 | Pushboat |

Explanation of Vessel Type, Construction and Characteristics (VTCC Code)

Construction:

- | | |
|------------|--------------|
| A Steel | D Fiberglass |
| B Wood | E Other |
| C Aluminum | F Unknown |

Type: 1 Self-Propelled, Dry Cargo

Characteristics:

- | | |
|--|------------------------------------|
| 02 Crewboat / Supply / Utility Vessel | 10 Vehicle Carrier |
| 03 General Cargo Freighter | 11 Passenger Carrier |
| 04 Break Bulk / RO-RO Carrier | 12 Combination Passenger and Cargo |
| 05 RO-RO Vessel | 13 Ferry |
| 06 Bulk Carrier | 14 Railroad Car Ferry |
| 07 Containership | 15 Lash Vessel |
| 08 Partial Containership | 16 Excursion / Sightseeing Vessel |
| 09 Container / Vehicle / Trailer (RO-RO) Carrier | |

Type: 2 Self-Propelled, Tanker

Characteristics:

- | | |
|---------------------------------|-----------------------|
| 20 Petroleum / Chemical Carrier | 23 Liquid Gas Carrier |
| 21 Chemical Carrier | 24 Other Tanker |
| 22 Liquid Bulk Tanker | |

Type: 3 Towboat

Characteristics:

- | | |
|-------------|------------|
| 35 Pushboat | 36 Tugboat |
|-------------|------------|

Type: 4 Non-Self-Propelled, Dry Cargo

Characteristics:

- | | |
|----------------------------------|----------------------------|
| 40 Open Hopper Barge | 48 Covered Dry Cargo Barge |
| 41 Covered Hopper Barge | 49 RO-RO Barge |
| 42 Carfloat (Railroad Car Barge) | 50 Container Barge |
| 43 Flat / Deck Barge | 52 Lash / Seabee Barge |
| 44 Pontoon Barge | 90 Convertible Barge |
| 47 Open Dry Cargo Barge | 99 Other |

Type: 5 Non-Self-Propelled, Tanker

Characteristics:

- | | |
|---|--|
| 70 Liquid Cargo Barge (Single Hull) | 73 Liquid Cargo Barge (Double Bottom Only) |
| 71 Liquid Cargo Barge (Double Hull) | 74 Other Liquid Cargo Barge, Not Elsewhere Included |
| 72 Liquid Cargo Barge (Double Sided Only) | |

Type: 6 Other

Characteristics:

- | |
|--------------|
| 01 Undefined |
|--------------|

Vessel Category Cross Reference List

| International Classification of Ships by Type (ICST) | Vessel Type, Construction and Characteristics (VTCC) |
|---|---|
| 114 Liquid Oil Tanker (Oil / Chemical) | 20 Petroleum / Chemical Carrier |
| 120 Liquid Chemical Tanker | 21 Chemical Carrier |
| 139 Liquid Gas Carrier (Other) | 23 Liquid Gas Carrier |
| 141 Liquid Tank Barge (Single Hull) | 70 Liquid Cargo Barge (Single Hull) |
| 142 Liquid Tank Barge (Double Hull) | 71 Liquid Cargo Barge (Double Hull) |
| 143 Liquid Tank Barge (Double Sided Only) | 72 Liquid Cargo Barge (Double Sided Only) |
| 144 Liquid Tank Barge (Double Bottom Only) | 73 Liquid Cargo Barge (Double Bottom Only) |
| 149 Liquid Tank Barge (Other) | 74 Liquid Cargo Barge, Not Elsewhere Included |
| 199 Liquid Other Tanker | 22 Liquid Bulk Tanker |
| | 24 Other Tanker |
| 229 Dry Bulk (Other) Carrier | 06 Bulk Carrier |
| 310 Containership (Specialized) | 07 Containership |
| 321 Barge Carrier (Specialized) | 15 Lash Vessel |
| 325 Vehicle Carrier (Specialized) | 10 Vehicle Carrier |
| 329 Other Carriers (Specialized) | 13 Ferry |
| | 14 Railroad Car Ferry |
| 333 General Cargo RO-RO / Container | 09 Container / Vehicle / Trailer (RO-RO) Carrier |
| 334 Other RO-RO Cargo (General Cargo) | 04 Break Bulk / RO-RO Carrier |
| | 05 RO-RO Vessel |
| 335 General Cargo / Passenger | 03 General Cargo Freighter |
| | 12 Combination Passenger and Cargo |
| 336 General Cargo / Container | 08 Partial Containership |
| 341 Dry Cargo Deck Barge | 43 Flat / Deck Barge |
| 343 Dry Cargo Lash / Seabee Barge | 52 Lash / Seabee Barge |
| 344 Open Dry Cargo Barge | 40 Open Hopper Barge |
| | 47 Open Dry Cargo Barge |
| 345 Dry Cargo Covered Barge | 41 Covered Hopper Barge |
| | 48 Covered Dry Cargo Barge |
| 349 Dry Cargo Other Barge | 42 Carfloat (Railroad Car Barge) |
| | 44 Pontoon Barge |
| | 49 RO-RO Barge |
| | 50 Container Barge |
| | 90 Convertible Barge |
| | 99 Other |
| 351 Passenger (Cruise) | 11 Passenger Carrier |
| 359 Passenger (Other) | 16 Excursion / Sightseeing Vessel |
| 422 Offshore Support Vessel | 02 Crewboat / Supply / Utility Vessel |
| 431 Tugboat | 36 Tugboat |
| 432 Pushboat | 35 Pushboat |

Selected Inland Commercial Vessels

These vessels are commonly used in the transport of commodities on the inland waterway system. This is not intended to be a complete description of all merchant vessels using the inland waterway system

Self-Propelled

Tugboat: Self-propelled vessel with a V - shaped bow designed for the towing (and pushing) of ships or other floating structures such as barges in ports/harbors.

Towboat/Push Boat: Self-propelled vessel designed to tow/push barges and pontoons. The hull is usually rectangular in plan and has little freeboard. A pair of knees of ample strength and height engage barges of various depths to maneuver the tow.

Non-Self-Propelled

Barge: A category of vessel designed as non-self-propelled units for the carriage of cargo on the weather deck or in holds or in tanks. The units are towed/pushed by another ship (tug or pusher vessel).

Dry Cargo Barge: Non-self-propelled vessel, usually flat bottomed and rectangular in structure with cargo space below deck. The cargo space may be covered or uncovered. Usually used to transport bulk commodities on rivers and canals. The industry commonly refers to these barges as open/covered hopper barges¹.

Deck Barge: Non-self-propelled vessel, usually flat bottomed and rectangular in structure, having an intact deck for the carriage of bulk materials. Commonly referred to as a scow, lighter or hoy.

Lash/Seabee Barge: A barge, usually flat-bottomed and rectangular in structure to be lightered aboard a mother ship.

Tank Barge: Non-self-propelled vessel constructed and arranged for the carriage of liquid cargoes in tanks integral to the hull or independent of the hull. Pumping arrangements may be provided on board or left to shore equipment. Typical cargoes would include petroleum and other liquids.

Single Hull Tank Barge: A tank barge with the sides and the bottom being single hull.

Double Hull Tank Barge: A tank barge with the sides and the bottom being double hull.

Double Sided Tank Barge: A tank barge with the sides being double hull and the bottom being single hull.

Double Bottom Tank Barge: A tank barge with the sides being single hull and the bottom being double hull.

1. Most companies responding to the Transportation Annual Survey do not classify vessels according to the textbook definition of a hopper barge, which describes a barge designed for the carriage of dredged material or other waste material in hoppers for subsequent discharge elsewhere through the bottom of the barge by means of doors/valves or by means of a split hull separation.

Volume 1

National Summaries

TABLE 1: SUMMARY OF THE UNITED STATES FLAG PASSENGER AND CARGO VESSELS OPERATING OR AVAILABLE FOR OPERATION ON DECEMBER 31, 2001* BY REGION

| Type of Vessels | Total 2001 | Atlantic, Gulf and Pacific Coasts | Mississippi River System and the Gulf Intracoastal Waterway | Great Lakes System |
|--|------------|-----------------------------------|---|--------------------|
| Self-Propelled | | | | |
| Dry Cargo and/or Passenger, Offshore Support | | | | |
| Number of Vessels | 2,697 | 1,243 | 1,280 | 174 |
| Horsepower | 7,566,245 | 5,041,778 | 2,007,231 | 517,236 |
| Cargo Capacity (short tons) | 6,544,807 | 4,311,416 | 270,237 | 1,963,154 |
| Number of Passengers (capacity) | 219,091 | 126,861 | 66,681 | 25,549 |
| Vehicular Ferries and Railroad Cars | | | | |
| Number of Vessels | 579 | 450 | 64 | 65 |
| Horsepower | 939,002 | 823,231 | 40,301 | 75,470 |
| Number of Passengers (capacity) | 184,219 | 160,706 | 11,955 | 11,558 |
| Tankers | | | | |
| Number of Vessels | 120 | 114 | 2 | 4 |
| Horsepower | 1,553,847 | 1,538,097 | 6,950 | 8,800 |
| Cargo Capacity (short tons) | 6,226,082 | 6,194,153 | 11,995 | 19,934 |
| Towboats | | | | |
| Number of Vessels | 5,150 | 1,758 | 3,259 | 133 |
| Horsepower | 9,694,916 | 3,815,528 | 5,719,216 | 160,172 |
| Total Self-Propelled | | | | |
| Number of Vessels | 8,546 | 3,565 | 4,605 | 376 |
| Horsepower | 19,754,010 | 11,218,634 | 7,773,698 | 761,678 |
| Cargo Capacity (short tons) | 12,770,889 | 10,505,569 | 282,232 | 1,983,088 |
| Number of Passengers (capacity) | 403,310 | 287,567 | 78,636 | 37,107 |
| Non-Self-Propelled | | | | |
| Barges, Dry Cargo | | | | |
| Number of Vessels | 28,888 | 3,413 | 25,210 | 265 |
| Cargo Capacity (short tons) | 45,281,492 | 5,692,896 | 39,135,336 | 453,260 |
| Number of Passengers (capacity) | 498 | 112 | 386 | 0 |
| Barges, Tanker | | | | |
| Number of Vessels | 4,122 | 615 | 3,499 | 8 |
| Cargo Capacity (short tons) | 11,957,598 | 3,855,526 | 8,078,890 | 23,182 |
| Railroad Car Floats | | | | |
| Number of Vessels | 32 | 29 | 0 | 3 |
| Cargo Capacity (short tons) | 102,136 | 102,136 | 0 | 0 |
| Total Non-Self-Propelled | | | | |
| Number of Vessels | 33,042 | 4,057 | 28,709 | 276 |
| Cargo Capacity (short tons) | 57,341,226 | 9,650,558 | 47,214,226 | 476,442 |
| Number of Passengers (capacity) | 498 | 112 | 386 | 0 |
| Grand Total Self and Non-Self-Propelled | | | | |
| Number of Vessels | 41,588 | 7,622 | 33,314 | 652 |
| Horsepower | 19,754,010 | 11,218,634 | 7,773,698 | 761,678 |
| Cargo Capacity (short tons) | 70,112,115 | 20,156,127 | 47,496,458 | 2,459,530 |
| Number of Passengers (capacity) | 403,808 | 287,679 | 79,022 | 37,107 |

Exclusive of fishing vessels, dredges, and derricks, etc., used in construction work.

* Includes updates through the publication date of December 2002.

FIGURE 1-1: SUMMARY OF THE UNITED STATES VESSEL INVENTORY BY REGION FOR 2001

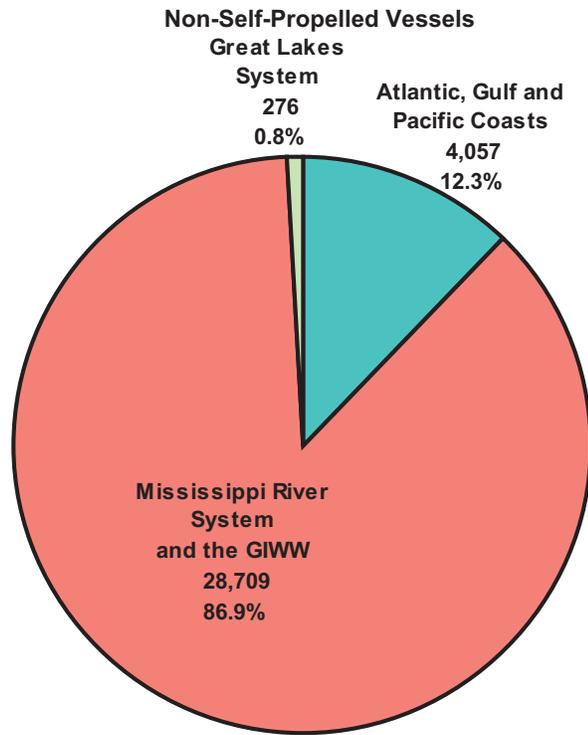
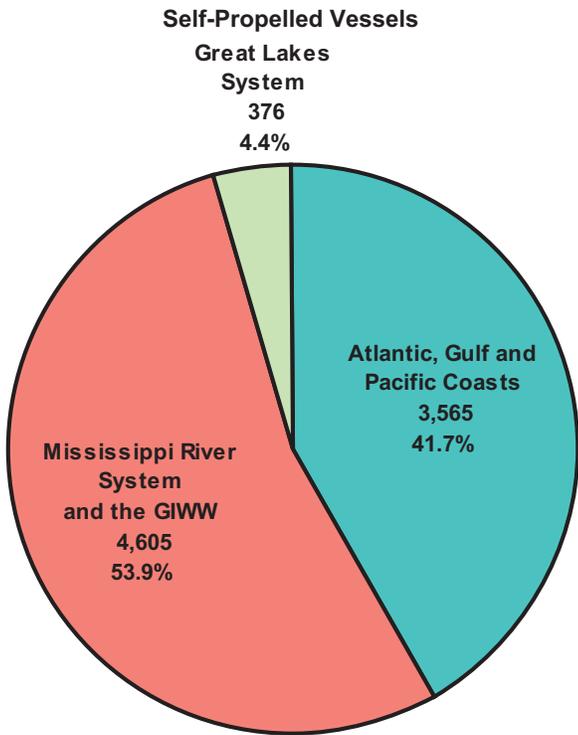
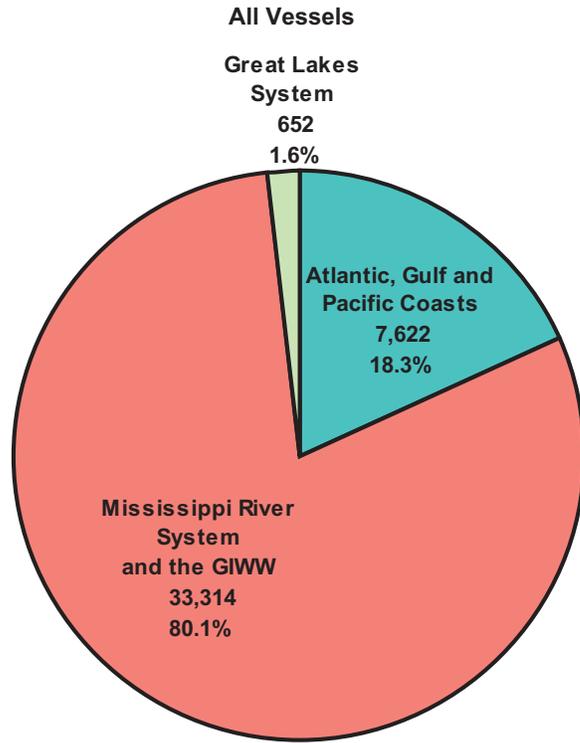
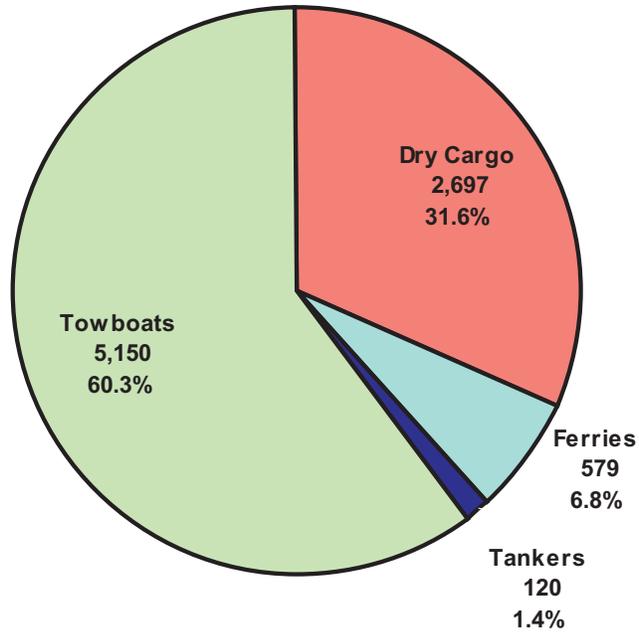


