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AMERICAN ASSOCIATION OF PORT AUTHORITIES

EY

U.S. PORT & MARITIME INDUSTRY

ECONOMIC IMPACT REPORT

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LETTER FROM CEO

Dear Valued Members and Readers,

The American Association of Port Authorities (AAPA), with the help of Ernst and Young, is pleased to present you with the 2024 U.S. Port and Maritime Industry Economic Impact Report.

Those in the maritime industry understand how indispensable ports are in our daily lives, but this understanding is not as common among the media, government officials, and the public. In addition to ensuring essential goods are readily available, port's play a pivotal role in domestic job creation, global trade, supply chain efficiency, and prosperity (or dynamic growth) for our national economy.

That is exactly why every few years, AAPA works closely with academic economists to carefully examine federal government data and extrapolate a rigorous set of topline numbers for an economic impact report. These compelling numbers represent the economic contribution of United States ports, which we present to stakeholders in and outside the industry to help foster recognition of the power, influence and necessity of our ports. A powerful example is the contribution of port activities to national GDP is almost twice the size of Mexico's total GDP.

Since ports also support diverse industries such as manufacturing, farming and retail, AAPA's report features additional analysis of the direct, indirect and induced effects of the related economic activities of exporters and importers that use ports for shipping of their cargo. According to our calculations, more than one out of every ten jobs in the U.S. workforce is supported by ports.

Thank you for your time and interest in America's port and maritime industry. We hope you find the results of the report as exciting as we do.

Respectfully,

Cary S. Davis

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EXECUTIVE SUMMARY

Over the past five decades, world trade has grown from 25% of global gross domestic product (GDP) to more than 60%,[1] with more than 90% of world trade occurring over the world's oceans.[2] US ports play a significant role in moving goods and connecting US manufacturers and American households across the country to global markets.

In the United States alone, imports into and exports out of the United States amounted to $5.1 trillion of goods in 2023, an amount equivalent in size to roughly 20% of the US economy. And over $2.1 trillion dollars, or more than 40% of all goods entering or leaving the United States, passed through a port.[3] Ports not only facilitate an extraordinary volume of trade but also serve as essential gateways for tourism, further diversifying their contribution to the economy.

KEY RESULTS

In 2023, the port and maritime industry's total economic contribution to the United States included an estimated **2.5 million workers earning $214 billion in wages and benefits and generating $311 billion of GDP in the United States.** The total economic contribution, or economic footprint, of the port and maritime industry consists of the industry's operations and capital expenditures in the United States, as well as the related supplier activity and consumer spending.

- These jobs include dockworkers, tugboat pilots, crew aboard cruise ships, commercial fishermen, shipbuilders, and naval architects throughout the United States. These workers serve the critical role of ensuring the efficient movement of goods and people over US waterways and oceans.

- **The port and maritime industry is more than ports.** Today's modern economy has significant interconnected supply chains. Over 90% of goods arriving or leaving a port do so on a truck, in a railcar, or through a pipeline.[4] The industry directly supports 425,000 trucking, rail, pipeline, warehousing, and logistics jobs that reach beyond the coasts, lakeshores, and rivers in the United States.

- **Public administration fosters a secure and resilient maritime supply chain.** Government agencies, such as the Coast Guard and Customs and Border Protection, patrol US waters and ensure the safe passage of both goods and people. The US Army Corps of Engineers focuses on advancing critical waterway projects. Over 58,000 workers served in these capacities in the United States as part of the port and maritime industry.

- **Ports are a capital-intensive industry that often requires billions of dollars in new construction, repairs, and dredging.** In 2021, the US Census Bureau estimated state and local governments spent $6.8 billion on sea and inland port facilities.[5] The most recent American Association of Port Authorities (AAPA) survey found that ports planned on spending over $163 billion in capital expenditures between 2021 and 2025.[6] In 2023, these capital expenditures in the industry resulted in an additional 248,000 jobs. As ports invest more in both their infrastructure and sustainability initiatives, these numbers could increase in future years.

- **Wages and benefits for port and maritime workers were 20% higher than the national average in 2023.** The port and maritime industry's 1 million directly employed workers earned $100 billion in wages and benefits in 2023 and generated $124 billion of GDP in the United States. The average worker earned approximately $98,000 in wages and benefits in 2023. Wages and benefits is a component of GDP.

- **All together the employment directly supported by the port and maritime industry would be larger than the workforce in 90% of US metropolitan areas.** With over 1 million workers, the port and maritime industry is approximately the size of the San Jose, CA metropolitan area workforce and nearly twice the size of the workforce in the New Orleans metropolitan area. It would be larger than the workforce the District of Columbia or New Hampshire and nearly as large as the workforce of New Mexico.[7]

1 World Bank, https://data.worldbank.org/indicator/NE.TRD.GNFS.ZS, accessed March 2024.
2 OECD, https://www.oecd.org/ocean/topics/ocean-economy/, accessed March 2024.
3 US Department of Commerce, Census Bureau, USA Trade Online data, accessed March 2024.
4 US Department of Transportation, Bureau of Transportation Statistics, Freight Analysis Framework (Version 5.5.1).
5 US Census Bureau, "Annual Survey of State and Local Government Finances: 2021," June 2023.
6 AAPA Survey, "Survey Shows U.S. Ports Plan Big Infrastructure Investments Through 2025," April 29, 2020..
7 US Census Bureau, "American Community Survey," April 2022.

NATIONAL CONTRIBUTION
THE U.S. PORT & MARITIME INDUSTRY:

Supports more than **1 out of every 8 jobs** in the U.S. workforce

Supports the transport of 40% of all U.S. goods, worth **$2.1 trillion**

Generates economic activity in **46 states**

21.8 MILLION AMERICAN JOBS

1 million
maritime industry related jobs

714,000
suppliers to port & maritime industry

PORT USERS:*
19.27 million jobs

803,000
jobs related to consumer spending:

- Waterborne transportation
- Warehousing & storage
- Port & harbor water transportation
- Freight, logistics & supply chain
- Ship and boat repair
- Public administration
- Trucking & rail transportation
- Construction
- Pipelines

$2.89 TRILLION IN ECONOMIC ACTIVITY
(U.S. GDP) SUPPORTED BY:

$124 billion
Port & maritime industry

$89 billion
Purchase of goods & services from suppliers

$98 billion
Related consumer spending

$1.79 TRILLION IN WAGES & BENEFITS
SUPPORTED BY:

$100 billion
Ports & maritime industry

$59 billion
Purchase of goods & services from suppliers

$55 billion
Related consumer spending

AVERAGE WAGES

U.S. worker:
$82,000

Port & maritime worker:
$98,000

PORT USERS:*
$2.58 billion

PORT USERS:*
$1.58 billion

**Port Users:* Port users are businesses, such as manufacturers, retailers, and farmers, that import or export goods through a US port.*

I. INTRODUCTION

Ports contribute significantly to the nation's supply chain, connecting manufacturers and consumers across the country to global markets. Imports into and exports out of the United States amounted to $5.1 trillion of goods in 2023, an amount equivalent in size to roughly 20% of the US economy. And over $2.1 trillion dollars, or more than 40% of all goods entering or leaving the United States, passed through a port.[1] Moreover, over 90% of these goods arrived or left the port on a truck, in a railcar, or through a pipeline, underscoring the interdependency of the US supply chain.[2] Overall, the port and maritime industry directly employed over 1 million workers in 2023 and it facilitated the employment of millions more at manufacturers, retailers, and others with jobs linked to global markets.

This report estimates the economic contribution of the US port and maritime industry in 2023. As such, the estimates are a snapshot of the industry's economic footprint as measured by employment, wages and benefits, and gross domestic product (GDP) in the United States. By providing information on the overall scope of the industry, this report attempts to shed light on the reach of the port and maritime industry within the US economy. The estimates are based on a widely used economic model for economic contribution analyses. The economic contributions of the millions of workers whose jobs are facilitated by ports through access to global markets are not included in this analysis.

The total economic contribution of the port and maritime industry includes the operations at ports, other economic activity in the maritime industry, transportation and warehousing related to ports, construction associated with maintaining and expanding ports, and the regulators of the ports, as well as the related supplier activity and consumer spending. Related supplier activity accounts for the port and maritime industry purchasing goods and services from other businesses, which support jobs, wages and benefits, and GDP at these supplier businesses. Related consumer spending refers to consumer spending supported by workers in the port and maritime industry and at their suppliers. That is, when these workers spend their earnings at US businesses (e.g., grocery stores, retailers, movie theaters), they support economic activity.

This analysis primarily relies on the US Census Bureau's County Business Patterns (CBP) data to estimate the economic footprint of the port and maritime industry and generally follows the definitions of those data. For data not available from CBP, the analysis relies on other government sources including the US Bureau of Labor Statistics (BLS), Department of Transportation (DOT), US Army Corps of Engineers (USACE), the US Department of Homeland Security (DHS), and the US Department of Defense (DOD) as well as other publicly available information from the American Association of Railroads and IMPLAN.

