



Lake Carriers' Association

For Immediate Release

July 18, 2007

Lowest June Total in 5 Years

Dredging Crisis Saps Lakes Coal Trade in June

CLEVELAND—Coal shipments on the Great Lakes in June fell to the month's lowest level in 5 years – 4,184,977 net tons. Just two years ago, almost 5 million net tons of coal were moved on the Great Lakes in June.

The on-going dredging crisis played a major role in the low total. The largest coal cargo of the month in the Head-of-the-Lakes trade totaled 63,628 net tons. Ten years ago, when high water levels masked the lack of adequate dredging, cargos topped 70,000 net tons.

The plunging water level on Lake Superior also impacted coal shipments. The largest cargo loaded at Superior, Wisconsin, and destined for near-by Silver Bay, Minnesota, totaled only 65,623 net tons. The record for this particular move is 71,369 net tons.

On Lake Erie, a vessel that a year ago was able to deliver 13,300 net tons of coal to a Canadian customer on the St. Marys River had to reduce its load by nearly 600 net tons when hauling from the same loading dock to the same receiving terminal.

For the year, the Lakes coal trade stands at 14.6 million net tons, a decrease of 12 percent compared to the same point in 2006. Compared to the 5-year average, shipments are down by 5 percent, or 840,000 net tons.

Lake Carriers' Association represents 18 American corporations that operate 63 U.S.-Flag vessels on the Great Lakes. These vessels carry the raw materials that drive the nation's economy: Iron ore and fluxstone for the steel industry, limestone, and cement for the construction industry, coal for power generation.... Collectively, these vessels can transport as much as 125 million tons of cargo a year when high water levels offset the lack of adequate dredging of Great Lakes ports and waterways. More information is available at www.lcaships.com.

Source: Lake Carriers' Association

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Information based on data from knowledgeable sources. However, accuracy cannot be guaranteed. Lake Carriers' Association assumes no legal responsibility for the outcome of decisions or commitments made on the basis of this information. This report represents the views of Lake Carriers' Association and may not necessarily represent the views of its individual members.

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The Association Representing Operators of U.S.-Flag Vessels on the Great Lakes

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