



# Lake Carriers' Association

## For Immediate Release

July 20, 2009

### Economy Again Trips Up Lakes Coal Trade in June

CLEVELAND—The slumping economy again dampened demand for coal on the Great Lakes in June. Shipments totaled 3.6 million net tons, a decrease of 16 percent compared to a year ago. June loadings were 18.5 percent off the month's 5-year average.

The trade did register a milestone in June. Superior Midwest Energy Terminal in Superior, Wisconsin, loaded its 400 millionth ton of coal on June 16. The facility began shipping coal mined in the Powder River Basin in 1976. The benchmark cargo was loaded into the U.S.-Flag laker *American Integrity* for delivery to the Detroit Edison power plants in St. Clair and Monroe, Michigan.

The downside to this achievement was the amount of coal the vessel was able to load on June 16. The cargo totaled 66,513 net tons. The *American Integrity* is 1,000 feet long. Vessels this size have carried almost 71,000 net tons of coal in a single trip, but that was when high water levels offset lack of adequate dredging. If the U.S. Army Corps of Engineers had maintained the Great Lakes Navigation System to project dimensions, Superior Midwest Energy Terminal would have reached its 400 millionth ton some time ago.

For the year, coal shipments stand at 10.9 million tons, a decrease of approximately 30 percent compared to both a year ago and the 5-year average for the first half of the year.

Lake Carriers' Association represents 18 American companies that operate 65 U.S.-Flag vessels on the Great Lakes and 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 more than 115 million tons of cargo a year when high water offsets lack of adequate dredging. More information is available at [www.lcaships.com](http://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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