U.S. Department of Transportation
Office of the Secretary of Transportation

Bureau of Transportation Statistics

2026

Port Performance Freight Statistics

Annual Report

About This Report

Bureau of Transportation Statistics
Rolf R. Schmitt, PhD, *Deputy Director, Office of Director*

Publication Management Official
Ramond Robinson, *Director, Office of Transportation Analysis*

Project Manager
Patricia DiJoseph, PhD, *Transportation Specialist, Office of Transportation Analysis*

Major Contributors
Patricia DiJoseph, PhD, Nubia Del Carpio, Ramond Robinson, and Hyun Kim

Editor
WSP
Stephanie Finch

Visual Information Specialists
Xentity
Joseph Comeaux

Other Contributors
Miles Weule Chandler; Doug McDonald; Alexis Reyes; Marin Kress, PhD; Amy Tujague, *WSP*: Ahmed Ismail *Xentity;* Barbara Cohn

Report DOI
10.21949/1403522

Title
Port Performance Freight Statistics: 2026 Annual Report

Publication Date
January 2026

Performing Organization
Bureau of Transportation Statistics
1200 New Jersey Ave, SE
Washington, DC 20590

Key Words
Port Performance; Annual Report; 2026; Freight Statistics; Waterborne Transportation

Recommended Citation

United States Department of Transportation, Bureau of Transportation Statistics. *Port Performance Freight Statistics: 2026 Annual Report*. Washington, DC: 2026.

BTS information service contact information:

Ask-A-Librarian http://transportation.libanswers.com/

Phone 202-366-DATA (3282)

Quality Assurance Statement
The Bureau of Transportation Statistics (BTS) provides high-quality information to serve government, industry, and the public in a manner that promotes public understanding. Standards and policies are used to ensure and maximize the quality, objectivity, utility, and integrity of its information. BTS reviews quality issues on a regular basis and adjusts its programs and processes to ensure continuous quality improvement.

Notice

Table of Contents

List of Figures

List of Tables

Chapter 1. Introduction

1.1. WHY PORTS MATTER

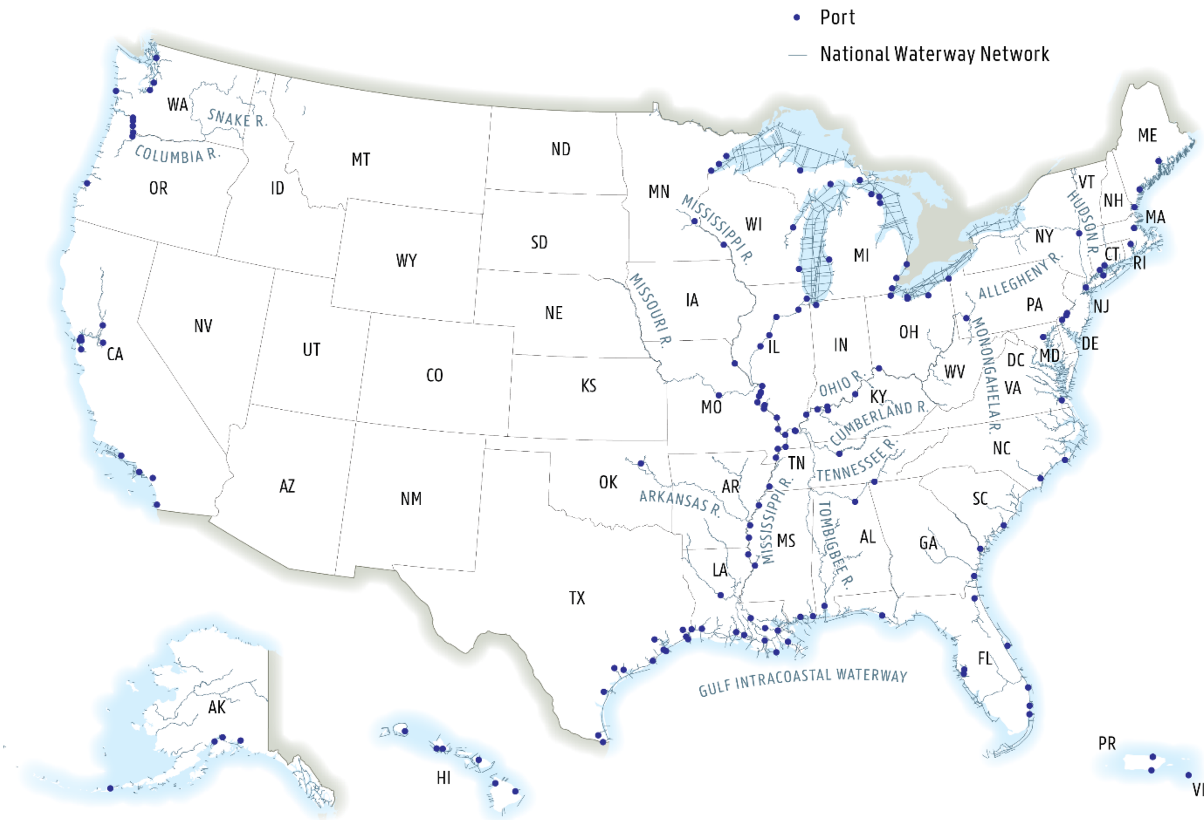
U.S. ports are located throughout the country (Figure 1) and are critical for the U.S. economy. In 2024, they accounted for 41 percent of all U.S. imports and exports, totaling over $2.1 trillion. Exports accounted for 34 percent of this value while imports accounted for 66 percent (Figure 2). In addition, waterborne transportation[1] and its support activities[2] employed 164,900 people in the United States, with a total annual payroll of $13.5 billion in 2024 [U.S. Department of Labor, 2025].

1.2. MEASURING PORT PERFORMANCE

Measuring port performance is crucial for optimizing U.S. trade and supply chains. Performance measures provide the data needed for port stakeholders and policymakers to make informed strategic and operational decisions. These decisions aim to improve efficiency and reduce costs, enhance competitiveness, increase supply chain predictability, and inform future planning and investment.

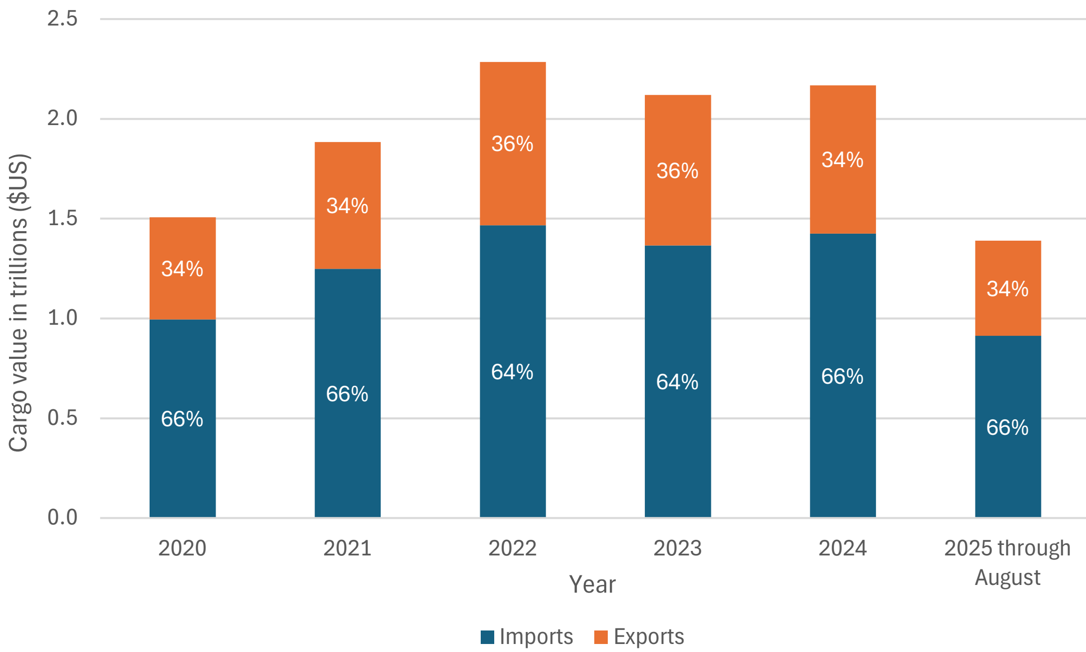
[1] North American Industry Classification System (NAICS) code 483000 – Water Transportation.
[2] NAICS code 488300 – Support Activities for Water Transportation.

Figure 1. Top 150 U.S. Waterway Port Locations



Source: BTS. This map shows the locations of the top 150 U.S. waterway ports as of 2023.

Figure 2. U.S. Ports Imports and Exports Cargo Value by Year, 2020 – 2025



1.3. OBJECTIVE

The objective of the *Port Performance Freight Statistics Annual Report* (Report) is to provide nationally consistent, timely, repeatable statistics on the performance of the nation's ports.

While port performance can be measured in multiple ways, this Report uses the following two port performance categories:

1. **Throughput**—The amount of cargo or trade handled by a port
2. **Capacity**—A port's maximum annual throughput.

The Bureau of Transportation Statistics (BTS) uses throughput and capacity because they are quantifiable metrics that can be obtained with nationally consistent data [Wakeman 2012].

The statistics in previous editions of this report have been updated to reflect the most recent annual data and, in many cases, supplemented with monthly data. This edition provides additional descriptions of global and national maritime trends, offering a more robust context for understanding port performance and emerging issues, including supply-chain challenges.

1.4. LEGISLATIVE MANDATE

Section 6018 of the Fixing America's Surface Transportation (FAST) Act mandates that BTS, within the U.S. Department of Transportation (USDOT), establish a port performance statistics program. This program aims to provide nationally consistent performance measures for at least the nation's top 25 ports, ranked by tonnage, twenty-foot equivalent units (TEUs), and dry bulk cargo. Additionally, BTS is required to submit an annual report to Congress that includes statistics on the capacity and throughput of these ports [114th Congress 2015].

1.5. NOTE ON PORT DEFINITIONS

Ports are commonly recognized as places where cargo is transferred between ships, trucks, trains, pipelines, and dockside manufacturing and processing facilities, such as refineries. While ports are often associated with the port authorities that govern them, defining ports for statistical purposes can be challenging. This difficulty arises from closely related land uses (e.g., rail yards), differing terminal ownership and governance, and the proximity to other ports. A continuous waterfront may be divided into separate ports by administrative boundaries, such as the Mississippi River terminals in Louisiana between the New Orleans and Baton Rouge ports. In contrast, ports may span multiple states, such as the Port of New York and New Jersey. Given the variety of port ownership arrangements, operating methods, and cargo types, establishing a consistent national framework for assessing port performance is a significant challenge.

Ports are generally located within natural or human-made harbors. For example, the Ports of Los Angeles and Long Beach are located in San Pedro Bay in California, along with other public and private waterfront facilities. When cargo statistics are published at the harbor level, they may include terminals not under the jurisdiction of public port authorities, resulting in higher cargo volumes than those reported in port authority statistics.

To consistently identify the nation’s top 25 ports, the meaning of “port” must first be defined. “Port” can be defined in multiple ways, including by legislative enactment at the federal, state, or municipal level. Among the possible definitions considered for use in these annual reports, federal definitions offer a nationally consistent approach to defining what a “port” is and, therefore, provide a starting point for measuring ports’ throughput and capacity. The federal government also defines ports in several ways, including the following:

- **U.S. Army Corps of Engineers (USACE) Ports**—For statistical purposes, USACE uses a port’s boundaries as defined in the legislation associated with the port [U.S. Army Corps of Engineers 1996].
- **U.S. Customs and Border Protection (CBP) Districts and Ports**—CBP defines some ports as a single port and others as units comprising multiple ports. The U.S. Census Bureau relies on CBP definitions for trade reporting.

This report follows the recommendation of the 2016 BTS Port Performance Working Group to use the USACE statistical definitions of ports, which align with the federal, state, and municipal legislative definitions associated with each port [Wakeman 2012]. These legislative port definitions are relatively stable over time, although some ports have successfully petitioned USACE to alter their boundaries. The major advantage of using USACE’s port definitions is that USACE publishes nationally consistent cargo-throughput data, including the data used to identify the top 25 ports.

USACE has also pursued methods of standardizing port limits for geographic analysis. These limits are referred to as Port Statistical Areas (PSAs) [Navigation and Civil Works Decision Support Center 2021]. A PSA is defined as a region characterized by shared economic interests and a collective dependence on infrastructure related to waterborne movements of commodities that is formally recognized by legislative enactments of state, county, or city governments. PSAs are excluded from the rankings as USACE does not categorize them as ports.

Chapter 2. Port Performance Measures of Capacity and Contributing Factors

Measuring port capacity is complex. In principle, each terminal within a port has a physical throughput limit, which may be landside, waterside, or both. Rather than quantifying each port's capacity, this report uses factors that constrain port capacity [Wakeman 2012]. Six such elements are used in this report, as described in Table 1.

Table 1. Port Capacity Measures

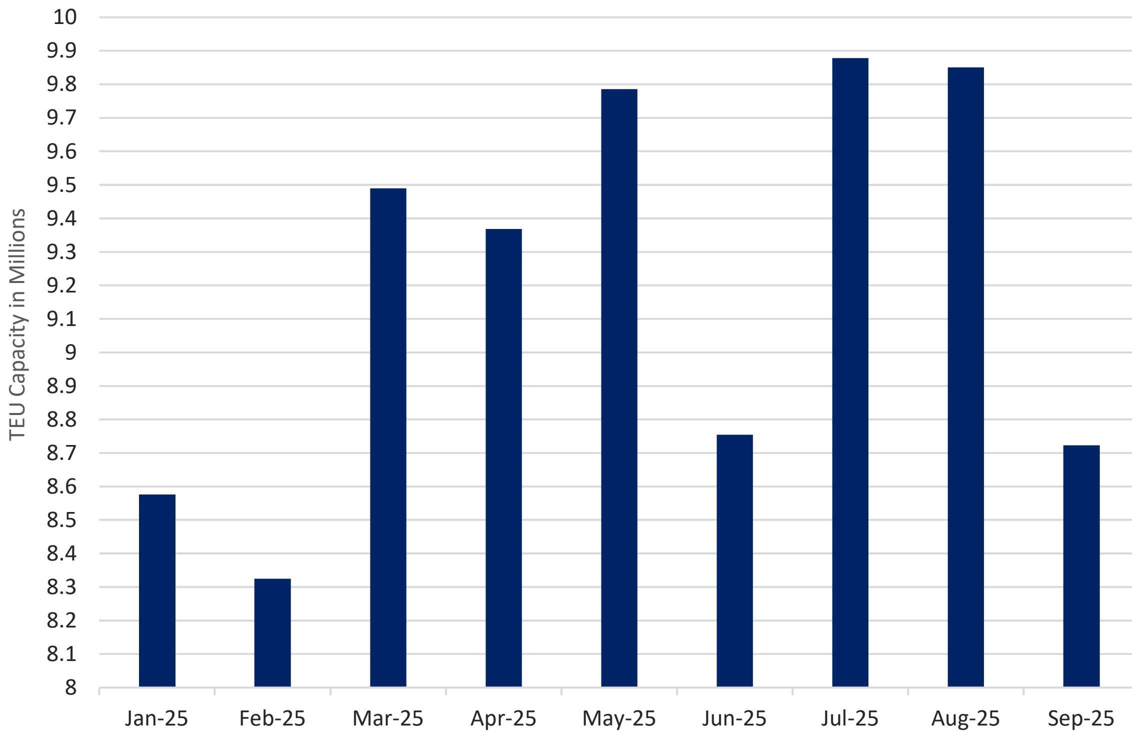
Element/metric	Period	Data Year	Unit	Description	Source
Containership capacity	Monthly	2025	TEUs	Capacity of containerships calling at U.S. ports	USDOT MARAD
Containerships at anchorage	Weekly	2025	Vessels	Number of containerships waiting at anchorage to call at ports	USDOT MARAD
Bridge air draft restrictions	n/a	2025	Feet	Distance between the mean low-level water line and the lowest point of a bridge or other structure over a shipping channel	USACE WCSC
Main shipping channel depth	n/a	2025	Feet	Vertical distance from the water surface to the bottom of a channel (channel depths may constrain port capacity, especially at coastal ports that serve the largest vessels)	Port Authority public websites
Number and type of container cranes	n/a	2025	Number of container cranes	Number of dedicated container cranes capable of serving Panamax, Post-Panamax, and SPP vessels	Port Authority public websites
Number of terminals with rail transfer facilities	n/a	2025	Number of terminals	Number of terminals at a port with on-dock rail transfer facilities	Port Authority public websites

MARAD = Maritime Administration; n/a = not applicable; SPP = Super Post-Panamax.

2.1. CONTAINERSHIP CAPACITY

Containership capacity is measured in TEUs. Containership capacity does not account for storage space, chassis availability, or other landside limitations on the maximum TEUs a port can handle. It does not necessarily correspond to the number of TEUs unloaded or loaded at that port. Containership capacity can pose a supply chain challenge, as it limits the number of TEUs a port can import or export via containerships. Monthly containership capacity for all U.S. ports fluctuated in 2025 (through September) (Figure 3), with February recording the lowest capacity, which was lower than any month in 2024. However, five months in 2025 exceeded January 2024's 9.2 million TEUs, the highest capacity month of 2024. Containership capacity remained elevated throughout the spring of 2025 as companies imported inventory to manage risks associated with changing economic policy.

Figure 3. Total Monthly Containership Capacity Serving U.S. Ports, January 2025–September 2025

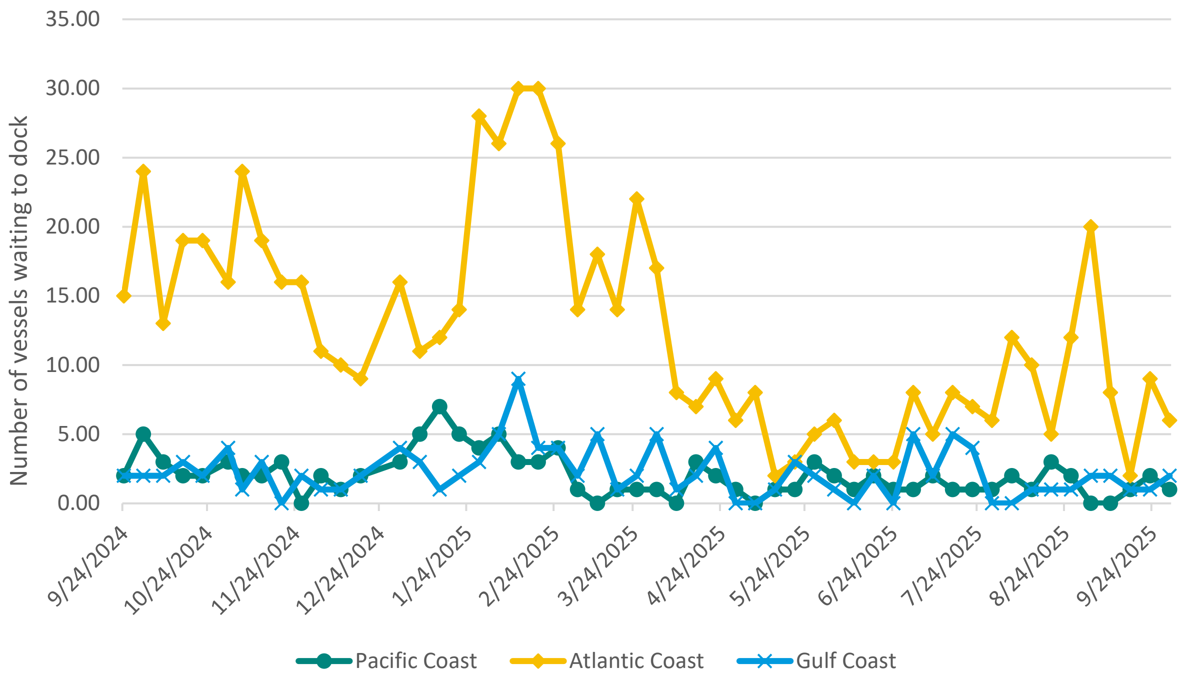


Source: U.S. Department of Transportation, Maritime Administration, Office of Policy & Plans analysis of data from U.S. Customs & Border Protection, Vessel Entrance and Clearance System, and Lloyd's Register of Ships (S&P Global), available at Latest Supply Chain Indicators (bts.gov) as of October 2025.

2.2. CONTAINERSHIPS AT ANCHORAGE

Containerships wait at anchorage for a berth to become available. In 2025, East Coast ports had the greatest number of containerships waiting to enter (Figure 4). A peak was reached in February 2025, with 30 ships waiting. This was also the month with the lowest containership capacity.

Figure 4. Weekly Number of Containerships Awaiting to Dock at All U.S. Ports by Coast, September 24, 2024–September 30, 2025



Source: U.S. Department of Transportation, Maritime Administration, Office of Policy & Plans analysis of AIS data from S&P Global as of October 2025.