FIGURE 1-2: SUMMARY OF THE UNITED STATES VESSEL INVENTORY BY TYPE OF VESSEL FOR 2001

Self-Propelled Vessels



Non-Self-Propelled Vessels

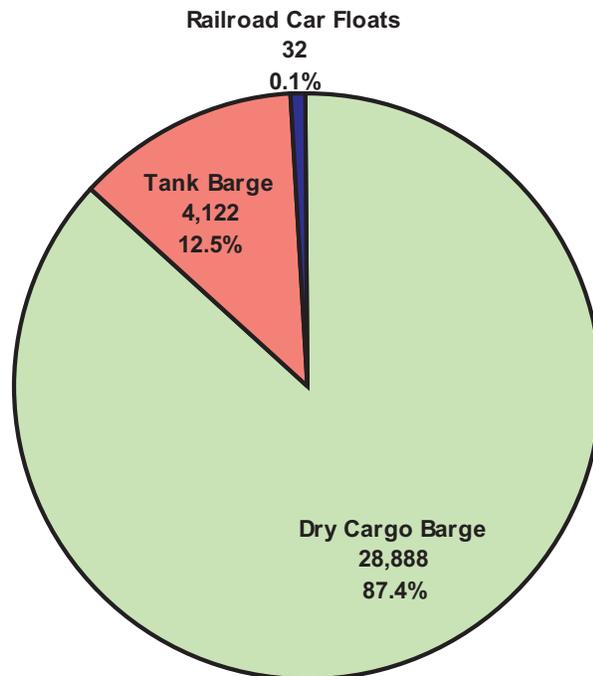


TABLE 2: SUMMARY OF THE UNITED STATES FLAG PASSENGER AND CARGO VESSELS¹
OPERATING OR AVAILABLE FOR OPERATION BY YEAR²

| Type of Vessels | 1980 | 1985 | 1990 | 1995 | 2000 | 2001 |
|--|------------|------------|------------|------------|------------|------------|
| Self-Propelled | | | | | | |
| Dry Cargo and/or Passenger, Offshore Support | | | | | | |
| Number of Vessels | 2,036 | 2,236 | 2,678 | 2,804 | 2,780 | 2,697 |
| Horsepower | 8,589,911 | 7,191,450 | 7,630,222 | 7,363,831 | 7,833,597 | 7,566,245 |
| Cargo Capacity (short tons) | 8,011,587 | 6,601,757 | 7,147,054 | 6,484,707 | 6,740,153 | 6,544,807 |
| Number of Passengers (capacity) | 143,255 | 153,347 | 215,204 | 275,353 | 264,635 | 219,091 |
| Vehicular Ferries and Railroad Cars | | | | | | |
| Number of Vessels | 67 | 100 | 135 | 172 | 292 | 579 |
| Horsepower | 146,095 | 276,582 | 303,350 | 369,282 | 619,130 | 939,002 |
| Number of Passengers (capacity) | NA | NA | 82,100 | 100,309 | 136,774 | 184,219 |
| Tankers | | | | | | |
| Number of Vessels | 330 | 232 | 213 | 178 | 135 | 120 |
| Horsepower | 4,161,044 | 3,281,912 | 2,820,207 | 2,219,297 | 1,697,399 | 1,553,847 |
| Cargo Capacity (short tons) | 15,894,753 | 14,591,672 | 12,681,957 | 9,298,692 | 6,718,366 | 6,226,082 |
| Towboats | | | | | | |
| Number of Vessels | 4,693 | 4,954 | 5,210 | 5,127 | 4,995 | 5,150 |
| Horsepower | 7,146,576 | 8,030,407 | 8,709,914 | 9,107,738 | 9,347,780 | 9,694,916 |
| Total Self-Propelled | | | | | | |
| Number of Vessels | 7,126 | 7,522 | 8,236 | 8,281 | 8,202 | 8,546 |
| Horsepower | 20,043,626 | 18,780,351 | 19,463,693 | 19,060,148 | 19,497,906 | 19,754,010 |
| Cargo Capacity (short tons) | 23,906,340 | 21,193,429 | 19,829,011 | 15,783,399 | 13,458,519 | 12,770,889 |
| Number of Passengers (capacity) | 143,255 | 153,347 | 297,304 | 375,662 | 401,409 | 403,310 |
| Non-Self-Propelled | | | | | | |
| Barges, Dry Cargo | | | | | | |
| Number of Vessels | 27,426 | 29,287 | 27,170 | 27,342 | 29,107 | 28,888 |
| Cargo Capacity (short tons) | 34,486,851 | 38,633,297 | 38,189,490 | 39,971,443 | 44,814,696 | 45,281,492 |
| Number of Passengers (capacity) | 0 | 0 | 3,149 | 1,101 | 268 | 498 |
| Barges, Tanker | | | | | | |
| Number of Vessels | 4,166 | 4,252 | 4,003 | 3,985 | 4,011 | 4,122 |
| Cargo Capacity (short tons) | 10,388,265 | 10,842,430 | 10,757,295 | 11,169,087 | 11,678,593 | 11,957,598 |
| Railroad Car Floats | | | | | | |
| Number of Vessels | 70 | 58 | 36 | 33 | 34 | 32 |
| Cargo Capacity (short tons) | NA | NA | 119,235 | 113,729 | 88,075 | 102,136 |
| Total Non-Self-Propelled | | | | | | |
| Number of Vessels | 31,662 | 33,597 | 31,209 | 31,360 | 33,152 | 33,042 |
| Cargo Capacity (short tons) | 44,875,116 | 49,475,727 | 49,066,020 | 51,254,259 | 56,581,364 | 57,341,226 |
| Number of Passengers (capacity) | NA | NA | 3,149 | 1,101 | 268 | 498 |
| Grand Total Self and Non-Self-Propelled | | | | | | |
| Number of Vessels | 38,788 | 41,119 | 39,445 | 39,641 | 41,354 | 41,588 |
| Horsepower | 20,043,626 | 18,780,351 | 19,463,693 | 19,060,148 | 19,497,906 | 19,754,010 |
| Cargo Capacity (short tons) | 68,781,456 | 70,669,156 | 68,895,031 | 67,037,658 | 70,039,883 | 70,112,115 |
| Number of Passengers (capacity) | 143,255 | 153,347 | 300,453 | 376,763 | 401,677 | 403,808 |

1 Exclusive of fishing vessels, dredges, and derricks, etc., used in construction work.

2 Data not available (NA).

FIGURE 2: SUMMARY OF THE UNITED STATES VESSEL INVENTORY BY YEAR

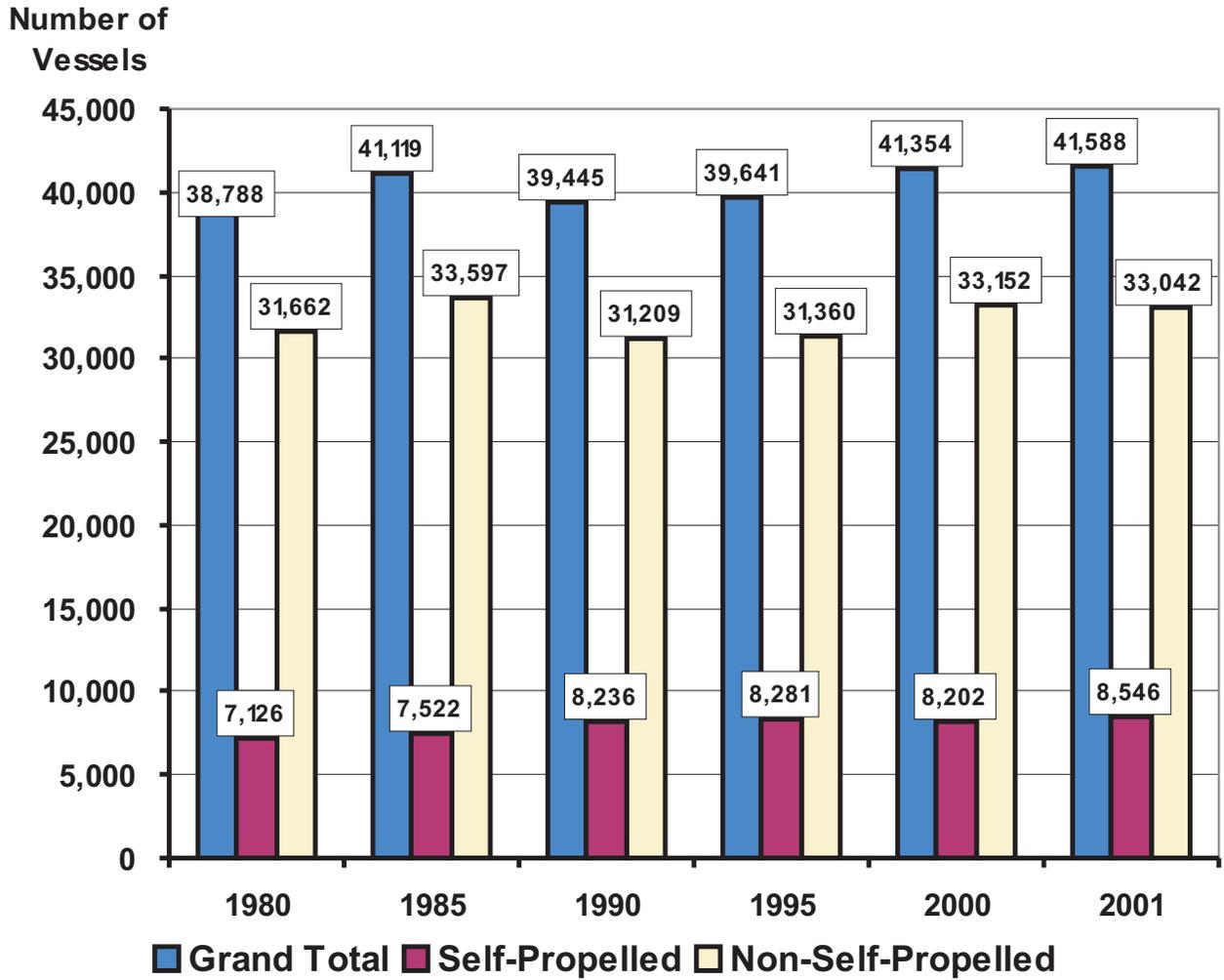


TABLE 3: SUMMARY OF THE UNITED STATES FLEET CONSTRUCTION¹
BY VESSEL TYPE FOR YEARS 1992 - 2001

| Vessel Type | Total New Construction | | | | | | | | | |
|------------------------------------|------------------------|------------|------------|------------|--------------|--------------|--------------|--------------|--------------|------------|
| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| Vessels (total)² | 771 | 705 | 511 | 668 | 1,451 | 1,713 | 1,173 | 1,300 | 1,034 | 929 |
| Self-Propelled (total) | 50 | 46 | 52 | 71 | 81 | 83 | 124 | 144 | 78 | 92 |
| Dry Cargo (total) | 5 | 9 | 6 | 6 | 4 | 8 | 13 | 3 | 11 | 19 |
| Dry Bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Containership | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| General Cargo | 3 | 5 | 2 | 3 | 2 | 5 | 5 | 1 | 2 | 0 |
| Specialized | 1 | 4 | 4 | 3 | 2 | 3 | 8 | 2 | 9 | 17 |
| Passenger | 12 | 13 | 20 | 18 | 22 | 15 | 20 | 23 | 10 | 5 |
| Offshore Support | 11 | 9 | 11 | 11 | 12 | 28 | 47 | 56 | 23 | 30 |
| Tanker | 3 | 0 | 1 | 0 | 1 | 4 | 3 | 2 | 1 | 0 |
| Towboat | 19 | 15 | 14 | 36 | 42 | 28 | 38 | 56 | 30 | 34 |
| Non-Self-Propelled (total) | 721 | 659 | 459 | 597 | 1,370 | 1,630 | 1,049 | 1,156 | 956 | 837 |
| Dry Barge (total) | 637 | 615 | 405 | 506 | 1,235 | 1,565 | 977 | 1,061 | 884 | 771 |
| Dry Covered | 184 | 232 | 218 | 345 | 397 | 1,031 | 516 | 678 | 407 | 474 |
| Dry Open | 243 | 213 | 114 | 100 | 682 | 367 | 375 | 232 | 209 | 174 |
| Lash/Seabee | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deck | 207 | 169 | 67 | 60 | 156 | 166 | 82 | 151 | 266 | 121 |
| Other Dry ³ | 1 | 1 | 6 | 1 | 0 | 1 | 4 | 0 | 2 | 2 |
| Tank Barge ⁴ (total) | 84 | 44 | 54 | 91 | 135 | 65 | 72 | 95 | 72 | 66 |
| Single Hull | NA | NA | 2 | 0 | 11 | 1 | 5 | 1 | 0 | 0 |
| Double Hull ⁵ | NA | NA | 37 | 57 | 96 | 59 | 61 | 54 | 48 | 31 |
| Other Tank ⁵ | NA | NA | 15 | 34 | 28 | 5 | 6 | 40 | 24 | 35 |

