

Ports, Waterways and the U.S. Marine Transportation System

The Vital Link to Economic Prosperity and American Jobs



In 2011, over 1.34 billion metric tons of cargo, valued at \$1.73 trillion was shipped into and out of U.S. ports in foreign trade. Waterborne cargo and associated activities contribute more than \$649 billion annually to the U.S. GDP, sustaining more than 13 million jobs. MTS activities contribute over \$212 billion in annual port sector federal, state and local taxes.

American jobs, the economy, and the consumer depend on the uninterrupted flow of commercial goods and services that flow into and out of U.S. ports.

If the U.S. is to maintain an economic competitive edge in the ever-changing global commercial shipping industry, U.S. ports, waterways and coastal areas need robust federal funding to address the challenges of:

- **need** for updated hydrographic surveying of U.S. ports, waterways and Alaska's coastal area for safe and efficient marine transportation,
- **updated** charting and navigation information to support the commercial shipping, fishing, and recreational boating industries.
- **quicker** port recovery and marine response after hurricanes and storms, and

Arctic Exploration and Increased Maritime Commerce—Need for Updated Nautical Charting

- Alaska's coastal areas lack comprehensive bathymetric surveys, some measurements date to Captain Cook in the 1700s.

- Offshore development requires enhanced navigation services support to address the challenges of increased commercial navigation in the Arctic region; and increased risk to the environment.



“Because of Alaska’s strategic importance, I believe it is not only in Alaska’s interest, but the national interest, that our maps be updated to meet National Map Accuracy Standards.”

—Lt. Governor of Alaska, Mead Treadwell

- The **National Strategy for the Arctic Region** specifically points to the need for charting and mapping of the Arctic region.

Panama Canal Expansion and U.S. Economic Competitiveness

- Larger and deeper draft (50 foot) vessels will increasingly call on U.S. ports. These ports must be adequately prepared, surveyed and maintained for the U.S. to maintain its competitive edge.
- U.S. ports need updated charting and navigation, and real-time tide, current and water level information for safe navigation.



Photo provided by AAPA

- Access to U.S. ports by post-Panamax ships is an integral part of the Nation's economic security.

U.S. Commercial Shipping, Fishing and Recreational Boating Industries—the Critical Need for Updated Navigation Charts

- Maine's Deadliest Catch: 16 Fishermen lost their lives in the Cobscook Bay area between 2005 and 2010.
- 4,515 recreational boating accidents were reported by the U.S. Coast Guard in 2012.
- Timely surveys, consistent standards, integrated data and updated nautical charts can prevent maritime accidents.

U.S. hydrographic charting and the provision of tidal and geodetic information is the federal government's responsibility to ensure that:

- the U.S. maritime Arctic can safely be navigated and protected,
- post-Panamax ships can safely and effectively navigate U.S. ports and waterways,
- commercial and recreational boating can occur safely, and
- harbors and ports are re-opened soon after disasters.

Robust federal funding for NOAA's Navigation Services is critical to address these maritime challenges, to ensure the U.S. maintains an economic competitive edge, and for safe and efficient marine transportation.

Hurricanes and Natural Disasters—Port Assessment and Recovery

- The Port of NY/NJ is the third largest port in the U.S. and generates over \$200 billion of trade per year. The economic impact of closing the port from Hurricane Sandy is estimated to be in the billions.



- Port authorities, emergency response and other federal, state, and local decision-makers need accurate, real-time geospatial and hydrographic assessment information to determine when to safely resume port operations and marine commerce.
- Our ports and harbors depend on immediate response and recovery efforts to ensure the uninterrupted flow of goods and services into and out of our ports.

NOAA's Navigation Services Offices

Office of Coast Survey (OCS), National Geodetic Survey (NGS), and Center for Operational Oceanographic Products and Services (CO-OPS)—provide the critical data and information needed to address these challenges. NOAA's suite of navigation services data, products, and information ensure a safe and efficient marine transportation system that contributes to the economic well being of the U.S.