2.3. BRIDGE AIR DRAFT RESTRICTIONS

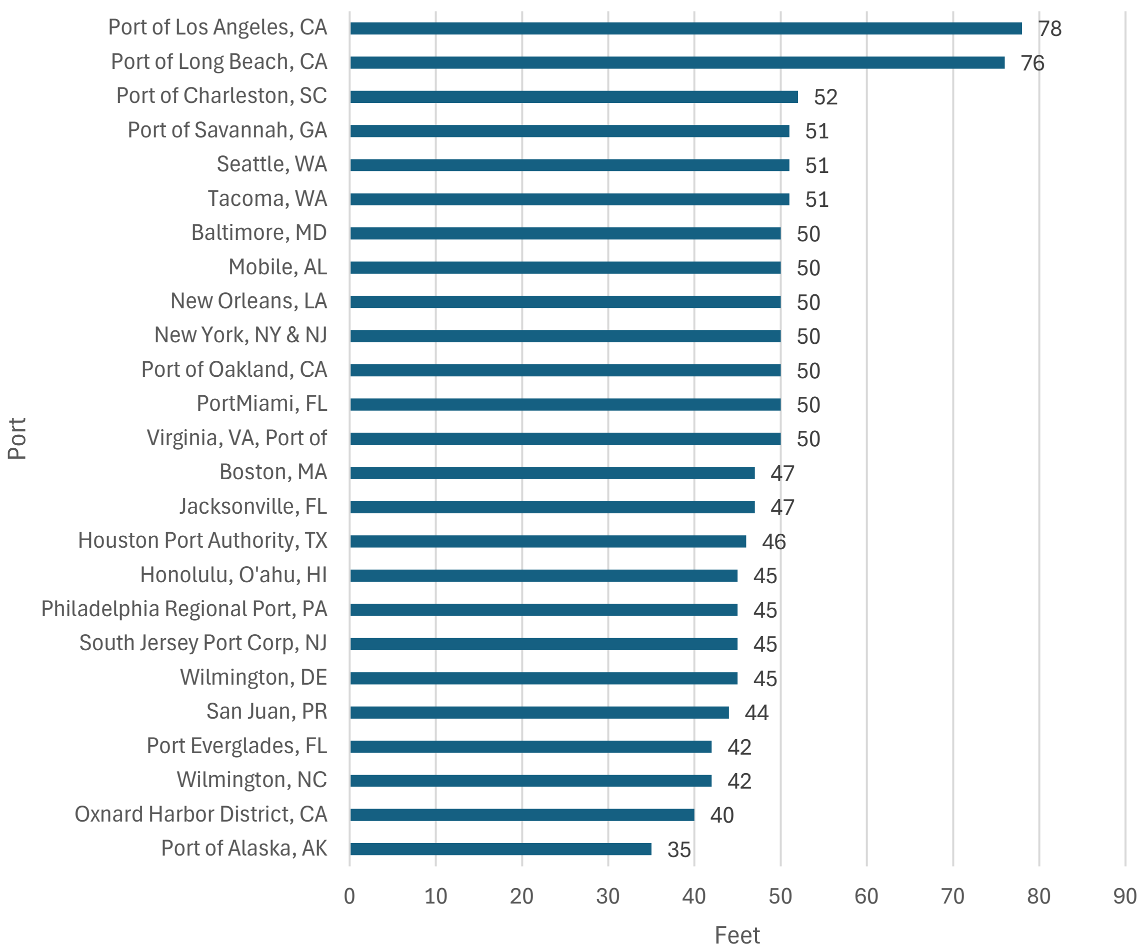
Vessels may need to transit under bridges to reach port terminals. Air draft restrictions on bridges can limit vessel size and, thus, affect port capacity. To accommodate larger vessels, ports may raise or eliminate bridges. Most recently, to accommodate the growing number of cargo ships, the Eugene Talmadge Memorial Bridge, which ships must transit under to access the Port of Savannah, is planned for replacement. The SR 404 Spur/US 17 at Savannah River Crossing Project is considering two proposed solutions: demolishing the current bridge to increase clearance from 185ft to 205ft, or constructing a tunnel (Georgia Department of Transportation, 2025). In Baltimore, the unveiling of the new design for the Francis Scott Key Bridge took place on February 4, 2025. It is currently in the test pile program phase, with an anticipated opening date set for Fall 2028. The new cable-stayed bridge will be 230 ft; the previous vertical clearance was 185 ft (Maryland Transportation Authority, 2025).

2.4. CHANNEL DEPTHS

Channel depths can limit the size of vessels that can call at a port and, thus, constrain port capacity. To accommodate larger ships, port authorities, along with federal assistance, may dredge the channels to deepen them. For example, in October 2025, the Alabama Port Authority completed the Mobile Harbor Modernization Project, which deepened the main channel from 45 feet to 50 feet (Alabama Port Authority, 2025; US Army Corps of Engineers, 2025). For the top 25 TEU ports, the average maintained main channel depth was 49 feet, the deepest was 78 feet at the Port of Los Angeles, and the least deep was 35 feet at the Port of

Alaska (Figure 5). Four of the six deepest ports are on the West Coast. Even if a port's minimum channel depth allows for mega-ships, individual marine terminals within the port vicinity may not have the required depth to handle them.

Figure 5. Maintained Main Channel Depth by Top 25 TEU Port, as of October 2025



Source: U.S. Army Corps of Engineers Geospatial, National Channel Framework, ChannelReach, as of October 2025, accessed at https://geospatial-usace.opendata.arcgis.com/h

2.5. CONTAINER CRANES

Container cranes are a critical link between the waterside and landside, including truck and rail connections and container yards used for short-term storage. Cranes move containers between the ship and the shore. The number and size of cranes affect the number and size of container vessels a terminal can simultaneously service and, thus, serve as a proxy for port capacity.

The top 25 container ports operated 583 ship-to-shore gantry cranes in 2025. As shown in Table 2, the number of cranes by port varies widely. Of ship-to-shore gantry cranes, 268 are classified as super post-Panamax (SPP), which are the most capable. Other marine terminals at ports may use mobile harbor cranes, or container vessels may be equipped with ship gear to unload or load cargo or transport containers onto trailers.

Table 2. Number of Container Cranes by Top 25 Container Ports, as of 2025

Port Name	Number of super post-Panamax (SPP) ship-to-shore cranes	Number of other ship-to-shore cranes	Total
Baltimore, MD	8	8	16
Boston, MA	3	4	7
Honolulu, O'ahu, HI	-	3	3
Houston Port Authority, TX	27	10	37
Jacksonville, FL	8	16	24
Mobile, AL	6	-	6
New Orleans, LA	4	5	9
New York, NY & NJ	26	44	70
Oxnard Harbor District, CA	-	5	5
Philadelphia Regional Port, PA	5	2	7
Port Everglades, FL	6	9	15
Port of Alaska, AK	-	3	3
Port of Charleston, SC	22	3	25
Port of Long Beach, CA	2	73	75
Port of Los Angeles, CA	19	65	84
Port of Oakland, CA	16	17	33
Port of Savannah, GA	38	-	38
Port Miami, FL	6	7	13
San Juan, PR	-	11	11
Seattle, WA	19	3	22
South Jersey Port Corp, NJ	-	2	2
Tacoma, WA	19	16	35
Virginia, VA, Port of	31	-	31
Wilmington, DE	-	5	5
Wilmington, NC	3	4	7

Source: U.S. Department of Transportation, Bureau of Transportation Statistics and Maritime Administration analysis, based upon individual port authority and marine terminal operator websites, including links to terminal-specific websites as of October 2025. Additionally, data were verified via interviews and correspondence with key port staff in October 2025.

Note: Based on active marine terminals handling containerships at each container port. A container crane is a ship-to-shore crane mounted on a gantry (a frame or structure spanning an intervening space, most often a workspace used to stack intermodal shipping containers on truck chassis and to mount road or rail wheels). SPP is a class of cranes that can fully unload intermodal shipping containers from the largest containerships, approximately 16 containers or greater in width. Other cranes include lesser cranes.

2.6. RAIL TRANSFER FACILITIES

Nearly all major U.S. ports have National Highway System (NHS) connectors.[3] These public roads lead to major marine terminals and to on-dock or nearby intermodal container transfer facilities (ICTFs) with rail connections. Both these road connectors and rail connections affect capacity by enabling cargo to be moved to and from the port. Ports are served by 319 NHS connectors that range in length from a few hundred yards to 27 miles in the case of Port Nikiski—Kenai in Alaska (U.S. Department of Transportation, Federal Highway Administration, 2024). Of the top 25 container ports, 16 have on-dock rail. On-dock rail eliminates the need for drayage trucks to ferry shipping containers to and from the marine terminal and ICTFs, thereby reducing port congestion and improving efficiency. Other container terminals are located near off-dock facilities. As shown in Table 3, the number of marine terminals handling containerships with on-dock rail by port varies widely.

[3] Highway intermodal connectors are roads that provide the last-mile connection between major rail, port, airport, and intermodal freight facilities on the National Highway System (NHS). For additional information, please visit Freight Intermodal Connectors Study (dot.gov).

Table 3. Number of Terminals with On-dock Rail Access by Top 25 Container Port, as of October 2025

Port	Container Terminals	Container Terminals with On-Dock Rail Facilities
Baltimore, MD	2	1
Boston, MA	1	-
Honolulu, O'ahu, HI	1	-
Houston Port Authority, TX	2	1
Jacksonville, FL	3	2
Mobile, AL	1	1
New Orleans, LA	1	1
New York, NY & NJ	6	4
Oxnard Harbor District, CA	1	-
Philadelphia Regional Port, PA	2	1
Port Everglades, FL	2	-
Port of Alaska, AK	1	-
Port of Charleston, SC	3	-
Port of Long Beach, CA	6	5
Port of Los Angeles, CA	7	5
Port of Oakland, CA	6	-
Port of Savannah, GA	2	2
PortMiami, FL	3	1
San Juan, PR	2	-
Seattle, WA	3	2
South Jersey Port Corp, NJ	1	1
Tacoma, WA	6	4
Virginia, VA, Port of	2	2
Wilmington, DE	1	-
Wilmington, NC	1	1

Source: U.S. Department of Transportation, Bureau of Transportation Statistics and Maritime Administration analysis, based upon individual port authority and marine terminal operator websites, including links to terminal-specific websites as of October 2025.

Note: Based on active marine terminals handling containerships at each port. A rail ICTF within marine terminal boundaries, or accessible without movement over public roads. The presence of an on-dock rail transfer facility allows terminal workers to load containers onto rail cars within the terminal, thereby avoiding the need to transport containers through the terminal gates on the chassis.

Chapter 3. Port Performance Measures of Throughput and Contributing Factors

The Port Performance program provides nationally consistent performance measures for at least the nation's top 25 ports, ranked by tonnage, twenty-foot equivalent units (TEUs), and dry bulk cargo. BTS is required to submit an annual report to Congress that includes statistics on the capacity and throughput of these ports [114th Congress 2015]. Port throughput metrics evaluate the work performed by terminals within a port and the productivity of all port assets [Wakeman 2012]. Port throughput is measured, in this report, by the 12 elements described in Table 4. This table includes the year of the most recent data available for each metric. For example, the latest available data from the USACE Waterborne Commerce Statistics Center (WCSC) is from 2023, whereas the latest available data from port authorities is from 2025. Additionally, preliminary 2025 datasets are available for some elements from the U.S. Department of Transportation, Bureau of Transportation Statistics (USDOT BTS), the U.S. Census Bureau, and USA Trade Online.

Table 4. Port Throughput Measures

Element/metric	Period	Data Year	Unit	Description	Source
Total tonnage	Annual	2023	Short tons	Domestic, import, and export tonnage	USACE WCSC
Dry bulk tonnage	Annual	2023	Short tons	Domestic, import, and export dry bulk tonnage	USACE WCSC
Container throughput	Annual	2023	TEUs	Domestic inbound empty and loaded, and outbound empty and loaded, import loaded and export loaded	USACE WCSC
Empty container throughput	Monthly	2025	TEUs	For the top 10 ports only: Import empty and loaded, export empty and loaded	Port authorities
Containership calls	Annual	2025	Vessels	Number of container vessel berthing events	USDOT BTS
Liquefied gas carrier calls	Annual	2025	Vessels	Number of liquefied gas carrier vessel berthing events	USDOT BTS
Tanker vessel calls	Annual	2025	Vessels	Number of tanker vessel berthing events	USDOT BTS
Ro-ro vessel calls	Annual	2025	Vessels	Number of Ro-Ro vessel calls berthing events	USDOT BTS
Other dry bulk vessel calls	Annual	2025	Vessels	Number of other dry bulk vessel berthing events	USDOT BTS
Commodity throughput	Annual	2023	Short tons	Commodity type and tonnage by movement, including domestic, exports, and imports	USACE WCSC
Container vessel time at berth	Weekly	2025	Hours	Amount of time from when a container vessel arrives at a berth until it departs from the berth	USDOT BTS

Ro-ro vessel time at berth	Weekly	2025	Hours	Amount of time from when a ro-ro vessel arrives at a berth until it departs from the berth	USDOT BTS
Liquid bulk vessel (tanker) time at berth	Weekly	2025	Hours	Within port terminal boundaries, limited to terminals servicing liquid bulk vessels	USDOT BTS

Ro-ro = roll-on/roll-off.

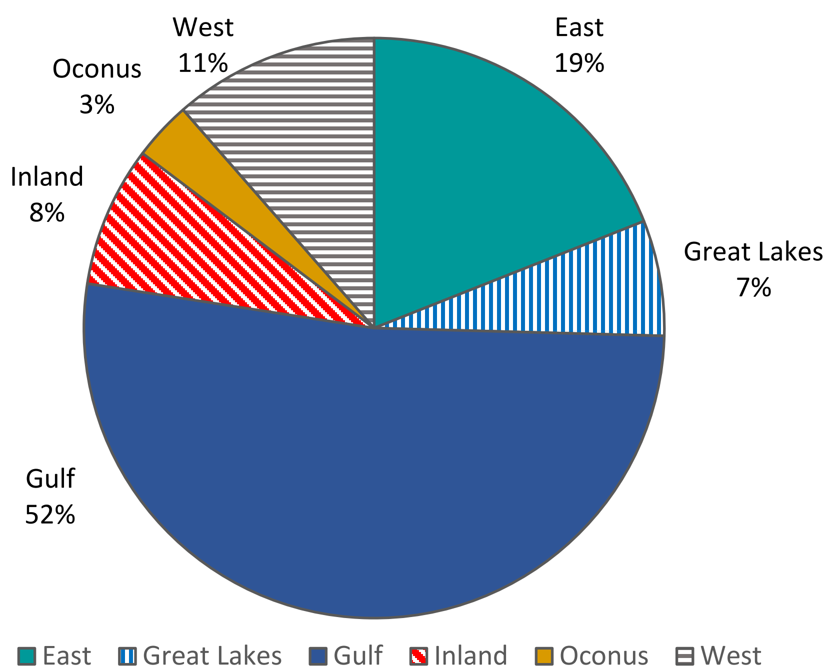
Technical documentation, published separately, details the process used to identify the top 25 ports and calculate their capacity and throughput [U.S. Department of Transportation, Bureau of Transportation Statistics 2024].

Due to USACE-implemented statistical boundary changes, some ports may not be comparable year over year. For example, in 2022, the boundary of the Port of Boston, MA, was changed. More information on USACE port boundaries and the dates of any changes to them is available on the USACE Geospatial website [U.S. Army Corps of Engineers 2024a].

3.1. TOTAL TONNAGE THROUGHPUT

In 2023, the top 150 U.S. ports handled 2.6 billion short tons of cargo, a 0.3 percent increase from 2022. Domestic cargo accounted for 41 percent, imports accounted for 24 percent, and exports accounted for 35 percent. Half of all tonnage was concentrated within the top 10 ports, 72 percent of all tonnage was concentrated within the top 25 ports, and 90 percent of all tonnage was concentrated within the top 62 ports. Gulf Coast ports moved 52 percent of the tonnage, while East Coast ports moved the second largest amount of tonnage, 19 percent, (Figure 6). **Appendix B** lists the top 150 ports by total tonnage.

Figure 6. Percentage of Total Tonnage Handled by the Top 150 U.S. Ports by Coast, 2023



Source: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. 2025. 2023 Port and State Data. Accessed October 2, 2025. https://www.iwr.usace.army.mil/About/Technical-Centers/WCSC-Waterborne-Commerce-Statistics-Center/WCSC-Waterborne-Commerce/

The top 25 tonnage ports (Table 5 and Figure 7) handled a total of 1.87 billion short tons of cargo in 2023—up 1 percent from 2022. The majority of tonnage movements were exports (43%), followed by domestic (33%), and imports (24%). The top-ranked port was Port of Houston Authority, Texas (309.5 million short tons), followed by the Port of South Louisiana (217.5 million short tons), and Corpus Christi, Texas (189.8 million short tons). These three are Gulf Coast ports that handle large quantities of crude petroleum.

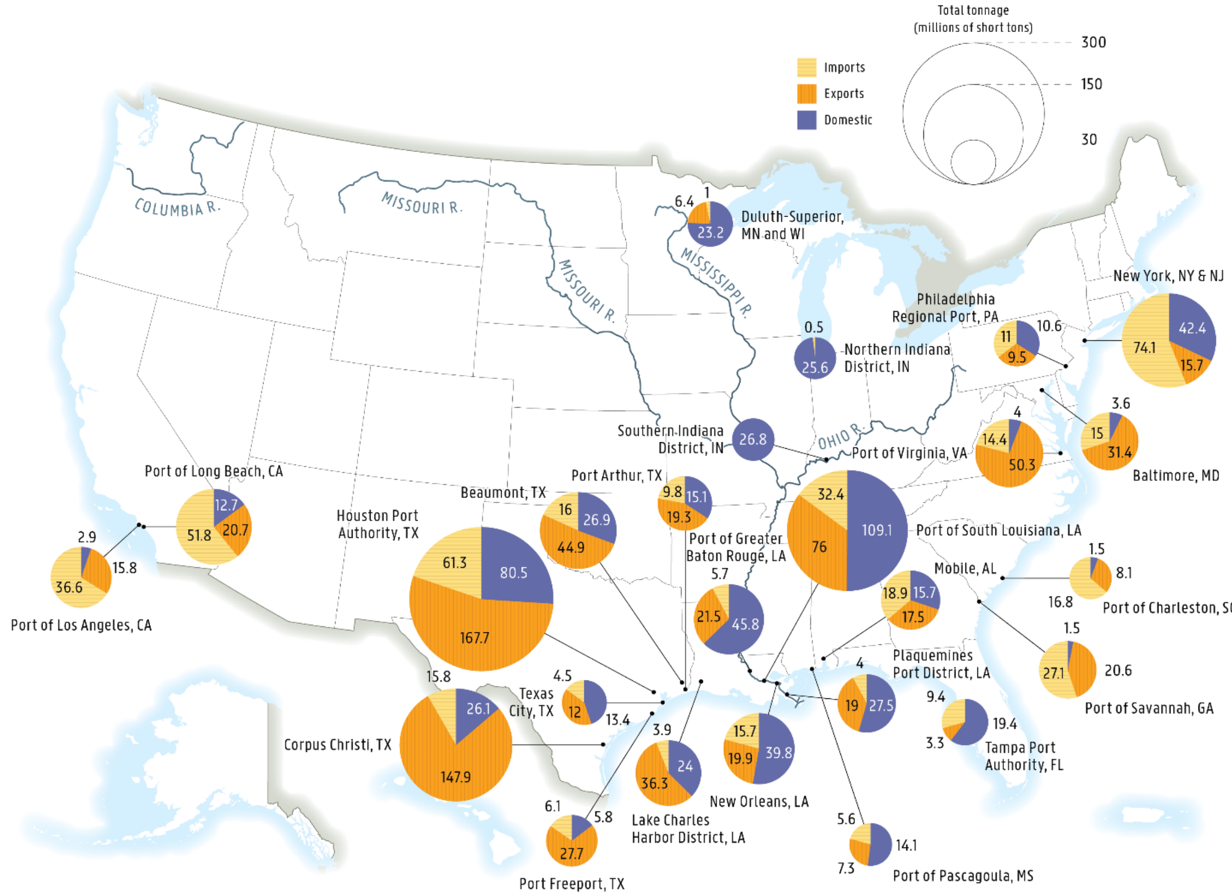
From 2022 to 2023, Port Everglades fell off the Top 25 list while the Port of Pascagoula, Mississippi, joined it. The port that climbed the most spots between 2022 and 2023 was Tampa, Florida, rising from 21 to 17. The port that fell the most spots was Texas City, Texas, dropping from 19 to 21. Regarding the regional distribution of port locations, 14 of the top 25 are on the Gulf Coast, 6 on the East Coast, 2 on the West Coast, 2 on the Great Lakes, and 1 on the Inland Waterways.

Table 5. Top 25 U.S. Ports by Total Tonnage, 2023

Rank	Port	Total (millions of short tons)
1	Houston Port Authority, TX	309,531,236
2	South Louisiana, LA	217,531,611
3	Corpus Christi, TX	189,775,751
4	New York, NY & NJ	132,289,509
5	Beaumont, TX	87,879,130
6	Port of Long Beach, CA	85,260,786
7	New Orleans, LA	75,385,883
8	Port of Greater Baton Rouge, LA	73,041,412
9	Virginia, VA	68,766,562
10	Lake Charles Harbor District, LA	64,163,423
11	Port of Los Angeles, CA	55,378,332
12	Mobile, AL	52,180,346
13	Plaquemines Port District, LA	50,511,758
14	Baltimore, MD	49,875,915
15	Port of Savannah, GA	49,238,007
16	Port Arthur, TX	44,195,515
17	Port Freeport, TX	39,538,812
18	Tampa Port Authority, FL	32,018,524
19	Philadelphia Regional Port, PA	31,131,961
20	Duluth-Superior, MN and WI	30,476,838
21	Texas City, TX	29,912,934
22	Port of Pascagoula, MS	27,117,158
23	Southern Indiana District, IN	26,769,839
24	Port of Charleston, SC	26,403,011
25	Northern Indiana District, IN	26,141,470

Source: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. 2025. 2023 Port and State Data. Accessed October 2, 2025. https://www.iwr.usace.army.mil/About/Technical-Centers/WCSC-Waterborne-Commerce-Statistics-Center/WCSC-Waterborne-Commerce/

Figure 7. Top 25 U.S. Ports by Total Tonnage, 2023

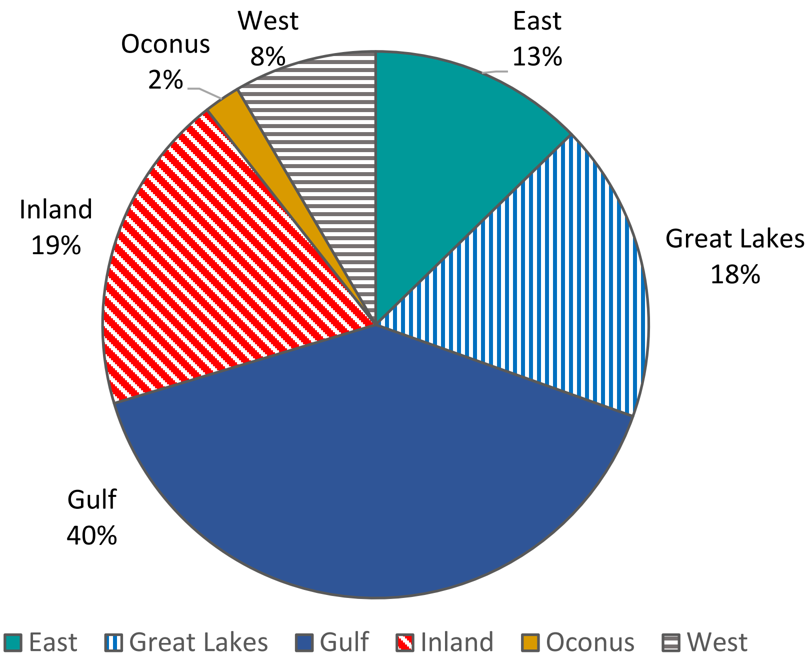


Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon 2023 data (latest available) provided by U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. Special tabulation as of August 2025.