| Vessel Type | Total Vessels Rebuilt | | | | | | | | | |
|------------------------------------|-----------------------|----------|----------|----------|-----------|----------|-----------|-----------|-----------|-----------|
| | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| Vessels (total)² | 3 | 5 | 9 | 7 | 12 | 4 | 15 | 15 | 22 | 30 |
| Self-Propelled (total) | 1 | 4 | 7 | 6 | 6 | 4 | 11 | 9 | 13 | 21 |
| Dry Cargo (total) | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 3 | 3 | 4 |
| Dry Bulk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Containership | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 |
| General Cargo | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Specialized | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Passenger | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Offshore Support | 0 | 0 | 1 | 4 | 3 | 2 | 0 | 0 | 0 | 0 |
| Tanker | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Towboat | 1 | 3 | 4 | 2 | 2 | 2 | 10 | 6 | 9 | 16 |
| Non-Self-Propelled (total) | 2 | 1 | 2 | 1 | 6 | 0 | 4 | 6 | 9 | 9 |
| Dry Barge (total) | 1 | 1 | 2 | 1 | 5 | 0 | 4 | 6 | 9 | 0 |
| Dry Covered | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 |
| Dry Open | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lash/Seabee | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Deck | 0 | 1 | 1 | 1 | 3 | 0 | 2 | 5 | 8 | 0 |
| Other Dry ³ | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Tank Barge ⁴ (total) | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 9 |
| Single Hull | NA | NA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Double Hull ⁵ | NA | NA | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| Other Tank ⁵ | NA | NA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

1 The calendar year the vessel was built (new construction) or rebuilt. The rebuilt status is a vessel modification or significant improvement that extends the working life of the vessel, which is determined by the vessel company surveyed.

2 Total is greater than sum because of 4 unclassified vessels; includes vessels available for operation.

3 Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.

4 Single versus double hull classifications were not reported prior to 1994.

5 Includes tank barges that may be double sided only, double bottom only, or not elsewhere included.

FIGURE 3: SUMMARY OF THE UNITED STATES FLEET CONSTRUCTION BY VESSEL TYPE FOR YEARS 1992 - 2001

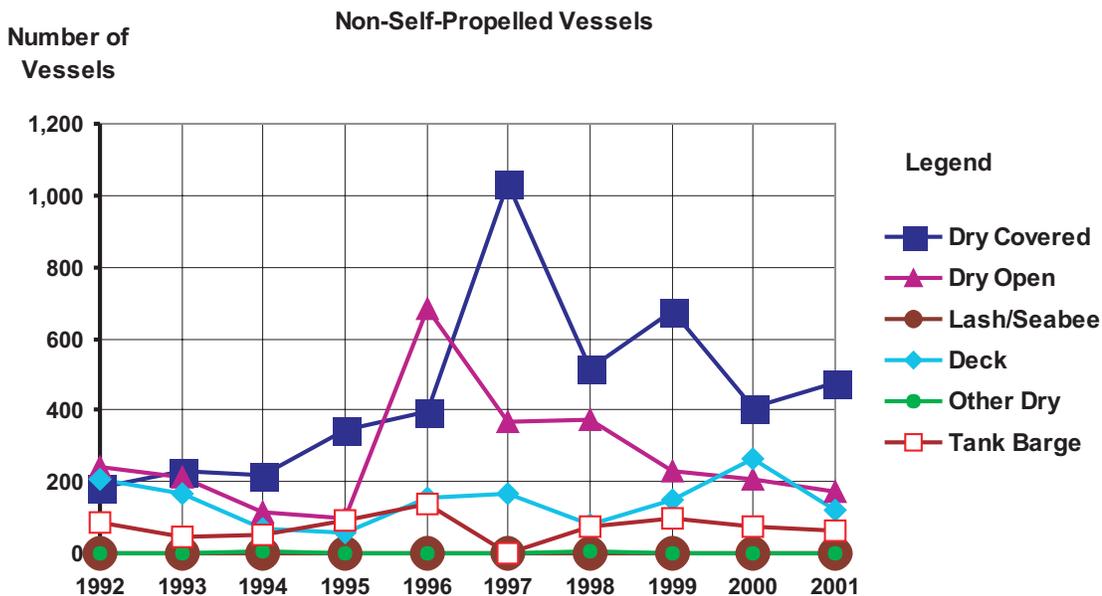
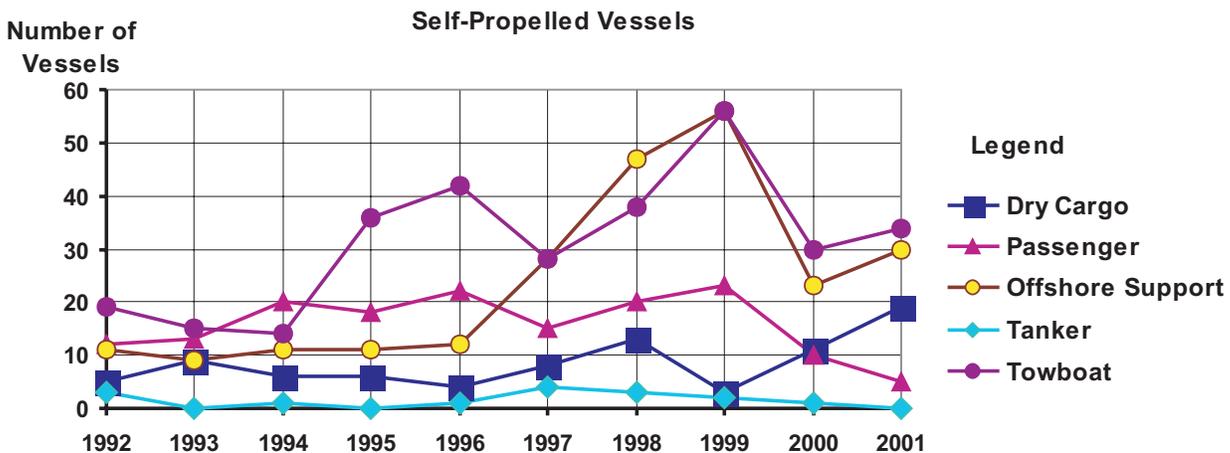
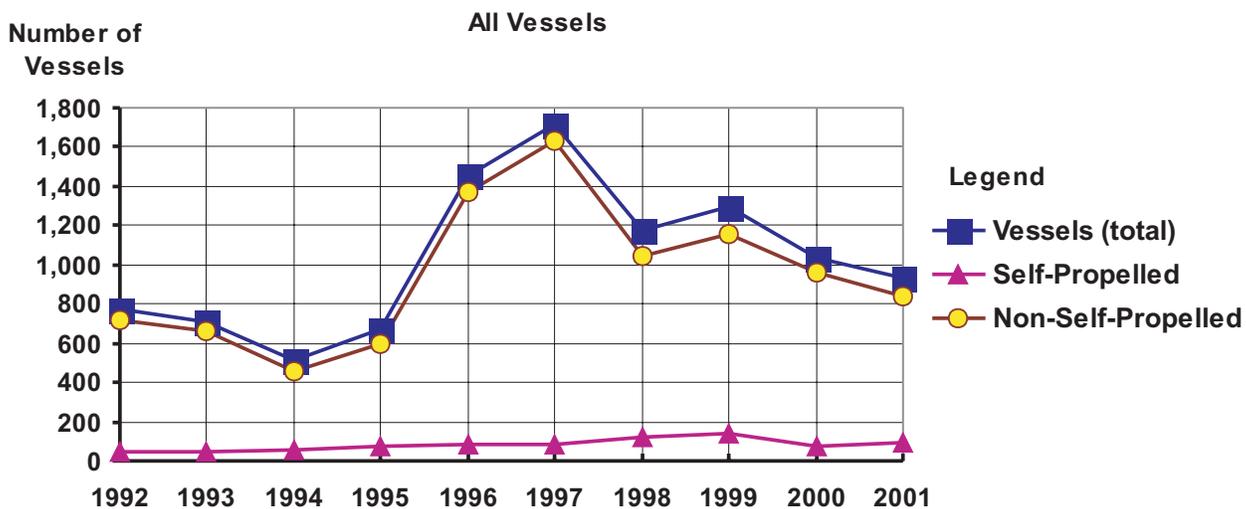


TABLE 4: SUMMARY OF THE UNITED STATES FLAG VESSELS
BY VESSEL TYPE AND AGE FOR 2001¹

| Vessel Type | Number | Age ² | | | | | |
|------------------------------------|---------------|------------------|--------------|--------------|--------------|--------------|---------------|
| | | < = 5 | 6 - 10 | 11 - 15 | 16 - 20 | 21 - 25 | > 25 |
| Vessels (total)³ | 41,588 | 8,337 | 3,641 | 2,596 | 5,916 | 8,614 | 12,306 |
| Self-Propelled (total) | 8,546 | 884 | 438 | 468 | 1,346 | 1,683 | 3,710 |
| Dry Cargo (total) | 966 | 114 | 76 | 132 | 139 | 154 | 347 |
| Dry Bulk | 73 | 2 | 1 | 3 | 11 | 22 | 34 |
| Containership | 68 | 1 | 7 | 13 | 15 | 20 | 12 |
| General Cargo | 243 | 14 | 12 | 17 | 54 | 46 | 99 |
| Specialized | 582 | 97 | 56 | 99 | 59 | 66 | 202 |
| Passenger | 733 | 84 | 81 | 138 | 110 | 77 | 240 |
| Offshore Support | 1,573 | 305 | 111 | 68 | 372 | 452 | 262 |
| Tanker | 120 | 12 | 3 | 5 | 32 | 28 | 40 |
| Towboat | 5,150 | 369 | 167 | 125 | 692 | 972 | 2,818 |
| Unknown | 4 | 0 | 0 | 0 | 1 | 0 | 3 |
| Non-Self-Propelled (total) | 33,042 | 7,453 | 3,203 | 2,128 | 4,570 | 6,931 | 8,596 |
| Dry Barge (total) | 28,920 | 6,830 | 2,815 | 2,043 | 4,241 | 6,126 | 6,712 |
| Dry Covered | 13,817 | 3,753 | 1,297 | 193 | 2,245 | 3,751 | 2,576 |
| Dry Open | 8,717 | 2,098 | 1,102 | 1,160 | 1,454 | 1,492 | 1,408 |
| Lash/Seabee | 1,184 | 0 | 126 | 260 | 4 | 111 | 683 |
| Deck | 5,051 | 966 | 280 | 422 | 510 | 754 | 1,983 |
| Other Dry ⁴ | 151 | 13 | 10 | 8 | 28 | 18 | 62 |
| Tank Barge (total) | 4,122 | 623 | 388 | 85 | 329 | 805 | 1,884 |
| Single Hull | 695 | 20 | 20 | 10 | 72 | 115 | 458 |
| Double Hull | 2,717 | 429 | 346 | 67 | 208 | 570 | 1,091 |
| Other Tank ⁵ | 710 | 174 | 22 | 8 | 49 | 120 | 335 |

1 Survey date as of December 31, 2001; includes updates through publication date of December 2002.

2 Age (in years) is based upon the year the vessel was built or rebuilt, using calendar year 2001 as the base year.

3 Total is greater than sum because of 4 unclassified vessels and 178 with unknown age; figures include vessels available for operation.

4 Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.

