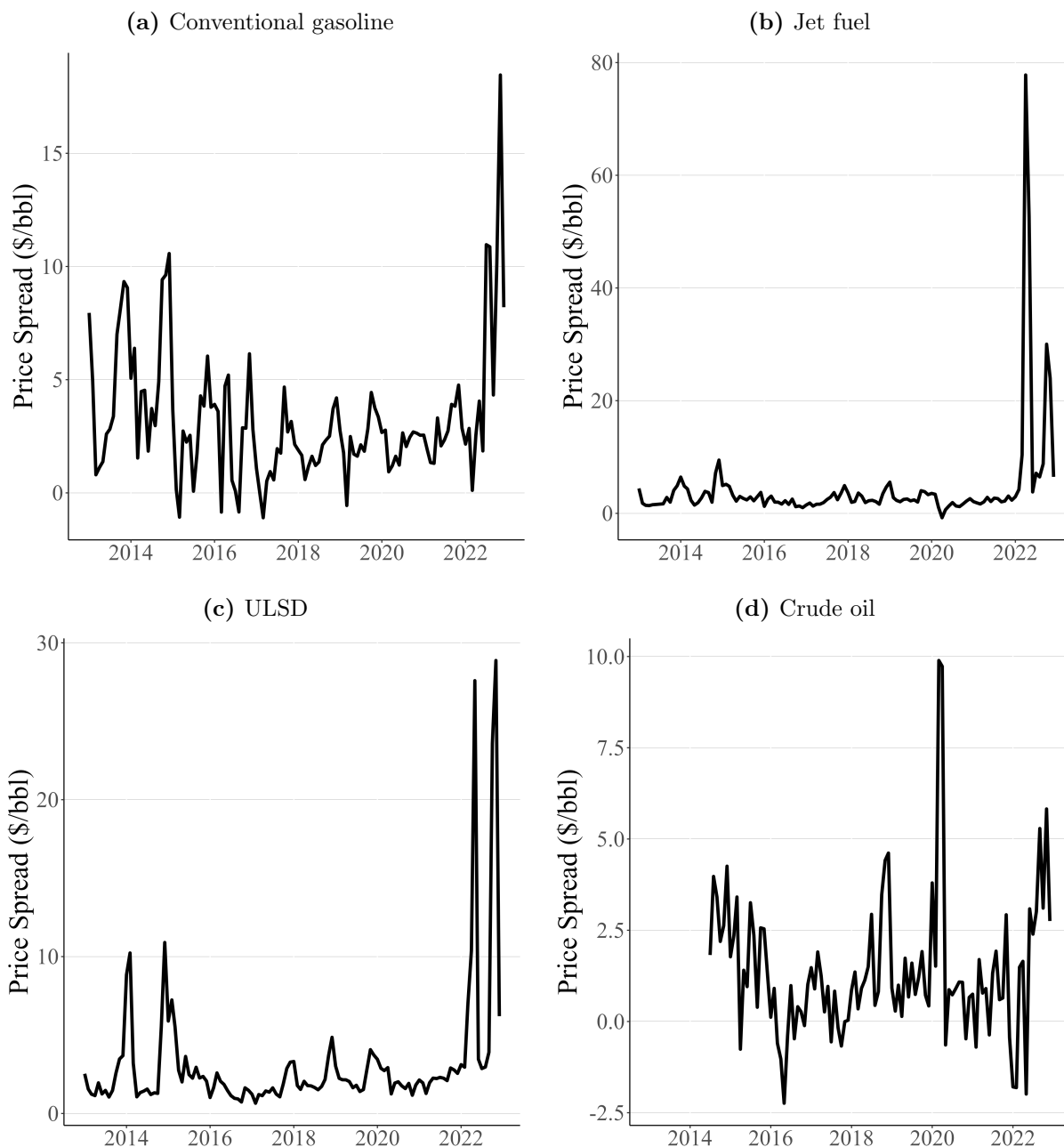


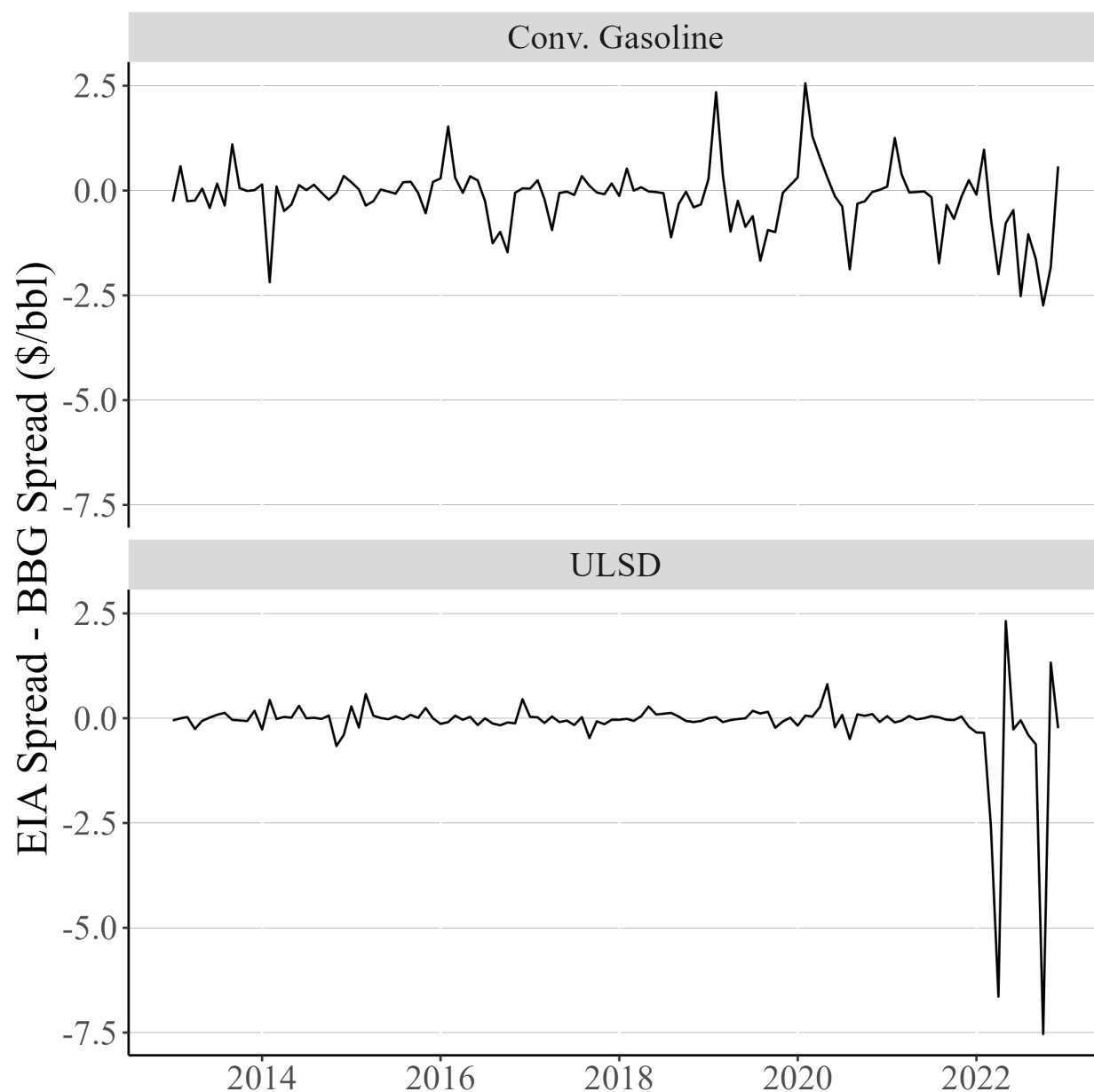
Online appendix for “Impacts of the Jones Act on U.S. Petroleum Markets”

Figure A.1: Time series of New York City vs USGC price differentials



Note that the vertical axis scale is different in each panel of this figure. All prices are averaged to the monthly level. See section 4 of the main text for details.

Figure A.2: Comparison of price differentials using Bloomberg vs EIA price data



Each panel presents the difference between the New York versus USGC price differential as calculated using EIA price data versus Bloomberg price data. See section 4 of the main text for details.