Overall, the port and maritime industry provides employment and earnings for over a million workers and contributes jobs and earnings to other sectors of the US economy that relate to the industry. In 2023, the port and maritimeindustry employed one million workers throughout the US economy earning $100 billion in wages and benefits and generating $124 billion of GDP. Suppliers to the port and maritime industry employed an additional 714,000 workers throughout the US economy earning $59 billion in wages and benefits and generating $89 billion of GDP. The consumer spending of workers of the port and maritime industry and the industry's suppliers supported an additional 803,000 workers throughout the US economy earning $55 billion in wages and benefits and generating $98 billion of GDP.

PORT AND MARITIME INDUSTRY

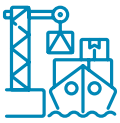
For the purpose of this report, the port and maritime industry includes businesses and entities that engage in (1) maritime activity, (2) related transportation and warehousing, (3) related public administration, and (4) construction activity related to ports and waterways.[3]

Below is a brief description of the four categories, their component parts, and the methodology underlying the estimates:

1. **Maritime activity** consists of waterborne transportation; ports, harbors, and support activities for water transportation; and ship building and repair.

Waterborne transportation businesses provide transportation of freight and passenger through deep seas, the Great Lakes, and inland waterways. It includes ship captains, towboat operatorsport engineers, longshore workers, and deck officers. This category includes US-based cruise lines or pleasure craft cruises that transport passengers in the ocean and on the Great Lakes. It does not include marinas. The direct employment data for waterborne transportation is sourced from CBP. The entirety of waterborne transportation from CBP is included.

For more detail see the endnotes.[4]

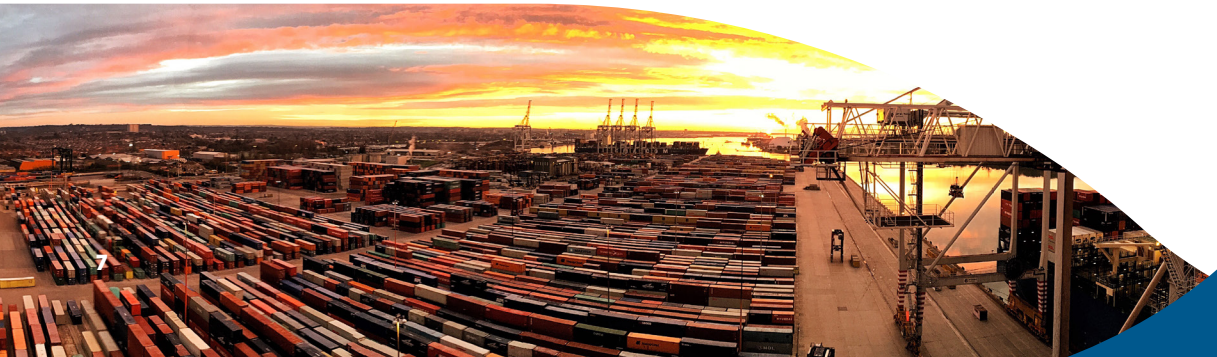


Ports, harbors, and support activities for water transportation provide services supporting water transportation that include port and harbor operations, marine cargo handling, and navigational services to shipping. It includes port operation managers, harbor masters, dockworkers, stevedores, material handlers, and marine repairs in both drydocks and on floating ships. This category also includes commercial fishing such as finfish (e.g., salmon, tuna), shellfish (e.g., crabs, lobsters, shrimp), and other marine animals. The direct employment data for ports, harbors, and support activities is sourced from CBP. CBP data do not include state and local government workers in the port and maritime industry. Port authorities could operate as state or local government entities and would not be included in the data. Accordingly, the analysis includes state and local water transportation workers from the BLS Occupational Employment and Wage Statistics (OEWS). The entirety of ports, harbors, and support activities for water transportation is included.

For more details see the endnotes.[5]

Ship and boat building and repairing businesses provide services such as ship construction, repair, conversion, and alternation, and scaling among other operations and includes the businesses that build boats or other watercrafts generally suited for personal use. It includes shipbuilders, marine engineers, naval architects, fiberglass technicians, and life raft manufacturers. The direct employment data for ship and boat building and repairing is sourced from CBP. The analysis includes marine architects and naval engineers relevant to ship and boat building from BLS OEWS data that are not already included in the Census definitions. The entirety of ship building and repairing is included. For boat building, only the portion relevant to ports and harbors is included.

For more details see the endnotes.[6]



2. Related transportation and warehousing consist of trucking; rail; pipelines; freight logistics; and warehousing and storage related to the port and maritime industry.

Trucking businesses provide trucking services moving cargo and freight from point of origin to destination. This includes marine terminals trucking, local freight trucking, and long-distance trucking, as well as support activities such as trucking terminals, pick-up, sorting, and local delivery. Jobs in this category include truck drivers, freight managers, and marine terminal truckers. Only the portion related to ports and harbors (i.e., related to goods shipped into or out of ports and harbors) is included. The trucking data are prorated using the DOT's Freight Analysis Framework state-level data on the value of goods shipped to/from ports by truck for export/import in 2018–2022. The analysis calculates a five-year average ratio of water-related trucking value flows in each state to total trucking flows in each state. An adjustment is also made to account for domestic port-related flows.

For more details and illustrative examples, see the endnotes.[7]

Rail businesses provide transportation services of cargo within a rail network. This includes between-terminal, short-line, and line-haul railroads and support activities for rail transportation including servicing, repairing, and maintaining of rail cars. Jobs in this category include railroad engineers, railroad drivers, and conductors. Only the portion related to ports and harbors (i.e., related to goods shipped into or out of ports and harbors) is included. The rail data are prorated using the DOT's Freight Analysis Framework state-level data on the value of goods shipped to/from ports by rail for export/import in 2018–2022. The analysis calculates a five-year average ratio of water-related rail value flows in each state to total rail flows in each state. An adjustment is also made to account for domestic port-related flows.

For more details and illustrative examples, see the endnotes.[8]

Pipeline businesses use pipelines to transport products such as crude oil, natural gas, gasoline, and other liquids and gases to either storage or distribution. Jobs in this category include pipeline construction workers, engineers, inspectors, and operators. Only the portion related to ports and harbors (i.e., related to goods shipped into or out of ports and harbors) is included. The pipeline data are prorated using the DOT's Freight Analysis Framework state-level data on the value of goods shipped to/from ports by pipeline for export/import in 2018–2022. The analysis calculates a five-year average ratio of water-related pipeline value flows in each state to total pipeline flows in each state. An adjustment is also made to account for domestic port-related flows.

For more details and illustrative examples, see the endnotes.[9]

Warehousing and storage businesses provide warehousing and storage facilities for general merchandise, refrigerated or frozen goods, farm products, lumber, documents, and other goods. These businesses may offer logistic services related to storage and distribution of goods. These businesses do not sell the goods they store. Jobs in this category include warehouse managers, general warehouse workers, and receiving clerks. Only the portion related to ports and harbors (i.e., related to goods shipped into or out of ports and harbors) is included. The warehousing data are prorated using the DOT's Freight Analysis Framework state-level data on the value of goods shipped to/from ports by truck, rail, and water for export/import in 2018–2022. The analysis calculates a five-year average ratio of water-related truck, rail, and water value flows in each state to total truck, rail, and water flows in each state. An adjustment is also made to account for domestic port-related flows.

For more details and illustrative examples, see the endnotes.[10]

Freight logistics includes businesses that arrange for freight transportation between shippers and carriers as well as business that assist other companies with inventory management, distribution, storage, and other operational components as well as other aspects of a business operation. These include marine shipping agents, freight forwarders, and inventory consulting services. Only the portion related to ports and harbors (i.e., related to goods shipped into or out of ports and harbors) is included. The freight logistics data are prorated using the DOT's Freight Analysis Framework state-level data on the value of goods shipped to/from ports by truck, rail, and water for export/import in 2018–2022. The analysis calculates a five-year average ratio of water- related truck, rail, and water value flows in each state to total truck, rail, and water flows in each state. An adjustment is also made to account for domestic port-related flows.

For more details and illustrative examples, see the endnotes.[11]

3. **Public administration** includes the government agencies engaged in the regulation, administration, planning, licensing, inspection, and investigation of services and facilities under the port and maritime industry. This includes the US Coast Guard, US Customs and Border Protection Agency, and the USACE. Jobs include coast guardsmen, customs officers, port authority officers, and engineers. The total employee count for the US Coast Guard is from the Department of Defense's personnel data by service/agency by state and country for September 2023. Only the coast guardsmen deployed within the United States are included. For the US Customs and Border Protection, the analysis begins with total number of employees in fiscal year 2023 from the Department of Homeland Security's Customs and Border Protection Budget Overview for Fiscal Year 2024. The relevant portion was created by dividing the employment into agricultural related employment and all other employment as provided in the budget data and then further dividing it based on US Customs and Border Protection workload staffing models. USACE employment is from the organization's website. The portion relevant to the port and maritime industry was estimated using the Congressional Budget Office's spending projections by budget account.

