



**US Army Corps
of Engineers**

Manuscript Cargo and Trips Data Files, statistics on foreign and domestic waterborne commerce move on the United States waters.

Comments or Questions Contact: [WCSC](http://www.wcsc.army.mil) (504) 862-1424, or (504) 862-1441

<http://www.iwr.usace.army.mil/About/Technical-Centers/WCSC-Waterborne-Commerce-Statistics-Center/>

U.S. Waterway Data

Waterborne Commerce of the United States

File Description:

Manuscript Cargo and Trips Files (Parts 1-4 and Summary Files). Data files of yearly publication of tons by waterway for published commodity groups for the Atlantic (part 1), Mississippi Valley and Gulf Coast (part 2), the Great Lakes (part 3), and the Pacific (part 4). File "manu9950" is a summary of all of the cargo moves for calendar years 2000-2016.

Abstract

Waterborne Commerce of the United States (WCUS) is a series of publications which provide statistics on the foreign and domestic waterborne commerce moved on the United States waters. The Manuscript Cargo and Trips File (Parts 1-4) presents data on the movements of commodities at the ports and harbors and on the waterways and canals of the United States and its territories. National totals by traffic and commodity are provided under waterway codes 9950. Data on foreign commerce are supplied to the Corps of Engineers by the Bureau of Census. Data for the compilation of the domestic statistics are collected by the Corps of Engineers, Department of the Army. The geographical areas covered in WCUS, Parts 1-4 are detailed below:

WCUS, Part 1 Atlantic Coast

WCUS, Part 2 Gulf Coast, Mississippi River System, Puerto Rico, and Virgin Islands

WCUS, Part 3 Great Lakes

WCUS, Part 4 Pacific Coast, Alaska

Source of Data

The waterborne traffic movements are reported to the Corps of Engineers by all vessel operators of record on ENG Forms 3925 and 3925b (or equivalent) approved by the Office of Management and Budget under the Paperwork Reduction Act (44 U.S.C. 3510(a)). The reports are generally submitted on the basis of individual vessel movements completed. For movements with cargo, the point of loading and the point of unloading of each individual commodity must be delineated. Cargo moved for the military

agencies in commercial vessels is reported as ordinary commercial cargo; military cargo movements in Department of Defense vessels are not collected.

In summarizing the domestic commerce certain movements are excluded: Cargo carried on general ferries; coal and petroleum products loaded from shore facilities directly into bunkers of vessels for fuel; and insignificant amounts of government materials (less than 100 tons) moved on government owned equipment in support of Corps projects.

Beginning with the calendar year 2000 publication, foreign waterborne import, export and in-transit cargo statistics are derived primarily from data purchased from the Port Import Export Reporting Service, a division of the Journal of Commerce and supplemented by data furnished to the Corps of Engineers by the U.S. Bureau of the Census and the U.S. Customs Service. Foreign cargo is matched to vessel moves to improve geographic specificity. Prior to CY2000 the foreign commerce were supplied by the Bureau of the Census only.

Import and export shipments for use of the United States Armed Forces abroad are not reported to WCSC. Beginning with calendar year 1989 shipments under the military assistance program of the Department of Defense are included in the statistics under the appropriate commodity code. In prior years these cargos were given as commodity code 9999.

Sponsoring Organization

U.S. Army Corps of Engineers, Navigation Data Center, Waterborne Commerce Statistics Center. The legal authority for the collection, compilation and publication of waterborne commerce statistics by the Army Corps of Engineers is [Section 11 of the Rivers and Harbors Appropriations Act of 1922](#) (42 Stat. 1043), as amended, and codified in 33 U.S.C. 555.

Attributes

Geographic Coverage of Data: Domestic Commerce - Contiguous and non-contiguous states and territories constitute the geographical space upon which domestic commerce may be transported. This includes Hawaii, Alaska, the 48 contiguous states, Puerto Rico and the Virgin Islands, Guam, American Samoa, Wake Island and the U.S. Trust Territories.

Foreign Commerce - Foreign commerce is waterborne import and export traffic between the United States, Puerto Rico and the Virgin Islands and any foreign country. These statistics do not include traffic between Guam, Wake Island and American Samoa and any other foreign country.

The Republic of Panama is considered a foreign country. However, individual vessel movements with origin and destination at United States ports traveling via the Panama Canal are considered domestic traffic.

Alaskan crude oil (origin at Valdez, AK) shipped via the Panama pipeline (west to east) and destined for gulf and east coast ports is also considered domestic commerce.