3.2. DRY BULK THROUGHPUT

In 2023, 255 U.S. ports handled dry bulk cargo, with 119 of them handling over 1 million dry bulk short tons of cargo. Domestic cargo accounted for 56 percent, imports 14 percent, and exports 30 percent. Half of all dry bulk tonnage was concentrated within 12 ports, and 90 percent of all tonnage was concentrated within 82 ports. Considering all ports that handled more than 1 million dry bulk tons, Gulf Coast ports handled the largest portion (40 percent) of dry bulk tonnage, followed by Inland ports (19 percent) and Great Lakes ports (18 percent) (Figure 8). Appendix B includes a list of ports that handled more than 1 million dry bulk tons.

Figure 8. Percentage of Dry Bulk Tonnage Handled by U.S. Ports by Coast, 2023



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon 2023 data (latest available) provided by U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. Special tabulation as of August 2025.

The top 25 dry bulk ports handled a total of 617.9 million short tons in 2023. This is down 2 percent from 2022. The top-ranked port was the Port of South Louisiana (135.8 million short tons), followed by Plaquemines Port District, Louisiana (42.6 million short tons), and the Port of Virginia (41.8 million short tons).

From 2022 to 2023, the Ports of Honolulu, Hawaii, and Longview, Washington, fell off the Top 25 list while the Ports of Detroit-Wayne County, Michigan, and New York and New Jersey joined the list.

Regarding the regional spread of the top 25 dry bulk port locations, 8 are on the Gulf Coast (53% of tonnage), 6 are on the Great Lakes (16% of tonnage), 4 are Inland (10% of tonnage), 4 are on the West Coast (7% of tonnage), and 3 are on the East Coast (14% of tonnage).

Imports accounted for 13% of dry bulk tonnage, exports accounted for 37%, and domestic accounted for 50%. The Port of South Louisiana ranked first for all imports, exports, and domestic shipments.

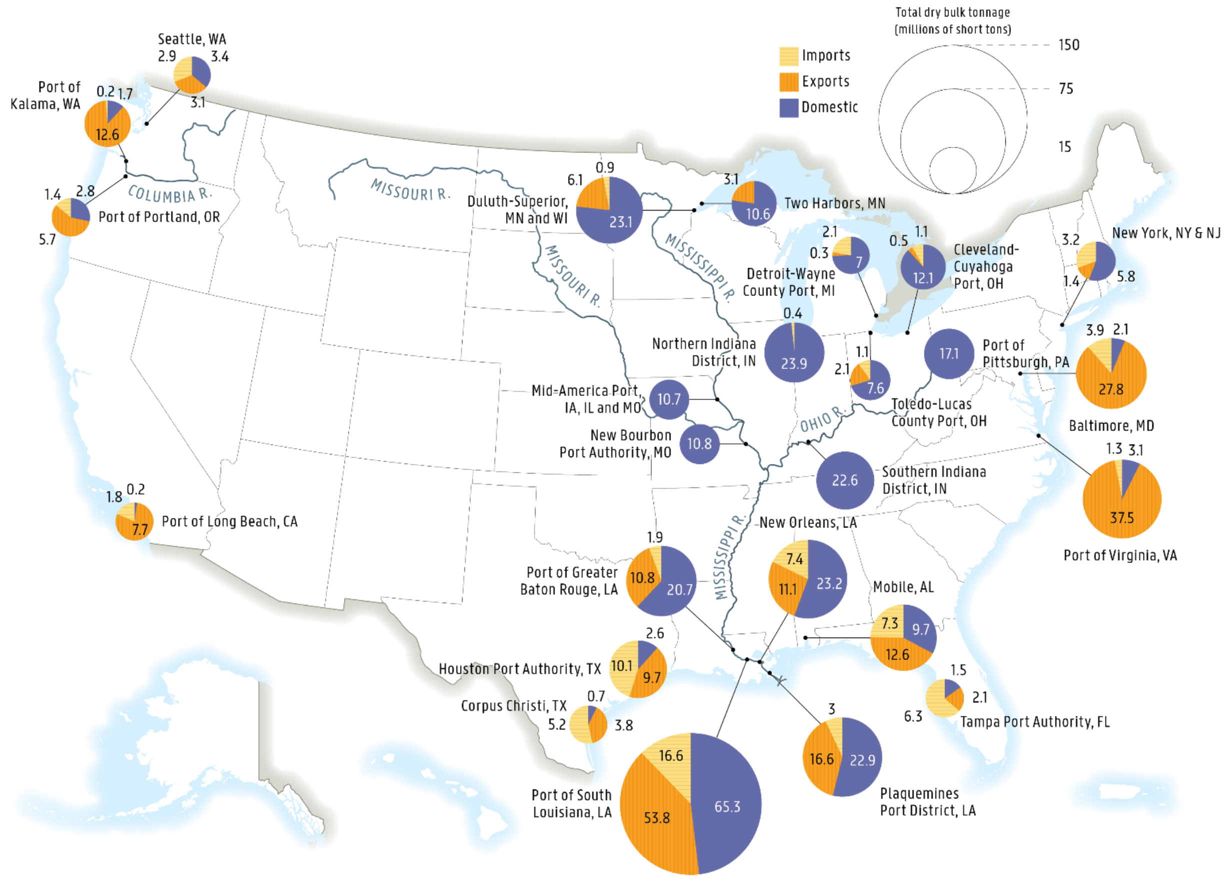
Table 6 lists the top 25 ports by dry bulk tonnage. The top 25 ports by dry bulk tonnage and cargo direction are identified (Figure 9).

Table 6. Top 25 Ports by Dry Bulk Tonnage, 2023

Rank	Port	Total
1	South Louisiana, LA	135,777,237
2	Plaquemines Port District, LA	42,571,535
3	Virginia, VA	41,875,262
4	New Orleans, LA	41,780,516
5	Baltimore, MD	33,778,052
6	Port of Greater Baton Rouge, LA	33,407,684
7	Duluth-Superior, MN and WI	30,127,305
8	Mobile, AL	29,604,041
9	Northern Indiana District, IN	24,281,418
10	Southern Indiana District, IN	22,623,647
11	Houston Port Authority, TX	22,365,020
12	Pittsburgh, PA	17,061,385
13	Port of Kalama, WA	14,529,090
14	Two Harbors, MN	13,702,788
15	Cleveland-Cuyahoga Port, OH	13,622,432
16	New Bourbon Port Authority, MO	10,829,671
17	Toledo-Lucas County Port, OH	10,780,718
18	Mid-America Port, IA, IL and MO	10,677,450
19	New York, NY & NJ	10,445,863
20	Tampa Port Authority, FL	9,916,872
21	Port of Portland, OR	9,909,042
22	Corpus Christi, TX	9,779,386
23	Port of Long Beach, CA	9,699,729
24	Detroit-Wayne County Port, MI	9,418,891
25	Seattle, WA	9,351,819

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon 2023 data (latest available) provided by U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. Special tabulation as of August 2025.

Figure 9. Location of Top 25 Ports by Dry Bulk Tonnage, 2023

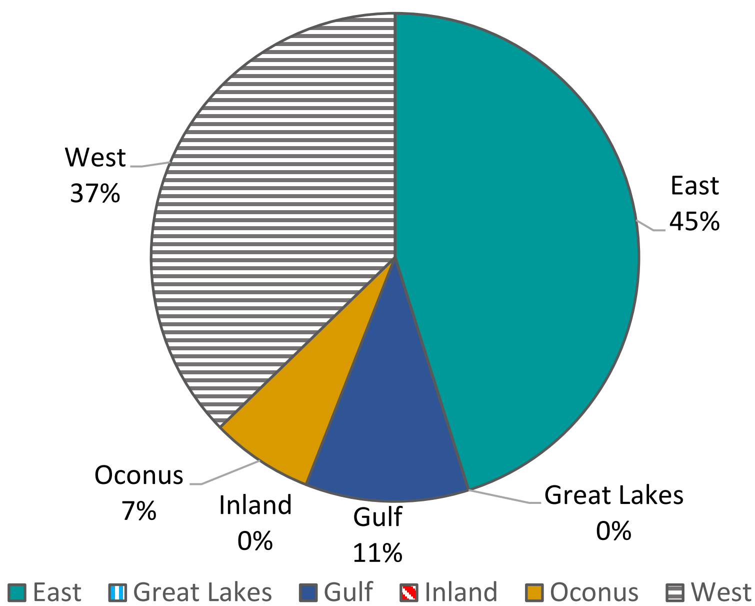


Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon 2023 data (latest available) provided by U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. Special tabulation as of August 2025.

3.3. CONTAINERS THROUGHPUT

In 2023, 109 U.S. ports handled 40.6 million loaded TEUs, an 11 percent decrease from 2022. From 2022 to 2023, domestic TEUs decreased by 5%, imports declined by 17%, and exports increased by 4%. Appendix B lists the ports and their total TEUs for 2023. Eleven percent of the TEUs were domestic movements, 61 percent were imports, and 28 percent were exports. The top 5 ports accounted for 50 percent of all TEUs, the top 17 ports accounted for 90 percent, and the top 25 ports accounted for 96 percent. The Port of Los Angeles handled the most loaded imports, the Port of Houston the most loaded exports, and the Port of Honolulu the most domestic TEUs. East Coast ports handled the largest portion of TEUs (45 percent), followed by West Coast ports (37 percent) (Figure 10).

Figure 10. Percentage of TEUs Handled by the Top 110 U.S. Ports by Coast, 2023



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon 2023 data (latest available) provided by U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. Special tabulation as of August 2025.

The top 25 container ports handled a total of 39 million loaded TEUs in 2023, down 11 percent from 2022. Imports accounted for 63% of TEUs, exports for 28%, and domestic for 9%. The top-ranked port was Los Angeles, California (5.7 million TEUs), followed closely by the Port of New York and New Jersey (5.4 million TEUs), and Long Beach, California (5.1 million TEUs).

From 2022 to 2023, the Port of Gulfport, Mississippi, fell off the Top 25 list while the Port of Boston, Massachusetts, joined it. The port that dropped the most spots was Seattle, Washington, from 10 in 2022 to 13 in 2023.

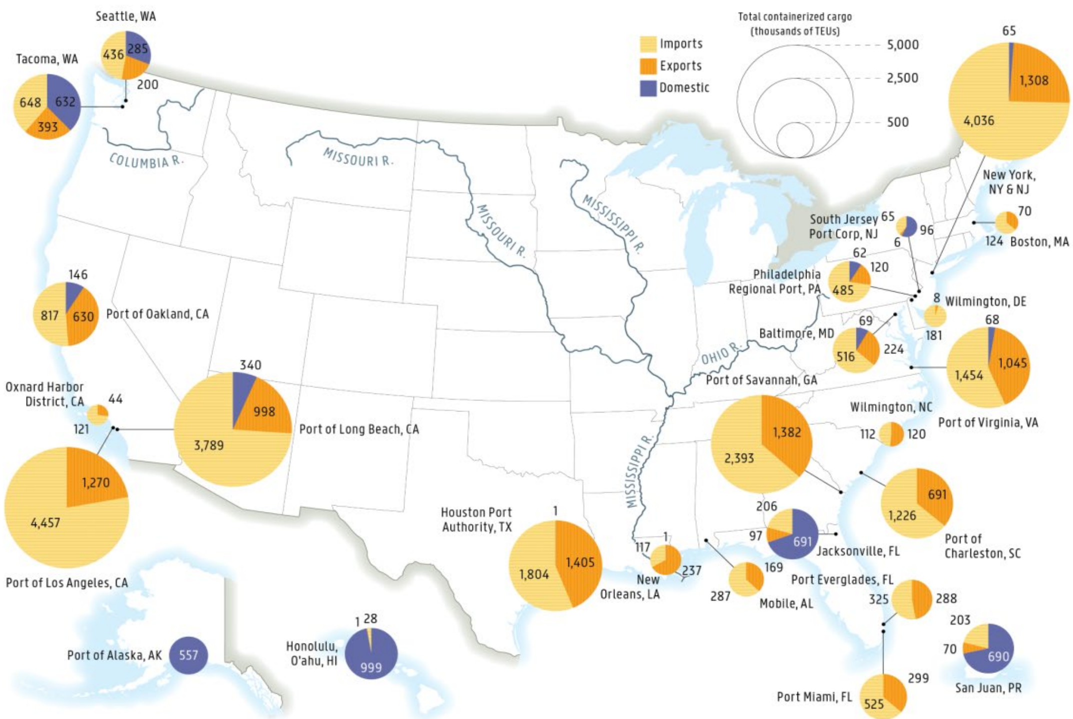
Regarding the regional distribution of port locations, 13 are on the East Coast, 6 on the West Coast, 3 on the Gulf Coast, and 3 outside the contiguous United States (OCONUS).

Table 7. Top 25 Ports by Loaded TEUs, 2023

Rank	Port	Total
1	Port of Los Angeles, CA	5,726,784
2	New York, NY & NJ	5,397,161
3	Port of Long Beach, CA	5,089,636
4	Port of Savannah, GA	3,774,774
5	Houston Port Authority, TX	3,209,897
6	Virginia, VA	2,561,775
7	Port of Charleston, SC	1,917,209
8	Port of Oakland, CA	1,534,489
9	Tacoma, WA	1,509,066
10	Jacksonville, FL	867,401
11	PortMiami, FL	824,203
12	San Juan, PR	817,811
13	Seattle, WA	809,493
14	Baltimore, MD	804,527
15	Honolulu, O'ahu, HI	724,838
16	Philadelphia Regional Port, PA	657,649
17	Port Everglades, FL	612,405
18	Mobile, AL	456,715
19	Port of Alaska, AK	423,606
20	New Orleans, LA	355,173
21	Wilmington, NC	232,014
22	Boston, MA	193,938
23	Wilmington, DE	188,551
24	Oxnard Harbor District, CA	165,010
25	South Jersey Port Corp, NJ	148,804

Source: U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. 2025. 2023 Waterborne container traffic. Accessed October 2, 2025. https://www.iwr.usace.army.mil/About/Technical-Centers/WCSC-Waterborne-Commerce-Statistics-Center/WCSC-Waterborne-Commerce/

Figure 11. Location of the Top 25 Container Ports by TEUs, 2023



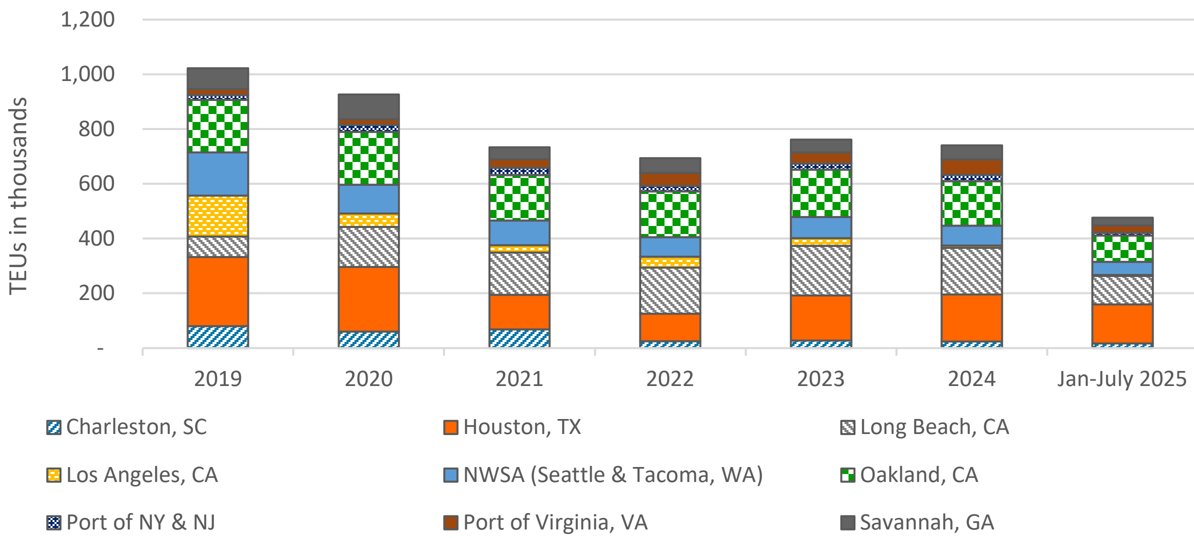
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon 2023 data (latest available) provided by U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. Special tabulation as of August 2025.

3.3.1. Empty Containers Throughput

Many port authorities publish TEU statistics monthly. Although not considered a nationally consistent data source, the statistics include the number of empty import and export TEUs. The ports featured in this analysis were selected because they consistently provide TEU statistics monthly, with only a one or two-month delay. In addition, they represent the top 9 ports (plus Tacoma, ranked 13 in 2023 as Seattle and Tacoma are considered two separate ports in the rankings), in terms of loaded TEUs, and they handled 77 percent of total TEU imports and exports at U.S. ports (in 2023).

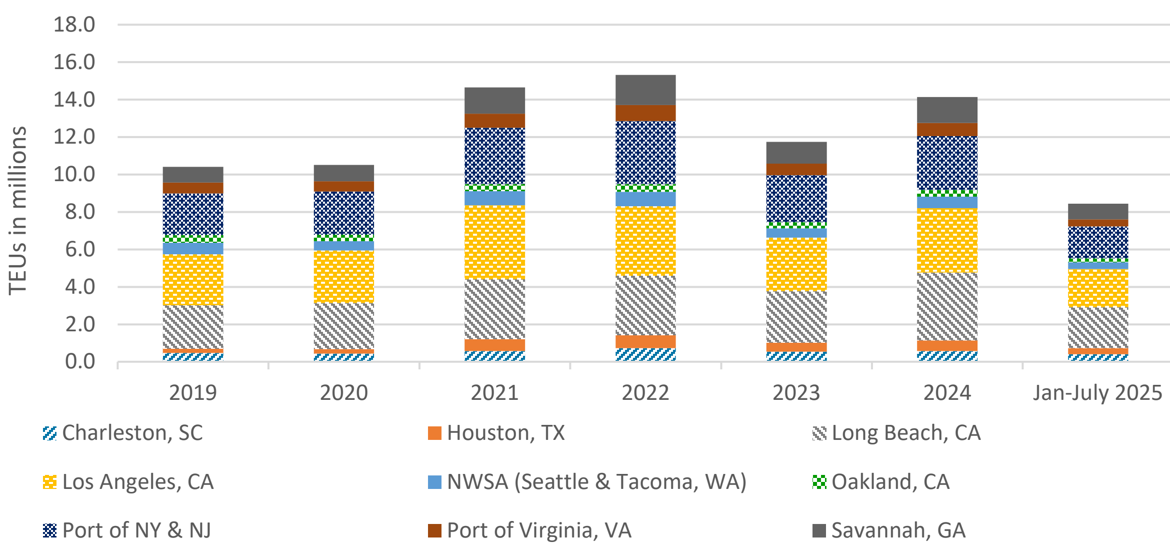
Empty TEUs are transported for repositioning. Empty imports number in the thousands (Figure 12), while empty exports number in the millions, which reflects a trade imbalance at U.S. ports (Figure 13). The ports of Oakland, Houston, and Long Beach import the most empties. The ports of Long Beach, Los Angeles, and New York and New Jersey export the most empties. The largest number of empties was imported in 2019, and between 2019 and 2024, and the largest number was exported in 2022.

Figure 12. TEU Empty Imports by Select Ports, 2019 – July 2025



Source: U.S. Department of Transportation, Bureau of Transportation Statistics analysis; based upon TEU volumes at the ports of Charleston, SC, http://scspa.com/; Houston, https://porthouston.com/; Long Beach, https://www.polb.com/; Los Angeles, https://www.portoflosangeles.org/; Northwest Seaport Alliance (Seattle / Tacoma), https://www.nwseaportalliance.com/; Oakland, https://www.oaklandseaport.com/; New York/New Jersey, https://www.panynj.gov/; Port of Virginia, http://www.portofvirginia.com/; and Savannah, https://gaports.com/; as of September 2025.

Figure 13. TEU Empty Exports by Select Ports, January 2019–July 2024



Source: U.S. Department of Transportation, Bureau of Transportation Statistics analysis; based upon TEU volumes at the ports of Charleston, SC, http://scspa.com/; Houston, https://porthouston.com/; Long Beach, https://www.polb.com/; Los Angeles, https://www.portoflosangeles.org/; Northwest Seaport Alliance (Seattle / Tacoma), https://www.nwseaportalliance.com/; Oakland, https://www.oaklandseaport.com/; New York/New Jersey, https://www.panynj.gov/; Port of Virginia, http://www.portofvirginia.com/; and Savannah, https://gaports.com/; as of September 2025.

3.4. SUMMARY OF THE TOP 25 PORTS

Table 8 lists the top 25 ports for each category (total tonnage, dry bulk tonnage, and TEUs) for 2023. Many ports rank in the top 25 in more than one category. A total of 48 ports were identified within the 3 lists. Seven ports (Baltimore, Houston, Mobile, New Orleans, New York, Long Beach, and Virginia) are in the top 25 for all 3 cargo categories.

