



Lake Carriers' Association

For Immediate Release

October 25, 2006

September Coal Loadings Little Changed from Previous Years

CLEVELAND---Coal shipments on the Great Lakes totaled 4.4 million net tons in September. The total was essentially on par with a year ago and the month's 5-year average. However, shipments of western coal were noticeably above a year ago and the 5-year average. The static total reflects an offsetting drop in loadings of eastern coal.

Vessels serving the coal trade (others as well) continued to light load during September. The largest coal cargo loaded during the month was 66,429 net tons. The vessel in question, a 1,000-footer, the largest working the Lakes, has a rated coal capacity of 68,500 net tons, so a combination of falling water levels and inadequate dredging left nearly 2,100 net tons of coal at the loading dock.

Smaller vessels serving customers in confined harbors also felt the effects of lower water levels and channels in need of dredging. A 635-foot-long vessel with a designed coal capacity of 17,300 net tons carried a number of coal cargos during the month, the largest of which was only 15,600 net tons. The smallest, 13,500 net tons, equated to only 78 percent of the ship's available capacity.

For the year, the Lakes coal trade stands at 29.7 million net tons, a decrease of 3.8 percent compared to the same point in 2005, but a slight increase over the trade's 5-year average for the January-September timeframe.

Lake Carriers' Association represents 18 American corporations that operate 62 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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