



# Lake Carriers' Association

## For Immediate Release

December 19, 2006

### Increase Not In Line With Other Trades

## Slight Rise In Lakes Coal Trade In November

CLEVELAND—Coal shipments on the Great Lakes in November rose 200,000 net tons compared to a year ago, but the increase was surprisingly small given that heavy weather kept the U.S.-Flag fleet at anchor more than 5,000 hours in November 2005. Other trades' November totals have represented significant increases over a year ago, but high inventories have generally dampened coal shipments on the Lakes this year. In fact, the November 2006 total is nearly 9 percent below the month's 5-year average.

The dredging crisis continued to affect the efficiency of coal deliveries. The largest coal cargo shipped from Lake Superior through the Soo Locks was 64,256 net tons, or only 94 percent of the vessel's rated capacity. The problem was also evident on the lower Lakes. A U.S.-Flag Laker that carried more than 16,000 net tons from a Lake Erie coal dock to a Canadian customer in November 2005 was only able to lift 14,900 net tons when making the same voyage this November.

For the year, the Lakes coal trade stands at 37.7 million net tons, a decrease of 2.8 percent compared to a year ago. Only two of the seven coal loading ports are outpacing their 2005 levels: Superior, Wisconsin, and Sandusky, Ohio. The coal trade is also slightly behind its 5-year average for the January-November timeframe.

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](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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