   For more details, see the endnotes.[12]

4. **Construction activity** includes capital expenditures relevant to US port and waterway infrastructure. In addition to the economic contribution of the port and maritime industry from its operations, ports also fund billions of dollars of new construction and routine capital expenditures on existing infrastructure each year. These expenditures support construction-related jobs. The analysis uses capital expenditure data from the American Association of Port Authorities 2020 Port Planned Infrastructure Investment Survey for 2021–2025. The analysis converts the five- year planned infrastructure investments into annual values and allocates the capital expenditures by USACE data on waterborne commerce tonnage by state. The analysis excludes any state that did not have a port and US territories.

   For more details, see the endnotes.[13]

II. ECONOMIC ACTIVITY IN THE PORT & MARITIME INDUSTRY

The port and maritime industry provides employment and income for over one million workers and supports jobs in other sectors of the economy that are connected to the port and maritime industry.

The economic activity described in this report includes the following measures:

Employment

Employment is measured as the total headcount of workers. For example, a company with three full-time workers and a company with two full-time workers and one part-time worker would each be measured as having three workers.

Wages & Benefits

Wages and benefits includes employee cash compensation and benefits, as well as proprietor income.[1] Wages and benefits is a component of GDP.

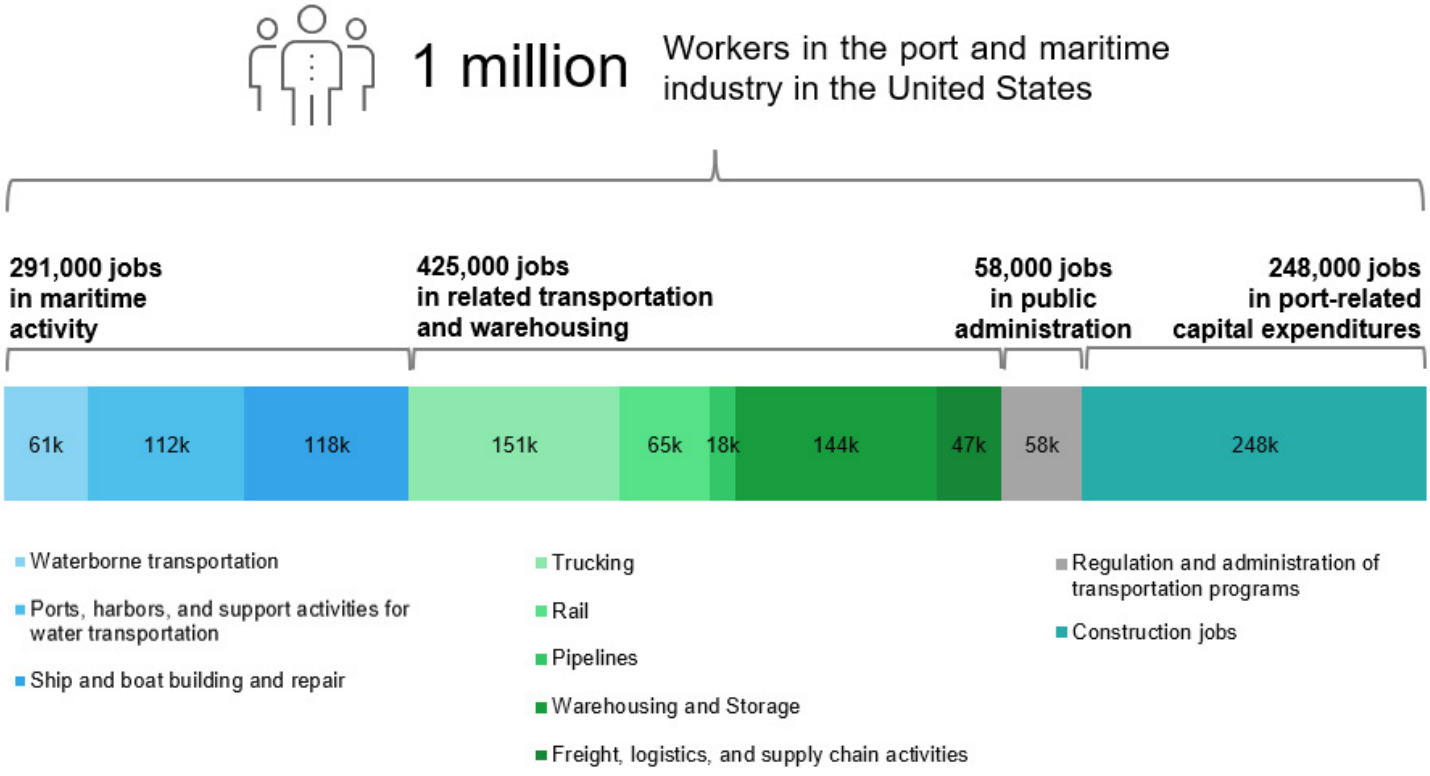
GDP

GDP measures an industry's contribution to the production of all final goods and services produced in the United States.

In 2023, the port and maritime industry employed more than one million workers earning $100 billion in wages and benefits and generating $124 billion of GDP. Accordingly, the average wages and benefits of workers at port and maritime industry businesses in 2023 was roughly $98,000 per worker, about 20% higher than the national average. The comparable average wages and benefits for workers throughout the US economy was approximately $82,000 in 2023.[14]

As displayed in Figure 1, transportation and warehousing employed the most workers with over 425,000 workers (41%) of jobs in the port and maritime industry. The next largest segment in the port and maritime industry was maritime activity, and it employed 291,000 workers (28% of the total). These two segments represented roughly two thirds of employment in the port and maritime industry. The remaining segments are port-related capital expenditures (248,000 jobs, 24%) and public administration (58,000, 6%).

Figure 1. Jobs in the port and maritime industry, 2023



Note: Figures are rounded.

Source: EY analysis.

III. ECONOMIC ACTIVITY RELATED TO PORT & MARITIME INDUSTRY

In addition to the economic activity in the port and maritime industry, this report also estimates the related economic activity of: (1) suppliers to the port and maritime industry, and (2) related consumer spending (described below).

Suppliers to the port and maritime industry. The port and maritime industry purchases goods and services from other businesses, which supports jobs, wages and benefits, and GDP at these supplier businesses. Moreover, demand for these goods and services leads to additional rounds of economic activity as suppliers to the port and maritime industry purchase operating inputs from their own suppliers. Goods and services imported from abroad are not included in this report's estimates of US economic activity.

Related consumer spending. Related consumer spending refers to the consumer spending supported by workers in the port and maritime industry and their suppliers. When these workers spend their earnings at US businesses (e.g., grocery stores, retailers, movie theaters), they support economic activity in those sectors. The earnings that these workers spend on food at a restaurant, for example, create jobs at the restaurant and at farms, transportation companies, and other industries that are involved in the restaurant's supply chain.

The magnitude of the economic activity related to the port and maritime industry is estimated with the Impacts for Planning (IMPLAN) multi-region input-output model of the United States.[15] Unlike other economic models, IMPLAN includes the interaction of more than 500 industries, thus identifying the interaction of specific industries that are related to the port and maritime industry.

IMPLAN MODEL OF THE US ECONOMY

The multipliers in the IMPLAN model are based on the Leontief production function, which estimates the total economic requirements for every unit of direct output in each industry based on detailed inter-industry relationships documented in the input-output model. The input-output framework connects commodity supply from one industry to commodity demand by another. The multipliers estimated using this approach capture all the upstream economic activity (or backward linkages) related to an industry's production by attaching technical coefficients to expenditures. These output coefficients (dollars of demand) are then translated into dollars of GDP and wages and benefits and number of employees based on industry averages.

The multipliers presented in this report include the US port and maritime industry, suppliers to the US port and maritime industry, and related consumer spending. Economic activity at suppliers to the port and maritime industry is attributable to operating input purchases from US suppliers. Economic activity related to consumer spending is attributable to spending by workers in the port and maritime industry and at their suppliers based on household spending patterns. The port and maritime industry is estimated to have an employment multiplier of 2.5, a wages and benefits multiplier of 2.1, and a GDP multiplier of 2.5.

SUPPLIERS TO THE PORT AND MARITIME INDUSTRY

As displayed in Figure 2, suppliers to the port and maritime industry were estimated to support 714,000 jobs throughout the US economy in 2023. The largest supplier segments to the port and maritime industry were estimated to be professional, management, and business services (203,000 jobs; 28% of total), transportation and warehousing (180,000 jobs; 25% of total), finance, insurance, and real estate (130,000 jobs; 18% of total), personal services (82,000 jobs; 11% of total), and manufacturing (45,000; 6% of total). These five supplier industries comprise roughly 90% of the total employment related to suppliers to port and maritime industry companies.