Time Span of Data Source: 1998-2015

First Developed: 1922

Update Frequency: Annual

Data quality/accuracy: Excellent

File Size: approx 50,000 to 1,000,000 bytes

File Format: ASCII Comma Delimited, and Excel

Maximum Characters per Record: 32

Media: CD, disk, tape, hardcopy

Contact for Additional Information:

U.S. Army Corps of Engineers

Waterborne Commerce Statistics Center

PO BOX 61280

New Orleans, LA 70161-1280

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Waterborne Commerce of the United States Data Dictionary

Manuscript Cargo Files (Parts 1-4 and Summary Files). Data files of yearly publication of tons by waterway for published commodity groups for the Atlantic (part 1), Mississippi Valley and Gulf Coast (part 2), the Great Lakes (part 3), and the Pacific (part 4). File "manu9950.xlsx" is a summary of all of the cargo moves for calendar years 2000-2016.

File Name(s): excel format

Manuscript Cargo extract Excel files Data Dictionary

<i>Field</i>	<i>Description</i>	<i>ValidValues</i>
WaterwayCode	Navigable Waterway code	(defined by WCSC)
WaterwayName	Waterway name	
TrafficCode	Code for types of vessel traffic	11 - Overseas Imports 12 - Overseas Exports 21 - Canadian Imports 22 - Canadian Exports 30 - Coastwise 40 - Lakewise 50 - Internal 70 - Local 80 - Intraterritory 90 - Ferry
TrafficName	Describes the type of vessel traffic	
CommodityCode	Publication Commodity Group	(defined by WCSC)
CommodityName	Commodity name	
Allo1Code	Primary direction of vessel	0 - Waterway 1 - Inbound Receiving 2 - Outbound Shipping 3 - Local 4 - Thru

In/Out/Thru	Description of Allo1Code	
Allo2Code	Secondary direction of vessel	0 - Port 1 - Upbound/East/North 2 - Downbound/West/South
Up/Down	Description of Allo2Code	
Tons	Cargo tonnage in short tons (2,000 lbs)	
TonMiles	Ton miles for cargo trips	
CompletedYear	Year the cargo was unloaded	

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Waterborne Commerce of the United States Terminology

Types of Traffic

Foreign

Imports

Overseas: Inbound merchandise for direct consumption and entries into custom bonded storage and manufacturing warehouses originating in foreign countries other than Canada.

Canadian: Inbound merchandise for direct consumption and entries into custom bonded storage and manufacturing warehouses originating in Canada.

Exports

Overseas: Outbound domestic merchandise and re-export of foreign merchandise from a U.S. foreign trade zone destined for foreign countries other than Canada.

Canadian: Outbound domestic merchandise and re-export of foreign merchandise from a U.S. foreign trade zone destined for Canada

Intransit Merchandise: Inbound merchandise coming into the United States from a foreign country and shipped to a foreign country without having been entered as an import. Intransit merchandise is treated as an Import when unloaded from a vessel and as an Export when loaded onto a vessel.

Domestic

Coastwise: Domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico, (e.g. New Orleans to Baltimore, New York to Puerto Rico, San Francisco to Hawaii, Alaska to Hawaii). Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also termed Coastwise.

Lakewise: Waterborne traffic between the United States ports on the Great Lakes System. The Great Lakes System is treated as a separate waterway system rather than as a part of the inland waterway system. In comparing historical data for the Great Lakes System, one should note that prior to calendar year 1990, marine products, sand and gravel being moved from the Great Lakes to Great Lake destinations were classified as local traffic. From 1990 on, these activities are classified as lakewise traffic.

Internal: Vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska. The term "internal traffic" is also applied to these vessel movements: those which involve carriage on both inland waterways and the Great Lakes; those occurring between offshore areas and inland waterways (e.g., oil rig supplies and fish); and those taking place within Delaware Bay, Chesapeake Bay, Puget Sound, and the San Francisco Bay, which are considered internal bodies of water rather than arms of the ocean.

Intraport: Movement of freight within the confines of a port whether the port has one or several arms or channels included in the port definition. This traffic type will not include car-ferries and general ferries moving within a port.

Through: Movements transiting a waterway, or stretch thereof, as defined in the project description of individual tables, and having origins and destinations outside of the defined area.

Intra-waterway: Movements within the limits of a river, waterway or canal. This traffic will not include car-ferries and general ferries moving within a waterway or Corps project.

Intra-territory: Traffic between ports in Puerto Rico and the Virgin Islands, U.S.A. which are considered a single unit.