Table 8. Major Ports That Comprise the Top 25 Ports by Tonnage, Dry Bulk, or TEU, 2023

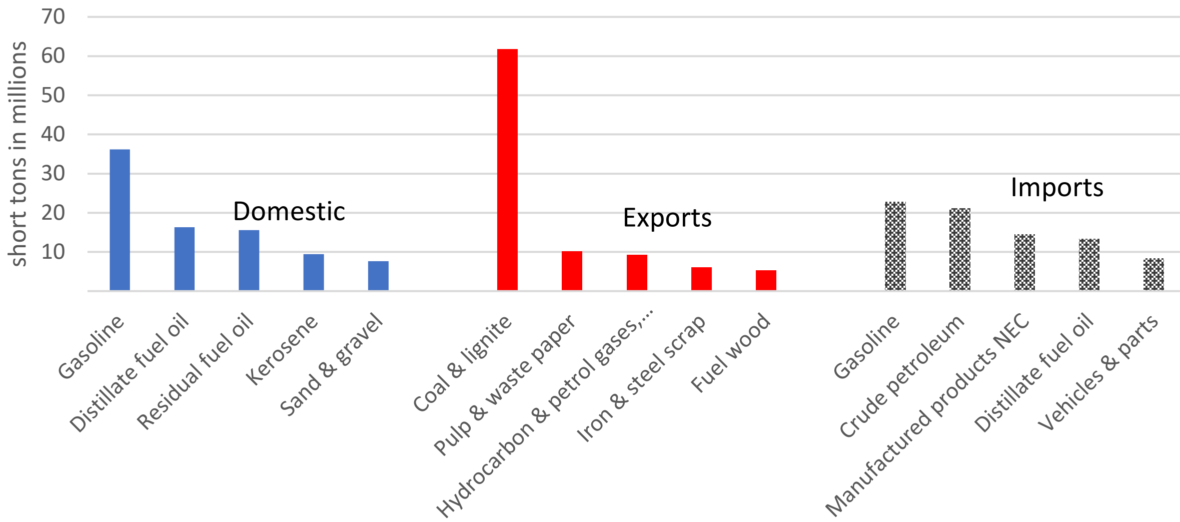
Port	Total Tonnage Rank	Dry Bulk Rank	TEU Rank
Baltimore, MD	**14**	**5**	**14**
Beaumont, TX	**5**	89	104
Corpus Christi, TX	3	**22**	82
Duluth-Superior, MN and WI	**20**	**7**	68
Honolulu, O'ahu, HI	**39**	**26**	15
Houston Port Authority, TX	1	**11**	**5**
Jacksonville, FL	**33**	**48**	**10**
Lake Charles Harbor District, LA	10	46	**n/a**
Mobile, AL	**12**	8	18
New Orleans, LA	**7**	**4**	**20**
New York, NY & NJ	**4**	**19**	**2**
Northern Indiana District, IN	**25**	9	**n/a**
Oxnard Harbor District, CA	**97**	**n/a**	24
Philadelphia Regional Port, PA	19	56	**16**
Plaquemines Port District, LA	**13**	2	**n/a**
Port Arthur, TX	**16**	**32**	80
Port Everglades, FL	**28**	93	17
Port Freeport, TX	**17**	116	**38**
Port of Alaska, AK	**80**	179	19
Boston, MA	63	128	**22**
Port of Charleston, SC	**24**	62	**7**
Port of Greater Baton Rouge, LA	**8**	**6**	109
Port of Long Beach, CA	6	23	**3**
Port of Los Angeles, CA	**11**	**85**	**1**
Port of Oakland, CA	**35**	133	**8**
Port of Pascagoula, MS	22	68	**84**
Port of Savannah, GA	**15**	37	**4**
Seattle, WA	34	25	**13**
Port Miami, FL	50	245	**11**
San Juan, PR	46	**115**	**12**
South Jersey Port Corp, NJ	29	59	**25**
South Louisiana, LA, Port of	**2**	**1**	63
Southern Indiana District, IN	**23**	**10**	n/a
Tacoma, WA	30	43	**9**
Tampa Port Authority, FL	**18**	**20**	26
Texas City, TX	**21**	78	58
Virginia, VA, Port of	**9**	**3**	**6**
Wilmington, DE	61	108	**23**
Wilmington, NC	56	57	**21**

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon 2023 data (latest available) provided by U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center. Special tabulation as of August 2025.
Note: The top 25 rankings for each category are bold.
n/a = not applicable.

3.5. TOP COMMODITIES BY WEIGHT THROUGHPUT

Top commodities differ by coast and traffic direction. For East Coast ports (Figure 14) the top domestic commodity is gasoline, while the top export is coal and lignite, and the top import is gasoline.

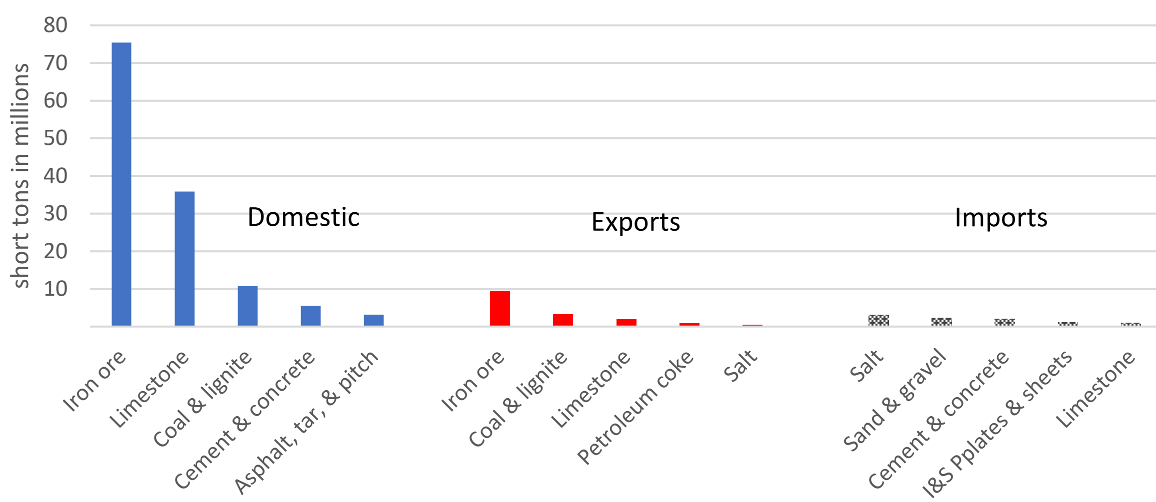
Figure 14. Top Five Commodities for East Coast Ports by Traffic Direction, 2023



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center data as of August 2025.

The Great Lakes ports mainly handle domestic movements; the top is iron ore, followed by limestone (Figure 15).

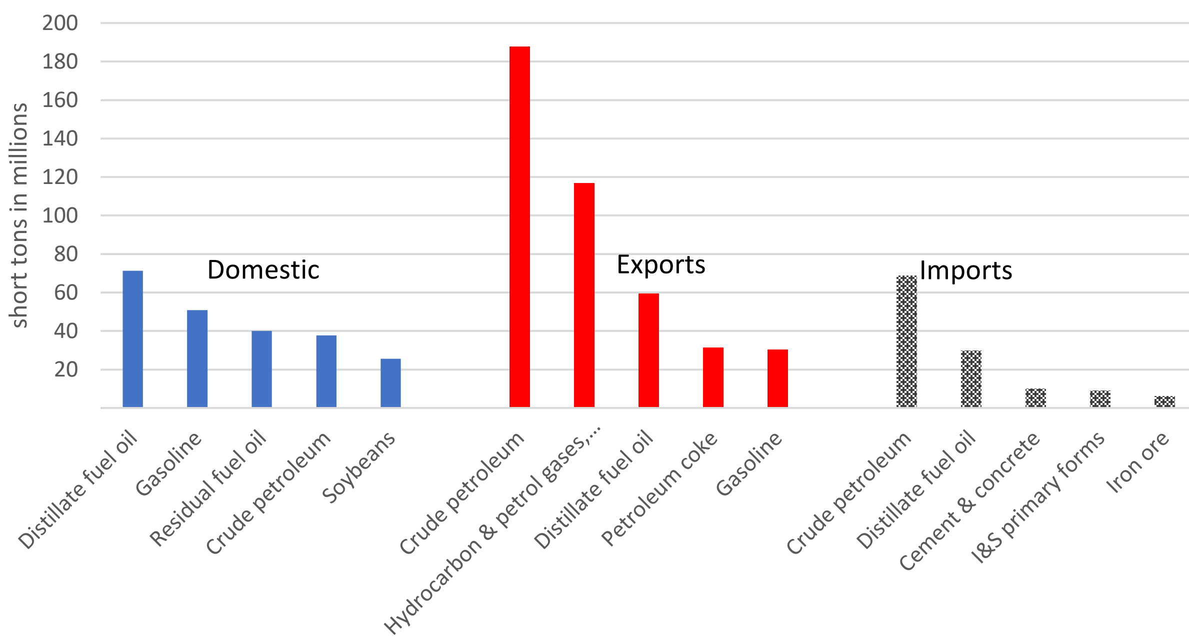
Figure 15. Top Five Commodities for Great Lake Ports by Traffic Direction, 2023



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center data as of August 2025.

For the Gulf Coast ports, crude petroleum is the top import and export (Figure 16). These ports also handle a large volume of distillate oil, the top domestic commodity, the third-highest export, and the second-highest import.

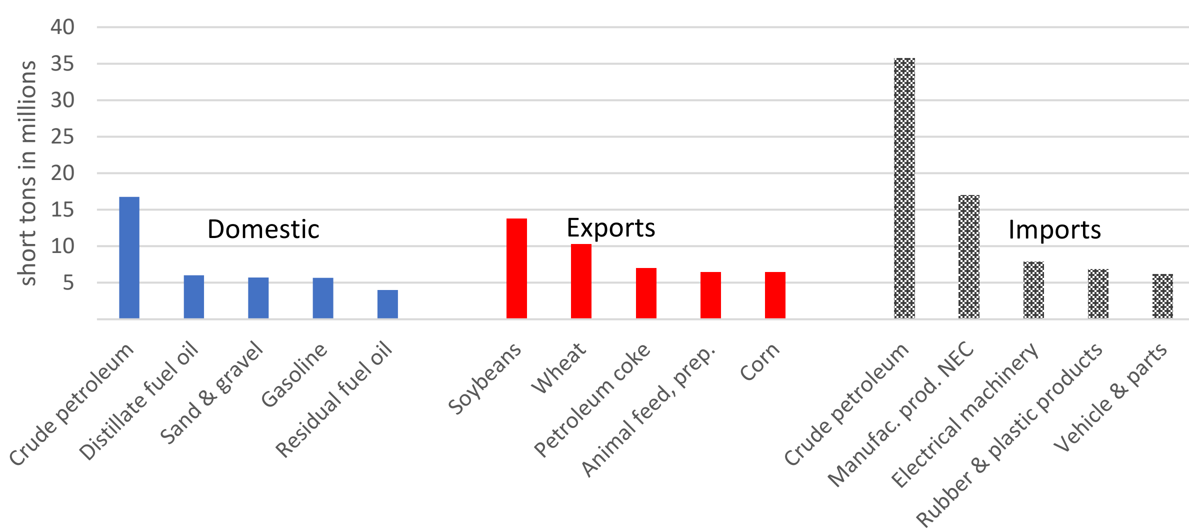
Figure 16. Top Five Commodities for Gulf Coast Ports by Traffic Direction, 2023



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center data as of August 2025.

While crude petroleum is the largest domestic and import commodity for the West Coast ports, soybeans, wheat, and petroleum coke are the top three exports (Figure 17).

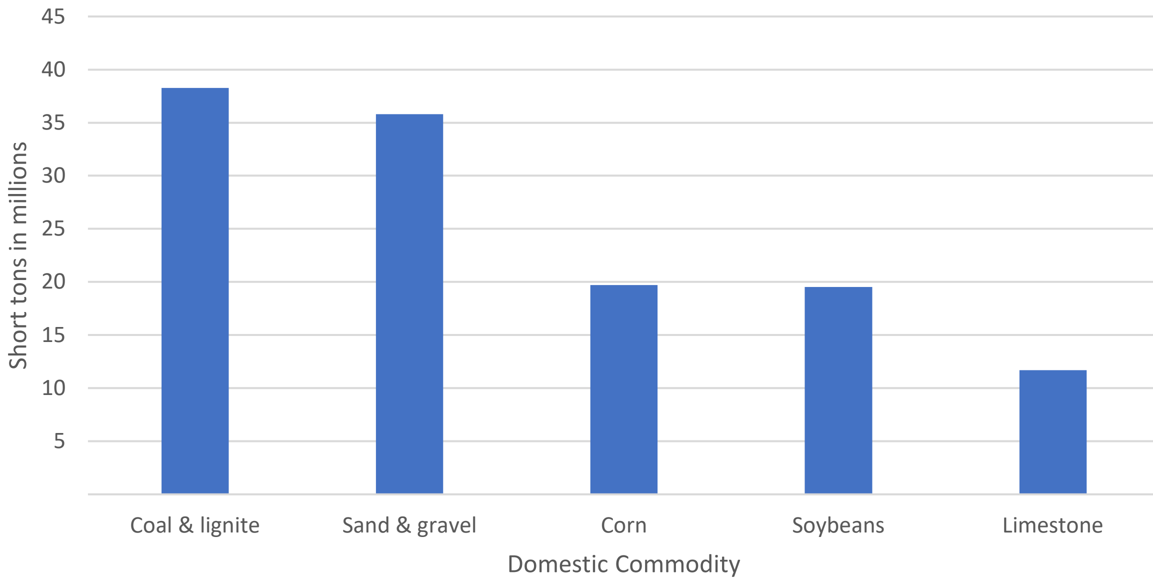
Figure 17. Top Five Commodities for West Coast Ports by Traffic Direction, 2023



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center data as of August 2025.

The Inland ports primarily move domestic goods, with the top being coal and lignite, and the second being sand and gravel (Figure 18). There were no exports reported for 2023, and imports totaled only two: gypsum (400 thousand short tons) and wood in the rough (13.2 thousand short tons).

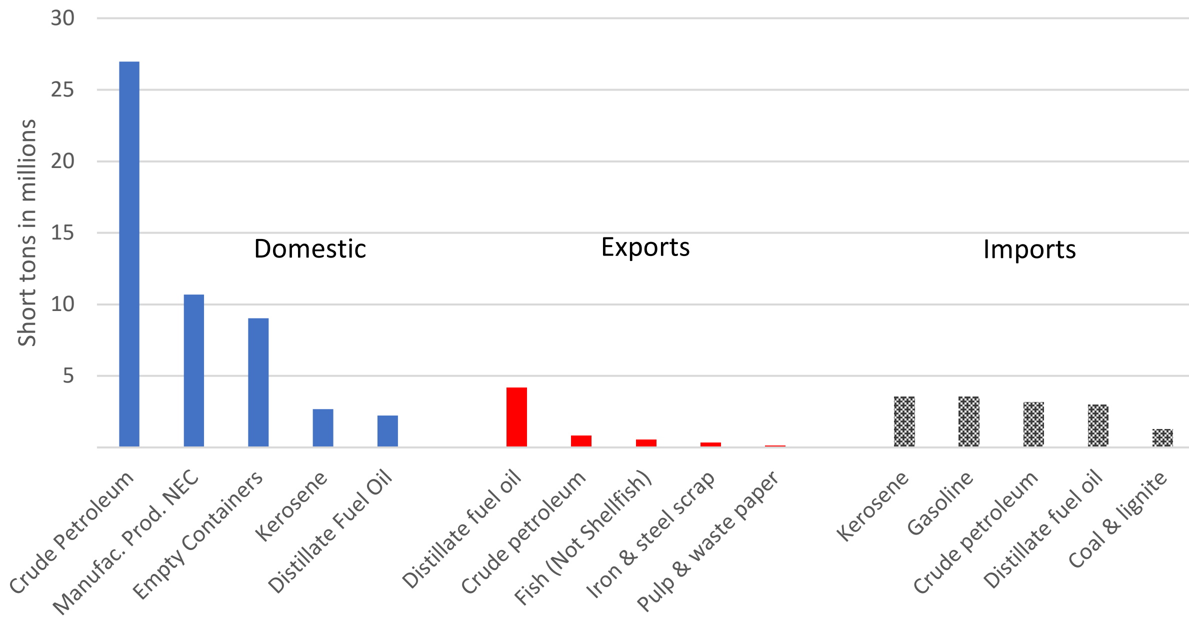
Figure 18. Top Five Commodities for Inland Ports Domestic Movement, 2023



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center data as of August 2025.

Ports outside the contiguous United States (OCONUS), inclusive of 61 ports in Alaska, Hawaii, Puerto Rico, and the U.S. Virgin Islands, have mainly domestic movement of crude petroleum and manufactured products (Figure 19).

Figure 19. Top Five Commodities for Ports OCONUS by Traffic Direction, 2023



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon U.S. Army Corps of Engineers, Waterborne Commerce Statistics Center data as of August 2025.

3.6. NUMBER OF VESSEL CALLS

The number of vessel calls is a throughput measure reflecting the port's usage. The number of vessel calls was defined as the number of berthing events as calculated by the U.S. DOT Waterways Intelligence Monitoring System (WIMS). WIMS processes a live, commercial automatic identification system (AIS) feed and applies an algorithm to identify vessel berthing events at ports.[4] The vessel types were identified by matching the Maritime Mobile Service Identify (MMSI) from a vessel's AIS broadcast to a commercial vessel database accessed via the U.S. DOT's SeaVision tool. Vessel types were consolidated into the following categories:

1. Liquefied gas carrier includes liquefied natural gas tankers and liquefied petroleum gas tankers.
2. Roll-on/roll-off (ro-ro) includes ro-ro cargo and vehicle carriers.
3. Tankers include chemicals, crude oil, oil products, chemical/oil, and other tankers.
4. Containership includes containerships only.
5. Other dry bulk includes general cargo, bulk carriers, and other bulk.

Other vessel types, such as barges and passenger vessels, are not presented here.

[4] Statistics derived from AIS data are estimates and are subject to error if there are missing, incomplete, or erroneous AIS data.

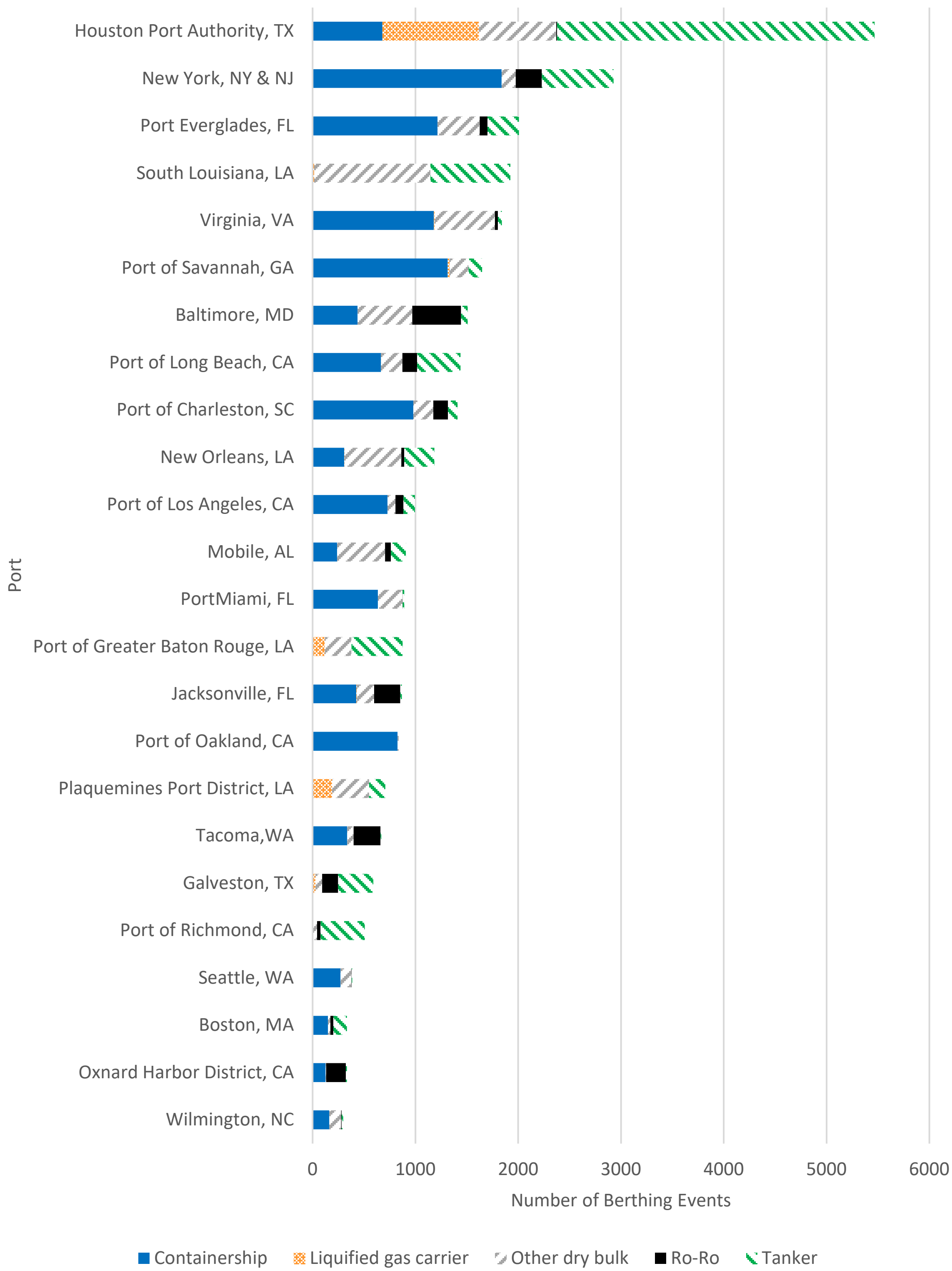
Through October 2025, the Houston Port Authority had the highest number of vessel berthing events (Figure 20). By category, it recorded the highest number of vessel calls for liquefied-gas carriers and tankers. This corresponds to its top five commodities in 2023: crude petroleum, distillate fuel oil, hydrocarbon and petrol gases, gasoline, and residual fuel oil.

New York recorded the highest number of containership calls. Notably, it had 2.5 times as many containership calls as the Port of Los Angeles, yet handled 329K fewer loaded TEUs. Thus, the average number of loaded TEUs per vessel call is lower for New York than for the Port of Los Angeles.

South Louisiana had the highest number of other dry bulk vessels. Its top commodities in 2023 were corn and soybeans, which are moved by dry bulk vessels.

Baltimore had the highest number of Ro-Ro vessel calls, but other dry bulk accounted for the largest share of its total vessel calls.

Figure 20. Vessel Calls by Vessel Type and Port, January-October 2025



Source: U.S. Department of Transportation, Bureau of Transportation Statistics.

3.7. VESSEL TIME AT BERTH

The time vessels spend in port is a key performance metric for ports. Vessel time at berth is the time between arrival at and departure from a berthing area. Ocean carriers and terminal operators focus on minimizing berth times due to the associated costs while in port. Both longer and unpredictable berthing times lengthen schedules and increase costs, which are ultimately reflected in shipping rates.

Time spent at birth was calculated for ship types, including containerships, ro-ro cargo ships and vehicle carriers, chemical tankers, chemical/oil products tankers, crude oil tankers, and oil products tankers.