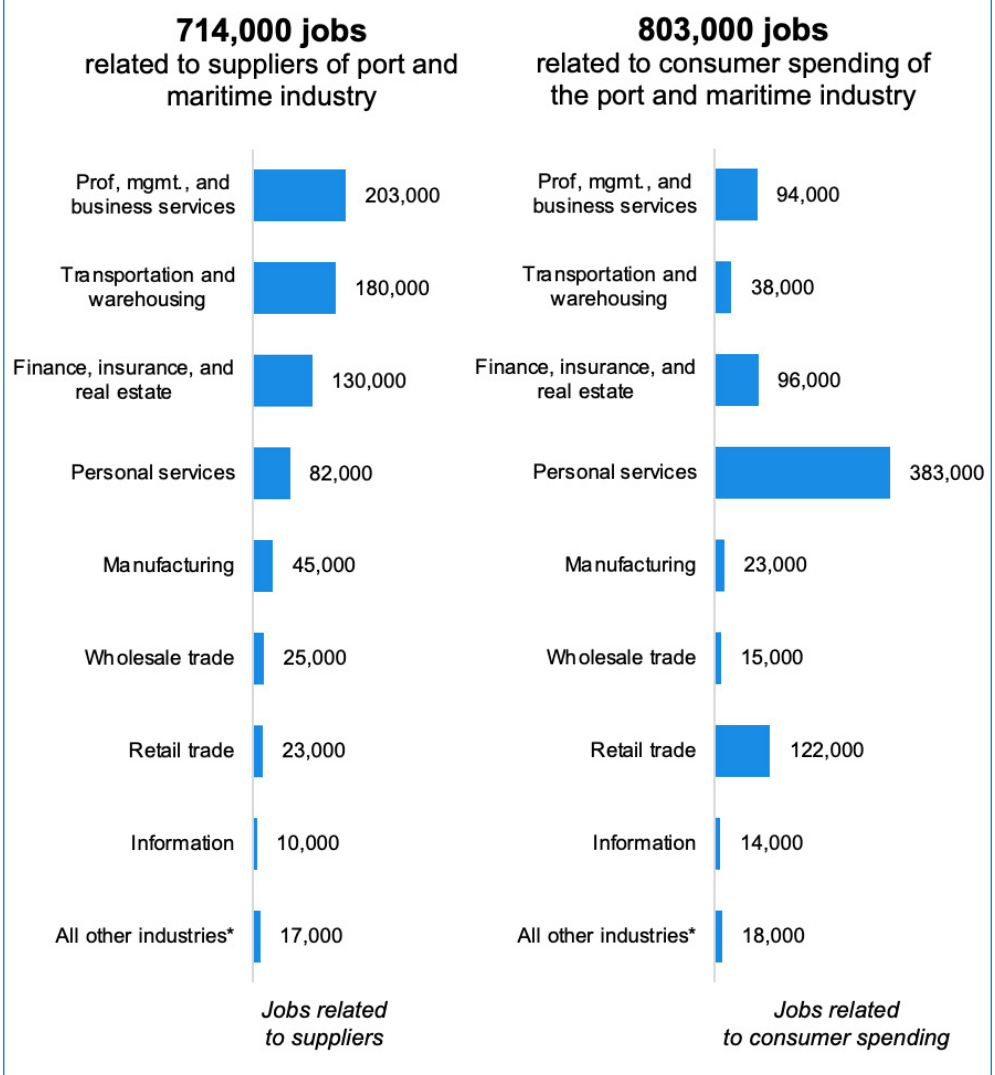
The remaining related supplier employment includes retail trade (23,000; 3% of total), information (10,000 jobs; 1% of total) , and all other industries (17,000; 2% of total).

RELATED CONSUMER SPENDING

Consumer spending of workers in the port and maritime industry and at the industry's suppliers was estimated to support 803,000 jobs throughout the US economy in 2023. The largest segments were estimated to be personal services (383,000 jobs; 48% of total), retail trade (122,000 jobs; 15% of total), and finance , insurance , and real estate (96,000 jobs; 12% of total). These three industries comprise roughly 75% of this related economic activity.

The remaining employment related to the consumer spending of workers at the port and maritime industry and those companies' suppliers includes professional, management, and business services (94,000 jobs; 12% of total), transportation and warehousing (38,000 jobs; 5% of total), manufacturing (23,000 jobs; 3% of total), wholesale trade (15,000 jobs; 2% of total), information (14,000 jobs; 2% of total), and all other industries (18,000 jobs; 2% of total).

Figure 2. Jobs related to the port and maritime industry, 2023



Note: *All other industries include construction; mining, quarrying, and oil and gas extraction; utilities; and agriculture, forestry, fishing, and hunting. Industry definitions are based on the North American Industry Classification System (NAICS). Figures are rounded.

Source: EY analysis.

ECONOMIC ACTIVITY IN, AND RELATED TO, THE PORT AND MARITIME INDUSTRY

Table 1 displays the estimated economic activity in, and related to, the port and maritime industry in the 2023 US economy. The port and maritime industry employed more than one million workers throughout the US economy who earned $100 billion in wages and benefits and generated $124 billion of GDP. Wages and benefits is a component of GDP. Suppliers to the port and maritime industry supported 714,000 workers throughout the US economy who earned $59 billion in wages and benefits and generated $89 billion of GDP. The consumer spending of workers in the port and maritime industry and their suppliers supported 803,000 workers throughout the US economy who earned $55 billion in wages and benefits and generated $98 billion in GDP.

Table 1. Total economic activity in, and related to, the port and maritime industry, 2023

	PORT AND MARITIME INDUSTRY	SUPPLIERS TO THE PORT AND MARITIME INDUSTRY	RELATED CONSUMER SPENDING	TOTAL
Employment	1,022	714	803	2,539
Wages and benefits	$100	$59	$55	$214
GDP	$124	$89	$98	$311

Note: Wages and benefits include all labor income (i.e., employee cash compensation and benefits, as well as proprietors' income). Wages and benefits is a component of GDP. Figures are rounded.

Source: EY analysis.

Thousands of jobs; billions of dollars

IV. STATE DISTRIBUTION OF ECONOMIC ACTIVITY

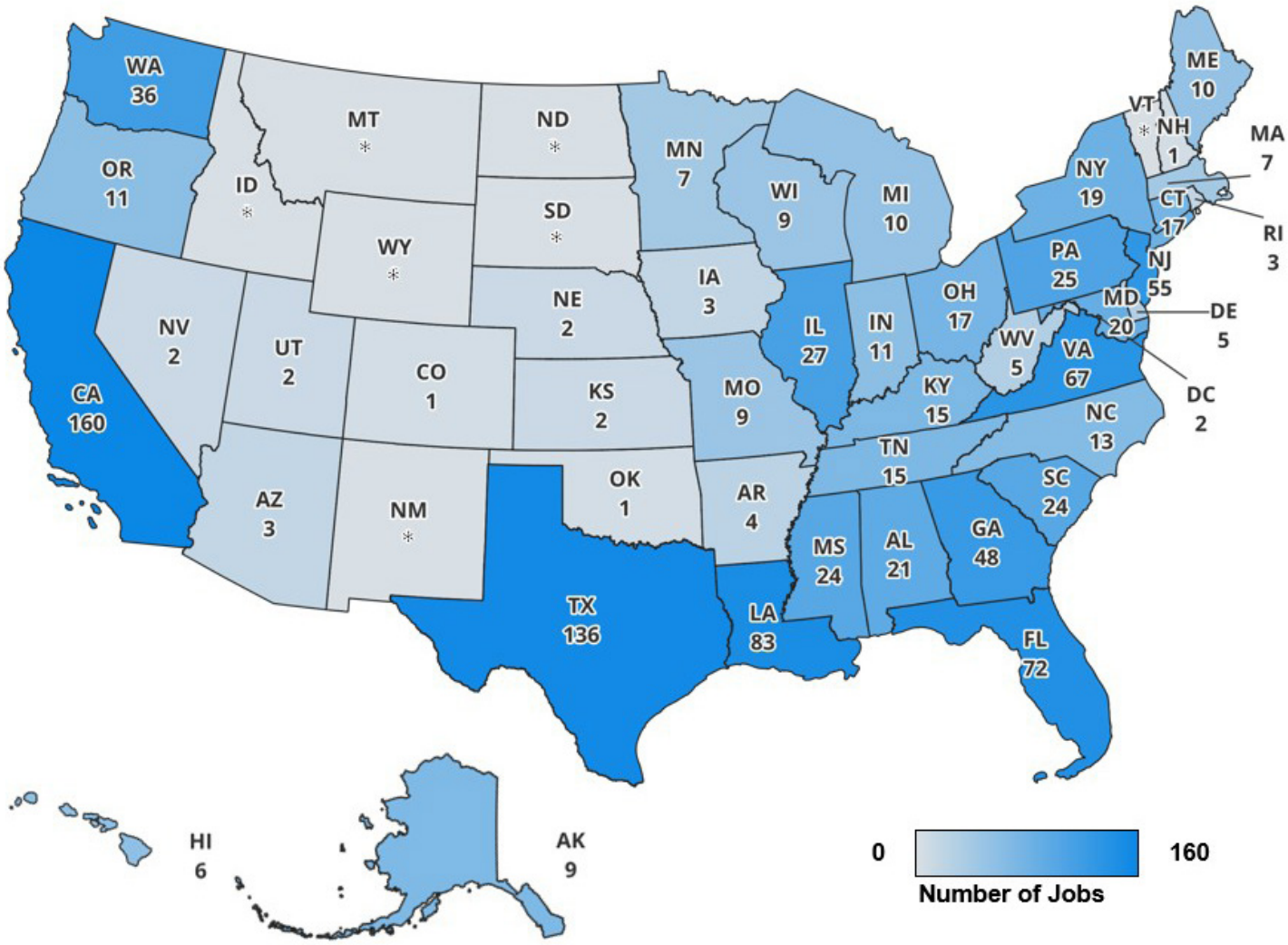
The distribution of jobs, wages and benefits, and GDP by state (plus the District of Columbia) in the port and maritime industry is displayed in Table 2 and Figure 3. The states estimated to have the most jobs in the port and maritime industry are: (1) California (160,000 jobs), (2) Texas (136,000 jobs), (3) Louisiana (83,000 jobs), (4) Florida (72,000 jobs), and (5) Virginia (67,000 jobs).

