



# Lake Carriers' Association For Immediate Release

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## Dredging Crisis Limits Iron Ore Rebound

Cleveland---Millions of tons of iron ore failed to move on the Great Lakes in 2006 because ports and waterways have not been dredged to project dimensions. Month after month, vessels were unable to load to their designed capacity. As a result, shipments were held to 60.4 million net tons.

In total, 2006 loadings were up 3.7 percent from 2005, but that includes a 1.1-million-ton increase in shipments from St. Lawrence Seaway ports that are much less impacted by the dredging crisis. (The maximum draft in the Seaway is only 26' 06".) Shipments from U.S. ports increased only 2.2 percent. Most iron ore cargos loaded at U.S. Great Lakes ports transit the St. Marys River and the largest U.S.-Flag Lakers are designed to load to drafts of 28 feet or more. However, by year's end, draft restrictions in the St. Marys River were forcing vessels to light load by nearly 2 feet. For 1,000-foot-long vessels, forfeiting 2 feet of loaded draft trims as much as 6,400 tons of iron ore from their payload. Mid-sized vessels delivering iron ore to steel mills along industrial rivers lose nearly 3,000 tons of cargo each trip when forced to reduce loaded draft by 2 feet.

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.*

### **Representing Operators of U.S.-Flag Vessels on the Great Lakes Since 1880**