A new tool, WIMS, was applied in this year's report to estimate berthing times using a live AIS feed rather than historical AIS data. In addition, a vessel was considered at berth when its AIS records indicated that it was located within a U.S. Army Corps of Engineers port geofence and had the status "moored."[5] In previous years, a vessel was considered at berth when its location fell within a terminal geofence, regardless of its status. The vessel types were identified by matching the Maritime Mobile Service Identify (MMSI) from a vessel's AIS broadcast to a commercial vessel database accessed via the U.S. DOT's SeaVision tool.

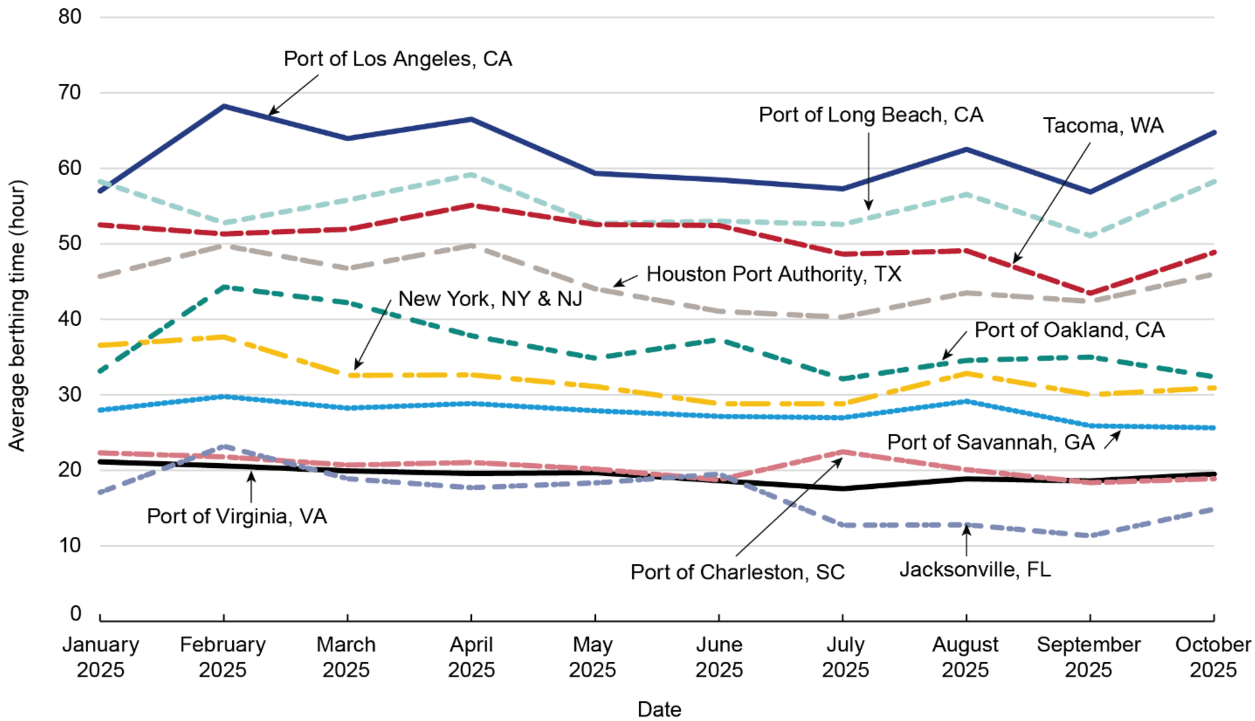
3.7.1. Containership Time at Berth

Containership berthing time was estimated by coast for the top 10 ports by loaded TEU for January 2025 through October 2025. The average monthly time at berth varied by port, with the highest values at West Coast ports (Figure 21). Multiple ports recorded their highest values in February, April, and October. However, these were not the months with the highest TEUs; thus, volume could not have been the driving factor. Other factors, such as weather, require analysis.

[5] Statistics derived from AIS data are estimates and are subject to error if there are missing, incomplete, or erroneous AIS data. Vessel time at berth estimates that were less than 4 hours or more than 120 hours were excluded as they were deemed by port consultants to be too short and too long, respectively, to represent an event that included loading and/or unloading cargo.

Over the 10-month period, the Port of Los Angeles has the highest standard deviation in berthing time (33 hours), whereas the Port of Virginia has the lowest (8 hours).

Figure 21. Average Containership Time at Berth by Coast and Month, January–October 2025, Considering the Top Container Ports



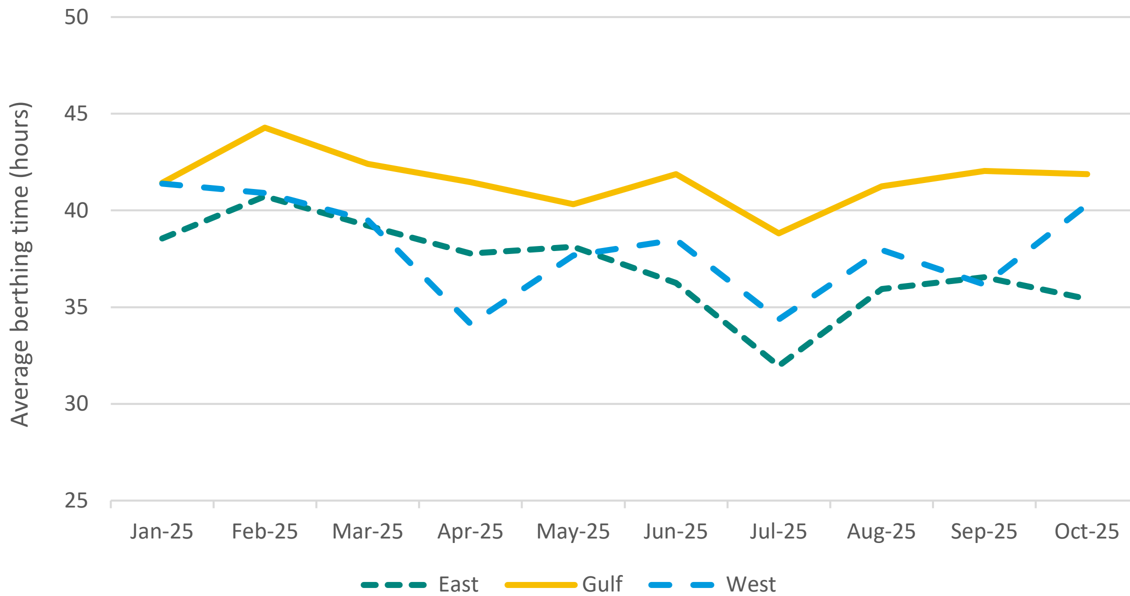
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, estimated with the Waterways Intelligence Monitoring System, as of November 2025.

3.7.2. Tanker Time at Berth

Tanker time at berth was calculated, by coast, for a sample of ports that ranked in the top 25 for gasoline, distillate fuel oil, and crude petroleum total tonnage[6] (Figure 22). The vessel types included were chemical tankers, chemical/oil products tankers, crude oil tankers, and oil products tankers. Gulf Coast ports had the highest average berthing times. The average berthing time was the highest in February for both East and Gulf Coast ports. Overall, the average berthing time was consistent across coasts, with the East Coast ranging from 32 to 41 hours, the Gulf Coast from 39 to 44 hours, and the West Coast from 34 to 41 hours.

[6] The ports included for tanker berthing time, and their total tonnage ranking for gasoline, distillate fuel oil, and crude petroleum in 2023 were Houston (2), the Port of South Louisiana (4), New York (5), The Port of Long Beach (6), Richmond, CA (10), New Orleans (14), Mobile (15), Port Everglades (18), and Los Angeles (24).

Figure 22. Average Tanker Time at Berth by Coast and by Month, January–October 2025



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, estimated with the Waterways Intelligence Monitoring System, as of November 2025.

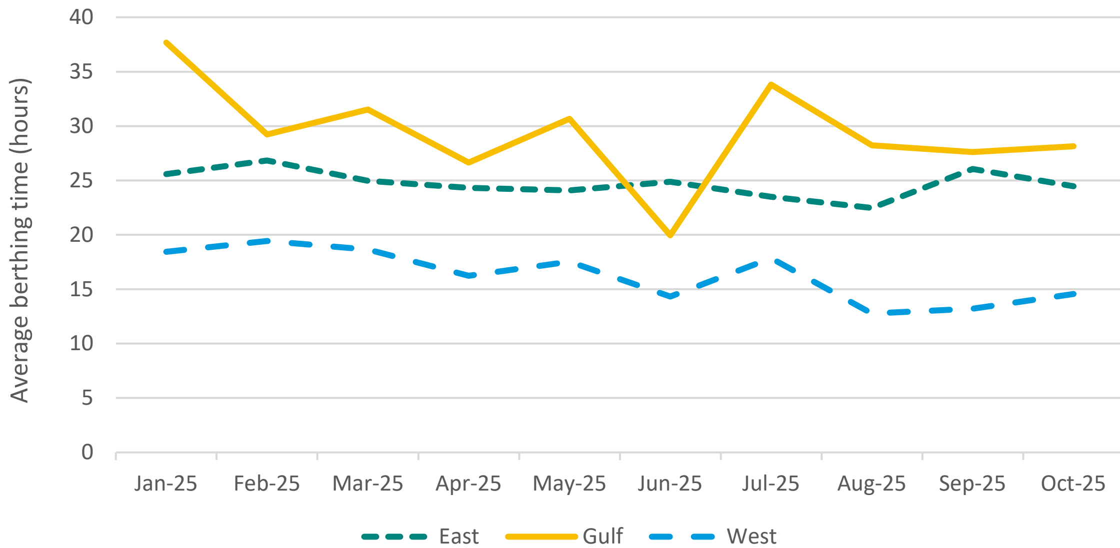
3.7.3. Average Roll-on/Roll-off Time at Berth

Ro-ro time at berth was calculated by coast for a sample of ports that ranked in the top 25 for total tonnage of vehicles and parts[7] (Figure 23). The vessel types included were Ro-Ro cargo ships and vehicle carriers. Gulf Coast ports had the highest average berthing times, but also the smallest sample sizes. By port, the Port of Baltimore had the highest average annual berthing time of 36 hours.

---

[7] The ports included for ro-ro cargo ship and vehicles carrier berthing time, and their total tonnage ranking for vehicles and parts in 2023 were New York (1), Baltimore (2), Port of Los Angeles (3), Port of Long Beach (4), Port of Charleston (5), Tacoma (8), Jacksonville (9), Oxnard, CA (13), Mobile, AL (16), and Port Everglades (23).

Figure 23. Ro-Ro Time at Berth for Select Ro-Ro Ports[7] by Coast and by Month, January–October 2025



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, estimated with the Waterways Intelligence Monitoring System, as of November 2025.

Chapter 4. Emerging Topics

4.1. TRADE THROUGH THE STRAIT OF HORMUZ

The Strait of Hormuz (Strait) is a critical conduit for crude oil to the United States. In 2025 (January through September), 8% of U.S. crude oil imports were transported via vessel through the Strait. This cargo was valued at $8.5 billion and weighed 17.7 million short tons.

The Strait is located between Iran and Oman and connects Persian Gulf ports to the rest of the world (Figure 24). Ports are in Bahrain, Iran, Iraq, Kuwait, Qatar, Saudi Arabia,[8] and the United Arab Emirates. In June 2025, a conflict involving Iran, Israel, and the United States raised the possibility of interrupted shipping through the Strait. (Brown, O'Rourke, Ratner, Rosen, & Thomas, 2025)

Figure 24. Map of the Strait of Hormuz

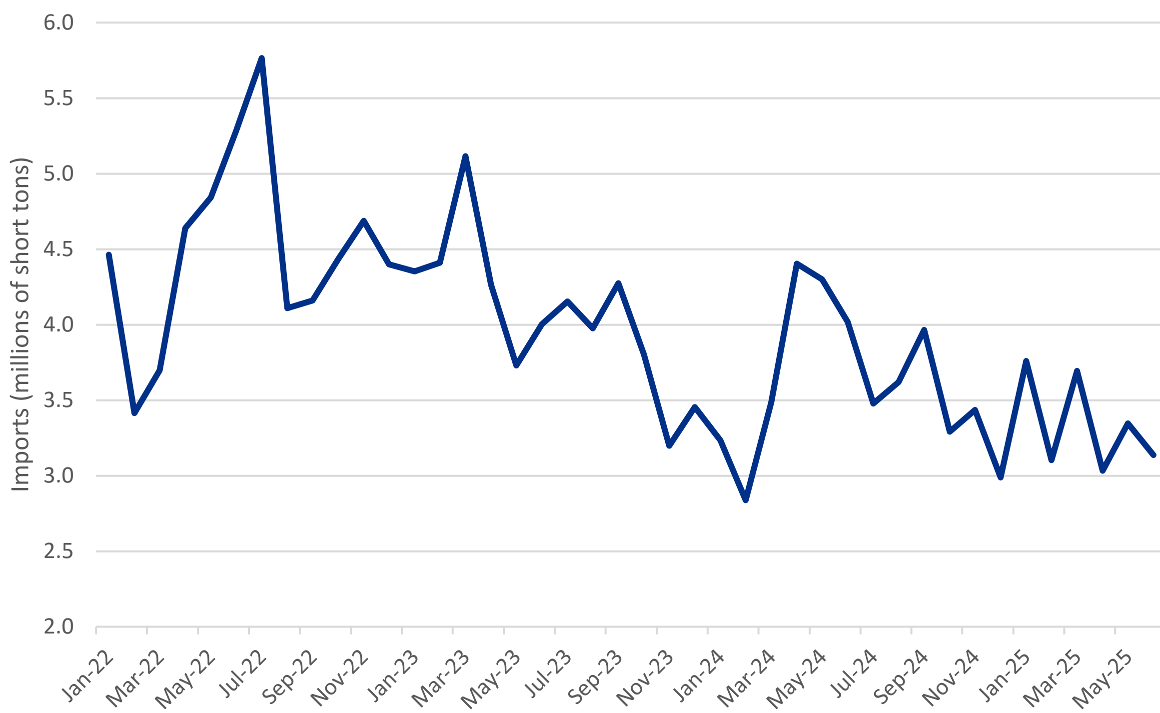
Sources: BTS and Large-Scale International Boundaries Office of the Geographer and Global Issues at the U.S. Department of State, February 2025.

[8] Saudi Arabia has ports both on the Persian Gulf and the Red Sea. Persian Gulf ports accounted for 77 percent of exports and Red Sea ports accounted for 23 percent of exports in November 2024 through October 2025.

Other U.S. imports that passed through the Strait included oil (not crude), petrol and bitumen minerals, fertilizers, cement, and aluminum. The top U.S. ports with imports that transited the Strait in 2025 (January through September) were Richmond, CA (5.8 million short tons), Port Arthur, TX (4.3 million short tons), and Long Beach, CA (3.9 million short tons) (U.S. Census Bureau, 2025).

For the United States, imports via Persian Gulf ports have been declining overall (Figure 25). In 2025, imports were overall lower than in previous years, with the total for January through June 2025 10 percent lower than the same period in 2024, 22 percent lower than in 2023, and 24 percent lower than in 2022. The month with the fewest imports was February 2024, followed by December 2024, April 2025, February 2025, and June 2025.

Figure 25. U.S. Import Tonnage from Persian Gulf Ports via Vessels, January 2022 through June 2025

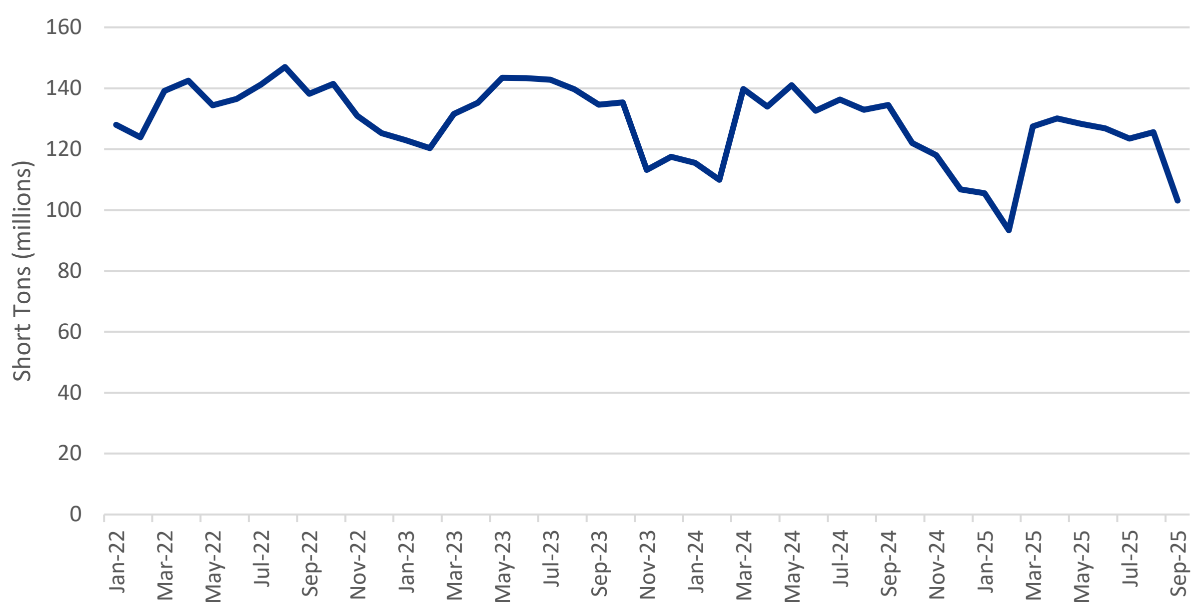


Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon U.S. Department of Commerce, Census Bureau, USA Trade Online, available at www.census.gov as of August 2025.

Top exports from the U.S. to countries that require passage through the Strait in 2025 through September are petroleum gases and other gaseous hydrocarbons (720 thousand short tons), motor cars and vehicles for transporting persons (515 thousand short tons), and corn (360 thousand short tons). The top export ports were New Orleans, LA (792 thousand short tons), Houston, TX (498 thousand short tons), and Savannah, GA (466 thousand short tons).[9]

Considering all trade through the Strait (not just the U.S.), the top three commodities through the Straight are mineral products, chemical products, and vegetable products (IMF, 2025). In 2025, the Strait is on track to have the lowest cargo throughput since 2022-2024. The trade volume in 2025 (as of September 2025) was lower than the same time period in 2024 by 10 percent, in 2023 by 12 percent, and in 2022 by 14 percent. Overall, there is a seasonal trend, with lows in December through February (Figure 26). In addition, February 2025 had the lowest monthly cargo volume, followed by September 2025 and January 2025.

Figure 26. Strait of Hormuz - Monthly Trade Volume (short tons), January 2022 through September 2025



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon data from the International Monetary Fund. 2025PortWatch. Strait of Hormuz. Accessed October 21, 2025. https://portwatch.imf.org/pages/port-monitor.

Although tonnage data are not disaggregated by commodity type, the number of transits is provided for tankers and cargo ships. The majority (61 percent) of vessels transiting the Strait are tankers, followed by dry bulk (17 percent), and containerships (15.5 percent) (IMF, 2025).

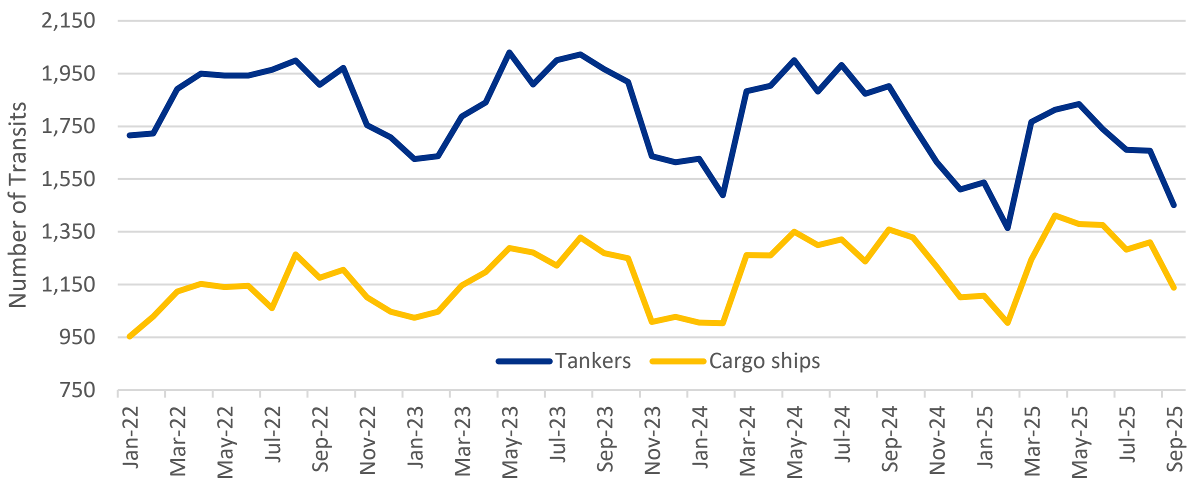
The number of tanker transits appears to be seasonal, with peaks in late Spring through summer and troughs in December through February (Figure 27). However, in 2025, the number of transits was overall lower than those in previous years, with the total for January through September 2025 being 10 percent less than the same time period in 2024, 12 percent less than

[9] Port data is from USA Trade Online which uses CBP port definitions.

in 2023, and 13 percent less than in 2022 The month with the smallest number of tanker transits was February 2025, followed by February 2024 and then September 2025.

The number of cargo ship transits also appears to be seasonal, with peaks in Spring through early Fall and troughs in December through February. In 2025, the number of transits was higher than in previous years, with the total for January through September 2025 1 percent higher than the same period in 2024, 4 percent higher than in 2023, and 12 percent higher than in 2022. Thus, the number of cargo ships is moving in a different direction from that of tankers. The highest number of cargo ship transits occurred in April 2025, followed by May 2025 and June 2025; the lowest occurred in January 2022, followed by February 2024 and February 2025. Thus, trends in cargo movement are more closely aligned with tanker transits than with cargo vessel transits.

Figure 27. Strait of Hormuz - Monthly Number of Transits by Vessel Type, January 2022 through September 2025



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon data from the International Monetary Fund. 2025PortWatch. Strait of Hormuz. Accessed October 21, 2025. https://portwatch.imf.org/pages/port-monitor.