Table 2. Economic activity in the port and maritime industry, 2023

	JOBS	WAGES & BENEFITS	GDP		JOBS	WAGES & BENEFITS	GDP
United States	1,022	100,409	124,080	**Missouri**	9	864	1,242
Alabama	21	1,693	2,204	**Montana**	*	23	50
Alaska	9	1,334	3,326	**Nebraska**	2	213	497
Arizona	3	238	300	**Nevada**	2	180	255
Arkansas	4	285	385	**New Hampshire**	1	75	110
California	160	16,322	18,751	**New Jersey**	55	6,227	6,651
Colorado	1	130	182	**New Mexico**	*	17	32
Connecticut	17	2,186	3,339	**New York**	19	1,996	2,408
Delaware	5	399	407	**North Carolina**	13	970	1,302
DC	2	664	665	**North Dakota**	*	9	15
Florida	72	6,552	8,851	**Ohio**	17	1,649	2,003
Georgia	48	3,660	4,394	**Oklahoma**	1	81	132
Hawaii	6	697	910	**Oregon**	11	1,054	1,273
Idaho	*	26	44	**Pennsylvania**	25	2,268	2,471
Illinois	27	2,528	3,017	**Rhode Island**	3	269	312
Indiana	11	964	1,123	**South Carolina**	24	1,851	2,145
Iowa	3	237	385	**South Dakota**	*	18	31
Kansas	2	248	452	**Tennessee**	15	1,296	1,623
Kentucky	15	1,270	1,631	**Texas**	136	14,963	16,621
Louisiana	83	7,049	7,552	**Utah**	2	149	179
Maine	10	872	1,108	**Vermont**	*	16	20
Maryland	20	1,616	1,829	**Virginia**	67	7,175	10,955
Massachusetts	7	1,155	1,410	**Washington**	36	3,918	5,197
Michigan	10	821	991	**West Virginia**	5	351	412
Minnesota	7	778	847	**Wisconsin**	9	868	1,129
Mississippi	24	2,160	2,843	**Wyoming**	*	25	69

Figure 3. Employment in the port and maritime industry by state, 2023

(Jobs supported by the port and maritime industry)



Note: The figure only includes employment in the port and maritime industry. Figures are rounded.
*Denotes there are fewer than 500 jobs.

Note: The table only includes economic activity in the port and maritime industry. Wages and benefits includes all labor income (i.e., employee compensation and proprietor income). Wages and benefits is a component of GDP. Figures are rounded.
*Denotes there are fewer than 500 jobs.

Source: EY analysis.

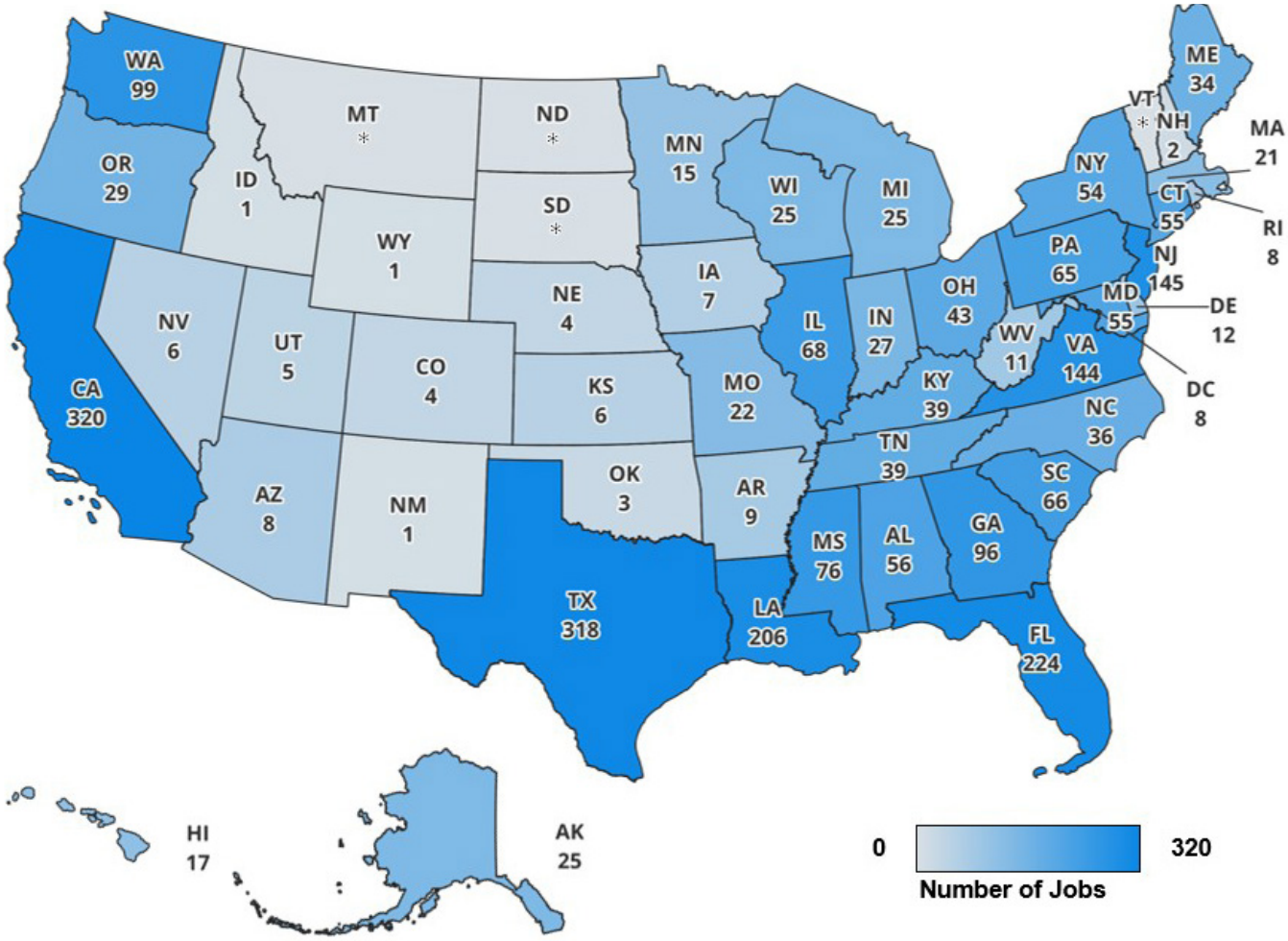
The distribution of jobs, wages and benefits, and GDP by state (plus the District of Columbia) in, and related to, the port and maritime industry is displayed in Table 3 and Figure 4. In addition to the economic activity in the port and maritime industry, this also includes the related economic activity of: (1) suppliers to the port and maritime industry, and (2) related consumer spending. The states estimated to have the most jobs in, and related to, the port and maritime industry are: (1) California (320,000 jobs), (2) Texas (318,000 jobs), (3) Florida (224,000 jobs), (4) Louisiana (206,000 jobs), and (5) New Jersey (145,000 jobs).

Table 3. Total economic activity in, and related to, the port and maritime industry by state, 2023

	JOBS	WAGES & BENEFITS	GDP		JOBS	WAGES & BENEFITS	GDP
United States	2,539	214,141	310,819	**Missouri**	22	1,960	3,315
Alabama	56	4,042	6,291	**Montana**	*	52	125
Alaska	25	3,095	8,768	**Nebraska**	4	483	1,244
Arizona	8	569	803	**Nevada**	6	414	650
Arkansas	9	652	1,034	**New Hampshire**	2	167	297
California	320	30,020	41,275	**New Jersey**	145	14,404	18,108
Colorado	4	301	465	**New Mexico**	1	40	80
Connecticut	55	5,534	10,064	**New York**	54	4,737	6,706
Delaware	12	902	1,089	**North Carolina**	36	2,289	3,574
DC	8	1,707	2,021	**North Dakota**	*	19	37
Florida	224	16,400	24,132	**Ohio**	43	3,709	5,303
Georgia	96	6,763	9,808	**Oklahoma**	3	188	339
Hawaii	17	1,631	2,587	**Oregon**	29	2,441	3,471
Idaho	1	59	111	**Pennsylvania**	65	5,196	6,537
Illinois	68	5,741	7,911	**Rhode Island**	8	630	879
Indiana	27	2,164	2,984	**South Carolina**	66	4,394	5,859
Iowa	7	530	984	**South Dakota**	*	42	77
Kansas	6	571	1,150	**Tennessee**	39	2,973	4,354
Kentucky	39	2,964	4,660	**Texas**	318	27,528	37,448
Louisiana	206	16,301	21,379	**Utah**	5	344	459
Maine	34	2,201	3,307	**Vermont**	*	42	59
Maryland	55	3,744	4,939	**Virginia**	144	12,617	20,177
Massachusetts	21	2,795	4,047	**Washington**	99	9,018	14,284
Michigan	25	1,855	2,718	**West Virginia**	11	753	1,112
Minnesota	15	1,672	2,110	**Wisconsin**	25	1,988	3,026
Mississippi	76	5,442	8,477	**Wyoming**	1	59	187

Figure 4. Total economic activity in, and related to, the port and maritime industry by state, 2023

(Jobs supported by the port and maritime industry, its suppliers, and related consumer spending)



Note: Figure includes employment in the port and maritime industry as well as the related supplier and consumer spending employment. Figures are rounded.
*Denotes there are fewer than 500 jobs.

