

ENDANGERED SEAPORTS: THE BIG PICTURE

A \$46 billion investment gap by 2040 threatens U.S. seaports – critical economic lifelines that rely on connecting transportation infrastructure to deliver prosperity for millions of Americans. With America's trade volume expected to quadruple after 2030, and port connections in poor condition, now is the time to invest in vital infrastructure. When it comes to American seaports, it helps to see the big picture.

\$27 billion⁵
Cost of deficient and deteriorating highways to American businesses and households in 2010

\$276 billion
By 2020

\$1.3 trillion
By 2040

U.S. Customs & Border Protection is responsible for cargo screening. Budget cuts/limited staffing could result in cargo delays at ports, increased costs

14 billion tons⁴
Truck freight total by 2018, an increase of almost 30%

1/3
Freight rail carries 1/3 of all U.S. exports to port and border facilities across America²

60%
Percentage of rail intermodal traffic that involves imports and exports

\$20 billion³
Annual infrastructure & equipment investment by private freight railroads

\$155 billion
Amount port authorities and partners will spend on infrastructure modernization in the next 5 years

-\$9.3 billion
Projected U.S. trade loss from use of undersized vessels in shallow harbors and narrow channels by 2020. As vessels get larger, U.S. trade competitiveness declines

Port authorities and their partners shoulder the expense of berth maintenance, which can cost millions of dollars a year

\$7 billion
Added costs to traded products due to shallow harbors in 2010

\$14 billion
Added costs by 2040

60 million
Containers¹ imported annually to the U.S. by 2037, nearly 3x current container imports

52 million
Containers exported annually by 2037, nearly 3x current exports

1/2
Amount of Harbor Maintenance Tax revenue utilized, resulting in channel dimensions available <35% of the time

A \$4 trillion loss to U.S. GDP by 2040 is projected for failure to invest in America's crumbling transportation infrastructure.

Urge Congress to support federal investment in seaports today.

1 FEDERAL/STATE HIGHWAYS & CONNECTORS
(Funded by gas taxes)

2 TRUCKS

3 SECURITY SCREENING EQUIPMENT

4 FREIGHT RAIL

5 PORT FACILITIES

6 OCEAN-GOING VESSEL

7 BERTH

8 CARGO

9 FEDERAL CHANNEL
(Funded by Harbor Maintenance Tax)

Statistical source except where indicated: The American Society of Civil Engineers (ASCE): Failure to Act: The Economic Impact of Current Investment Trends in Airports, Inland Waterways, and Marine Ports Infrastructure, 2012

¹Loaded TEUS

²The Association of American Railroads, www.aar.org

³U.S. Customs and Border Protection, Washington Post, February 24, 2013

⁴The American Trucking Associations: www.truckline.com

⁵ASCE: Failure to Act: The Economic Impact of Current Investment Trends in Surface Transportation Infrastructure, 2011