Table A.1: Shares of domestic movements and imports received by each of six ports in PADD 1c during 2018–2019, for each petroleum product

	Conventional		
	Gasoline	Jet fuel	ULSD
Domestic movements			
Tampa, FL	47%	31%	45%
Pt. Everglades, FL	35%	60%	36%
Pt. Canaveral, FL	3%	4%	2%
Jacksonville, FL	11%	3%	11%
Savannah, GA	1%	0%	3%
Charleston, SC	3%	1%	3%
Imports			
Tampa, FL	1%	26%	0%
Pt. Everglades, FL	9%	39%	2%
Pt. Canaveral, FL	27%	31%	31%
Jacksonville, FL	27%	1%	48%
Savannah, GA	17%	3%	10%
Charleston, SC	18%	0%	9%

Notes: “ULSD” is ultra low sulfur diesel. Domestic port shares are derived from U.S. Army Corps of Engineers (2023), and import shares are from U.S. Energy Information Administration (2023). See section 5 of the main text for details.

Table A.2: Price changes and distributional impacts from eliminating the Jones Act during 2018–2019, using Port Everglades as the PADD 1c port

Region	Conventional			
	Gasoline	Jet Fuel	ULSD	Crude
Price changes (\$/bbl)				
New England (1A)	-0.11	-0.02	-0.23	0.00
Central Atlantic (1B)	-0.14	-0.48	-0.48	-0.36
Lower Atlantic (1C)	-0.86	-1.71	-1.23	0.00
Gulf Coast (3)	0.30	0.02	0.00	0.00
Efficiency changes (\$million/year)				
New England (1A)	1	0	2	0
Central Atlantic (1B)	29	2	13	37
Lower Atlantic (1C)	220	69	59	0
Consumer surplus changes (\$million/year)				
New England (1A)	2	0	8	0
Central Atlantic (1B)	17	35	60	94
Lower Atlantic (1C)	437	73	247	0
Gulf Coast (3)	-124	-3	0	0
Producer surplus changes (\$million/year)				
New England (1A)	-1	-0	-7	0
Central Atlantic (1B)	0	-34	-51	-59
Lower Atlantic (1C)	-271	-8	-189	0
Gulf Coast (3)	201	5	0	0

Notes: This table is the analog to table 3 in the main text, but uses Port Everglades as the PADD 1c port rather than Port Canaveral. “ULSD” is ultra low sulfur diesel. Reported price changes are averages over 2018–2019. The price, efficiency, and consumer surplus changes for crude oil in PADDs 1a and 1c are set to zero because these regions import essentially zero crude oil. See text for details.

Table A.3: Price changes and distributional impacts from eliminating the Jones Act during 2018–2019, using an alternative specification for estimating shipping costs

Region	Conventional			
	Gasoline	Jet Fuel	ULSD	Crude
Price changes (\$/bbl)				
New England (1A)	-0.11	-0.02	-0.22	0.00
Central Atlantic (1B)	-0.12	-0.44	-0.41	-0.40
Lower Atlantic (1C)	-0.59	-1.39	-0.91	0.00
Gulf Coast (3)	0.27	0.02	0.00	0.00
Efficiency changes (\$million/year)				
New England (1A)	1	0	2	0
Central Atlantic (1B)	25	2	11	41
Lower Atlantic (1C)	164	57	44	0
Consumer surplus changes (\$million/year)				
New England (1A)	2	0	7	0
Central Atlantic (1B)	15	32	52	102
Lower Atlantic (1C)	302	60	182	0
Gulf Coast (3)	-111	-3	0	0
Producer surplus changes (\$million/year)				
New England (1A)	-1	-0	-7	0
Central Atlantic (1B)	0	-31	-44	-64
Lower Atlantic (1C)	-187	-7	-140	0
Gulf Coast (3)	180	4	0	0

Notes: This table is the analog to table 3 in the main text, but estimates shipping costs using the equation $r_{it} = \alpha_t(\beta_0 + \beta_1 \log d_i)$ rather than the non-logged specification given in equation (1) in the main text. “ULSD” is ultra low sulfur diesel. Reported price changes are averages over 2018–2019. The price, efficiency, and consumer surplus changes for crude oil in PADDs 1a and 1c are set to zero because these regions import essentially zero crude oil. See text for details.

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