Note: Table includes economic activity in the port and maritime industry as well as that of related supplier and consumer spending. Wages and benefits includes all labor income (i.e., employee compensation and proprietor income). Wages and benefits is a component of GDP. Figures are rounded.
*Denotes there are fewer than 500 jobs.

Source: EY analysis.

V. CAVEATS AND LIMITATIONS

Any modeling effort is only an approximate depiction of the economic forces it seeks to represent, and the economic modeling developed for this analysis is no exception. The estimates of the economic contribution of the port and maritime industry presented in this report are based on an input - output model of the US economy and the data and assumptions described elsewhere in the report . Although various limitations and caveats might be listed , several are particularly noteworthy:

Estimates based on a specific definition of the port and maritime industry. There is not a standard definition of the port and maritime industry in the United States. Studies of specific ports or regional ports define the port and maritime industry differently. A different definition of the port and maritime industry could lead to lower or higher estimates depending on which economic activity is included , how linked transportation networks are , and whether shippers or industries that heavily rely on ports are included. Note that this analysis does not include industries dependent on ports for receiving or shipping goods. For example, manufacturers may be dependent on ports to export their goods or to receive intermediate inputs via import. Additionally, some manufacturers choose to locate their facilities at or near ports to capitalize on potential logistical and supply-chain advantages. Some economic contribution analyses of ports include these manufacturers as port-related or supported employment.[16]

The estimates are for a snapshot of the economic contribution in 2023. The input-output modeling approach used in this analysis shows the 2023 economic contribution of the port and maritime industry based on its relationships with other industries and households in the US economy. The analysis is at a single point in time (i.e., 2023). The results do not reflect or attempt to estimate an expansion, contraction, or any other changes, or related impacts, of the industry or companies therein.

Estimates do not reflect the economic impact of the port and maritime industry. This analysis does not attempt to estimate or indicate the effect or impact of the port and maritime industry on the US economy. Rather, the analysis presents estimates of the economic contribution or economic footprint of the port and maritime industry.

By providing information on the overall scope of the sector, measured, and defined in several different ways, this report attempts to shed light on the reach of the port and maritime industry within the US economy. In contrast, an economic impact analysis might instead analyze the impact on the US economy of a change to or in an industry or sector, perhaps due to a policy change, natural disaster, or some other exogenous factor. An economic impact analysis might also attempt to account for the economic dynamics that occur in response to such a change and show the impact net of shifts of economic activity across different parts of the economy (e.g., industries, sectors) as impacts ripple through the economy.[17]

As compared to economic impact analyses, in input-output modeling there is generally no consideration of what the economic activity being examined would otherwise be engaged in (e.g., workers in the examined activity may have otherwise been employed in another economic activity). Nor is there generally any consideration of whether the economic activity being examined is an efficient use of resources. There is also no fixed relationship between the results of an economic contribution analysis and an economic impact analysis; the relationship can change, for example, depending on the current unemployment and labor force participation rates. As such, an economic contribution analysis should not be confused with an economic impact analysis .

Estimates are limited by available public information. The analysis relies on information reported by federal government agencies (primarily the US Census Bureau, US Bureau of Labor Statistics, Department of Transportation, USACE, the US Department of Homeland Security, and the US Department of Defense), and other publicly available sources (i.e., IMPLAN model). The analysis did not attempt to verify or validate this information using sources other than those described in the report.

Estimates rely on data available at the time. The analysis relies on data that could change as new information becomes available. For example, the analysis relies on the Bureau of Transportation Statistics' Freight Analysis Framework Version 5.5.1. The Freight Analysis Framework is based on Census Commodity Flow Survey data from 2017 released in 2020 and it is regularly updated as new data becomes available. Additionally, the analysis also relies on planned infrastructure investment data from the American Association of Port Authorities released in 2020. The economy experienced significant changes since 2020. It is likely that port infrastructure investment needs and plans changed with shifting economic conditions.

Modeling the economic contribution of the port and maritime industry relies on government industry classifications. This report relates the activities of the port and maritime industry to the operating profiles of various industries as defined by the North American Industry Classification System (NAICS) to estimate the economic contribution of the port and maritime industry most effectively. Workers in the port and maritime industry are assumed to receive the average wages and benefits of workers in their respective industries and to require the level of operating input purchases characteristic of the industries into which they have been categorized. This analysis relies on estimates of the domestically purchased inputs from the IMPLAN economic model, which are estimated using aggregate trade flow data and may vary by industry.

Modeling the average wage in the port and maritime industry relies on industry averages. This report relates the activities of the port and maritime industry to the operating profiles of various industries as defined by the NAICS industry classification system to estimate the average wage most effectively in the port and maritime industry. Workers in the port and maritime industry are assumed to receive the average wages and benefits of workers in their respective industries and to require the level of operating input purchases characteristic of the industries into which they have been categorized.

Without adjustments input-output analyses can produce overestimates. In input-output modeling, suppliers of the port and maritime industry or suppliers of suppliers could be in the port and maritime industry. Additionally, consumer re-spending of income supported by the port and maritime industry could then support economic activity in the port and maritime industry. In these cases, jobs in the port and maritime industry would be counted more than once between results for: (1) the port and maritime industry, (2) suppliers of the port and maritime industry, and (3) related consumer spending of the port and maritime industry.

This analysis includes an adjustment to remove this double counting. Specifically, this analysis reduces the economic activity included in the supplier and consumer spending related estimates, by industry, proportional to the direct employment share in each industry. This reduces the total amount of economic activity (i.e., jobs, wages and benefits, and GDP) supported via suppliers of the port and maritime industry and the related consumer spending of the port and maritime industry.

APPENDIX. BENCHMARKING

There is not a standard definition of the port and maritime industry in the United States. Studies of specific ports or regional ports define the port and maritime industry differently. This analysis benchmarked itself against the direct jobs estimates from recent economic contribution studies of other ports or regions for comparison. As displayed in the tables below, this analysis also estimated the percentage of US tonnage going through each port or region using reported tonnage in the studies and with US Army Corps of Engineers data.

Note that national estimates created from port or regional data (e.g., scaling up direct jobs by the estimated % of US tonnage) could lead to overestimates if there are economies of scale or underestimates if port operations and supply chains vary significantly across ports or regions. The analysis did not attempt to verify or validate the direct jobs in other reports or reported tonnages using sources other than those described. The analysis did not compare indirect or induced jobs from the benchmarked studies. Also note that studies vary in the transparency of what types of economic activity are included in the port and maritime industry and the tables below are based on publicly available information .

Study	Methodology	Maritime services	Trucking[1]	Rail[1]	Pipeline[1]	Warehouses[1]	Cruises	Port users[2]	Port authaorities	Regulators	Direct jobs	Estimated % of US tonnage[3]
AAPA – EY (2023)	Direct jobs estimated from Census, Bureau of Labor Statistics, and other sources from a state level and included in the IMPLAN model.	✓	✓	✓	✓	✓	✓		✓	✓	1,022,000	100%
Great Lakes – St. Lawrence Seaway (2022)	Direct interviews to develop baseline direct jobs and included in RIMS II model.	✓	✓	✓		✓		✓	✓	✓	50,335	8.2%
West Coast Ports (2021)	Direct interviews to develop baseline direct jobs and included in RIMS II model.	✓	✓	✓		✓			✓	✓	98,790	17.2%
Ports of Indiana (2022)	Direct interviews to develop baseline direct jobs and included in RIMS II model.	✓	✓	✓		✓		✓	✓	✓	10,586	0.6%
Houston Ship Channel (2022)	Direct interviews to develop baseline direct jobs and included in RIMS II model.	✓	✓	✓		✓		✓	✓	✓	78,308	11.4%
Port of Virginia (2022)	Data modeled using IMPLAN.	✓	✓	✓		✓			✓		25,478	1.2%
Georgia's Deepwater Ports (2021)	Georgia Ports Authority data used in DOT's MARAD Port Economic Impact Kit and port users were surveyed. Outputs used in IMPLAN.	✓	✓	✓		✓		✓	✓		51,280	1.9%
Ports of Texas (2018)	Direct interviews with ports and data from previous studies to develop baseline direct jobs and included in RIMS II model.	✓	✓	✓		✓		✓	✓	✓	128,848	27.9%
Port of Jacksonville (2018)	Direct interviews with ports and previous study data to develop baseline direct jobs and included in RIMS II model.	✓	✓	✓		✓			✓	✓	10,876	0.8%
Port of Long Beach (2017)	For the port industry, the analysis uses data from US Army Corps of Engineers, stakeholder surveys, and reported income and employment data as inputs to the IMPLAN model.	✓	✓	✓			✓	✓	✓		1,327,5204	4.0%

1 For trucking, rail, pipeline, and warehousing, the studies include prorated shares or the total jobs for these categories serving the ports analyzed (i.e., not the entirety of these industries are included).