5 Includes tank barges that may be double sided only, double bottom only, or not elsewhere included.

FIGURE 4: SUMMARY OF THE UNITED STATES FLAG VESSELS BY VESSEL TYPE AND AGE FOR 2001

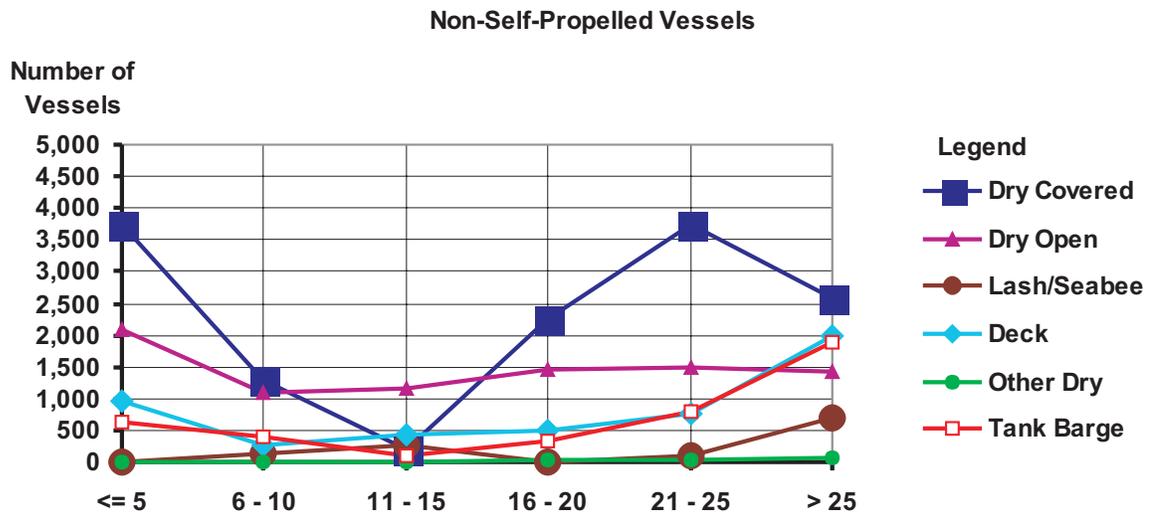
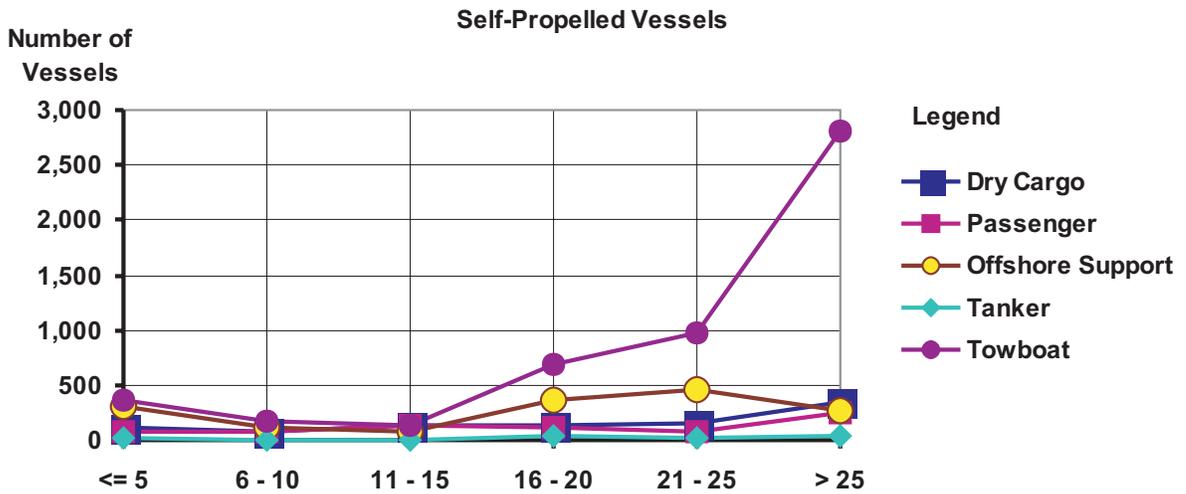
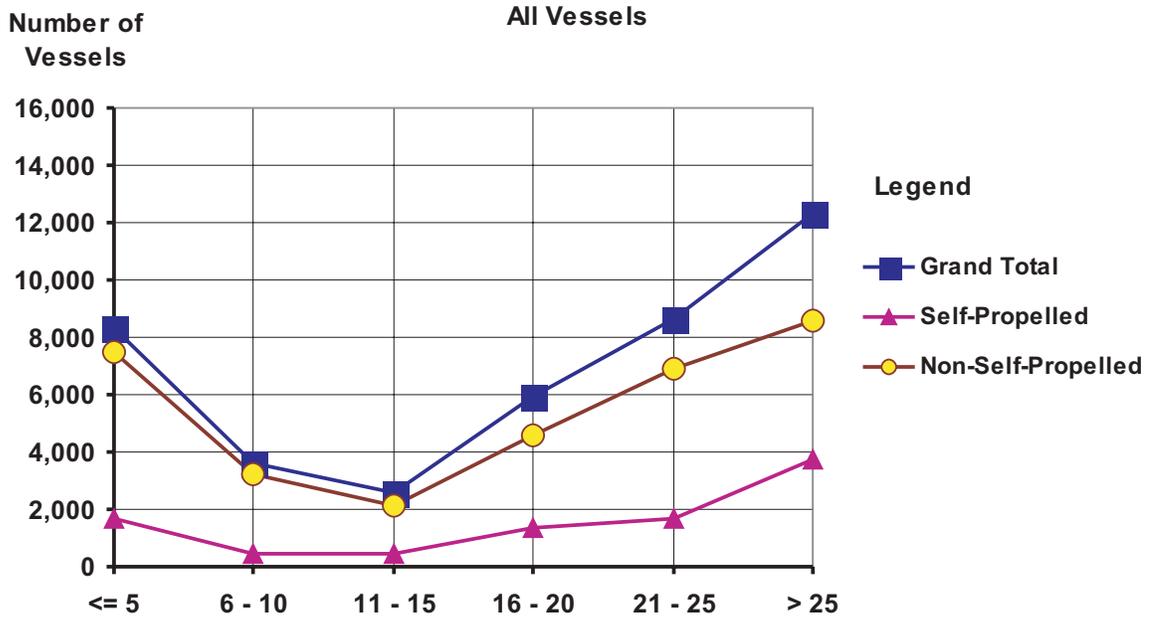


FIGURE 5: SUMMARY OF THE UNITED STATES TOWBOAT FLEET BY HORSEPOWER FOR 2001

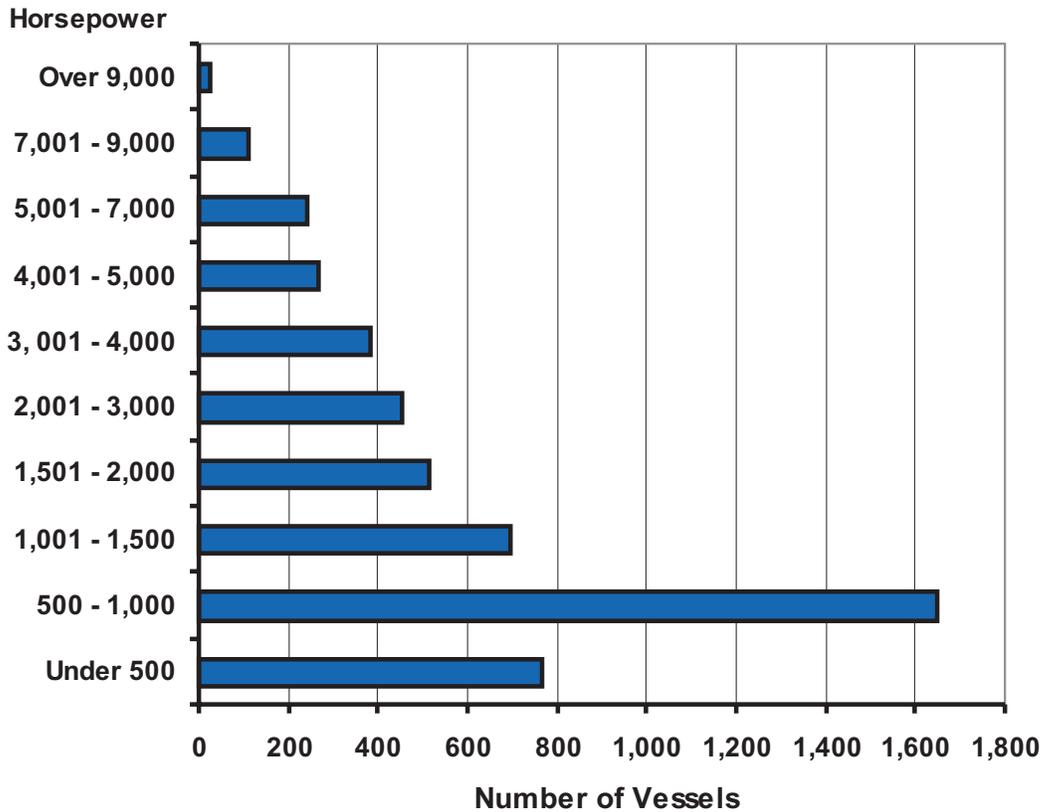


TABLE 5: SUMMARY OF THE UNITED STATES TOWBOAT FLEET BY HORSEPOWER FOR 2001

| Vessel Type/ Horsepower Class | Vessels | | Horsepower ¹ | | | Average Age ⁴ |
|----------------------------------|---------------------|--------------|-------------------------|--------------|----------------------|-----------------------------|
| | Number ² | % Total | Total | % Total | Average ³ | |
| Under 500 | 767 | 15.0 | 246,509 | 2.5 | 321 | 37 |
| 500 - 1,000 | 1,651 | 32.3 | 1,289,787 | 13.3 | 781 | 30 |
| 1,001 - 1,500 | 696 | 13.6 | 866,975 | 8.9 | 1,246 | 31 |
| 1,501 - 2,000 | 516 | 10.1 | 919,624 | 9.5 | 1,782 | 31 |
| 2,001 - 3,000 | 456 | 8.9 | 1,175,279 | 12.1 | 2,577 | 30 |
| 3,001 - 4,000 | 381 | 7.5 | 1,363,415 | 14.1 | 3,579 | 29 |
| 4,001 - 5,000 | 267 | 5.2 | 1,182,619 | 12.2 | 4,429 | 26 |
| 5,001 - 7,000 | 243 | 4.8 | 1,456,616 | 15.0 | 5,994 | 23 |
| 7,001 - 9,000 | 110 | 2.2 | 902,780 | 9.3 | 8,133 | 23 |
| Over 9,000 | 24 | 0.5 | 291,312 | 3.0 | 12,138 | 19 |
| Total Towboat Fleet | 5,150 | 100.0 | 9,694,916 | 100.0 | 1,897 | 29 |

1 Horsepower rating is reported when the vessel was new or when the present engine was installed.

2 Total is greater than sum because of 38 vessels with unknown horsepower.

3 Average is calculated from only those vessels with known horsepower and not the total number of vessels.

4 Age is based upon the year the vessel was built or rebuilt.

FIGURE 6: SUMMARY OF THE UNITED STATES TANK BARGE FLEET
BY BARGE TYPE AND SIZE FOR 2001

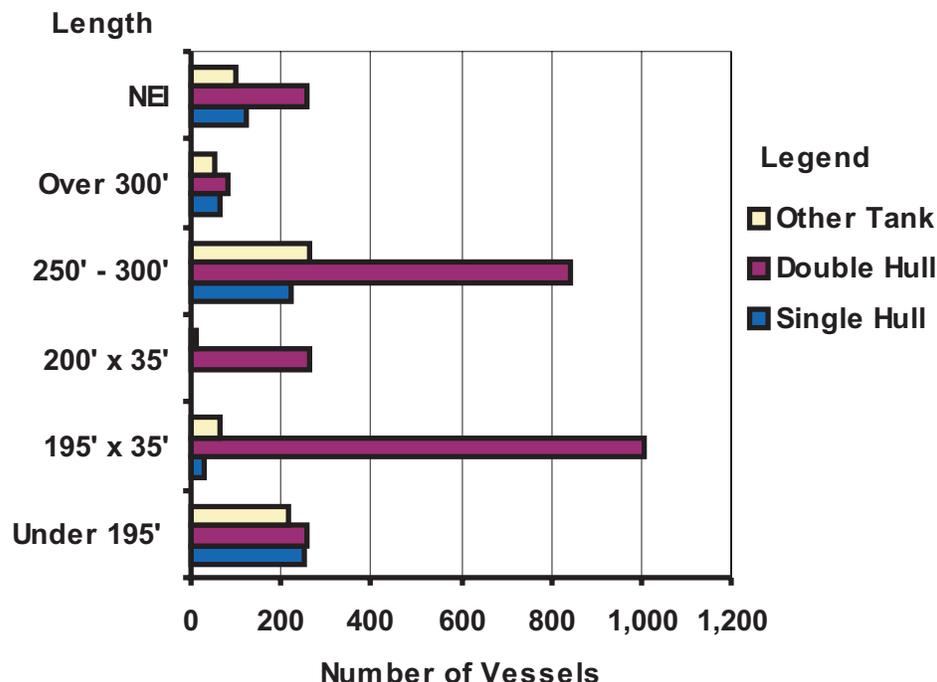


TABLE 6: SUMMARY OF THE UNITED STATES TANK BARGE FLEET
BY BARGE TYPE AND SIZE FOR 2001

| Barge Size ¹ | Total Barges | | Cargo Capacity ² | | | Average Age ³ |
|---|--------------|---------------|-----------------------------|---------------|--------------|--------------------------|
| | Number | % Total | Total | % Total | Average | |
| Barge Type: Single Hull | | | | | | |
| Under 195' | 253 | 36.4 | 275,924 | 11.3 | 1,091 | 34 |
| 195' x 35' | 31 | 4.5 | 44,820 | 1.8 | 1,446 | 37 |
| 200' x 35' | 3 | 0.4 | 4,609 | 0.2 | 1,536 | 33 |
| 250' - 300' | 224 | 32.2 | 872,114 | 35.8 | 3,893 | 27 |
| Over 300' | 62 | 8.9 | 916,543 | 37.6 | 14,783 | 24 |
| NEI | 122 | 17.6 | 321,880 | 13.2 | 2,638 | 35 |
| Total Single Hull | 695 | (16.9) | 2,435,890 | (20.4) | 3,505 | 31 |
| Barge Type: Double Hull | | | | | | |
| Under 195' | 260 | 9.6 | 434,184 | 6.0 | 1,676 | 26 |
| 195' x 35' | 1,005 | 37.0 | 1,632,538 | 22.6 | 1,624 | 24 |
| 200' x 35' | 266 | 9.8 | 436,994 | 6.1 | 1,643 | 15 |
| 250' - 300' | 845 | 31.1 | 3,088,274 | 42.8 | 3,655 | 17 |
| Over 300' | 84 | 3.1 | 1,047,014 | 14.5 | 13,088 | 14 |
| NEI | 257 | 9.5 | 581,443 | 8.1 | 2,262 | 27 |
| Total Double Hull | 2,717 | (65.9) | 7,220,447 | (60.4) | 2,662 | 21 |
| Barge Type: Other Tank⁴ | | | | | | |
| Under 195' | 214 | 30.1 | 221,726 | 9.6 | 1,046 | 30 |
| 195' x 35' | 63 | 8.9 | 92,093 | 4.0 | 1,462 | 19 |
| 200' x 35' | 11 | 1.5 | 16,501 | 0.7 | 1,500 | 7 |
| 250' - 300' | 265 | 37.3 | 995,657 | 43.3 | 3,829 | 20 |
| Over 300' | 55 | 7.7 | 734,611 | 31.9 | 13,357 | 23 |
| NEI | 102 | 14.4 | 240,673 | 10.5 | 2,360 | 27 |
| Total Other Tank | 710 | (17.2) | 2,301,261 | (19.2) | 3,273 | 24 |
| Total Tank Barge Fleet | 4,122 | 100.0 | 11,957,598 | 100.0 | 2,909 | 23 |

1 Size refers to the overall length and breadth of the vessel in feet rounded to the nearest foot. NEI (not elsewhere included) refers to the barges that do not fall within the dimensions stated.

2 Capacity specifies the full load capacity in short tons (2,000 lb). Average is calculated from only those vessels with known capacity and not the total number of vessels.

3 Age is based upon the year the vessel was built or rebuilt. Average is calculated from only those vessels with a known age and not the total number of vessels.