Traffic Direction

Waterways

Upbound: Traffic that moves in an upstream direction. For waterways without a characteristic monodirectional flow (e.g. the Gulf Intracoastal Waterway), "upbound" means in a northerly or easterly direction.

Downbound: Traffic that moves in a downstream direction. For waterways without a characteristic monodirectional flow, "downbound" means in a southerly or westerly direction.

Inbound: Traffic moving from one waterway into another where the destination is on the subject waterway.

Outbound: Traffic moving from one waterway into another where the origin is on the subject waterway.

Ports

Receipts: Traffic moving from one location to another where the destination is within the limits of the subject port.

Shipments: Traffic moving from one location to another where the origin is within the limits of the subject port.

Commodity Descriptions: The first two digits of the Waterborne Commerce Statistics Center (WCSC) publication codes correspond with the Lock Performance Monitoring System (LPMS) commodity codes. Both LPMS and WCSC codes were standardized to reflect the hierarchical structure of the Standard Industrial Trade Classification (SITC) Revision 3 commodity codes. SITC, Rev. 3 commodity codes conform to the Harmonized Commodity Description and Coding System (HS). Using SITC, Rev. 3 allows direct comparisons with U.S. imports and exports, as well as with commodity movements of other countries.

Tons: The tonnage figures provided throughout the Waterborne Commerce of the United States (WCUS) Parts 1-5 represent short tons (2000 pounds). Where noted, tonnage figures are rounded to the nearest thousand tons. A zero represents less than 500 tons but more than zero. Dashes mean zero tons. Columns and rows may not add up exactly to totals and subtotals due to rounding.

Ton-Miles: Water carriage ton-miles were first compiled and published in calendar year 1962. The distances used are statute miles. Domestic and foreign ton-miles are calculated by multiplying the tons of commerce being moved by the number of miles actually moved on the waterway or channel as defined for each freight table (e.g. 50 short tons moving 200 miles on a particular waterway would yield 10,000 ton-miles for that waterway). The ton-mile parameter measures the total activity on a waterway or channel. Ton-miles are not computed for ports. For rivers, channels and inland

waterways the distances were computed from waterway survey maps and records of the Corps of Engineers.

Ton-miles are rounded to the nearest thousand.

Trip Ton-Miles: Trip ton-miles is a measure of a single waterway's contribution to the whole waterway system. Trip ton-miles are computed by identifying every commercial cargo-carrying vessel that has plied a particular inland waterway and summing the products of the tons times the total trip-miles for each vessel trip. "Trip-miles" is the total distance from origin (loading) to destination (unloading). For example, a barge carrying 1,200 tons of wheat might only travel 30 miles on the Illinois River but its total trip to New Orleans might be 1,000 miles. This trip would contribute 1,200,000 trip ton-miles to the Illinois River. Small rivers often contribute to the traffic on larger rivers. Published trip ton-miles do not include coastal and Great Lakes vessel movements.

Trans-shipments: Ports and offshore anchorage where cargo is moved from one vessel to another. These are: St. Lucia, Virgin Islands; Heald Bank off the Louisiana and Texas coasts; Chirqui Grande, Panama; Puerto Armuelles, Panama; and Hondo Platform-Pacific Ocean.

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The legal authority for the collection, compilation and publication of waterborne commerce statistics by the Army Corps of Engineers is Section 11 of the Rivers and Harbors Appropriations Act of 1922 (42 Stat. 1043), as amended, and codified in 33 U.S.C. 555 and provides the following: Owners, agents, masters, and clerks of vessels and other craft plying upon the navigable waters of the United States, and all individuals and corporations engaged in transporting their own goods upon the navigable waters of the United States, shall furnish such statements relative to vessels, passengers, freight and tonnage as may be required by the Secretary of the Army: Provided that this provision shall not apply to those rafting logs, except upon a direct request upon the owner to furnish specific information.

Every person or persons offending against the provisions of this section shall, for each and every offense, be liable to a fine of not more than \$5,000 or imprisonment not exceeding two months, to be enforced in any district court of the United States within whose territorial jurisdiction such offense may have been committed. In addition, the Secretary may assess a civil penalty of up to \$2,500 per violation against any person or entity, that fails to provide timely, accurate statements required to be submitted pursuant to this section by the Secretary.

The commodity movement information collected and compiled is designed to meet the data requirements of the Department of the Army in connection with the duties assigned by Congress. These data also provide valuable information for other governmental departments, commercial and shipping concerns and others interested in the U.S. transportation industry.

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