2 The definition of port users differs significantly across studies.

3 The estimated percentage of US tonnage moved is created from data in the reports or on the sponsoring organization's website. It is compared to the total US waterborne tonnage moved from the US Army Corps of Engineers for the year the estimate covers.

Note: Parentheticals indicate the data year and not the year of publication. The analysis did not attempt to verify or validate the direct jobs in other reports or reported tonnages using sources other than those described in the report. Figures are rounded.

Source: Economic contribution studies, US Army Corps of Engineers, and EY analysis.

APPENDIX B.
CONGRESSIONAL DISTRICT DATA

Table B.1.
Total economic activity in, and related to, the port and maritime industry by congressional district, 2023

STATE NAME	CONGRESSIONAL DISTRICT	JOBS	WAGES & BENEFITS	GROSS DOMESTIC PRODUCT
United States	--	2,539,000	$214,141	$310,819
Alabama	01	42,139	3,094	4,837
Alabama	02	2,641	177	271
Alabama	03	1,797	118	179
Alabama	04	2,112	142	219
Alabama	05	1,680	115	178
Alabama	06	1,485	97	148
Alabama	07	4,493	300	460
Alaska	00	25,093	3,095	8,768
Arizona	01	780	53	75
Arizona	02	221	15	21
Arizona	03	3,290	222	314
Arizona	04	784	53	75
Arizona	05	293	20	28
Arizona	06	559	38	53
Arizona	07	1,509	103	142
Arizona	08	271	18	26
Arizona	09	725	49	69
Arkansas	01	4,192	288	426
Arkansas	02	861	65	109
Arkansas	03	1,851	144	252
Arkansas	04	2,178	155	247
California	01	2,324	188	261
California	02	5,060	437	584
California	03	1,554	135	187
California	04	4,839	420	582
California	05	1,283	102	141
California	06	2,805	212	295
California	07	4,097	312	435
California	08	8,590	896	1,228
California	09	14,253	1,158	1,589

California	10	3,645	306	408
California	11	6,061	549	741
California	12	21,062	2,294	3,143
California	13	5,685	457	631
California	14	4,377	362	493
California	15	3,055	240	330
California	16	467	36	50
California	17	3,570	303	416
California	18	708	55	76
California	19	557	47	65
California	20	2,469	185	258
California	21	5,701	430	599
California	22	3,947	298	415
California	23	2,381	183	253
California	24	1,989	181	248
California	25	1,180	91	126
California	26	5,639	497	669
California	27	1,941	149	206
California	28	2,081	160	221
California	29	2,220	171	236
California	30	1,392	108	149
California	31	2,298	178	246
California	32	1,033	81	112
California	33	12,635	952	1,327
California	34	2,343	179	248
California	35	15,776	1,187	1,654
California	36	3,194	245	340
California	37	1,853	144	199
California	38	3,597	273	380
California	39	11,916	896	1,248
California	40	1,360	111	153
California	41	2,160	166	231
California	42	38,048	4,342	5,952
California	43	9,744	734	1,021
California	44	49,093	5,605	7,684
California	45	2,808	227	315
California	46	2,091	171	237
California	47	2,445	197	274
California	48	7,084	763	1,042
California	49	3,019	292	403

California	50	6,771	680	931
California	51	7,989	833	1,141
California	52	7,588	803	1,098
Colorado	01	778	66	103
Colorado	02	197	17	25
Colorado	03	190	16	26
Colorado	04	249	21	32
Colorado	05	317	27	38
Colorado	06	635	54	81
Colorado	07	131	11	17
Colorado	08	1,064	90	142
Connecticut	01	847	54	67
Connecticut	02	46,320	4,707	8,668
Connecticut	03	6,072	580	1,021
Connecticut	04	795	69	109
Connecticut	05	1,428	125	198
Delaware	00	11,524	902	1,089
District of Columbia	00	8,060	1,707	2,021
Florida	01	3,810	267	385
Florida	02	6,414	460	670
Florida	03	4,022	271	395
Florida	04	60,908	4,582	6,780
Florida	05	4,060	266	384
Florida	06	4,171	312	463
Florida	07	3,599	271	402
Florida	08	7,465	541	790
Florida	09	4,786	314	456
Florida	10	4,028	287	422
Florida	11	2,483	163	237
Florida	12	870	57	83
Florida	13	4,213	302	438
Florida	14	15,108	1,121	1,655
Florida	15	3,229	211	303
Florida	16	5,292	370	532
Florida	17	1,345	93	136
Florida	18	2,935	176	253
Florida	19	2,409	172	253
Florida	20	7,458	533	779
Florida	21	5,798	432	638
Florida	22	1,241	79	111

Florida	23	1,457	95	138
Florida	24	1,665	112	162
Florida	25	26,468	2,021	3,000
Florida	26	7,616	486	702
Florida	27	29,800	2,289	3,402
Florida	28	1,768	116	165
Georgia	01	31,734	2,632	3,514
Georgia	02	2,468	159	243
Georgia	03	3,753	244	371
Georgia	04	3,630	234	357
Georgia	05	16,081	1,033	1,578
Georgia	06	3,573	232	353
Georgia	07	2,297	148	226
Georgia	08	6,489	427	644
Georgia	09	3,375	221	335
Georgia	10	6,625	425	650
Georgia	11	5,213	336	512
Georgia	12	2,797	180	274
Georgia	13	5,092	327	499
Georgia	14	2,563	165	252
Hawaii	01	14,703	1,409	2,251
Hawaii	02	2,477	222	337
Idaho	01	194	16	29
Idaho	02	533	43	82
Illinois	01	3,573	290	405
Illinois	02	7,564	659	875
Illinois	03	3,481	283	399
Illinois	04	2,858	224	320
Illinois	05	3,477	270	386
Illinois	06	4,832	383	543
Illinois	07	3,907	303	433
Illinois	08	3,375	267	378
Illinois	09	1,642	126	178
Illinois	10	1,384	109	156
Illinois	11	3,385	280	396
Illinois	12	5,735	522	688
Illinois	13	7,043	626	840
Illinois	14	8,987	771	1,064
Illinois	15	2,814	258	338
Illinois	16	2,463	212	292

Illinois	17	1,875	156	220
Indiana	01	4,643	348	486
Indiana	02	592	43	65
Indiana	03	967	69	105
Indiana	04	2,140	152	233
Indiana	05	633	45	69
Indiana	06	1,210	86	132
Indiana	07	1,726	125	189
Indiana	08	5,057	379	532
Indiana	09	10,265	917	1,174
Iowa	01	3,238	247	407
Iowa	02	1,366	110	211
Iowa	03	1,046	88	185
Iowa	04	1,000	85	181
Kansas	01	623	56	121
Kansas	02	1,643	148	320
Kansas	03	2,992	269	519
Kansas	04	1,097	98	189
Kentucky	01	17,917	1,445	2,324
Kentucky	02	4,405	321	482
Kentucky	03	5,073	359	547
Kentucky	04	7,051	521	792
Kentucky	05	2,782	232	387
Kentucky	06	1,320	86	129
Louisiana	01	64,382	5,259	6,742
Louisiana	02	49,747	4,000	5,188
Louisiana	03	34,594	2,660	3,532
Louisiana	04	16,010	1,185	1,642
Louisiana	05	11,308	826	1,146
Louisiana	06	30,221	2,371	3,130
Maine	01	28,351	1,802	2,727
Maine	02	5,581	399	580
Maryland	01	8,343	554	726
Maryland	02	9,051	640	867
Maryland	03	5,463	346	443
Maryland	04	1,648	103	132
Maryland	05	1,173	74	95
Maryland	06	2,816	177	227
Maryland	07	25,639	1,786	2,368
Maryland	08	1,001	63	81

Massachusetts	01	926	80	103
Massachusetts	02	1,484	138	184
Massachusetts	03	958	99	136
Massachusetts	04	4,807	640	931
Massachusetts	05	695	67	91
Massachusetts	06	1,264	164	236
Massachusetts	07	1,506	147	199
Massachusetts	08	7,514	1,149	1,711
Massachusetts	09	2,256	311	455
Michigan	01	5,955	492	775
Michigan	02	474	37	56
Michigan	03	2,810	205	290
Michigan	04	725	50	70
Michigan	05	1,872	136	190
Michigan	06	1,688	119	163
Michigan	07	886	64	91
Michigan	08	824	60	88
Michigan	09	2,603	191	269
Michigan	10	1,035	78	116
Michigan	11	610	43	60
Michigan	12	1,124	78	106
Michigan	13	4,014	302	445
Minnesota	01	905	120	150
Minnesota	02	996	100	169
Minnesota	03	910	95	154
Minnesota	04	4,884	510	593
Minnesota	05	1,651	173	279
Minnesota	06	767	113	126
Minnesota	07	617	82	102
Minnesota	08	4,559	477	537
Mississippi	01	4,710	309	582
Mississippi	02	6,369	456	738
Mississippi	03	2,108	131	271
Mississippi	04	62,508	4,547	6,885
Missouri	01	5,515	520	888
Missouri	02	789	69	117
Missouri	03	807	73	132
Missouri	04	2,751	250	399
Missouri	05	1,835	176	339
Missouri	06	4,514	391	660