4 Includes tank barges that are double sided only, double bottom only, or not elsewhere included.

FIGURE 7: SUMMARY OF THE UNITED STATES SHALLOW DRAFT¹ TANK BARGE FLEET
BY BARGE TYPE AND SIZE FOR 2001

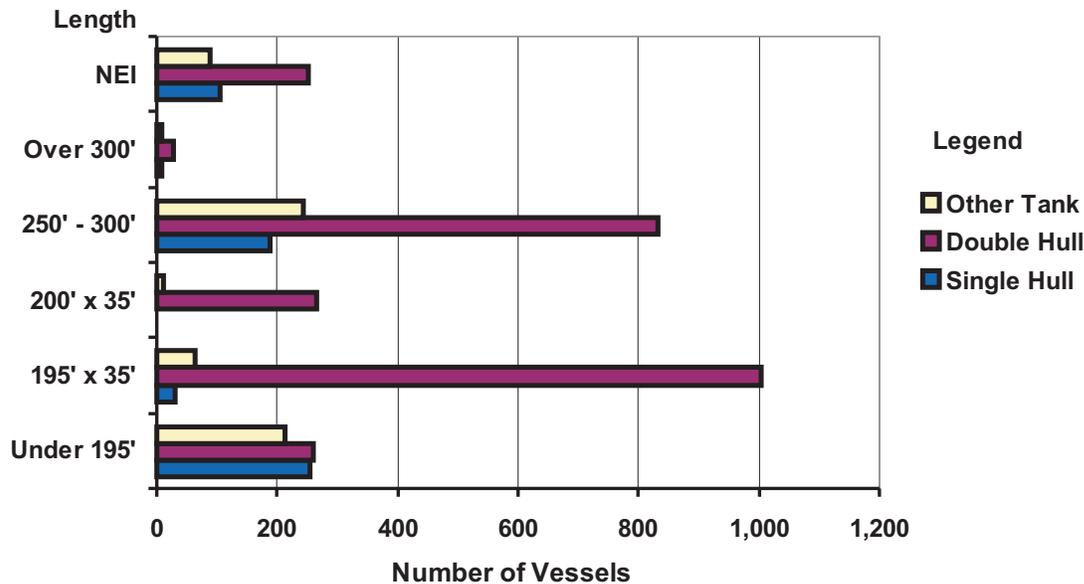


TABLE 7: SUMMARY OF THE UNITED STATES SHALLOW DRAFT¹ TANK BARGE FLEET
BY BARGE TYPE AND SIZE FOR 2001

| Barge Size ² | Total Barges | | Cargo Capacity ³ | | | Average Age ⁴ |
|---|--------------|---------------|-----------------------------|---------------|--------------|--------------------------|
| | Number | % Total | Total | % Total | Average | |
| Barge Type: Single Hull | | | | | | |
| Under 195' | 253 | 43.1 | 275,924 | 22.0 | 1,091 | 34 |
| 195' x 35' | 31 | 5.3 | 44,820 | 3.6 | 1,446 | 37 |
| 200' x 35' | 3 | 0.5 | 4,609 | 0.4 | 1,536 | 33 |
| 250' - 300' | 188 | 32.0 | 636,181 | 50.7 | 3,384 | 27 |
| Over 300' | 7 | 1.2 | 29,888 | 2.4 | 4,270 | 25 |
| NEI | 105 | 17.9 | 263,665 | 21.0 | 2,511 | 35 |
| Total Single Hull | 587 | (15.2) | 1,255,087 | (14.2) | 2,138 | 32 |
| Barge Type: Double Hull | | | | | | |
| Under 195' | 260 | 9.8 | 434,184 | 7.0 | 1,676 | 26 |
| 195' x 35' | 1,005 | 38.0 | 1,632,538 | 26.5 | 1,624 | 24 |
| 200' x 35' | 266 | 10.1 | 436,994 | 7.1 | 1,643 | 15 |
| 250' - 300' | 831 | 31.5 | 3,005,130 | 48.7 | 3,616 | 17 |
| Over 300' | 28 | 1.1 | 94,433 | 1.5 | 3,935 | 19 |
| NEI | 259 | 9.5 | 568,510 | 9.2 | 2,256 | 27 |
| Total Double Hull | 2,642 | (68.6) | 6,171,789 | (70.0) | 2,340 | 21 |
| Barge Type: Other Tank⁵ | | | | | | |
| Under 195' | 213 | 34.1 | 219,226 | 15.8 | 1,039 | 30 |
| 195' x 35' | 63 | 10.1 | 92,093 | 6.7 | 1,462 | 19 |
| 200' x 35' | 11 | 1.8 | 16,501 | 1.2 | 1,500 | 7 |
| 250' - 300' | 242 | 38.8 | 849,883 | 61.4 | 3,586 | 19 |
| Over 300' | 7 | 1.1 | 20,555 | 1.5 | 2,936 | 25 |
| NEI | 88 | 14.1 | 186,350 | 13.5 | 2,118 | 27 |
| Total Other Tank | 624 | (16.2) | 1,384,608 | (15.7) | 2,244 | 24 |
| Total Shallow Draft Tank Barge Fleet | 3,853 | 100.0 | 8,811,484 | 100.0 | 2,294 | 23 |

1 Based on the loaded draft of the vessel; shallow draft is defined as less than or equal to 14 feet.

2 Size refers to the overall length and breadth of the vessel in feet rounded to the nearest foot. NEI (not elsewhere included) refers to the barges that do not fall within the dimensions stated.

3 Capacity specifies the full load capacity in short tons (2,000 lbs). Average is calculated from only those vessels with known capacity and not the total number of vessels.

4 Age is based upon the year the vessel was built or rebuilt. Average is calculated from only those vessels with a known age and not the total number of vessels.

5 Includes tank barges that are double sided only, double bottom only, or not elsewhere included.

FIGURE 8: SUMMARY OF THE UNITED STATES DEEP DRAFT¹ TANK BARGE FLEET BY BARGE TYPE AND SIZE FOR 2001

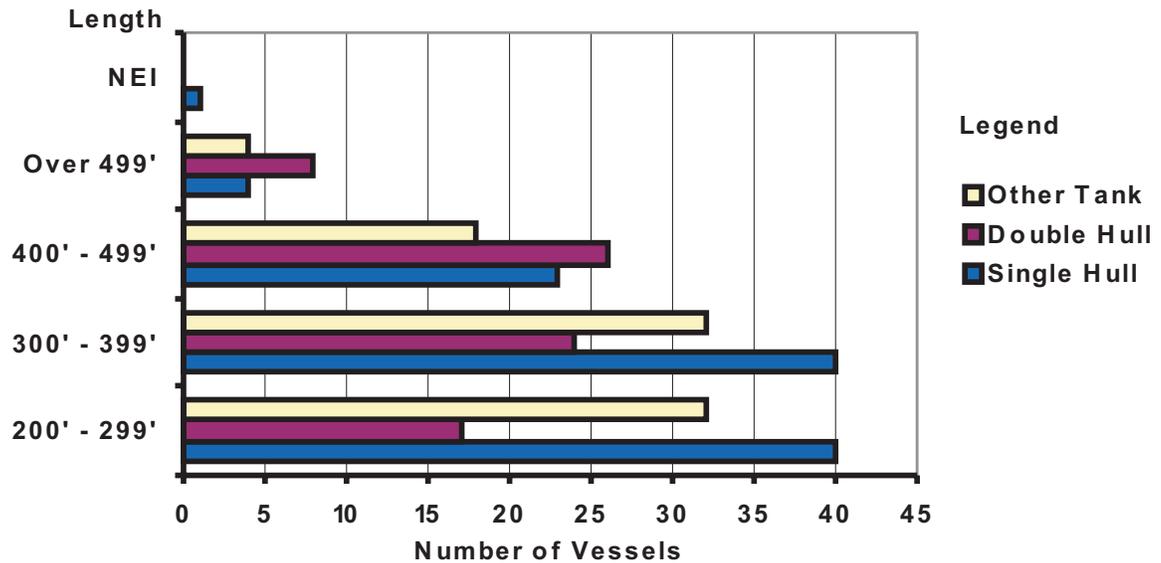


TABLE 8: SUMMARY OF THE UNITED STATES DEEP DRAFT¹ TANK BARGE FLEET BY BARGE TYPE AND SIZE FOR 2001

| Barge Size ² | Total Barges | | Cargo Capacity ³ | | | Average Age ⁴ |
|---|--------------|---------------|-----------------------------|---------------|---------------|--------------------------|
| | Number | % Total | Total | % Total | Average | |
| Barge Type: Single Hull | | | | | | |
| 200' - 299' | 40 | 37.0 | 196,510 | 16.6 | 4,913 | 28 |
| 300' - 399' | 40 | 37.0 | 399,291 | 33.8 | 9,982 | 26 |
| 400' - 499' | 23 | 21.3 | 475,826 | 40.3 | 20,688 | 22 |
| Over 499' | 4 | 3.7 | 105,976 | 9.0 | 26,494 | 24 |
| NEI | 1 | 0.9 | 3,200 | 0.3 | 3,200 | 39 |
| Total Single Hull | 108 | (40.2) | 1,180,803 | (37.5) | 10,933 | 26 |
| Barge Type: Double Hull | | | | | | |
| 200' - 299' | 17 | 22.7 | 84,073 | 8.0 | 4,945 | 29 |
| 300' - 399' | 24 | 32.0 | 228,744 | 21.8 | 9,531 | 15 |
| 400' - 499' | 26 | 34.7 | 437,620 | 41.7 | 16,832 | 10 |
| Over 499' | 8 | 10.7 | 298,221 | 28.4 | 37,278 | 11 |
| Total Double Hull | 75 | (27.9) | 1,048,658 | (33.3) | 13,982 | 16 |
| Barge Type: Other Tank⁵ | | | | | | |
| Under 300' | 32 | 37.2 | 148,342 | 16.2 | 4,636 | 27 |
| 300' - 399' | 32 | 37.2 | 340,639 | 37.2 | 10,645 | 25 |
| 400' - 499' | 18 | 20.9 | 289,576 | 31.6 | 16,088 | 20 |
| Over 499' | 4 | 4.7 | 138,096 | 15.1 | 34,524 | 25 |
| Total Other Tank | 86 | (32.0) | 916,653 | (29.1) | 10,659 | 25 |
| Total Deep Draft | 269 | 100.0 | 3,146,114 | 100.0 | 11,696 | 23 |

1 Based on the loaded draft of the vessel; deep draft is defined as greater than 14 feet.

2 Size refers to the overall length and breadth of the vessel in feet rounded to the nearest foot. NEI (not elsewhere included) refers to the barges that do not fall within the dimensions stated.

3 Capacity specifies the full load capacity in short tons (2,000 lbs). Average is calculated from only those vessels with known capacity and not the total number of vessels.

4 Age is based upon the year the vessel was built or rebuilt. Average is calculated from only those vessels with a known age and not the total number of vessels.

5 Includes tank barges that are double sided only, double bottom only, or not elsewhere included.

TABLE 9: SUMMARY OF THE UNITED STATES DRY CARGO BARGE FLEET
BY BARGE TYPE AND SIZE FOR 2001

| Barge Size ¹ | Total Barges | | Cargo Capacity ² | | | Average Age ³ |
|--|---------------|---------------|-----------------------------|---------------|--------------|--------------------------|
| | Number | % Total | Total | % Total | Average | |
| Barge Type: Dry Covered | | | | | | |
| Under 175' | 62 | 0.4 | 35,242 | 0.1 | 568 | 32 |
| 175' x 26' | 4 | 0.0 | 3,685 | 0.0 | 921 | 50 |
| 195' x 26' | 3 | 0.0 | 3,870 | 0.0 | 1,290 | 36 |
| 195' x 35' | 5,548 | 40.2 | 8,695,532 | 36.2 | 1,568 | 21 |
| 200' x 35' | 7,856 | 56.9 | 13,560,040 | 56.4 | 1,732 | 13 |
| Over 200' | 280 | 2.0 | 1,652,795 | 6.9 | 5,924 | 17 |
| NEI | 64 | 0.5 | 98,781 | 0.4 | 1,543 | 13 |
| Total Dry Covered | 13,817 | (47.8) | 24,049,945 | (53.0) | 1,744 | 16 |
| Barge Type: Dry Open | | | | | | |
| Under 175' | 692 | 7.9 | 698,892 | 5.2 | 1,011 | 35 |
| 175' x 26' | 693 | 7.9 | 651,531 | 4.9 | 940 | 22 |
| 195' x 26' | 453 | 5.2 | 499,772 | 3.7 | 1,103 | 20 |
| 195' x 35' | 4,353 | 49.9 | 6,770,203 | 50.4 | 1,556 | 15 |
| 200' x 35' | 2,238 | 25.7 | 3,916,697 | 29.2 | 1,762 | 10 |
| Over 200' | 223 | 2.6 | 775,843 | 5.8 | 3,479 | 20 |
| NEI | 65 | 0.7 | 116,899 | 0.9 | 1,798 | 29 |
| Total Dry Open | 8,717 | (30.1) | 13,429,837 | (29.6) | 1,544 | 16 |
| Barge Type: Deck | | | | | | |
| Under 100' | 307 | 6.1 | 70,212 | 1.0 | 236 | 37 |
| 100' - 110' | 623 | 12.3 | 303,671 | 4.5 | 495 | 33 |
| 111' - 120' | 742 | 14.7 | 389,301 | 5.7 | 534 | 21 |
| 121' - 140' | 693 | 13.7 | 557,112 | 8.2 | 810 | 31 |
| 141' - 160' | 296 | 5.9 | 315,789 | 4.6 | 1,070 | 30 |
| 161' - 180' | 251 | 5.0 | 405,405 | 5.9 | 1,622 | 30 |
| 181' - 200' | 1,729 | 34.2 | 2,864,811 | 42.0 | 1,662 | 14 |
| 201' - 220' | 51 | 1.0 | 127,768 | 1.9 | 2,505 | 27 |
| 221' - 240' | 87 | 1.7 | 275,061 | 4.0 | 3,162 | 28 |
| 241' - 260' | 122 | 2.4 | 511,725 | 7.5 | 4,264 | 21 |
| Over 260' | 146 | 2.9 | 994,141 | 14.6 | 6,809 | 25 |
| NEI | 4 | 0.1 | 5,756 | 0.1 | 1,439 | 40 |
| Total Deck | 5,051 | (17.5) | 6,820,751 | (15.0) | 1,363 | 24 |
| Barge Type: Lash / Seabee | | | | | | |
| Lash 62' x 31' | 1,177 | 99.4 | 477,968 | 96.3 | 406 | 22 |
| Seabee 97' x 35' | 5 | 0.4 | 16,312 | 3.3 | 3,262 | 28 |
| NEI | 2 | 0.2 | 2,000 | 0.4 | 1,000 | 41 |
| Total Lash Seabee | 1,184 | (4.1) | 496,280 | (1.1) | 419 | 22 |
| Barge Type: Other Dry⁴ | | | | | | |
| Under 175' | 56 | 37.1 | 50,347 | 8.6 | 915 | 30 |
| 175' x 26' | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| 195' x 26' | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| 195' x 35' | 6 | 4.0 | 9,340 | 1.6 | 1,557 | 27 |
| 200' x 35' | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| Over 200' | 82 | 54.3 | 511,514 | 87.1 | 6,238 | 23 |
| NEI | 7 | 4.6 | 16,169 | 2.8 | 2,310 | 18 |
| Total Other Dry | 151 | (0.5) | 587,370 | (1.3) | 3,916 | 26 |
| Total Dry Cargo | 28,920 | 100.0 | 45,384,183 | 100.0 | 1,574 | 18 |

