

**2005 U.S.-FLAG DRY-BULK CARGO CARRIAGE**

Lake Carriers' Association members, along with the barges *Integrity*, *St. Marys Conquest* and *Cleveland Rocks*, moved 107.7 million net tons of dry-bulk cargo on the Great Lakes in 2005, a decrease of 3.3 percent compared to 2004. However, the 2005 float was 2.8 percent ahead of the 5-year average for the major U.S.-Flag operators on the Great Lakes.

Iron ore for the steel industry remained the largest single commodity moving in U.S. hulls. Shipments totaled 46.6 million net tons in 2005, a noticeable decrease from both the previous year and the trade's 5-year average. The fall-off from 2004 reflects a slowdown in steel production in 2005, but the 5-year average is skewed by the 2000 total, which was the last year before the full and perhaps lasting effects of dumping of foreign steel into the U.S. market became apparent.

Strong demand for coal, especially low-sulfur western coal, pushed shipments of that commodity over 27 million net tons in 2005, an increase of 11.4 percent over 2004, and even more, 23 percent, over the 5-year average. The largest gain came in loadings at Superior, Wisconsin. U.S.-Flag Lakers took on more than 17.4 million net tons of low-sulfur coal at Superior Midwest Energy Terminal, easily a new plateau for the fleet.

The 2005 limestone total, 27.9 million net tons, represents a decrease of 6.5 percent from 2004 and reflects both the previously-mentioned reduction in steel production and a general sluggishness in the construction industry in the Great Lakes region. However, the trade did outpace its 5-year average by nearly one million net tons.

There were no significant variations in shipments of the other commodities compared to 2004. Only salt surpassed its 5-year average to any real degree, and demand for that cargo is determined largely by the severity of the preceding winter.

**U.S.-FLAG DRY-BULK CARGO CARRIAGE  
CALENDAR YEARS 2000-2005 AND 5-YEAR AVERAGE  
(net tons)**

COMMODITY	2000	2001	2002	2003	2004	2005	AVERAGE 2000-2004
<b>IRON ORE</b>							
Direct Shipments.....	54,586,514	43,829,971	45,861,075	41,343,509	48,265,018	43,884,572	46,777,218
Transshipments .....	5,746,164	3,094,732	2,334,252	1,672,776	2,936,493	2,687,547	3,156,884
<b>TOTAL – IRON ORE .....</b>	<b>60,332,678</b>	<b>46,924,703</b>	<b>48,195,327</b>	<b>43,016,285</b>	<b>51,201,511</b>	<b>46,572,119</b>	<b>49,934,102</b>
<b>COAL (By Lake of Loading)</b>							
Lake Superior.....	12,769,682	13,640,260	13,874,872	14,238,033	15,459,399	17,429,479	13,996,450
Lake Michigan.....	2,068,078	2,288,791	2,239,657	2,771,065	3,734,928	3,760,477	2,620,504
Lake Erie.....	5,922,714	6,030,000	5,629,302	4,870,328	5,222,022	6,017,394	5,534,874
<b>TOTAL – COAL.....</b>	<b>20,760,474</b>	<b>21,959,051</b>	<b>21,743,831</b>	<b>21,879,426</b>	<b>24,416,349</b>	<b>27,207,350</b>	<b>22,151,828</b>
<b>LIMESTONE.....</b>	<b>27,288,089</b>	<b>26,988,622</b>	<b>26,554,243</b>	<b>24,239,110</b>	<b>29,861,141</b>	<b>27,935,513</b>	<b>26,986,241</b>
<b>CEMENT.....</b>	<b>4,144,774</b>	<b>4,136,897</b>	<b>3,817,911</b>	<b>3,851,487</b>	<b>3,965,401</b>	<b>3,892,822</b>	<b>3,983,294</b>
<b>SALT.....</b>	<b>838,017</b>	<b>876,392</b>	<b>587,090</b>	<b>945,355</b>	<b>1,032,109</b>	<b>1,187,777</b>	<b>855,793</b>
<b>SAND.....</b>	<b>427,070</b>	<b>625,094</b>	<b>230,950</b>	<b>500,456</b>	<b>489,355</b>	<b>461,813</b>	<b>454,585</b>
<b>GRAIN .....</b>	<b>351,857</b>	<b>350,719</b>	<b>329,471</b>	<b>312,316</b>	<b>367,785</b>	<b>403,055</b>	<b>342,430</b>
<b>TOTAL.....</b>	<b>114,142,959</b>	<b>101,861,478</b>	<b>101,458,823</b>	<b>94,744,435</b>	<b>111,333,651</b>	<b>107,660,449</b>	<b>104,708,273</b>