4.2. BRIDGE CONDITIONS AT TOP-RANKING PORTS

In 2024, ships moved 42.4 percent of the value ($2.2 trillion) and 79.2 percent of the weight (1.7 billion tons) of U.S.-international freight trade (U.S. Census Bureau, 2025). Many of the ports that handle this volume are served by navigable waterways crossed by bridges, requiring vessels to pass beneath them to access the ports. These bridges can pose multiple challenges, such as a limited air draft that constrains ship size or the need to navigate around the bridge's supports. The 2024 collapse of the Francis Scott Key Bridge, which carries I-695 across the Patapsco River in Baltimore, MD, resulting from a strike by a containership, highlights the risks posed to the nation's multimodal freight infrastructure. Infrastructure and vessel technology do not necessarily develop in tandem, leaving infrastructure vulnerable to more modern ships and constraining port capacity, thereby reducing economic opportunities. Maintaining bridges in a state of good repair is vital to both waterside and landside port access.

48 ports are in the Top 25 for TEU, Tonnage, or Dry Bulk. Of these 48, a spatial analysis revealed that 39 had at least one bridge that crossed a navigable waterway, for which vessels were required to transit under the bridge to access ports, or whose collapse would affect vessel movement and port activity. Some of these bridges provide the only access to ports, particularly inland ports (Table 9).

The analysis also revealed that 33 percent of the Top 25 ports have bridges in poor condition. The average age of these bridges was 55 years. Of the 173 bridges, 122 (nearly 70 percent) were built before 1991, before the vulnerability assessment requirement to estimate the annual frequency of bridge collapse by vessel collision (Table 9). Neither the Federal Highway Administration (FHWA) nor the American Association of State Highway and Transportation Officials (AASHTO) can mandate vulnerability assessments for bridges designed before the release of AASHTO's 1991 guide specifications (National Transportation Safety Board (NTSB), 2025). As a result, many bridges have not been assessed.

Table 9. Condition of Highway Bridges at the Top 25 Ports

Top 25 Port	Overall Condition for Highway Bridges			Grand Total
	Poor	Fair	Good	
Baltimore, MD		2		2
Beaumont, TX	1	1		1
Boston, MA	1	1	1	3
Cleveland-Cuyahoga Port, OH	1	4	4	9
Corpus Christi, TX		8		8
Detroit-Wayne County Port, MI	2	3		5
Duluth-Superior, MN AND WI	1	2		3
Honolulu, O'ahu, HI		1	1	2
Houston Port Authority, TX		4		4
Jacksonville, FL		3		3
Lake Charles Harbor District, LA		1		1
Mid-America Port, IA, IL, and MO	2	4	1	7
Mobile, AL		1		1
New Bourbon Port Authority, MO	1			1
New Orleans, LA	1	7	1	9
New York, NY & NJ	1	5	4	10
Northern Indiana District, IL	5	3	1	9
Philadelphia Regional Port, PA		6		6
Plaquemines Port District, LA		1		1
Port Arthur, TX		1		1
Port Freeport, TX		2		2
Port of Charleston, SC		1	1	2
Port of Greater Baton Rouge, LA	3	2	1	6
Port of Long Beach, CA		2		2
Port of Los Angeles, CA	1			1
Port of Oakland, CA			1	1
Port of Portland, OR		4		4
Port of Savannah, GA		1		1
PortMiami, FL	1	9	10	20
Seattle, WA		7		7
South Jersey Port Corp, NJ	2	4		6
South Louisiana, LA		3		3
Southern Indiana District, IN	1	8		9
Tacoma, WA		1	1	2
Tampa Port Authority, FL			1	1
Toledo-Lucas County Port, OH		4	2	6
Virginia, VA	1	2	7	10
Wilmington, DE		3		3
Grand Total	**25**	**111**	**37**	**173**

Source: U.S. Department of Transportation (DOT), Bureau of Transportation Statistics (BTS), November 2025 special tabulation based on June 2025 delimited state data (latest available) from NBI ASCII raw data 2025. U.S. DOT, Federal Highway Administration (FHWA), Strategic Highway Network (STRAHNET), as of September 2025, available at geodata.bts.gov. U.S. DOT, BTS, Navigable Waterway Network, as of October 2025. U.S. Army Corps of Engineers (USACE), National Channel Framework, as of 2025. U.S. Army Corps of Engineers (USACE), Principal Port Boundaries as of 2025.
Note: All top 25 ports except for the Port of Pittsburgh, PA. Spatial join was performed between STRAHNET, USACE Principal Ports, Navigable Waterway Network, USACE National Channel Framework, and NBI, and verified bridge crossings with AIS marine traffic, port websites for terminal locations, and Google Earth. Highway bridge information based on identifying bridge structure numbers over water's lowest ratings. The lowest condition rating to be labeled in "Good" condition is 7, 8, 9, "Fair" condition is 5 or 6, and "Poor" condition is 0 to 4.

According to AASHTO standards, bridges crossing navigable waterways are considered critical/essential or typical. If a bridge is part of the Strategic Highway Network (STRAHNET), a subset of the National Highway System, which includes routes vital to military and strategic mobility, the bridge is classified as critical/essential. A spatial join between the network and port bridges, including highway, rail, private, and tunnel bridges, revealed that 26 of the 48 Top 25 ports have at least one bridge part of STRAHNET, thereby identifying them as critical/essential bridges. Notably, 33 of the 49 critical/essential bridges are highway bridges constructed before 1991 and are not required to undergo a vulnerability assessment, despite their vital role in maritime, highway, and military transportation and supply chains, as identified Table 10.

Table 10. Number of STRAHNET Bridges Located at the Top 25 Ports

Top 25 Port	Number of Critical/Essential Bridges (STRAHNET)
Baltimore, MD	3
Boston, MA	1
Cleveland-Cuyahoga Port, OH	1
Detroit-Wayne County Port, MI	1
Duluth-Superior, MN AND WI	1
Houston Port Authority, TX	1
Jacksonville, FL	1
Lake Charles Harbor District, LA	1
Mid-America Port, IA, IL and MO	2
Mobile, AL	1
New Orleans, LA	1
New York, NY & NJ	3
Northern Indiana District, IL	1
Philadelphia Regional Port, PA	2
Port of Charleston, SC	2
Port of Greater Baton Rouge, LA	1
Port of Oakland, CA	1
Port of Portland, OR	3
PortMiami, FL	1
South Jersey Port Corp, NJ	2
Southern Indiana District, IN	2
Tacoma, WA	1
Tampa Port Authority, FL	1
Toledo-Lucas County Port, OH	1
Virginia, VA	13
Wilmington, DE	1
Grand Total	**49**

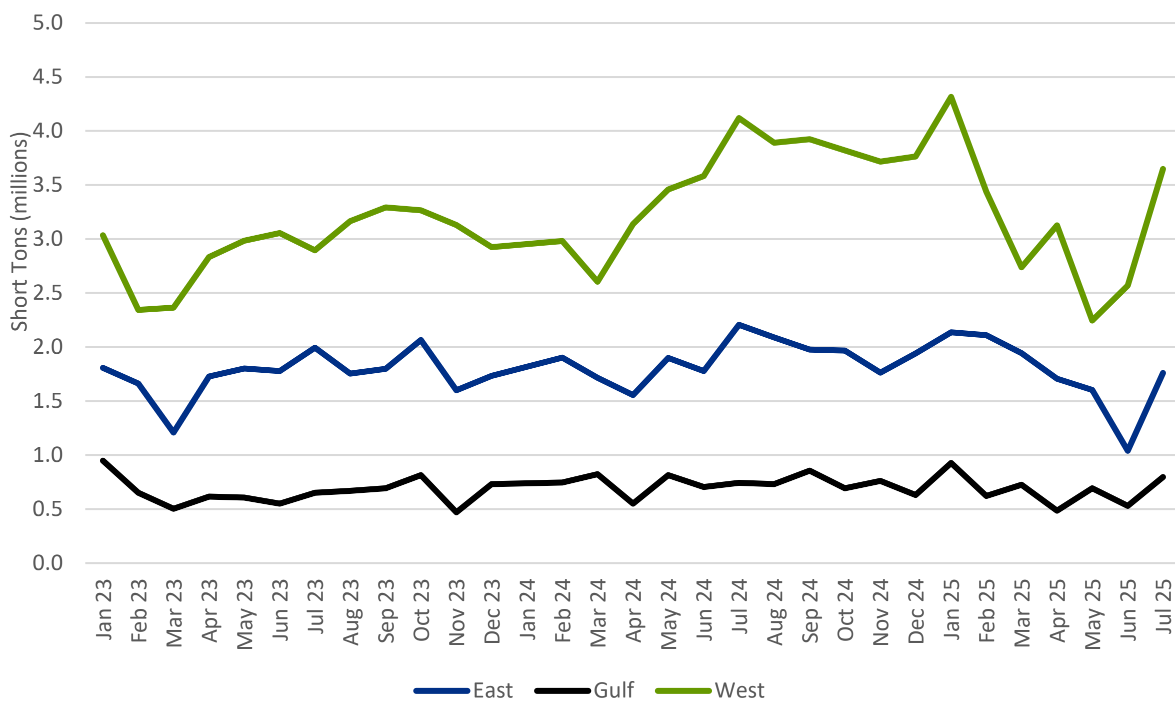
Source: U.S. Department of Transportation (DOT), Bureau of Transportation Statistics (BTS), November 2025 special tabulation based on June 2025 delimited state data (latest available) from NBI ASCII raw data 2025. U.S. DOT, Federal Highway Administration (FHWA), Strategic Highway Network (STRAHNET), as of September 2025, available at geodata.bts.gov. U.S. DOT, BTS, Navigable Waterway Network, as of October 2025. U.S. Army Corps of Engineers (USACE), National Channel Framework, as of 2025. U.S. Army Corps of Engineers (USACE), Principal Port Boundaries as of 2025.
Note: All top 25 ports except for the Port of Pittsburgh, PA. A spatial join was performed using STRAHNET, USACE Principal Ports, the Navigable Waterway Network, the USACE National Channel Framework, and the NBI. Verified bridge crossings with AIS marine traffic, port websites for terminal locations, and Google Earth. Highway bridge information based on identifying bridge structure numbers over water’s lowest ratings.

4.3. WATERBORNE TRADE WITH CHINA

Waterborne trade with China has been a growing focus of U.S. trade policy. This includes tariffs on Chinese imports and the consideration of port fees for Chinese-built or operated ships taken pursuant to the Section 301 investigation on China's *Targeting the Maritime, Logistics, and Shipbuilding Sectors for Dominance* (Office of the U.S. Trade Representative, 2025). As of November 1, 2025, the United States will suspend for one year, starting on November 10, 2025, the implementation of the responsive actions pursuant to the Section 301 investigation (The White House, 2025)

In 2024, U.S. ports imported 74.5 million short tons of cargo from China, worth $293.5 billion. For January 2025 through July 2025, 39.5 million short tons were imported, valued at $137 billion, a 5.6 percent increase in tonnage over the same period in 2024. Figure 28 shows the monthly trends in Chinese imports for East, Gulf, and West Coast ports from January 2023 through July 2025. One can see that West Coast ports import the most Chinese goods, followed by East Coast ports, and then the Gulf Coast ports. Peaks occurred on the West and Gulf coasts in January 2025, making it the second-highest month for East Coast ports. A low occurred in May 2025 for West Coast ports and in June 2025 for East Coast ports (which was also a low month for West Coast ports).

Figure 28. Monthly Trade Volume (short tons) of Chinese Imports by Coast, January 2023 through July 2025

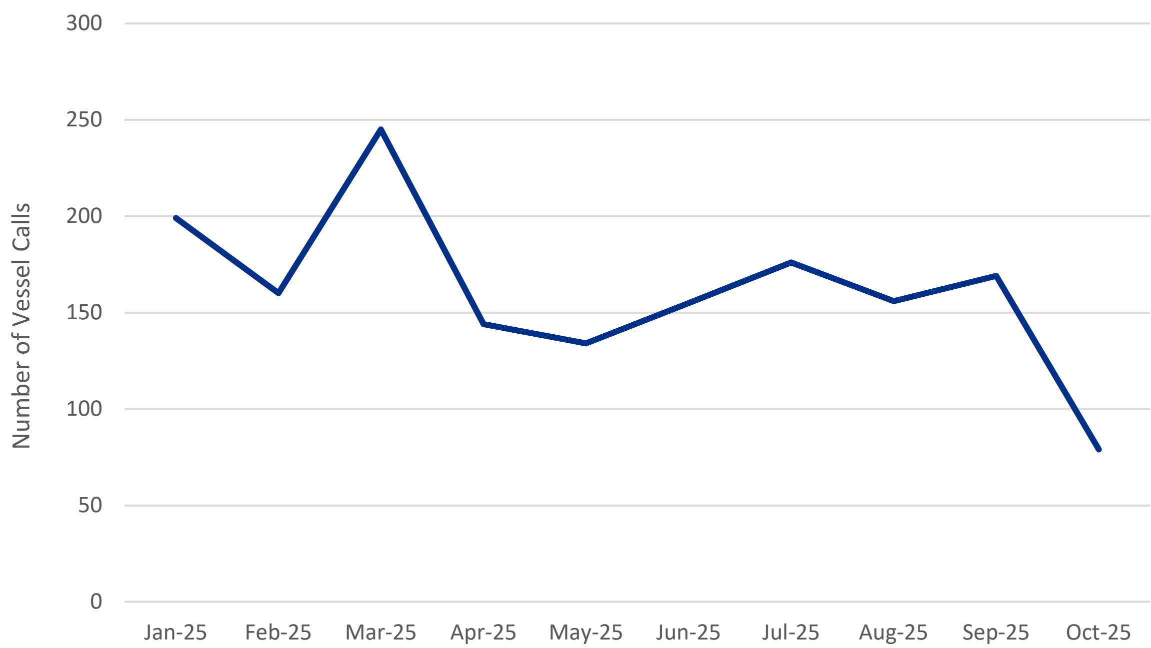


Source: U.S. Census Bureau. 2025. USA Trade Online. Accessed November 13, 2025. https://usatrade.census.gov/

The Port of Los Angeles recorded the largest imports from China for Jan-July 2025, at 13.2 million short tons, more than 2.5 times the next-largest port, the Port Authority of New York and New Jersey.

Vessels for which the country of economic benefit is China fly under many flags. Thus, to identify vessels for which China is the country of economic benefit, a commercial database was used. From January through October 2025, 1,617 vessels for which China was the country of economic benefit called at U.S. ports.[10] This accounted for 2.8 percent of recorded vessel calls. In contrast, there were just 103 Chinese-flagged vessel calls during this time period. The port with the most calls was Houston (285), followed by the Port of Long Beach (198) and the Port of South Louisiana (143). Figure 29 shows the total number of calls by these vessels by month for January 2025 through October 2025. There was a spike in March and a low in October. Compared to all vessel calls, the highest percentage of Chinese beneficiary vessels was in January (4.26 percent), and the lowest was in October (2.93 percent).

Figure 29. Number of Vessel Calls that Economically Benefit China, January-October 2025



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon automatic identification system data analyzed by the Waterways Intelligence Monitoring System. Accessed November 11, 2025. https://wims.trabus.com/login.

4.4. INNOVATIVE METHOD TO PREDICT TEU VOLUMES

Port authorities publicly release monthly throughput statistics, including TEU imports and exports, as well as the number of loaded and unloaded containers. However, these are posted with a one to two-month delay. To address this temporary data gap, a statistical forecasting model is used to generate data-driven estimates.

Preliminary estimates for the port data are generated using an Auto-Regressive Integrated Moving Average (ARIMA) model. ARIMA is a statistical forecasting model designed for time-

[10] The U.S. Department of Transportation SeaVision vessel database was used to identify vessels with China as the country of economic benefit.

series data, in which observations are recorded sequentially over time. The model predicts future values by analyzing patterns in past data and prior forecast errors.

Specifically, ARIMA combines three components:

Autoregressive terms (p): capture dependence on previous observations.

Integrated terms (d): indicate the number of differencing operations applied to remove trends and make the data stationary

M**oving average terms (q):** capture dependence on previous forecast errors.

By selecting appropriate values for p, d, and q, ARIMA models can capture both short-term dynamics and long-term trends, producing reliable short-range forecasts. In this context, the model provides preliminary estimates of port activity, loaded imports, and loaded exports when the latest port authority statistics are unavailable.

The ARIMA model was applied to the top 10 ports by TEU. To maintain a consistent analysis period across ports, publicly available monthly TEU data from port authorities' websites were used for January 2003 to August 2025. Exceptions were for two ports:

- Port of New York & New Jersey (for which data was available starting in January 2011)
- Port of Virginia (for which data was available starting in January 2019).[11]

The model was applied to forecast monthly values for September 2025 through December 2025; the results are presented below.

Instances in which preliminary forecast values are repeated often occur when the ARIMA model cannot detect meaningful temporal structure in the data. In such cases, the model automatically selects simple parameter combinations—typically (p, d, q) = (0, 1, 0) or (0, 1, 1)—which represent a random walk or a random walk with simple smoothing. This usually indicates that the dataset is too short, lacks a discernible trend or seasonality, or is largely random. In these situations, the model has no systematic pattern to exploit for prediction.

Preliminary estimates are included for the top three ports with the largest amount of imported and exported TEUs, which are Los Angeles, CA, Long Beach, CA, and the Port of NY & NJ (Figure 30 through Figure 35).

---

[11] https://www.portoflosangeles.org/business/statistics/container-statistics
https://www.polb.com/business/port-statistics/#teus-archive-1995-to-present
https://www.panynj.gov/port/en/our-port/facts-and-figures.html
By the Numbers - Georgia Ports Authority (gaports.com)
https://porthouston.com/about-us/statistics/
https://operations.portofvirginia.com/port-statistics
https://www.nwseaportalliance.com/stats-stories/cargo-stats
http://scspa.com/about/statistics/

Figure 30. ARIMA Estimates for Los Angeles, CA - Import, Loaded TEUs

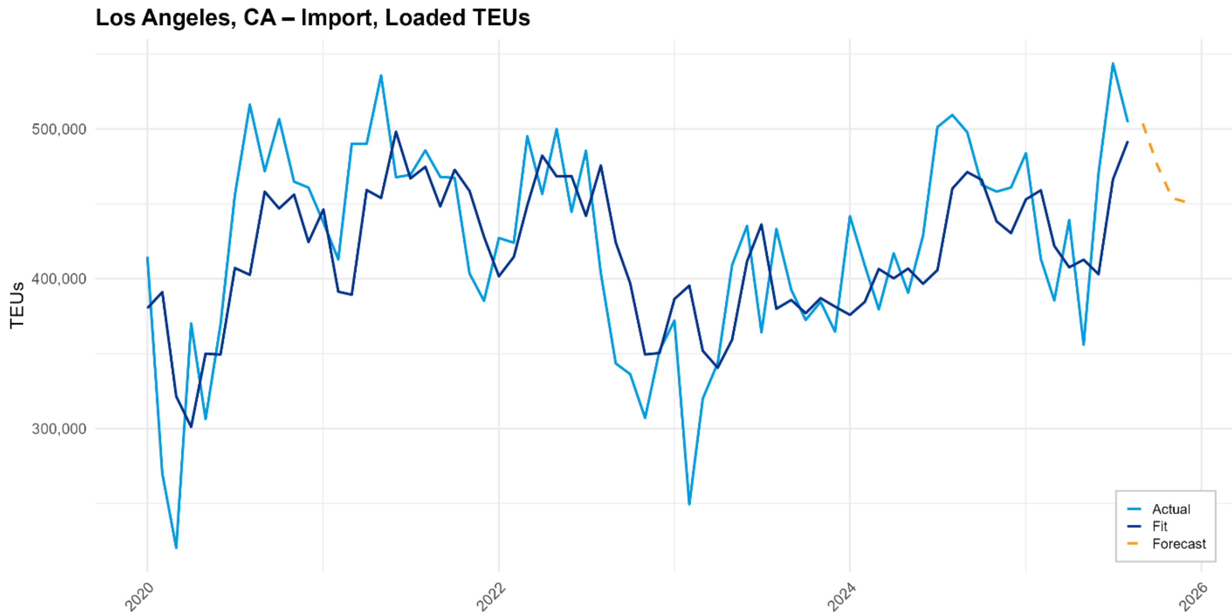
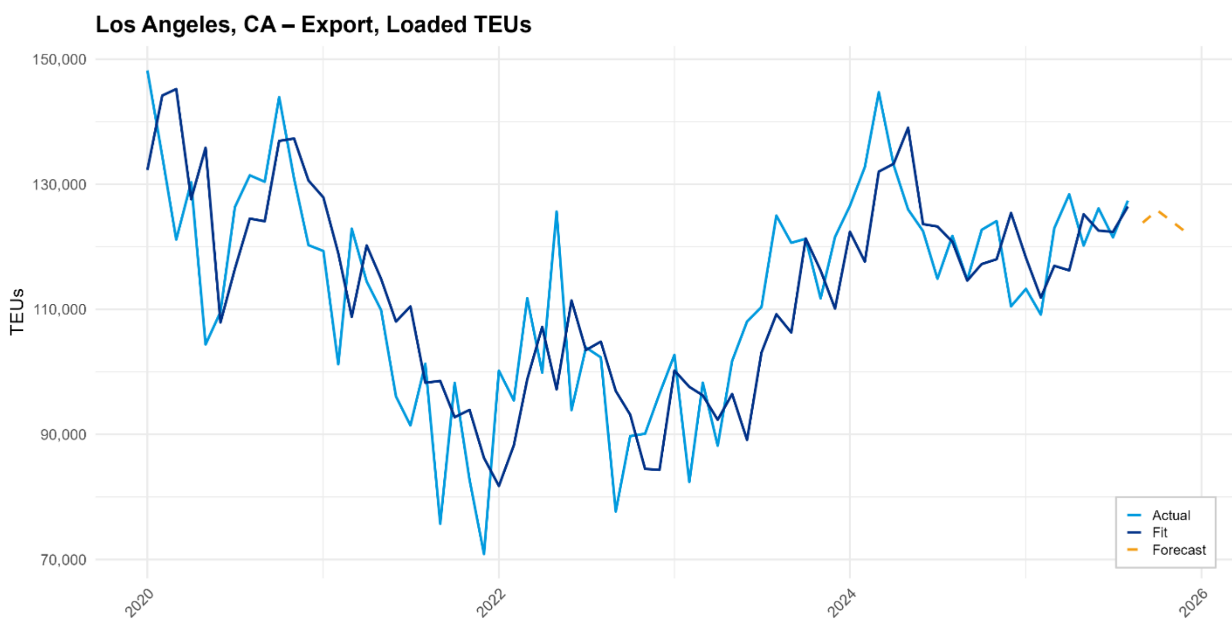


Figure 31. ARIMA Estimates for Los Angeles, CA - Export, Loaded TEUs



The Mean Absolute Error (MAE) and the Mean Absolute Percentage Error (MAPE) for the Port of Los Angeles loaded imports were 30,040 and 8.56%, respectively. For loaded exports, there were 8,485 and 6.51%, respectively. MAE is calculated as the average absolute difference between the predicted and ground truth values. On the other hand, MAPE is calculated as the absolute percentage difference between the predicted and ground-truth values. From these performance metrics, it can be inferred that the preliminary estimates for loaded imports would be within 30,040 TEUs (8.56%) and for loaded exports, within 8,485 TEUs (6.51%).