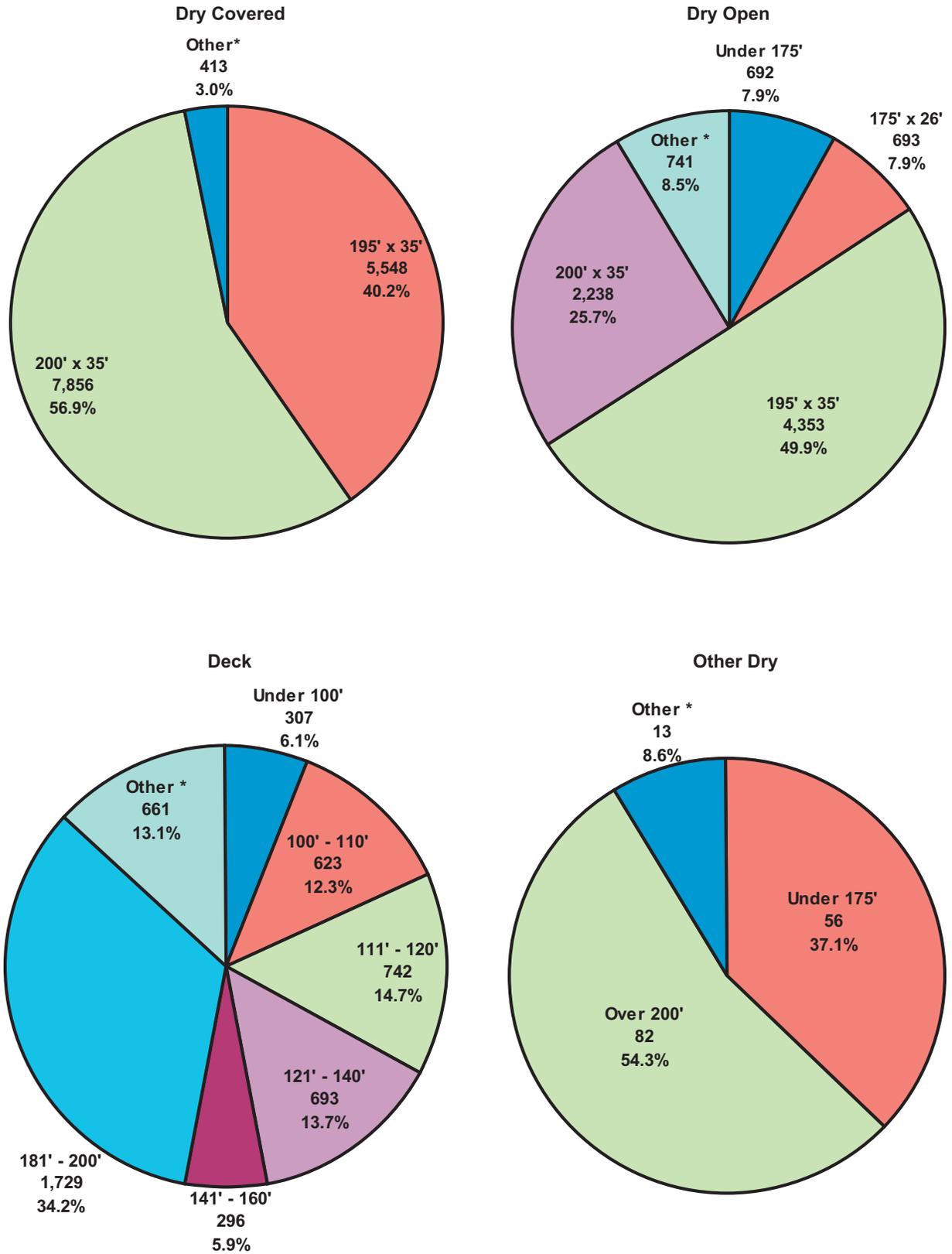
1 Size refers to the overall length and breadth of the vessel in feet rounded to the nearest foot. NEI (not elsewhere included) refers to the barges that do not fall within the dimensions stated.

2 Capacity specifies the full load capacity in short tons (2,000 lbs). Average is calculated from only those vessels with known capacity and not the total number of vessels.

3 Age is based upon the year the vessel was built or rebuilt. Average is calculated from only those vessels with a known age and not the total number of vessels.

4 Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.

FIGURE 9: SUMMARY OF THE UNITED STATES DRY CARGO BARGE FLEET BY BARGE TYPE AND SIZE FOR 2001



* Other size category represents the combined number of vessels for size groups with less than 5.5% of the total for the barge type.

TABLE 10: SUMMARY OF THE UNITED STATES SHALLOW DRAFT¹ DRY CARGO BARGE FLEET
BY BARGE TYPE AND SIZE FOR 2001

| Barge Size ² | Total Barges | | Cargo Capacity ³ | | | Average Age ⁴ |
|--|---------------|---------------|-----------------------------|--------------|--------------|--------------------------|
| | Number | % Total | Total | % Total | Average | |
| Barge Type: Dry Covered | | | | | | |
| Under 175' | 62 | 0.5 | 35,242 | 0.2 | 568 | 32 |
| 175' x 26' | 4 | 0.0 | 3,685 | 0.0 | 921 | 50 |
| 195' x 26' | 3 | 0.0 | 3,870 | 0.0 | 1,290 | 36 |
| 195' x 35' | 5,448 | 40.1 | 8,461,632 | 37.4 | 1,554 | 21 |
| 200' x 35' | 7,830 | 57.6 | 13,557,740 | 60.0 | 1,732 | 13 |
| Over 200' | 189 | 1.4 | 450,429 | 2.0 | 2,383 | 14 |
| NEI | 64 | 0.5 | 98,781 | 0.4 | 1,543 | 13 |
| Total Dry Covered | 13,600 | (47.8) | 22,611,379 | 53.2 | 1,663 | 16 |
| Barge Type: Dry Open | | | | | | |
| Under 175' | 665 | 7.7 | 635,217 | 4.8 | 957 | 34 |
| 175' x 26' | 693 | 8.0 | 651,531 | 5.0 | 940 | 22 |
| 195' x 26' | 453 | 5.2 | 499,772 | 3.8 | 1,103 | 20 |
| 195' x 35' | 4,351 | 50.3 | 6,767,081 | 51.6 | 1,556 | 15 |
| 200' x 35' | 2,238 | 25.9 | 3,916,697 | 29.8 | 1,762 | 10 |
| Over 200' | 190 | 2.2 | 550,534 | 4.2 | 2,898 | 20 |
| NEI | 59 | 0.7 | 102,617 | 0.8 | 1,739 | 28 |
| Total Dry Open | 8,649 | (30.4) | 13,123,449 | 30.9 | 1,521 | 16 |
| Barge Type: Deck | | | | | | |
| Under 100' | 307 | 6.2 | 70,212 | 1.2 | 236 | 37 |
| 100' - 110' | 622 | 12.6 | 303,671 | 5.1 | 495 | 33 |
| 111' - 120' | 741 | 15.0 | 389,301 | 6.6 | 534 | 21 |
| 121' - 140' | 692 | 14.0 | 554,112 | 9.3 | 807 | 31 |
| 141' - 160' | 295 | 6.0 | 314,689 | 5.3 | 1,070 | 30 |
| 161' - 180' | 245 | 5.0 | 392,387 | 6.6 | 1,608 | 30 |
| 181' - 200' | 1,728 | 35.1 | 2,862,375 | 48.2 | 1,661 | 14 |
| 201' - 220' | 48 | 1.0 | 119,288 | 2.0 | 2,485 | 27 |
| 221' - 240' | 74 | 1.5 | 218,162 | 3.7 | 2,948 | 31 |
| 241' - 260' | 95 | 1.9 | 386,911 | 6.5 | 4,116 | 22 |
| Over 260' | 78 | 1.6 | 329,205 | 5.5 | 4,221 | 28 |
| NEI | 2 | 0.0 | 352 | 0.0 | 176 | 27 |
| Total Deck | 4,927 | (17.3) | 5,940,665 | 14.0 | 1,216 | 24 |
| Barge Type: Lash / Seabee | | | | | | |
| Lash 62' x 31' | 1,177 | 99.4 | 477,968 | 96.3 | 406 | 22 |
| Seabee 98' x 35' | 5 | 0.4 | 16,312 | 3.3 | 3,262 | 28 |
| NEI | 2 | 0.2 | 2,000 | 0.4 | 1,000 | 41 |
| Total Lash Seabee | 1,184 | (4.2) | 496,280 | 1.2 | 419 | 22 |
| Barge Type: Other Dry⁵ | | | | | | |
| Under 175' | 56 | 49.1 | 50,347 | 17.1 | 915 | 30 |
| 175' x 26' | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| 195' x 26' | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| 195' x 35' | 6 | 5.3 | 93,40 | 3.1 | 1,557 | 27 |
| 200' x 35' | 0 | 0.0 | 0 | 0.0 | 0 | 0 |
| Over 200' | 46 | 40.4 | 222,424 | 75.7 | 4,835 | 26 |
| NEI | 6 | 5.3 | 11,528 | 3.9 | 1,921 | 18 |
| Total Other Dry | 114 | (0.4) | 293,639 | 0.7 | 2,599 | 28 |
| Total Dry Cargo | 28,474 | 100.0 | 42,465,412 | 100.0 | 1,495 | 18 |

1 Based on the loaded draft of the vessel; shallow draft is defined as less than or equal to 14 feet.

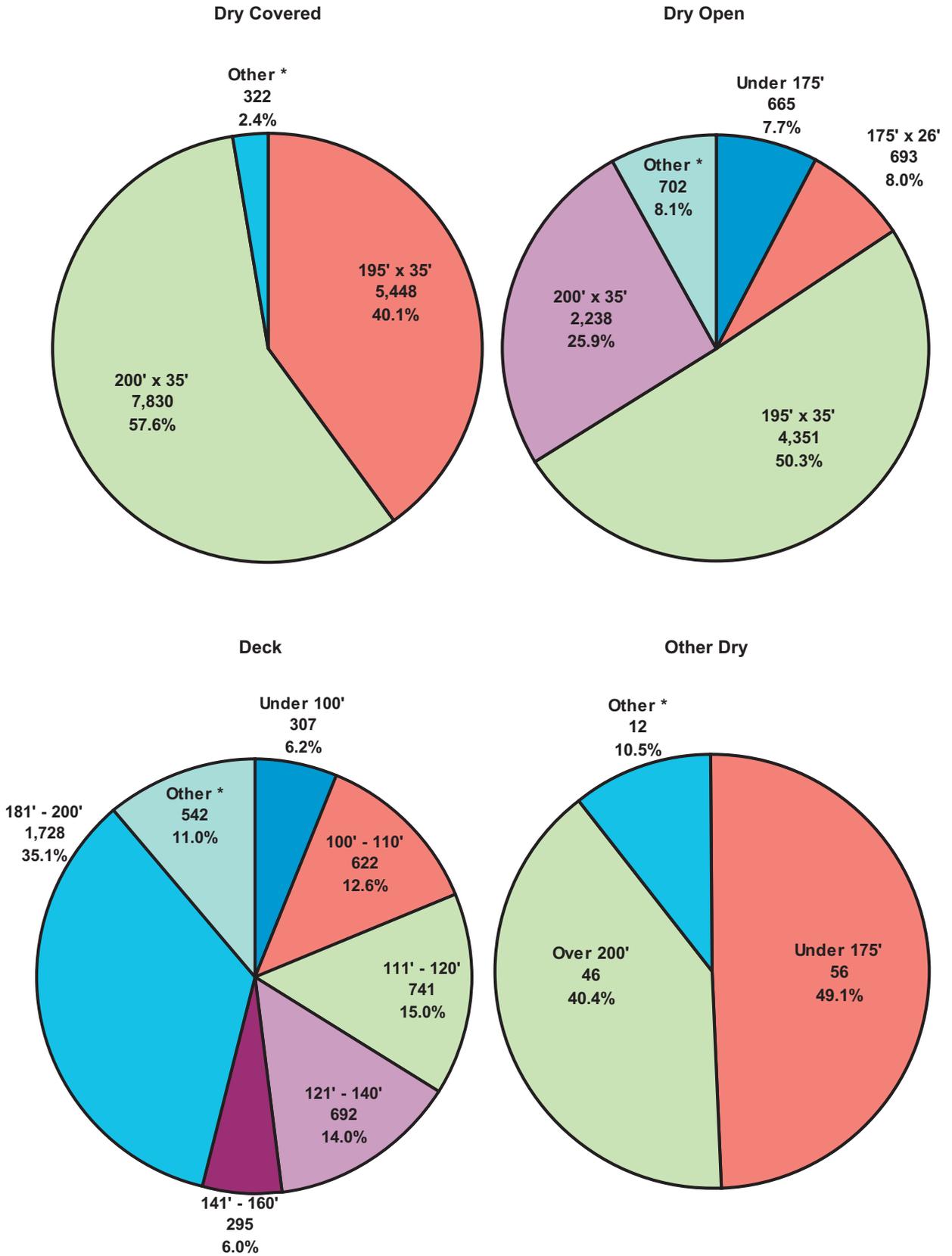
2 Size refers to the overall length and breadth of the vessel in feet rounded to the nearest foot. NEI (not elsewhere included) refers to the barges that do not fall within the dimensions stated.

3 Capacity specifies the full load capacity in short tons (2,000 lbs). Average is calculated from only those vessels with known capacity and not the total number of vessels.

4 Age is based upon the year the vessel was built or rebuilt. Average is calculated from only those vessels with a known age and not the total number of vessels.

5 Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.

FIGURE 10: SUMMARY OF THE UNITED STATES SHALLOW DRAFT DRY CARGO BARGE FLEET BY BARGE TYPE AND SIZE FOR 2001



* Other size category represents the combined number of vessels for size groups with less than 5.5% of the total for the barge type.

