

Factsheet

2013 - 2015 Vessel Calls in U.S. Ports and Terminals

Maritime Administration

Factsheet

2013 - 2015 Vessel Calls in U.S. Ports, Selected Terminals and Lightering Areas

Privately-owned, oceangoing merchant vessels over 1,000 gross tons

Do you have comments, suggestions or edits? Please contact: DATA.MARAD@DOT.GOV

Introduction: This is a report containing a calculation of vessel calls for privately-owned, oceangoing merchant vessels of all flags of registries over 1,000 gross tons (GT) calling at ports and selected ports/terminals within the contiguous United States, Hawaii, Alaska, Guam and Puerto Rico. Though the Maritime Administration (MARAD) strives to provide the most accurate information on vessel activity in the United States, these numbers may vary from statistics collected by port authorities and terminal operators. In addition, vessels calling on a port may not necessarily be engaged in onloading/offloading of cargoes.

What is a privately-owned, oceangoing merchant vessel and how is the report derived? We first take a list that contains over 110,000 privately-owned, oceangoing merchant vessels registered with an International Maritime Organization (IMO) number through IHS Maritime and isolate cargo-carrying vessels from all other types of vessels utilizing the "Statcode." From this list, we eliminate all passenger and passenger/ro-ro cargo ships. We then take this list of vessels and compare it against the Automatic Identification System (AIS) data generated for that vessel.

For more information about Statcode, please visit IHS at this website:

http://www.ihsfairplay.com/about/imo_standards/Setting_Industry_Standards.pdf

For more information about the Automatic Identification system, please visit the United States Coast Guard Navigation Data Center:

<http://www.navcen.uscg.gov/?pageName=AISmain>

Vessel Types: MARAD uses six vessel categories in this report: (1) Containerships, (2) Tanker, (3) Dry Bulk, (4) General Cargo, (5) Roll On – Roll Off (Ro-Ro), and (6) Gas. The following contains these specific vessel types under six vessel categories:

1. Containership – Container Ship and Passenger/Container Ships
2. Tankers – CO₂, Chemical, Chemical/Oil, Wine, Vegetable Oil, Edible Oil, Beer, Latex, Crude Oil, Oil Products, Bitumen, Coal/Oil, Water, Fruit Juice, Molasses, Glue, Alcohol, and Caprolactam.
3. Dry Bulk – Bulk, Ore, Bulk/Oil, Ore/Oil, Self-Discharging Bulk Carrier, Cement, Wood Chips, Urea, Aggregates, Limestone, Refined Sugar, and Powder.
4. General Cargo – Livestock, Refrigerated Cargo, General Cargo, Palletized Cargo, Deck Cargo, Passenger/General, Heavy Load, Barge Carriers, Nuclear Fuel, and Pulp Carriers.

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5. Roll On – Roll Off (Ro-Ro) – Ro-Ro Cargo Ship, Vehicles Carrier (Pure Car-Truck Carriers), Container/Ro-Ro, and Landing Craft.
6. Gas – Liquefied Petroleum and Liquefied Natural Gas Carriers

Calls are calculated by how many times a vessel arrived at a port, facility or terminal. This number may include berth shifts, movement to and from an anchorage while awaiting cargo and may also include other activities related to vessel, port or terminal operations. Calls do not include vessels arriving at a designated anchorage area. In addition, vessels calling on a port may not necessary be engaged in onloading/offloading of cargoes.

Capacity is calculated as the sum of vessel calls weighted by vessel deadweight (DWT). DWT is defined as the total weight (metric tons) of cargo, fuel, fresh water, stores and crew which a ship can carry when immersed to its load line. Capacities are also expressed in Twenty Foot Equivalent Units (TEU) for containerships and cubic meters (CM) for gas carriers. An example of overall calls and capacity for a port is provided below:

	# of Calls	DWT	Calls x DWT
Vessel A	10	25,000	250,000
Vessel B	5	20,000	100,000
Vessel C	10	40,000	400,000
Total	25		750,000 DWT

Port Groupings: Certain port and port areas contain multiple docks and terminals or even port areas. They are defined below:

- Philadelphia/Delaware River - Burlington, NJ., Camden, NJ., Claymont, Delair, Delaware City, Eddystone, Fairless Hills, Gloucester, NJ., Marcus Hook, Milford, DE., Paulsboro, Philadelphia, Reedy Point, Salem, NJ., Tullytown, Westville.
- Port of Greater Baton Rouge - Baton Rouge, Burnside, Darrow, Donaldsonville, Geismar, St. Gabriel and Sunshine
- Port of South Louisiana - Convent, Destrehan, Garyville, Good Hope, Gramercy, La Place, Norco, Paulina, Reserve, St. James, St. Rose and Taft
- Sabine-Neches Waterway - Beaumont, Nederland Terminal, Orange, Port Arthur, Port Neches, Sabine LNG Terminal

Notes & Errata

For 2013 through 2015 – MARAD is utilizing a different data source for this iteration of the vessel calls report. This data source provides us specific event activity which has allowed us to isolate every single

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call a vessel made in a port. Therefore, the information provided is a more realistic snapshot of vessel activity in the United States.

If a port showed the following, that denotes that in between 2013 and 2015, there WERE calls of that vessel type being made at that port, but that type of vessel did not call in that specific year.

	# of Calls	DWT	Calls x DWT
Vessel A	0	0	0

Data Sources and Acknowledgments:

Primary Data Source: IHS Maritime Vessel Movements and IHS Maritime Lloyds Maritime Database data files.

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