



Lake Carriers' Association

For Immediate Release

December 11, 2008

Lakes Coal Surges in November; Western Coal Leads the Way

CLEVELAND—Coal shipments on the Great Lakes totaled 4.1 million net tons in November, an increase of 21 percent compared to a year ago. Shipments were also up nearly 7 compared to the month's 5-year average. Shipments of low-sulfur coal from Superior Midwest Energy Terminal in Superior, Wisconsin, accounted for most of the increase.

Nonetheless, the dredging crisis continued to hamper shipments. Not one coal cargo topped 65,000 tons in November, and many were in the 63,000-ton range. If the Great Lakes were dredged to allow for full loads, some vessels would be carrying as much as 71,000 tons each trip, but the U.S. Army Corps of Engineers estimates it needs to remove 17 million cubic yards of sediment system-wide before vessels can utilize 100 percent of their rated capacity. Restoring the Great Lakes navigation system to project dimensions will require more than \$200 million from the Harbor Maintenance Trust Fund. The Fund has a surplus of nearly \$5 billion, but recent Administrations have not spent the tax-generated Fund for its intended purpose, maintaining the nation's deep-draft ports and waterways.

For the year, the Great Lakes coal trade stands at 36.1 million tons, an increase of 4.3 percent compared to a year ago. Year-to-date, however, the trade is slightly off its 5-year average.

Lake Carriers' Association represents 16 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 more than 115 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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GRAND RIVER NAVIGATION COMPANY, INC. • GREAT LAKES FLEET / KEY LAKES, INC. • INLAND LAKES MANAGEMENT, INC. • THE INTERLAKE STEAMSHIP COMPANY
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