TABLE 11: SUMMARY OF THE UNITED STATES DEEP DRAFT¹ DRY CARGO BARGE FLEET
BY BARGE TYPE AND SIZE FOR 2001

| Barge Size ² | Total Barges | | Cargo Capacity ³ | | Average | Age ⁴ |
|--|--------------|---------------|-----------------------------|---------------|--------------|------------------|
| | Number | % Total | Total | % Total | | |
| Barge Type: Dry Covered | | | | | | |
| Under 200' | 100 | 52.1 | 233,900 | 16.3 | 2,339 | 0 |
| 200' - 299' | 32 | 16.7 | 136,558 | 9.5 | 4,405 | 24 |
| 300' - 399' | 22 | 11.5 | 212,480 | 14.8 | 9,658 | 22 |
| 400' - 499' | 24 | 12.5 | 432,329 | 30.1 | 18,014 | 27 |
| Over 499' | 14 | 7.3 | 423,299 | 29.4 | 30,236 | 19 |
| Total Dry Covered | 192 | (46.2) | 1,438,566 | (49.5) | 7,532 | 11 |
| Barge Type: Dry Open | | | | | | |
| Under 200' | 32 | 47.1 | 72,079 | 23.5 | 2,252 | 48 |
| 200' - 299' | 26 | 38.2 | 137,509 | 44.9 | 5,289 | 26 |
| 300' - 399' | 9 | 13.2 | 73,800 | 24.1 | 8,200 | 19 |
| Over 399' | 1 | 1.5 | 23,000 | 7.5 | 23,000 | 31 |
| Total Dry Open | 68 | (16.3) | 306,388 | (10.5) | 4,506 | 35 |
| Barge Type: Deck | | | | | | |
| Under 200' | 9 | 7.5 | 19,553 | 2.2 | 2,173 | 32 |
| 200' - 299' | 62 | 51.7 | 309,832 | 35.4 | 5,079 | 18 |
| 300' - 399' | 29 | 24.2 | 268,018 | 30.7 | 9,242 | 21 |
| Over 399' | 19 | 15.8 | 271,279 | 31.0 | 14,278 | 26 |
| NEI | 1 | 0.8 | 5,400 | 0.6 | 5,400 | 23 |
| Total Deck | 120 | (28.8) | 874,082 | (30.1) | 7,345 | 21 |
| Barge Type: Other Dry⁵ | | | | | | |
| 200' - 299' | 5 | 13.9 | 28,556 | 9.9 | 5,711 | 18 |
| 300' - 399' | 17 | 47.2 | 114,450 | 39.6 | 6,732 | 17 |
| 400' - 499' | 11 | 30.6 | 108,584 | 37.6 | 9,871 | 19 |
| Over 499' | 3 | 8.3 | 37,500 | 13.0 | 12,500 | 27 |
| Total Other Dry | 36 | (8.7) | 289,090 | (9.9) | 8,030 | 19 |
| Total Dry Cargo | 416 | 100.0 | 2,908,126 | 100.0 | 7,024 | 18 |

1 Based on the loaded draft of the vessel; deep draft is defined as greater than 14 feet.

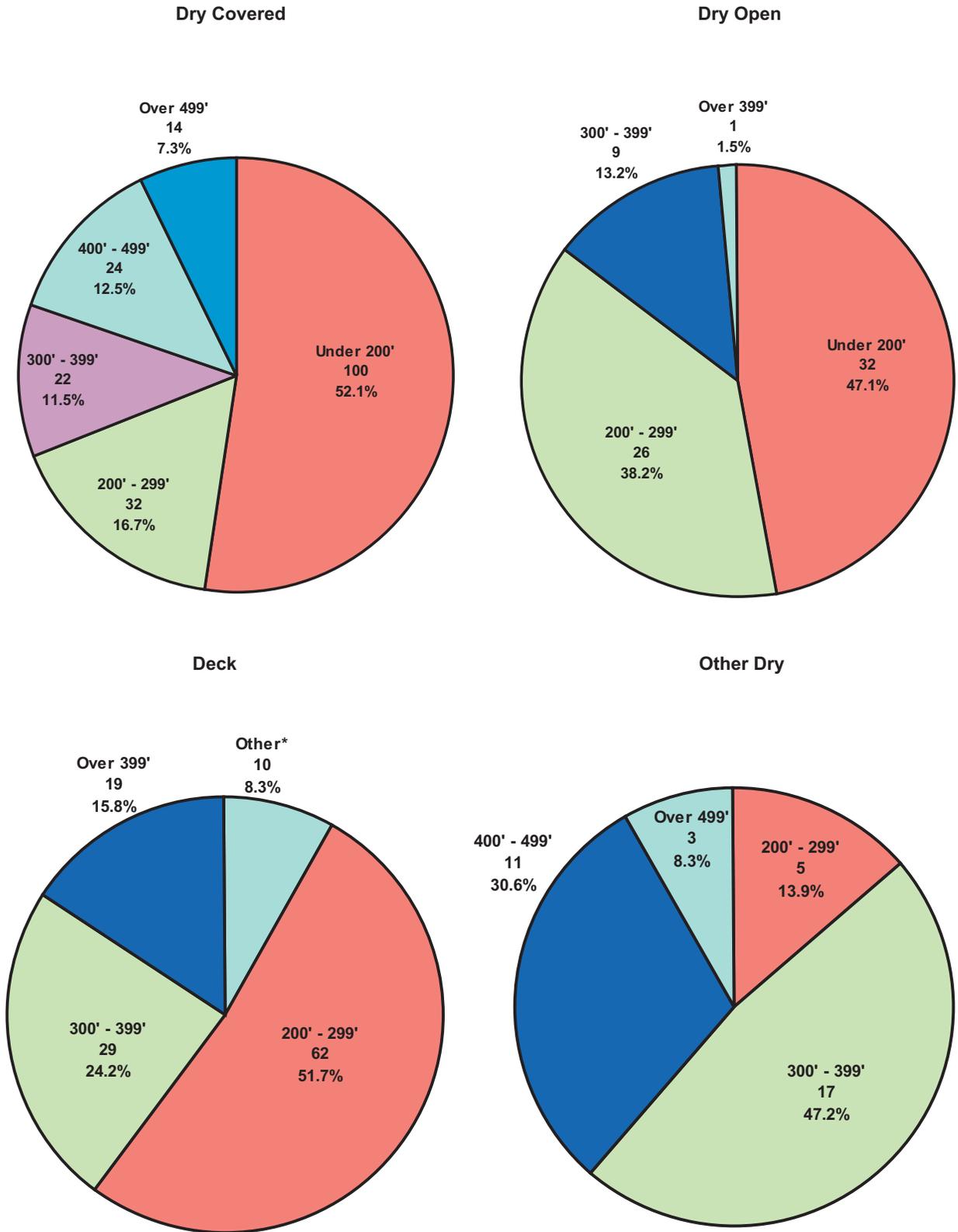
2 Size refers to the overall length and breadth of the vessel in feet rounded to the nearest foot. NEI (not elsewhere included) refers to the barges that do not fall within the dimensions stated.

3 Capacity specifies the full load capacity in short tons (2,000 lbs). Average is calculated from only those vessels with known capacity and not the total number of vessels.

4 Age is based upon the year the vessel was built or rebuilt. Average is calculated from only those vessels with a known age and not the total number of vessels.

5 Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.

FIGURE 11: SUMMARY OF THE UNITED STATES DEEP DRAFT DRY CARGO BARGE FLEET BY BARGE TYPE AND SIZE FOR 2001



* Other size category represents the combined number of vessels for size groups with less than 5.5% of the total for the barge type.

FIGURE 12: SUMMARY OF THE UNITED STATES SHALLOW AND DEEP DRAFT¹ VESSELS BY VESSEL TYPE FOR 2001

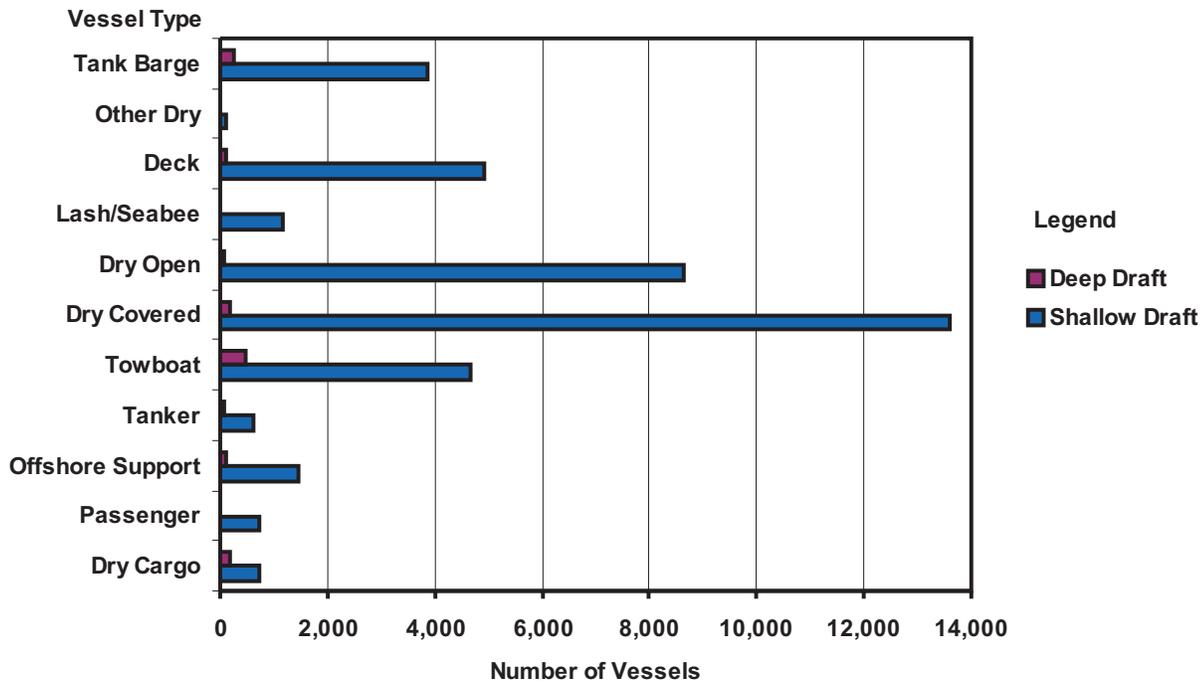


TABLE 12: SUMMARY OF THE UNITED STATES SHALLOW AND DEEP DRAFT VESSELS BY VESSEL TYPE FOR 2001

| Vessel Type | Shallow Draft Vessels | | | | Deep Draft Vessels | | | |
|------------------------------------|-----------------------|-----------------|---------------|-------------|--------------------|-----------------|---------------|-------------|
| | Number | % Total of Type | Average Draft | Average Age | Number | % Total of Type | Average Draft | Average Age |
| Vessels (total)² | 39,945 | 96.2 | 9 | 20 | 1,557 | 3.8 | 21 | 20 |
| Self-Propelled (total) | 7,615 | 89.7 | 8 | 26 | 871 | 10.3 | 23 | 21 |
| Dry Cargo (total) | 732 | 78.7 | 7 | 24 | 198 | 21.3 | 31 | 24 |
| Dry Bulk | 6 | 8.2 | 11 | 36 | 67 | 91.8 | 30 | 28 |
| Containership | 0 | - | - | - | 68 | 100.0 | 37 | 19 |
| General Cargo | 209 | 86.0 | 9 | 30 | 34 | 14.0 | 29 | 21 |
| Specialized | 517 | 94.7 | 6 | 22 | 29 | 5.3 | 18 | 27 |
| Passenger | 724 | 99.2 | 5 | 23 | 6 | 0.8 | 21 | 20 |
| Offshore Support | 1,465 | 93.5 | 8 | 19 | 102 | 6.5 | 17 | 7 |
| Tanker | 23 | 19.2 | 9 | 44 | 97 | 80.8 | 40 | 21 |
| Towboat | 4,671 | 90.9 | 8 | 29 | 468 | 9.1 | 17 | 22 |
| Non-Self-Propelled (total) | 32,327 | 97.9 | 9 | 18 | 685 | 2.1 | 19 | 20 |
| Dry Barge (total) | 28,474 | 98.6 | 9 | 18 | 416 | 1.4 | 18 | 18 |
| Dry Covered | 13,600 | 98.6 | 9 | 16 | 192 | 1.4 | 20 | 11 |
| Dry Open | 8,649 | 99.2 | 9 | 16 | 68 | 0.8 | 17 | 34 |
| Lash / Seabee | 1,184 | 100.0 | 9 | 22 | 0 | - | - | - |
| Deck | 4,927 | 97.6 | 8 | 23 | 120 | 2.4 | 16 | 21 |
| Other Dry ³ | 114 | 76.0 | 9 | 25 | 36 | 24.0 | 16 | 19 |
| Tank Barge (total) | 3,853 | 93.5 | 10 | 23 | 269 | 6.5 | 21 | 23 |
| Single Hull | 587 | 84.5 | 10 | 32 | 108 | 15.5 | 21 | 26 |
| Double Hull | 2,642 | 97.2 | 10 | 21 | 75 | 2.8 | 23 | 16 |
| Other Tank ⁴ | 624 | 87.9 | 9 | 24 | 86 | 12.1 | 21 | 25 |

1 Based on the loaded draft of the vessel; shallow draft is defined as less than or equal to 14 feet and deep draft is greater than 14 feet.

2 Total is greater than the sum because of 4 unclassified vessels and 86 vessels with unknown draft; includes vessels available for operation.

3 Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.

