Definitions of Terms on the State Data Sheets

Goods to Market Section

- Top 5 commodities shipped to or from a state and transported by inland waterways—this includes commodities that moved on inland waterways in their own state after or before crossing the state border and commodities that moved on inland waterways in another state regardless of whether it began or ended its journey on water. States with no inland waterways could still have some activity if the commodity traveled on an inland waterway somewhere on its journey.
- Top 5 commodities shipped to or from a state and moved through a port—this includes commodities that moved through a port located in their own state and items that moved through ports in other states. States with ports would probably have some activity because most imports and exports beyond those to Canada and Mexico move by ocean carrier.
- Percentage of goods shipped to or from a state that traveled on inland waterways or through a port is based on dollar value of the goods. Since commodity values vary greatly, tonnage would often yield a much different picture, especially when comparing seeming equal states. For instance, a state which moves primarily bulk commodities will tend to have higher tonnage figures but lower value of shipments because bulk commodities have lower prices per ton than electronic equipment or automobiles.

Note: Every attempt has been made to collect and represent all goods that started or end their movement in the state. This includes goods that changed modes during transit. If the end of an initial movement of the good is a longer term warehouse or distribution center, as opposed to a transload facility, the move would be considered terminated at the first “home” stop. The move is generally considered complete at this point, and the data do not allow for picking it back up when it moves to the final consumer. This would be a completely separate move.

Economic Impact Section

- Total value shipped by inland waterways, total value of all commodities shipped to and from a state—total dollar value of all commodities that traveled on an inland waterway for a state. This number is often imputed from other sources because a consistent set of data to use for this is not available.
- Economic impact of seaports and inland waterways—this data includes the same parameters as the value of shipment data. Estimates are based on commodities that moved on inland waterways or through ports somewhere on their journey to the state.
• Jobs created – the employment impact has multiple pieces:
  - Direct employment—these jobs are created by the activity at the port, including cargo jobs such as longshoremen, stevedores, terminal operators, trucking companies, railroads, freight forwarders, steamship agents, and barge operators. These are mostly local jobs and would be lost if the port ceased operations.
  - Indirect employment—these jobs are created as a result of the purchases of the firms operating at the port, including maintenance and repair companies, office supply stores, parts, and equipment suppliers.
  - Induced employment—these jobs are created in the local and state economy due to the spending of employees who have jobs because of port activity. Their wages would be spent throughout the economy on housing, food, consumer goods, etc.

Note: There is a fourth category of jobs that was outside the scope of this project that was not measured Related User Employment Impacts. These are jobs with companies that use the port and cargo terminals to ship and receive goods. These jobs would not necessarily cease owing to port shutdown because the goods could probably be shipped another way.

• Revenue Impacts
  - Direct business revenue—revenue received by the businesses providing services at the port and cargo terminals. This does not include the value of the goods moved through the port.
  - Personal income—this includes wages and salaries of the direct and indirect employees, excluding benefits.
  - Local purchases—the value of goods and services purchased by businesses providing services at the port, such as utility payments, office products, maintenance and repair, and insurance.

Note: Taxes were not calculated on a statewide basis because the variations in state and local taxes made the data effort and calculations cumbersome.