Missouri	07	1,112	112	226
Missouri	08	4,499	368	555
Montana	01	119	13	32
Montana	02	314	38	93
Nebraska	01	809	100	253
Nebraska	02	1,100	137	351
Nebraska	03	1,930	245	641
Nevada	01	1,073	76	117
Nevada	02	2,370	161	260
Nevada	03	1,176	83	128
Nevada	04	1,336	94	145
New Hampshire	01	1,152	108	205
New Hampshire	02	763	59	92
New Jersey	01	11,236	985	1,260
New Jersey	02	7,250	733	915
New Jersey	03	12,566	1,210	1,506
New Jersey	04	2,296	226	282
New Jersey	05	2,716	194	238
New Jersey	06	11,573	844	1,037
New Jersey	07	6,638	513	654
New Jersey	08	40,497	4,958	6,260
New Jersey	09	9,731	703	870
New Jersey	10	26,355	2,982	3,763
New Jersey	11	6,096	476	609
New Jersey	12	8,135	580	714
New Mexico	01	143	11	23
New Mexico	02	194	15	30
New Mexico	03	171	13	27
New York	01	2,098	194	278
New York	02	2,313	215	308
New York	03	1,477	128	182
New York	04	2,371	212	302
New York	05	1,711	132	185
New York	06	245	19	26
New York	07	763	58	80
New York	08	713	52	71
New York	09	452	35	47
New York	10	2,786	260	371
New York	11	9,157	885	1,269
New York	12	4,743	441	629

New York	13	380	30	41
New York	14	1,136	87	121
New York	15	371	28	39
New York	16	751	63	89
New York	17	512	42	59
New York	18	1,263	89	123
New York	19	647	48	67
New York	20	5,753	522	740
New York	21	2,898	249	352
New York	22	1,660	117	161
New York	23	1,877	140	191
New York	24	880	63	87
New York	25	1,772	134	182
New York	26	5,464	494	705
North Carolina	01	2,263	143	215
North Carolina	02	1,198	77	105
North Carolina	03	3,067	196	322
North Carolina	04	1,051	67	91
North Carolina	05	797	51	71
North Carolina	06	2,468	158	216
North Carolina	07	13,456	835	1,481
North Carolina	08	1,179	75	105
North Carolina	09	370	24	32
North Carolina	10	2,177	139	194
North Carolina	11	838	53	79
North Carolina	12	2,355	150	212
North Carolina	13	840	54	75
North Carolina	14	4,180	267	376
North Dakota	00	201	19	37
Ohio	01	1,756	174	246
Ohio	02	3,278	348	480
Ohio	03	1,698	137	209
Ohio	04	2,877	230	352
Ohio	05	1,754	145	219
Ohio	06	2,596	263	369
Ohio	07	4,339	329	461
Ohio	08	2,541	244	349
Ohio	09	5,479	525	733
Ohio	10	658	53	81
Ohio	11	8,951	712	977

Ohio	12	1,278	105	159
Ohio	13	1,062	88	133
Ohio	14	1,064	101	145
Ohio	15	3,167	256	391
Oklahoma	01	535	37	72
Oklahoma	02	662	42	63
Oklahoma	03	782	54	104
Oklahoma	04	446	30	52
Oklahoma	05	372	25	49
Oregon	01	3,488	294	422
Oregon	02	2,476	210	306
Oregon	03	13,904	1,218	1,719
Oregon	04	5,036	421	585
Oregon	05	1,624	134	197
Oregon	06	1,987	164	242
Pennsylvania	01	2,328	184	231
Pennsylvania	02	11,763	956	1,196
Pennsylvania	03	4,337	340	449
Pennsylvania	04	2,032	162	202
Pennsylvania	05	7,788	634	781
Pennsylvania	06	1,416	112	141
Pennsylvania	07	3,464	270	343
Pennsylvania	08	3,305	257	327
Pennsylvania	09	3,712	289	368
Pennsylvania	10	5,628	438	557
Pennsylvania	11	1,826	142	181
Pennsylvania	12	1,708	137	170
Pennsylvania	13	3,108	242	308
Pennsylvania	14	4,669	378	466
Pennsylvania	15	2,022	159	201
Pennsylvania	16	1,704	135	169
Pennsylvania	17	4,453	362	445
Rhode Island	01	3,973	338	480
Rhode Island	02	3,689	293	399
South Carolina	01	9,173	599	819
South Carolina	02	6,314	384	523
South Carolina	03	2,665	161	220
South Carolina	04	7,627	463	632
South Carolina	05	6,228	374	512
South Carolina	06	30,261	2,186	2,843
South Carolina	07	3,764	227	310

South Dakota	00	413	42	77
Tennessee	01	1,922	129	184
Tennessee	02	2,292	157	226
Tennessee	03	4,093	295	420
Tennessee	04	2,452	173	251
Tennessee	05	4,315	347	519
Tennessee	06	3,956	307	454
Tennessee	07	7,868	658	988
Tennessee	08	3,684	283	397
Tennessee	09	8,146	621	914
Texas	01	5,116	483	660
Texas	02	5,342	464	624
Texas	03	824	79	107
Texas	04	2,413	228	311
Texas	05	3,103	297	403
Texas	06	5,843	560	760
Texas	07	2,063	185	250
Texas	08	4,003	343	461
Texas	09	6,171	561	759
Texas	10	2,343	224	304
Texas	11	5,072	477	652
Texas	12	3,084	293	399
Texas	13	4,293	407	555
Texas	14	45,671	3,673	4,992
Texas	15	9,190	724	966
Texas	16	3,490	335	454
Texas	17	2,370	227	308
Texas	18	15,846	1,466	1,983
Texas	19	3,837	362	494
Texas	20	1,052	101	137
Texas	21	2,866	275	373
Texas	22	10,292	779	1,030
Texas	23	2,518	241	328
Texas	24	11,000	1,053	1,430
Texas	25	1,745	167	226
Texas	26	3,537	334	456
Texas	27	27,327	2,107	2,818
Texas	28	6,581	631	856
Texas	29	8,300	744	1,004
Texas	30	6,921	664	901
Texas	31	1,185	114	154

Texas	32	2,903	278	378
Texas	33	6,511	622	846
Texas	34	13,626	1,110	1,519
Texas	35	4,313	411	559
Texas	36	68,627	5,771	7,988
Texas	37	1,924	184	250
Texas	38	6,402	559	752
Utah	01	880	59	80
Utah	02	2,955	192	265
Utah	03	909	78	93
Utah	04	232	15	21
Vermont	00	415	42	59
Virginia	01	3,863	279	413
Virginia	02	5,402	466	748
Virginia	03	109,513	10,048	16,241
Virginia	04	8,624	614	902
Virginia	05	3,409	246	379
Virginia	06	5,631	407	628
Virginia	07	1,027	74	115
Virginia	08	883	67	104
Virginia	09	1,635	118	181
Virginia	10	1,973	146	226
Virginia	11	2,004	153	238
Washington	01	1,786	149	226
Washington	02	15,548	1,415	2,209
Washington	03	11,481	1,018	1,549
Washington	04	3,285	271	419
Washington	05	2,961	248	387
Washington	06	25,309	2,440	4,009
Washington	07	20,390	1,962	3,244
Washington	08	5,303	438	603
Washington	09	8,534	701	1,068
Washington	10	4,569	375	571
West Virginia	01	5,174	372	538
West Virginia	02	5,333	381	574
Wisconsin	01	1,808	156	252

Wisconsin	02	753	67	113
Wisconsin	03	2,925	248	398
Wisconsin	04	2,150	174	258
Wisconsin	05	931	82	135
Wisconsin	06	1,429	122	196
Wisconsin	07	4,109	329	491
Wisconsin	08	10,599	810	1,182
Wyoming	00	740	59	187

Note: Congressional district boundaries are as of 2022. Congressional district-level results are high-level estimates. The congressional district-level results are an allocation of the state results to the congressional districts with a high-level estimate based on county industry employment estimates from the US Census Bureau and JobsEQ data. An allocation approach is necessary because sufficiently detailed data on the port and maritime industry are not available by congressional district from publicly available sources. Figures are rounded.

Source: US Census Bureau, JobsEQ, and EY analysis.

Endnotes

1 Proprietor income includes the payments received by self-employed individuals and unincorporated business owners. That is, this includes the pre-tax income of sole proprietorships, partnerships, and other private for-profit businesses that are not classified as corporations. For more information see chapter 11 of US Bureau of Economic Analysis, "NIPA Handbook: Concepts and Methods of the U.S. National Income and Product Accounts," December 2023.

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