Figure 32. ARIMA Estimates for Long Beach, CA - Import, Loaded TEUs

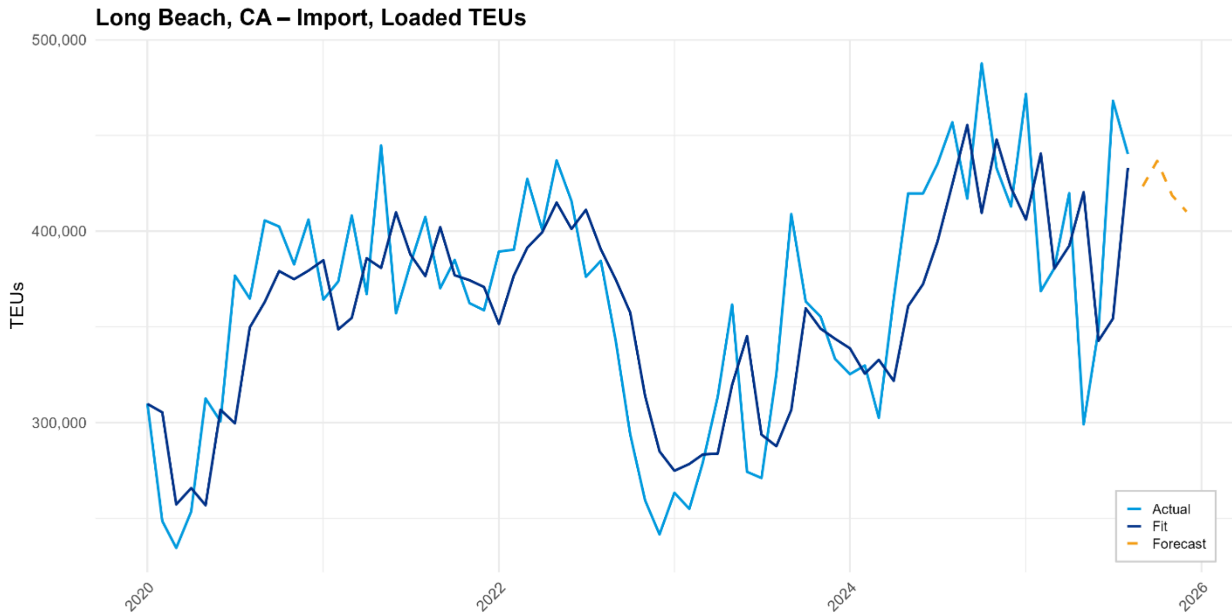
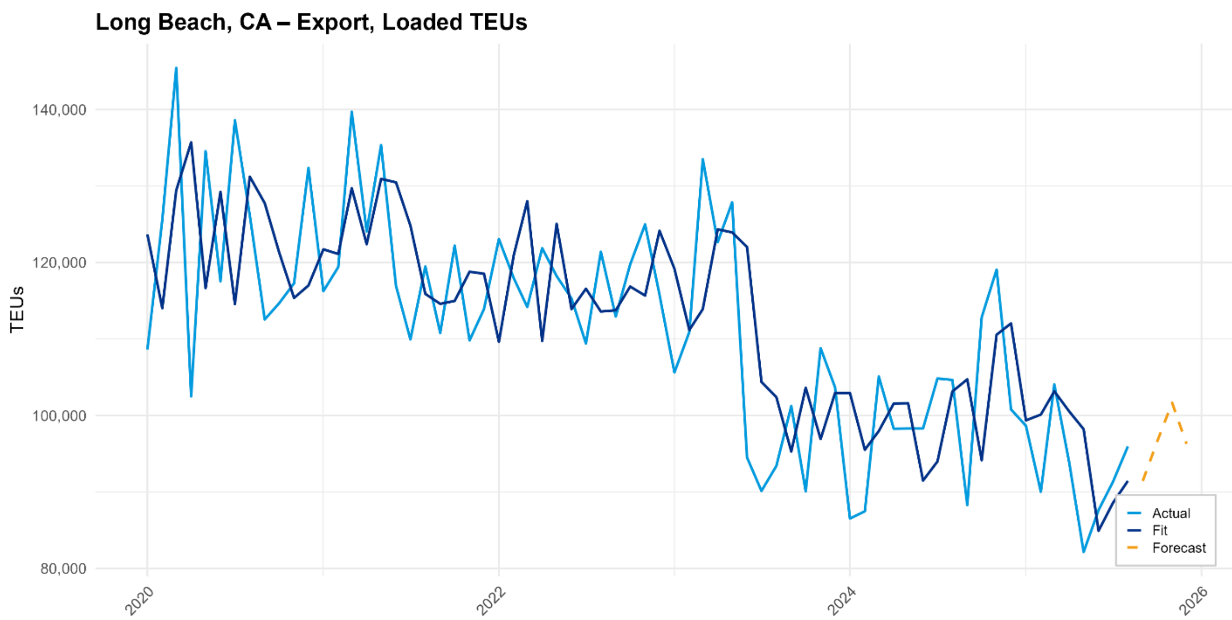


Figure 33. ARIMA Estimates for Long Beach, CA - Export, Loaded TEUs



For Long Beach, the MAE and MAPE for loaded imports were 23,896 and 8.17%, respectively, while loaded exports were 7,824 and 6.74%, respectively.

Figure 34. ARIMA Estimates for Port of NY & NJ - Import, Loaded TEUs

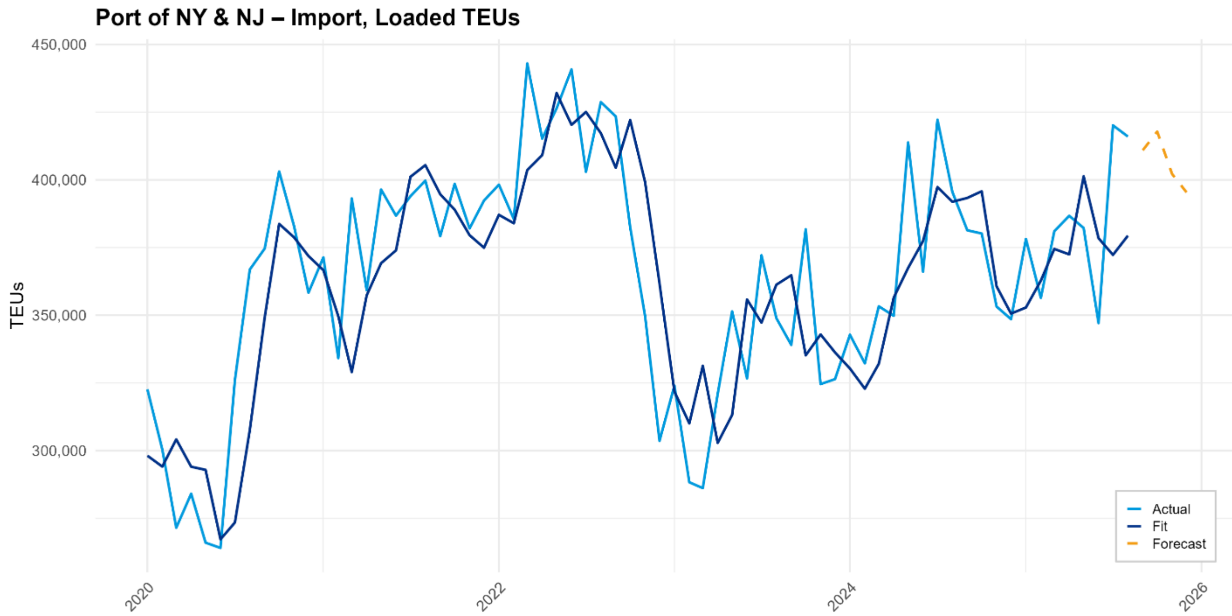
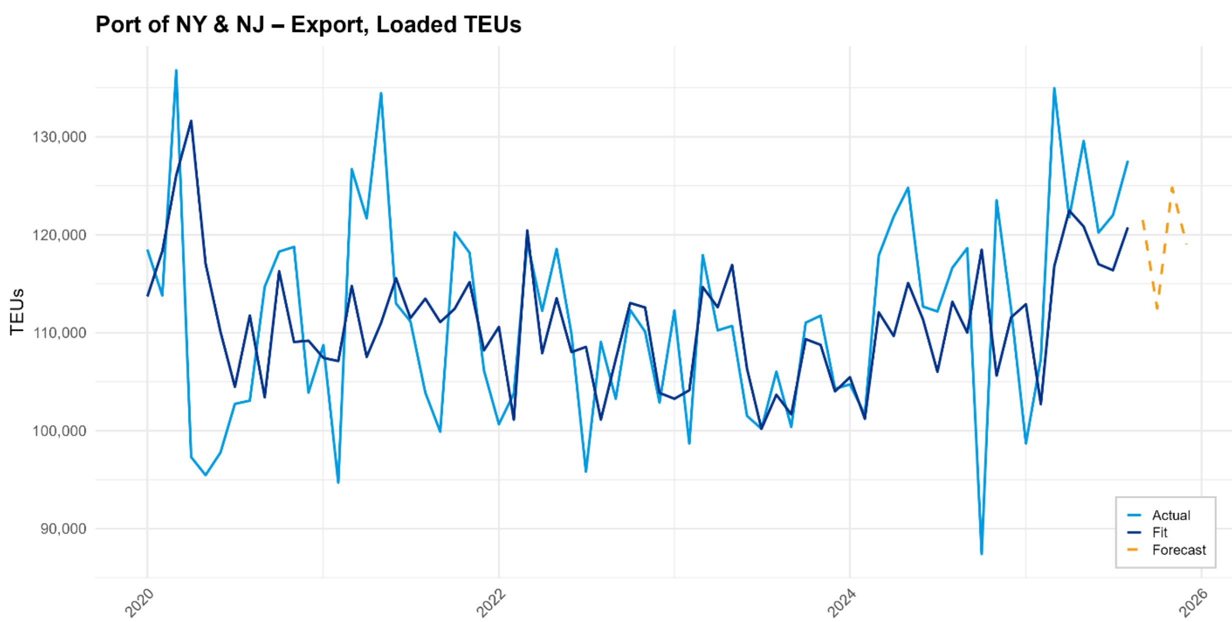


Figure 35. ARIMA Estimates for Port of NY & NJ - Export, Loaded TEUs



For the Port of NY & NJ, the MAE and MAPE for loaded imports were 15,778 and 5.21%, respectively, while for loaded exports, they were 6,016 and 5.22%, respectively.

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

References

114th Congress. 2015. *Fixing America's Surface Transportation Act*. Washington, DC: Government Publishing Office. https://www.congress.gov/114/plaws/publ94/PLAW-114publ94.pdf. Last accessed December 15, 2024.

Brown, P., O'Rourke, R., Ratner, M., Rosen, L. W., & Thomas, C. (2025). *Iran Conflict and the Strait of Hormuz, Oil and Gas Market Impacts.* Washington, D.C.: Library of Congress.

IMF. (2025, October 21). *PortWatch*. Retrieved from Strait of Hormuz: https://portwatch.imf.org/

National Transportation Safety Board (NTSB). (2025). *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies.* Washington DC.

Navigation and Civil Works Decision Support Center. (2021). *The U.S. Coastal and Inland Navigation System 2021 Transportation Facts & Information.* U.S. Army Corps of Engineers.

Office of the U.S. Trade Representative. (2025). *Report on China's Targeting of the Maritime, Logistics, and Shipbuilding Sectors for Dominance.* Washington, D.C.: Executive Office of the President of the United States.

U.S. Census Bureau. (2025). *USA Trade Online*. Retrieved from https://usatrade.census.gov/

U.S. Department of Transportation, Federal Highway Administration. (2024, April 9). *Intermodal Connectors*. Retrieved October 2025, from National Highway System: https://www.fhwa.dot.gov/planning/national_highway_system/intermodal_connectors/

Wakeman, Thomas. H. Ⅲ. 2012. *PPFSWG Recommendations*. Washington, DC: Bureau of Transportation Statistics. https://www.bts.gov/content/ppfswg-recommendations. Last accessed January 5, 2025.

Appendix A. Port and Cargo Definitions

PORT GOVERNANCE

Ports are organized and governed in several ways, with implications for port definitions and data availability.

A port authority (also sometimes called a harbor district) is a government entity that either owns or administers the land, facilities, and adjacent bodies of water where cargo is transferred between modes. Most ports are governed by port authorities or harbor districts, which are often part of local or state government. A port authority promotes overall port efficiency and development, maintains port facilities, and interacts with other government bodies. Additional activities include business development and management of infrastructure finances. While the structure, powers, and roles of port authorities vary, the American Association of Port Authorities states that they “share the common purpose of serving the public interest of a state, region or locality.”[Sherman 1999]. Port authorities may act in the following ways:

- **Landlords**—These types of port authorities build and maintain terminal infrastructure and provide major capital equipment, but are not engaged in operations. The Port of Los Angeles, the Port of New York and New Jersey, and the Port of Oakland are examples of landlord ports. In this capacity, port authorities may also offer concessions to tenants who make infrastructure improvements.
- **Operators**—These types of port authorities directly operate some or all the terminals in the jurisdiction. For example, the Houston Port Authority operates a port.
- **Jurisdictional bodies**—These types of port authorities oversee private terminals, which are responsible for providing and operating their own infrastructure. For example, the Ports of Cincinnati-Northern Kentucky is a jurisdictional body.

A port authority’s jurisdiction typically extends over land, where it may include granting concessions, approving construction, and making policy decisions, and over water, where jurisdiction is primarily focused on navigation improvements. A port may own and operate an extensive range of facilities over a large area, many of which may not be water-related. Several port authorities (e.g., Oakland and Portland) also operate airports. The Port Authority of New York and New Jersey operates airports, tunnels, bridges, and transit systems as well as the seaport.

Certain states, such as South Carolina and Georgia, have statewide port authorities that administer some or all ports within their jurisdiction. Boards of appointed members typically lead these entities. These port authorities may also directly operate port facilities within the state. A state port authority may be a separate state department or located within that state’s Department of Transportation.

Port authority jurisdictions may cross state boundaries. The Port Authority of New York and New Jersey and the Ports of Cincinnati-Northern Kentucky are examples of jurisdictions spanning multiple states.

Port authorities typically have jurisdiction over public terminals. Port authorities have jurisdiction over most U.S. container terminals, although some container terminals are owned or leased by private interests. Private bulk terminals are typically outside the jurisdiction of public port authorities, although they remain subject to U.S. Coast Guard and federal regulations. Public port authorities may also own or administer bulk and ro-ro terminals.

Public port authorities generally make selected data on their infrastructure and cargo operations available to the public. Data are usually presented on port authority websites, in annual reports, or in special reports or brochures. BTS uses data from these sources to supplement government and trade association sources and cross-checks the data to ensure accuracy and consistency.

Many dry bulk, liquid bulk, and Ro/Ro terminals are owned and operated by private firms and may or may not fall within the jurisdiction of public port authorities. These terminals tend to be of the following three types:

1. **Terminals owned by vessel or barge operators to serve their own operations—**The primary revenue source for these terminals is the transportation service being offered.
2. **Terminals owned by cargo interests, such as grain terminals owned and operated by grain exporters or petroleum terminals operated by refinery owners**—The primary revenue source for these operations is the cargo and prior or subsequent processing rather than the transportation or terminal services.
3. **Terminals owned and operated by marine terminal operators**—These facilities derive their revenue from cargo handling services.

This report presents performance data at the port level, which often includes both public and private terminals. When possible, the profiles focus on the public terminals as port authorities tend to make capacity and throughput data more readily available through public forums. The wide variety of port ownership, leasing, control, and operational arrangements leads to substantial variation in the collection, synthesis, and availability of capacity and throughput data. For example, private terminals may or may not publish data on their operations and infrastructure, whereas a refinery may report the total volume of petroleum processed but not how much was received by vessel versus pipeline. Nationally consistent data are limited for private terminals that are not administered by a port authority.

As these observations suggest, this report provides a detailed picture, as well as consistent capacity and throughput measures, of public and private terminals governed by port authorities.

CARGO TYPES

In general, the cargo types handled and geographic location determine the physical characteristics of a port and the relevance of various capacity and throughput metrics. Specifically, different cargo types require different vessels, terminal configurations, and handling equipment.

Waterborne cargo is classified into the following five primary types:

1. Containerized
2. Dry bulk
3. Liquid bulk
4. Break-bulk
5. Ro-ro

FAST Act Section 6018 specifies containerized and dry bulk cargoes as statistical categories; these are addressed in detail in the next two sections. The other cargo types are also discussed briefly. The total tonnage statistics included in this report and the port profiles[12] include all five cargo types.

A large port typically has multiple terminals that together can handle a wide range of cargo types; however, individual terminals are usually designed to handle a single cargo type. The requirements of loading, unloading, and storing different cargo types lead to major differences in terminal design and overall port infrastructure.

CONTAINERIZED CARGO

Containerized cargo, which includes most consumer goods imported into the United States, has been the chief focus of concerns regarding port performance. Cargo is containerized when placed in standard shipping containers that can be handled interchangeably on vessels, at terminals, and by inland transport modes. Standardized containers used in international maritime trade come in three lengths: 20, 40, and 45 ft. Standard containers are typically 8 ft wide and 8.5 ft high, regardless of length. Almost any commodity can be moved in standardized shipping containers when appropriately packed, but containerized cargo typically comprises the highest-value and most time-sensitive commodities. Two-thirds of maritime cargo are shipped in traditional containers.[13]

Container cargo volume and the capacity of containerships are usually measured in TEUs, each nominally equal to one 20-ft container. Loaded and empty containers occupy the same space and are equal in terms of TEUs. Forty-foot Equivalent Units (2 TEUs) are used less frequently in describing throughput and capacity metrics, even though 40-ft containers dominate international trade and account for approximately 90 percent of waterborne containers. There are also some 45-ft containers used in international trade (typically equal to 2.25 TEUs, although sometimes counted as 2.0 TEUs). Conversion factors are used to shift between TEUs and container counts, thereby allowing the comparison of total container volumes and other metrics. Container vessels range in capacity from barges that can carry approximately 100 TEUs to ships capable of carrying over 20,000 TEUs.

DRY BULK CARGO

Dry bulk cargo includes unpacked and homogenous commodities, such as grain, iron ore, and coal. The size of a dry bulk terminal is determined by cargo volume, the number of commodity types, and vessel call frequency. Larger cargo volumes require more space, as does the handling of multiple commodities that must be kept separated. Dry bulk terminals usually handle solely imports or exports and are designed accordingly, unlike container terminals that handle both imports and exports.

---

12 Each port listed is profiled separately in an interactive port profile, which are available online at Port Performance Freight Statistics Program (bts.gov).

13 https://www.gao.gov/products/gao-22-104210.

OTHER CARGO TYPES

Other cargo types are not specified in FAST Act Section 6018, although other cargo tonnage is included in the total tonnage data reported here. Other cargo types include liquid bulk cargoes, break-bulk cargoes, and Ro/Ro cargoes, which are defined as follows, per the Port Performance Freight Statistics Program Glossary [U.S. Department of Transportation Bureau of Transportation Statistics 2024]:

- **Liquid Bulk**—Cargo shipped in fluid form in tanker holds without packaging or containerization that is typically transferred with pump and piping or hoses. Major liquid bulk commodities include petroleum products, liquid natural gas, and liquid chemicals.
- **Break-Bulk**—A category of cargo that is non-containerized and typically requires handling equipment to load and unload. Examples include bundled lumber or steel products moved by cranes or project cargoes of many types. Break-bulk cargoes are sometimes also called general cargo, and ro-ro cargoes are sometimes classified as break-bulk.
- **Ro-ro**—(1) Cargo that can be loaded onto a vessel with ramps, whether under its own power or pulled/pushed by another vehicle; (2) Any specialized vessel designed to carry Ro/Ro cargo, or a terminal that serves such vessels.

PORT COMPONENTS

The ports profiled in this report are complex entities with both physical and institutional components that differ by function, cargo type, and geographic location. The characteristics of these components and their interactions determine a port's overall capacity and annual throughput. Although publicly available measures do not exist for all components, those with nationally consistent measures are reflected in the port profiles.[14] Table 11 summarizes these key components and their connection to throughput and capacity measures.