4 Includes tank barges that may be double sided only, double bottom only, or not elsewhere included.

FIGURE 13: SUMMARY OF THE UNITED STATES FLAG VESSELS: AVAILABLE VERSUS OPERATING¹
BY VESSEL TYPE FOR 2001

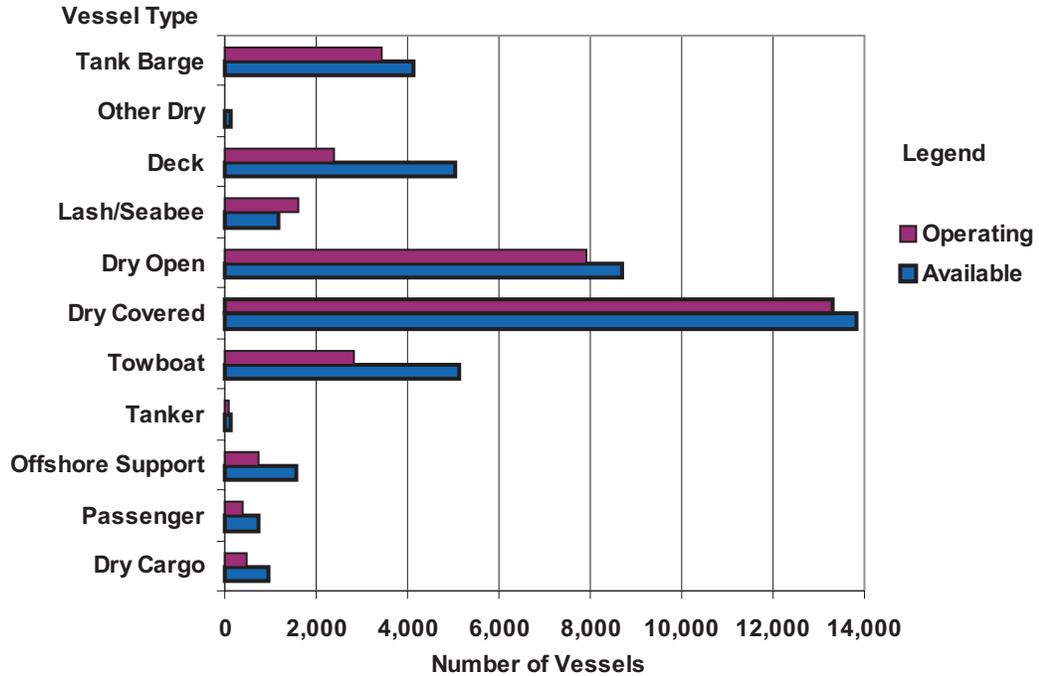


TABLE 13: SUMMARY OF THE UNITED STATES FLAG VESSELS: AVAILABLE VERSUS OPERATING¹
BY VESSEL TYPE FOR 2001

| Vessel Type | Vessels Available (WTLUS) | Vessels Operating (VOR) | % Operating | Total Operating Vessel Companies ² |
|---|------------------------------|----------------------------|-------------|--|
| Vessels (total) | 41,558 | 33,195 | 79.8 | 1,063 |
| Self-Propelled (total)³ | 8,546 | 4,518 | 52.9 | 924 |
| Dry Cargo (total) | 966 | 479 | 49.6 | 152 |
| Dry Bulk | 73 | 58 | 79.5 | 17 |
| Containership | 68 | 13 | 19.1 | 2 |
| General Cargo | 243 | 114 | 46.9 | 61 |
| Specialized | 582 | 294 | 50.5 | 89 |
| Passenger | 733 | 393 | 53.6 | 206 |
| Offshore Support | 1,573 | 722 | 45.9 | 135 |
| Tanker | 120 | 103 | 85.8 | 43 |
| Towboat | 5,150 | 2,821 | 54.8 | 669 |
| Non-Self-Propelled (total) | 33,042 | 28,677 | 86.8 | 453 |
| Dry Barge (total) | 28,920 | 25,244 | 87.3 | 307 |
| Dry Covered | 13,817 | 13,304 | 96.3 | 182 |
| Dry Open | 8,717 | 7,897 | 90.6 | 158 |
| Lash / Seabee | 1,184 | 1,590 | 134.3 | 8 |
| Deck | 5,051 | 2,394 | 47.4 | 208 |
| Other Dry ⁴ | 151 | 59 | 39.1 | 33 |
| Tank Barge (total) | 4,122 | 3,433 | 83.3 | 206 |
| Single Hull | 695 | 474 | 68.2 | 99 |
| Double Hull ⁵ | 2,717 | 2,434 | 89.6 | 139 |
| Other Tank ⁵ | 710 | 525 | 73.9 | 112 |

1 Vessels which are available for operation and reported on the 2001 Waterborne Transportation Lines (WTLUS) Annual Questionnaire versus those that are actually operating in 2001 and reported on the Vessel Operation Reports (VORs).

2 Vessel Companies may operate more than one type of vessel during the year.

3 Total is greater than the sum because of 4 unclassified vessels; includes vessels available for operation.

4 Includes dry cargo barges that may be open or covered, railroad car, pontoon, RO-RO, container, or convertible.

5 Includes tank barges that may be double sided only, double bottom only, or not elsewhere included.

FIGURE 14: SUMMARY OF THE UNITED STATES FERRY FLEET 2001
BY STATE

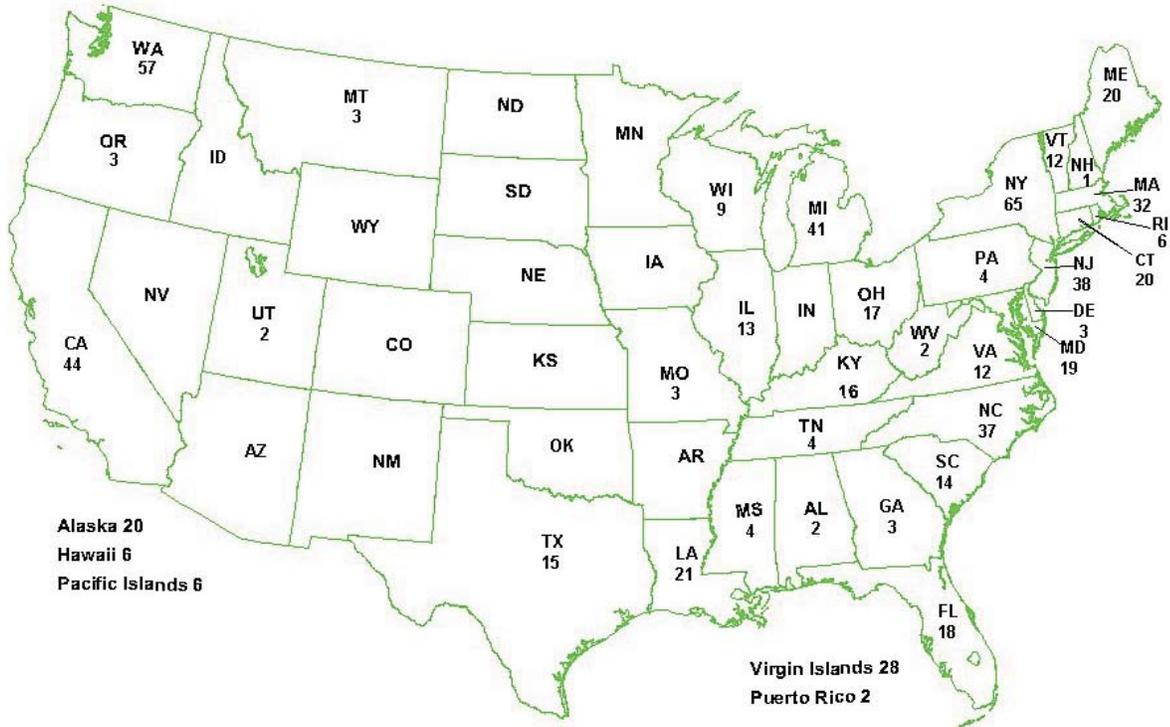


TABLE 14: SUMMARY OF THE UNITED STATES FERRY FLEET
BY PASSENGER FOR 2001¹

| Ferry Passenger Capacity | Vessels | | Horsepower ² | | | Average ⁴ |
|--------------------------------------|------------|--------------|-------------------------|--------------|----------------------|----------------------|
| | Number | % Total | Total | % Total | Average ³ | Age ⁵ |
| 0 - 50 | 120 | 19.3 | 33,454 | 3.4 | 313 | 26 |
| 51 - 100 | 154 | 24.8 | 173,508 | 17.5 | 1,172 | 21 |
| 101 - 200 | 98 | 15.8 | 228,593 | 23.0 | 2,357 | 21 |
| 201 - 350 | 57 | 9.2 | 128,338 | 12.9 | 2,333 | 13 |
| 351 - 500 | 60 | 9.6 | 203,496 | 20.5 | 3,392 | 23 |
| 501 - 1,000 | 71 | 11.4 | 44,924 | 4.5 | 671 | 25 |
| Over 1,000 | 27 | 4.3 | 170,030 | 17.1 | 6,297 | 22 |
| Unknown | 35 | 5.6 | 9,620 | 1.0 | 437 | 27 |
| Total Ferry Fleet⁶ | 622 | 100.0 | 991,963 | 100.0 | 1,701 | 22 |

1 Survey date as of December 31, 2001; includes updates through December 2002.

2 Horsepower rating is reported when the vessel was new or when the present engine was installed.

3 Average is calculated from only those vessels with known horsepower and not the total number of vessels.

4 Average is calculated from only those vessels with a known age and not the total number of vessels.

5 Age is based upon the year vessel was built or rebuilt.

6 Based on responses to WCSC's annual survey plus a special meeting based on the National Ferry Study conducted by the U.S. Department of Transportation in CY 2000.

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Waterborne Commerce, Vessel and Locks Statistics

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|--|--------------------|
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| Part 1 WCUS, Waterways and Harbors on the Atlantic Coast | \$ 13.00 |
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| Manuscript Data on diskette | 5.00 |
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| System and Antilles. | 15.00 |
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Complimentary Copies

- The U.S. Waterway System - FACTS
- Tonnage for Selected United States Ports
- State Tonnage Report (Total waterborne commerce by state)
- Waterborne Commerce National Totals and Selected Inland Waterways for Multiple Years
- Summary of United States Flag Vessels
- Summary of Lock Statistics (Contact: Navigation Data Center, (703) 428-8458)

Material may be ordered from Waterborne Commerce Statistics Center, U.S. Army Corps of Engineers, P.O. Box 61280, New Orleans, LA 70161-1280. Checks or money orders should be made out to FAO-Q0. Call (504) 862-1424, or FAX (504) 862-1423.

For a review of other services provided through the Waterborne Commerce Statistics Center, please contact the Internet Access WCSC Home Page at <http://www.iwr.usace.army.mil/ndc/wcsc.htm> or for E-mail: CEIWR-NDCWCSC.WEBMASTER@usace.army.mil.

(03/22/2002)

Ordering Guide for Port Series Reports

| <u>NO.</u> | | <u>Date of Publication</u> | <u>Sales Price</u> |
|------------|--|--------------------------------|------------------------|
| 1 | Portland and Searsport, ME, and Portsmouth, NH | 2001 | \$ 17.00 |
| 3 | Boston, MA | 1994 | 19.00 |
| 4 | Ports of Southern New England (Bridgeport, CT; New Haven, CT; Connecticut River, CT; New London, CT; Providence, RI; Fall River, MA; New Bedford, MA; Fairhaven, MA) | 1994 | 23.00 |
| 5 | New York, NY, and NJ, and Ports on Long Island, NY | 1999 | 53.50 |
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| 8 | Philadelphia, PA; Camden, NJ; Wilmington, DE; and Ports on Delaware River | 1998 | 24.00 |
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| 14 | Savannah and Brunswick, GA | 2000 | 20.00 |
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| 16 | Miami, Port Everglades, Palm Beach, and Port Canaveral, FL | 1999 | 38.00 |
| 17 | The Ports of Tampa and Port Manatee, FL | 1996 | 20.00 |
| 18 | Mobile, AL | 1998 | 10.50 |
| 19 | Panama City and Penscola, FL; Pascagoula and Gulfport, MS; and Ports on the Apalachicola, Chattahoochee, and Flint Rivers | 1998 | 24.00 |
| 20 | New Orleans, LA | 2002 | 38.00 |
| 20A | Mississippi River Ports Below and Above New Orleans, LA | 1991 | 13.50 |
| 21 | Baton Rouge and Lake Charles, LA | 2002 | 39.00 |
| 22 | Port Arthur, Beaumont, and Orange, TX | 2001 | 32.00 |
| 23 | Galveston and Texas City, TX | 1996 | 20.00 |
| 24 | Houston, TX | 1999 | 34.50 |
| 25 | Corpus Christi, TX | 1993 | 13.50 |
| 26 | Freeport, Point Comfort/Port Lavaca, Brownsville, and Ports along Gulf Intracoastal Waterway, TX | 1991 | 13.50 |
| 27 | San Diego, CA | 1998 | 27.50 |
| 28 | The Ports of Long Beach, Los Angeles and Port Hueneme, CA | 1996 | 26.50 |
| 30 | San Francisco, Redwood City, and Humboldt Bay, CA | 2000 | 16.00 |
| 31 | Oakland, Alameda, Richmond, and Ports on Carquinez Strait, CA | 2000 | 21.00 |
| 32 | Sacramento, Stockton, Pittsburg and Antioch, Ca | 1996 | 26.50 |
| 33 | Ports on the Oregon Coast | 2001 | 13.00 |
| 34 | Port of Portland, OR and Ports on the Columbia-Snake River System (Astoria, The Dalles, Boardman, and Umatilla, OR; Longview, Kalama, Vancouver, Pasco/ Kennewick, Wilma, and Clarkston, WA; and Lewiston, ID) | 1996 | 42.00 |
| 35 | Tacoma, Olympia and Grays Harbor, WA | 1993 | 18.00 |
| 36 | Seattle, WA | 2002 | 25.00 |
| 37 | Port Angeles, Port Townsend, Everett, Anacortes, and Bellingham, WA. | 1998 | 11.50 |
| 38 | Southeast Alaska (Metlakatla, Ketchikan, Hollis, Thorne Bay, Hydaburg, Craig, Klawock, Wrangell, Petersburg, Kake, Juneau, Angoon, Haines, Skagway, Sitka, Pelican, Gustavus, Hoonah, and Yakutat) | 1995 | 26.50 |
| 39 | Ports of Southwest and Western Alaska (1ST EDITION) | 1994 | 26.50 |
| 41 | Buffalo, Rochester, Oswego, and Ogdensburg, NY | 2001 | 17.00 |
| 42 | U.S. Ports on Lake Erie (Erie, PA; and Conneaut, Ashtabula, Fairport Harbor, Lorain, Huron, and Sandusky, OH) | 2001 | 19.00 |
| 43 | Cleveland, OH | 2000 | 10.50 |
| 44 | Toledo, OH | 2000 | 10.50 |
| 45 | Detroit and Monroe, and Ports on the Saginaw River, MI | 1996 | 29.50 |
| 46 | Chicago, IL | 1995 | 26.50 |
| 48 | Milwaukee, WI and Ports on Lake Michigan | 1995 | 30.50 |
| 49 | Duluth, MN; Superior, WI; Taconite Harbor, Silver Bay, and Two Harbors, MN; and Ashland, WI | 2000 | 13.50 |
| 50 | Ports of Hawaii (Honolulu, Kahului, Nawiliwili, Port Allen, Kuanakakai, Kaunapau, Hilo, and Kawaihae) | 1999 | 18.00 |
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