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Port Industry Statistics

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AAPA continuously receives requests on how ports rank nationally and internationally. The question is ambiguous, however, since ports can be compared in many different ways - by volume or value of trade, number of cruise passengers, revenues, and storage capacity, as examples.

Moreover, sheer size of a port, in terms of traffic flow, says nothing about productivity, efficiency, or responsiveness to customers. These are just some of the criteria that a shipper might consider in evaluating port performance.

Statistics - Updated April 22, 2008

- [Port Security Fees](#)
- [World Port Rankings - 2006*](#)
- [World Seaborne Trade - 1975-2006*](#)
- [North American Port Container Traffic - 2007 **](#)



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- [Port of Mexico - Container Traffic \(1990-2006\)*](#)
- [U.S. / Canada Container Traffic in TEUs \(1990 - 2007\)*](#)
- [Container Handling Ports of Central and South America \(1997-2006\) **](#)

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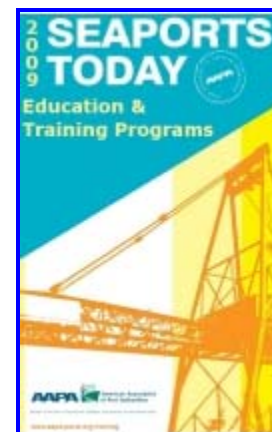
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Definitions Pertaining to Statistics

TEU = "Twenty-Foot Equivalent Unit," a standard linear measurement used in quantifying container traffic flows. As examples, one twenty-foot long container equals one TEU while one forty-foot container equals two TEUs (i.e., $40' \div 20' = 2$).

TONS = A short (or "net") ton = 2,000 pounds

- A long ton = 2,240 pounds
- A metric ton = 2,205 pounds



CONVERSION TABLE		
TO CONVERT	INTO	MULTIPLY
Long Tons	Short Tons	1.12
Long Tons	Metric Tons	1.016
Metric Tons	Long Tons	0.9844
Metric Tons	Short Tons	1.1025
Short Tons	Metric Tons	0.907029
Short Tons	Long Tons	0.89287

VESSEL SERVICE:

Liner = cargo carried in vessels according to a fixed scheduled of routes and port calls. Most containerized, as well as some breakbulk cargo, falls in this category.

Tramp = Dry cargo carried on chartered vessels. Includes mainly dry bulks such as coal, grain, and fertilizers, as well as steel and, in some cases, autos.

Tanker = Bulk liquid cargo, such as crude oil, carried on tanker vessels.



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