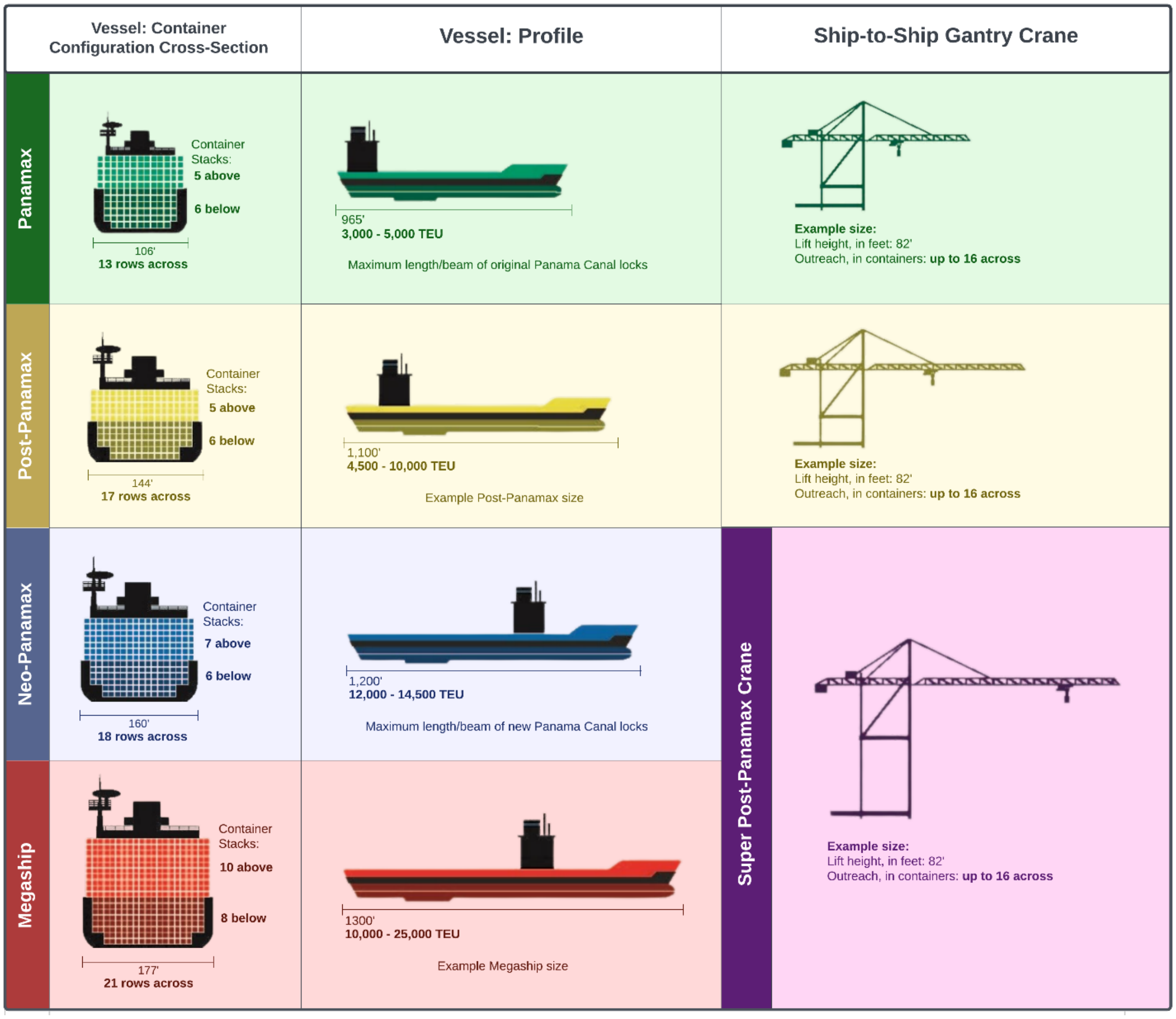
[14] Each port listed is profiled separately in an interactive port profile, which are available online at Port Performance Freight Statistics Program (bts.gov).

Table 11. Key Port Components and Their Impact on Port Infrastructure

Component	Description	Connection to Throughput and Capacity
Berth	A place to stop and secure a vessel for cargo transfer or other purposes. Berth locations are often determined by the availability of securement points on the wharf and may not have fixed sizes or boundaries.	The length of berths is significant for container and break-bulk terminals, where the full length of the vessel must be accessed. Berth length is less significant for bulk and Ro/Ro terminals, where unloading and loading operations use conveyors, ramps, or other means that do not involve the full vessel length. Insufficient berth availability can result in vessels waiting to be unloaded and loaded.
Waterside access	The waterways, channels, reaches, and anchorages that enable vessels to reach a port.	Limited waterside access can constrain the number and size of vessels that can call at a terminal.
Channel	A designated navigable waterway leading from open water to port terminals. Many channels have had sediment and other materials removed from the bottom of the channel (a process known as dredging) to accommodate larger vessels and require periodic maintenance dredging to keep them navigable.	The shallowest point of a channel can be a limiting factor on the size of ships that can access a terminal. Channel access may also be limited by air draft restrictions imposed by bridges.
Terminal	A port facility where vessels are discharged or loaded. Terminals can be defined by their facilities, equipment, the type of cargo handled, physical barriers or boundaries, ownership or operating structure, and other characteristics. Terminals may be operated by a port authority, independent marine terminal operators, vessel operators, or private companies handling their own cargo.	Many ports contain numerous terminals, each with its own berths, equipment, and landside storage space, and which may be adjacent to each other or separated by many miles. Terminals vary widely in configuration and infrastructure, and the number and size are therefore not consistent indicators of port capacity. However, terminal design, size, and infrastructure availability have a significant impact on both throughput and capacity.
Loading and unloading equipment	The fixed or mobile terminal equipment needed to handle different vessel and cargo types.	Cargo and vessel types vary greatly. Most container vessels are loaded and unloaded with shore-side gantry cranes (“container cranes”). Smaller vessels and barges may be handled with on-board equipment (“ship’s gear”) or with mobile harbor cranes. Ro/Ro vessels and barges are loaded and unloaded via ramps. Bulk and break-bulk terminals use a combination of fixed and mobile equipment that typically allows for faster loading and unloading of a vessel, but operations may still be limited by landside infrastructure and operational efficiency.

Figure 36 illustrates how changes in vessel size impact port infrastructure. Larger vessels require longer berths, larger loading and unloading equipment, and more cargo or container storage space.

Figure 36. Container Vessel Size and Corresponding Port Infrastructure



Source: BTS.
Note: All cranes or vessels are to scale with each other, but the scale differs between columns.

PORT GEOGRAPHY

The U.S. Army Corps classifies ports as coastal, Great Lakes/St. Lawrence Seaway, or river ports. U.S. coastal ports include those on the East (Atlantic), West (Pacific), and Gulf coasts, as well as those in Alaska, Hawaii, and Puerto Rico. The Great Lakes and Seaway ports include public and private facilities in the eight Great Lakes states (Illinois, Michigan, Ohio, Indiana, Wisconsin, Pennsylvania, New York, and Minnesota). River ports primarily include those on the Mississippi, Columbia-Snake, and Ohio inland waterway systems. Port classifications are defined as follows:

- **Coastal ports**—These ports typically handle larger ships than Great Lakes or river ports as they can meet the deeper draft requirements and greater cargo handling needs of vessels on major international trade routes. Coastal ports tend to have terminals in a compact geographic area. All container ports profiled in this report are coastal ports, due to economies of scale in container terminals and the lack of high-volume container services on U.S. inland waterways.
- **Great Lakes and Seaway ports**—These ports serve ocean-going vessels during their primary season but close during winter months. Lake terminals can resemble coastal and river facilities, with cargo type and vessel size being the primary factors influencing terminal design.
- **River ports**—These ports can be classified into three broad categories. The first group includes general-purpose facilities that accommodate a wide range of commodities and vessels. The second group includes public facilities designed to handle a single commodity. The third group includes industrial terminals, which are typically privately owned and operated for a manufacturing, agricultural, refining, or mining facility. River and inland waterway ports are more likely than coastal ports to consist of privately owned and operated terminals, given historical patterns of development. River ports may also have terminals many miles apart. These ports also typically handle smaller vessels than coastal ports, including barges.
- **Outside the Contiguous United States-** Ports that are outside of the contiguous United States (OCONUS) include ports in AK, VI, HI, and PR.

Appendix B. Port Rankings Extended

PORT RANKINGS BY TOTAL TONNAGE, 2023

The top 150 U.S. Ports ranked by total tonnage are listed in Table 12.

Table 12. Top 150 U.S. Ports by Total Tonnage, 2023

Rank	Port	Total (millions of short tons)
1	Houston Port Authority, TX	309.53
2	South Louisiana, LA	217.53
3	Corpus Christi, TX	189.78
4	New York, NY & NJ	132.29
5	Beaumont, TX	87.88
6	Port of Long Beach, CA	85.26
7	New Orleans, LA	75.39
8	Port of Greater Baton Rouge, LA	73.04
9	Virginia, VA	va68.77
10	Lake Charles Harbor District, LA	64.16
11	Port of Los Angeles, CA	55.38
12	Mobile, AL	52.18
13	Plaquemines Port District, LA	50.51
14	Baltimore, MD	49.88
15	Port of Savannah, GA	49.24
16	Port Arthur, TX	44.20
17	Port Freeport, TX	39.54
18	Tampa Port Authority, FL	32.02
19	Philadelphia Regional Port, PA	31.13
20	Duluth-Superior, MN and WI	30.48
21	Texas City, TX	29.91
22	Port of Pascagoula, MS	27.12
23	Southern Indiana District, IN	26.77
24	Port of Charleston, SC	26.40
25	Northern Indiana District, IN	26.14
26	Richmond, CA	25.75
27	Valdez, AK	25.43
28	Port Everglades, FL	22.94
29	South Jersey Port Corp, NJ	21.50
30	Tacoma, WA	18.90
31	Pittsburgh, PA	18.70
32	Port of Portland, OR	18.53
33	Jacksonville, FL	17.63

Rank	Port	Total (millions of short tons)
34	Seattle, WA	17.15
35	Port of Oakland, CA	16.36
36	Port of Kalama, WA	15.05
37	Two Harbors, MN	14.62
38	Cleveland-Cuyahoga Port, OH	13.83
39	Honolulu, O'ahu, HI	13.28
40	Galveston, TX	12.95
41	Brownsville, TX	11.26
42	Toledo-Lucas County Port, OH	11.21
43	Mid-America Port, IA, IL and MO	11.03
44	New Bourbon Port Authority, MO	10.84
45	Anacortes, WA	10.58
46	San Juan, PR	10.41
47	Detroit-Wayne County Port, MI	10.11
48	Louisville-Jefferson Port, KY	9.18
49	Illinois International Port, IL	8.95
50	PortMiami, FL	8.44
51	New Haven, CT	8.43
52	St. Louis City Port, MO	8.43
53	Port of Longview, WA	8.34
54	Port of Vancouver USA, WA	8.07
55	Rogers City, MI	7.70
56	Wilmington, NC	7.70
57	Joliet Regional Port, IL	7.62
58	Kalaeloa Barbers Point, HI	7.60
59	Greater Lafourche Port, LA	7.59
60	Nashville, TN	7.56
61	Wilmington, DE	7.45
62	Paducah-McCracken Riverport, KY	7.41
63	Boston, MA	7.21
64	Memphis-Shelby County Port, TN	7.20
65	Marquette, MI	6.98
66	Kaskaskia Regional Port, IL	6.96
67	Southwest Regional Port, IL	6.70
68	Canaveral Port District, FL	6.08
69	Port of Providence, RI	6.04
70	Cincinnati, OH	5.97
71	Virgin Islands - St. Croix, VI	5.88
72	Southeast Missouri Port, MO	5.42
73	Manatee County Port, FL	5.31
74	America's Central Port, IL	5.06
75	Albany Port District, NY	4.85

Rank	Port	Total (millions of short tons)
76	Presque Isle Township, MI	4.69
77	Mueller Township, MI	4.48
78	Portland, ME	4.26
79	Calhoun Port Authority, TX	4.26
80	Port of Alaska, AK	4.04
81	Stockton, CA	4.04
82	Illinois Valley Port, IL	4.00
83	Tulsa-Rogers County Port, OK	3.89
84	Conneaut, OH	3.74
85	Jackson-Union Port District, IL	3.49
86	Massac-Metropolis Port, IL	3.48
87	West St. Mary Parish Port, LA	3.45
88	Kahului, Maui, HI	3.42
89	Clark Township, MI	3.41
90	Heart of Illinois Port, IL	3.39
91	Nikiski, AK	3.27
92	Grays Harbor Port District, WA	3.23
93	St. Paul Port Authority, MN	3.18
94	Silver Bay, MN	3.09
95	Port of Columbia County, OR	3.02
96	Owensboro Riverport, KY	2.90
97	Oxnard Harbor District, CA	2.83
98	Jefferson County Port, MO	2.74
99	Port of Greenville, MS	2.72
100	Guaynabo, PR	2.72
101	Port of Brunswick, GA	2.63
102	Sandusky, OH	2.63
103	Panama City Port Authority, FL	2.56
104	Monroe, MI	2.54
105	Port of Vicksburg, MS	2.54
106	Port Jefferson, NY	2.53
107	Milwaukee, WI	2.48
108	Coos Bay, OR	2.47
109	Marblehead, OH	2.38
110	Hilo, Hawai'i, HI	2.33
111	Port of Gulfport, MS	2.27
112	Port of Iberia District, LA	2.26
113	Alpena, MI	2.23
114	Muskegon, MI	2.22
115	Port of Palm Beach District, FL	2.17
116	Morehead City, NC	2.16
117	Victoria, TX	2.15

Rank	Port	Total (millions of short tons)
118	Chattanooga, TN	2.14
119	Henderson County Riverport, KY	2.11
120	Kawaihae, Hawai'i, HI	2.06
121	Nawiliwili, Kaua'i, HI	2.05
122	New Madrid County Port, MO	2.03
123	Port of Harlingen Authority, TX	1.99
124	Green Bay, WI	1.92
125	Havana Regional Port, IL	1.89
126	San Diego Unified Port, CA	1.88
127	Sabine Pass Port Authority, TX	1.88
128	Bridgeport, CT	1.75
129	Central Louisiana Regional, LA	1.73
130	Marine City, MI	1.70
131	Guntersville, AL	1.58
132	Terrebonne Parish Port, LA	1.56
133	St. Louis County, MO	1.51
134	Port of Rosedale, MS	1.48
135	Guayama, PR	1.44
136	Portsmouth, NH	1.44
137	Redwood City, CA	1.43
138	Winona Port Authority, MN	1.43
139	Orange County Nav District, TX	1.34
140	Helena-West Helena Port, AR	1.26
141	Searsport, ME	1.21
142	Hickman-Fulton County Port, KY	1.21
143	San Francisco Port, CA	1.19
144	Unalaska Island, AK	1.17
145	Pemiscot County Port, MO	1.17
146	Heartland Port Authority, MO	1.15
147	Sacramento-Yolo Port, CA	1.11
148	Lake Providence Port, LA	1.04
149	Shawneetown Regional Port, IL	1.03
150	Alexandria-Cairo Port, IL	1.01

PORT RANKINGS BY DRY BULK TONNAGE, 2023

Table 13 lists all ports that handled greater than 1 million short tons of dry bulk in 2023.

Table 13. Ports Handling More Than 1 Million Short Tons of Dry Bulk, 2023

Rank	Port	Total (millions of short tons)
1	South Louisiana, LA	135.78
2	Plaquemines Port District, LA	42.57
3	Virginia, VA	41.88
4	New Orleans, LA	41.78
5	Baltimore, MD	33.78
6	Port of Greater Baton Rouge, LA	33.41
7	Duluth-Superior, MN and WI	30.13
8	Mobile, AL	29.60
9	Northern Indiana District, IN	24.28
10	Southern Indiana District, IN	22.62
11	Houston Port Authority, TX	22.37
12	Pittsburgh, PA	17.06
13	Port of Kalama, WA	14.53
14	Two Harbors, MN	13.70
15	Cleveland-Cuyahoga Port, OH	13.62
16	New Bourbon Port Authority, MO	10.83
17	Toledo-Lucas County Port, OH	10.78
18	Mid-America Port, IA, IL and MO	10.68
19	New York, NY & NJ	10.45
20	Tampa Port Authority, FL	9.92
21	Port of Portland, OR	9.91
22	Corpus Christi, TX	9.78
23	Port of Long Beach, CA	9.70
24	Detroit-Wayne County Port, MI	9.42
25	Seattle, WA	9.35
26	Honolulu, O'ahu, HI	8.79
27	St. Louis City Port, MO	7.72
28	Port of Longview, WA	7.64
29	Rogers City, MI	7.63
30	Illinois International Port, IL	7.30
31	Port of Vancouver USA, WA	7.11
32	Port Arthur, TX	7.02
33	Marquette, MI	6.98
34	Kaskaskia Regional Port, IL	6.96
35	Brownsville, TX	6.59
36	Paducah-McCracken Riverport, KY	6.39
37	Port of Savannah, GA	5.81

Rank	Port	Total (millions of short tons)
38	Southwest Regional Port, IL	5.77
39	Louisville-Jefferson Port, KY	5.71
40	Nashville, TN	5.67
41	Southeast Missouri Port, MO	5.20
42	Memphis-Shelby County Port, TN	4.90
43	Tacoma, WA	4.85
44	Presque Isle Township, MI	4.69
45	Mueller Township, MI	4.48
46	Lake Charles Harbor District, LA	4.43
47	Joliet Regional Port, IL	4.38
48	Jacksonville, FL	4.14
49	America's Central Port, IL	4.04
50	Conneaut, OH	3.74
51	Jackson-Union Port District, IL	3.49
52	Massac-Metropolis Port, IL	3.45
53	Richmond, CA	3.44
54	Clark Township, MI	3.41
55	Cincinnati, OH	3.40
56	Philadelphia Regional Port, PA	3.32
57	Wilmington, NC	3.29
58	Illinois Valley Port, IL	3.28
59	South Jersey Port Corp, NJ	3.24
60	St. Paul Port Authority, MN	3.13
61	Silver Bay, MN	3.09
62	Port of Charleston, SC	3.00
63	Tulsa-Rogers County Port, OK	2.99
64	Grays Harbor Port District, WA	2.93
65	Heart of Illinois Port, IL	2.81
66	Kahului, Maui, HI	2.76
67	Jefferson County Port, MO	2.74
68	Port of Pascagoula, MS	2.62
69	Sandusky, OH	2.60
70	Port of Columbia County, OR	2.59
71	Owensboro Riverport, KY	2.56
72	Marblehead, OH	2.38
73	Canaveral Port District, FL	2.38
74	Port of Greenville, MS	2.38
75	Monroe, MI	2.30
76	Port of Iberia District, LA	2.26
77	Alpena, MI	2.23
78	Texas City, TX	2.22
79	Muskegon, MI	2.22

Rank	Port	Total (millions of short tons)
80	Milwaukee, WI	2.21
81	Manatee County Port, FL	2.14
82	Coos Bay, OR	2.14
83	West St. Mary Parish Port, LA	1.99
84	Henderson County Riverport, KY	1.99
85	Port of Los Angeles, CA	1.98
86	Kawaihae, Hawai'i, HI	1.96
87	New Madrid County Port, MO	1.96
88	Stockton, CA	1.94
89	Beaumont, TX	1.88
90	Havana Regional Port, IL	1.87
91	Nawiliwili, Kaua'i, HI	1.83
92	Chattanooga, TN	1.82
93	Port Everglades, FL	1.73
94	Galveston, TX	1.71
95	Marine City, MI	1.70
96	Hilo, Hawai'i, HI	1.70
97	Sabine Pass Port Authority, TX	1.62
98	Victoria, TX	1.61
99	Green Bay, WI	1.52
100	St. Louis County, MO	1.50
101	Port of Providence, RI	1.50
102	Port of Rosedale, MS	1.46
103	Guayama, PR	1.44
104	Redwood City, CA	1.43
105	Port of Vicksburg, MS	1.43
106	Winona Port Authority, MN	1.39
107	Guntersville, AL	1.34
108	Wilmington, DE	1.33
109	Central Louisiana Regional, LA	1.27
110	Helena-West Helena Port, AR	1.25
111	Panama City Port Authority, FL	1.22
112	Hickman-Fulton County Port, KY	1.21
113	Heartland Port Authority, MO	1.15
114	Pemiscot County Port, MO	1.09
115	San Juan, PR	1.09
116	Port Freeport, TX	1.05
117	Shawneetown Regional Port, IL	1.03
118	Lake Providence Port, LA	1.00
119	Lorain Port Authority, OH	1.00

PORT RANKINGS BY LOADED TWENTY-FOOT EQUIVALENT UNITS, 2023

Table 14 lists all ports that handled greater than 1,000 TEUs in 2023.

Table 14. Ports With More Than 1,000 Loaded TEU in 2023

Rank	Port	Total (thousands of TEUs)
1	Port of Los Angeles, CA	5,726.78
2	New York, NY & NJ	5,397.16
3	Port of Long Beach, CA	5,089.64
4	Port of Savannah, GA	3,774.77
5	Houston Port Authority, TX	3,209.90
6	Virginia, VA	2,561.78
7	Port of Charleston, SC	1,917.21
8	Port of Oakland, CA	1,534.49
9	Tacoma, WA	1,509.07
10	Jacksonville, FL	867.40
11	Port Miami, FL	824.20
12	San Juan, PR	817.81
13	Seattle, WA	809.49
14	Baltimore, MD	804.53
15	Honolulu, O'ahu, HI	724.84
16	Philadelphia Regional Port, PA	657.65
17	Port Everglades, FL	612.41
18	Mobile, AL	456.72
19	Port of Alaska, AK	423.61
20	New Orleans, LA	355.17
21	Wilmington, NC	232.01
22	Boston, MA	193.94
23	Wilmington, DE	188.55
24	Oxnard Harbor District, CA	165.01
25	South Jersey Port Corp, NJ	148.80
26	Tampa Port Authority, FL	130.02
27	Port of Gulfport, MS	129.83
28	Port of Palm Beach District, FL	122.85
29	Juneau, AK	109.81
30	Manatee County Port Authority, FL	100.25
31	Guaynabo, PR	97.59
32	Ketchikan, AK	92.96
33	Port of Portland, OR	91.96
34	Kahului, Maui, HI	86.95
35	Petersburg, AK	83.07
36	San Diego Unified Port District, CA	79.92

37	Kawaihae, Hawai'i, HI	72.49
38	Port Freeport, TX	62.10
39	Unalaska Island, AK	61.92
40	Nawiliwili, Kaua'i, HI	40.22
41	Hilo, Hawai'i, HI	38.35
42	Whittier, AK	31.39
43	Galveston, TX	26.38
44	Port of Everett, WA	23.77
45	Portland, ME	21.36
46	Kodiak, AK	18.82
47	Panama City Port Authority, FL	17.98
48	Skagway, AK	11.49
49	Haines Borough, AK	10.90
50	Wrangell, AK	6.77
51	Cordova, AK	5.32
52	Kake, AK	4.20
53	Kaumalapau, Lana'i, HI	3.25
54	Nome, AK	3.00
55	False Pass, AK	2.92
56	Valdez, AK	2.72
57	Yakutat, AK	2.55
58	Texas City, TX	2.21
59	Dillingham, AK	1.81
60	Richmond, CA	1.58
61	Cleveland-Cuyahoga County, OH	1.43
62	Hoonah, AK	1.37
63	Port of South Louisiana, LA	1.23
64	Kaunakakai, Moloka'i, HI	1.18
65	Bethel, AK	1.03