

2006 TRAFFIC STATEMENT
ST. MARYS FALLS CANAL, SAULT STE., MICHIGAN
U.S. ARMY CORPS OF ENGINEERS, DETROIT DISTRICT
LIEUTENANT COLONEL WILLIAM J. LEADY, COMMANDER

The 2006 commercial navigation season through the United States locks began on March 25 and ended 297 days later on January 16, 2007. Between March 17 and March 25, the CCGC *Samuel Risley*, USCGC *Neah Bay*, *Biscayne Bay*, and *Mackinaw* passed through the Poe Lock for icebreaking operations. The first commercial vessel for the season was the S/S *Arthur M. Anderson* on March 25, upbound for Two Harbors, Minnesota. The last commercial vessel, the S/S *Edward L. Ryerson*, passed downbound through the Poe Lock on January 16, 2007.

Delays are defined as the elapsed time a vessel spends waiting to proceed with a lockage. Thirty-nine vessels were delayed by ice for a total of 45 hours, 20 minutes. Lock and hardware malfunctions accounted for six boats being delayed 2 hours, 11 minutes. Delays caused by interference by other vessels totaled 2 hours, 7 minutes. Vessel equipment malfunction accounted for 54 minutes of delays. Maintenance of lock equipment accounted for delays of 4 hours, 48 minutes. Vessels detained by the Corps accounted for 36 minutes of delays. All other delays amounted to 3 hours, 56 minutes. The St. Marys River was reported being closed by the USCG Vessel Traffic Service for weather-related issues for a total of 43 hours, 26 minutes.

The largest cargo recorded for a single passage in the 2006 season was 67,554 net tons of iron ore, carried by the M/V *Walter J. McCarthy, Jr.* on August 17. The greatest seasonal cargo transported by an individual vessel was 2,961,911 net tons, again carried by the *McCarthy*. The smallest cargo for a single passage was 55 net tons of machinery carried by the M/V *BBC France* on December 16.

Cargo flow was greatest during July, with 9,419,452 net tons passing through the locks. A total of 4,412 cargo carriers passed through the locks during the 2006 season, an increase of 100 from the 2005 season. An annual total of 82,319,533 net tons of freight was recorded. This was 436,582 net tons above the 2005 total. Total vessel passages increased from 7,778 in 2005 to 8,096 in 2006. Freight increased by 0.53 percent and total passages increased by 4.09 percent.

Comparing the movement of cargo in and out of Lake Superior, 19 commodities experienced decreases from 2005 ranging from 3.54 percent for cement and concrete to 100 percent for phosphatic fertilizer. Commodities increasing in volume ranged from iron ore at 0.44 percent to electrical machinery at 425.65 percent. The greatest single gain in cargo tonnage was 367,012 net tons of limestone, while the most significant decrease was 327,724 net tons of vegetables and produce.

Starting with the 2006 navigation season, all waterway traffic reporting is being input directly into a centralized database (OMNI – Operations and Maintenance of Navigation Information) hosted by the Rock Island District. This required a few changes in how waterway traffic information is recorded. The primary change is counting integrated tug/barge units as two bottoms instead of one as had previously been done.

The conversion to OMNI for data collection provides several new data viewing features including tow performance. Tow performance compares vessels to each other in terms of time from start of lockage to end of lockage. The standard deviation of the times for a particular vessel is used to provide insight into the consistency that an individual vessel maintains in lockage times between passages.

Starting with the 2004 navigation season, commodity codes were recorded using the more detailed standard codes of the U.S. Army Corps of Engineers Lock Performance Monitoring System. These codes do not match the previously used codes in all cases, with the primary result being the elimination of miscellaneous merchandise and some commodities being broken out into multiple commodities (for example, fuel oil is now broken down into distillate and residual fuel oil).

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The periods of operation and total passages of all craft for each of the three operational locks during the 2006 season are as follows:

LOCK	OPENING DAY	CLOSING DAY	DAYS IN OPERATION	TOTAL PASSAGES
MacArthur	April 2	December 23	265	4,123
Poe	March 25	January 16, 2007	297	3,963
Davis	Used only occasionally.		3	10

The following tabulation shows the number of cargo vessel passages recorded for the past 10 navigation seasons through the American canal:

YEAR	NUMBER OF PASSAGES	YEAR	NUMBER OF PASSAGES
1997	4,836	2002	4,543
1998	4,648	2003	4,205
1999	4,595	2004	4,189
2000	4,845	2005	4,312
2001	4,309	2006	4,412

The following is a comparative monthly statement of freight tonnage moved through the St. Marys Falls Canal during the past two navigation seasons:

MONTH	2005 (NET TONS)	2006 (NET TONS)	INCREASE / DECREASE
March.....	1,365,786	1,744,715	+378,929
April.....	8,275,679	8,329,419	+53,740
May.....	9,003,783	9,194,240	+190,457
June.....	8,784,119	8,770,563	-13,556
July.....	9,590,587	9,419,452	-171,135
August.....	8,894,585	9,185,863	+291,278
September.....	8,910,511	8,748,749	-161,762
October.....	8,398,822	8,619,022	+220,200
November.....	7,147,597	7,921,331	+773,734
December.....	8,050,166	7,830,495	-219,671
January 2006/2007.....	3,461,316	2,555,684	-906,632
TOTAL.....	81,882,951	82,319,533	+436,582

**STATISTICAL REPORT OF LAKE COMMERCE PASSING THROUGH
THE ST. MARYS FALLS CANAL AT SAULT STE. MARIE, MICHIGAN
2006 SEASON**

(net tons)

COMMODITY	DIRECTION		TOTAL NET TONS	PREVIOUS 3 SEASONS' AVERAGE
	WESTBOUND	EASTBOUND		
Asphalt, Tar and Pitch.....	0	56,272	56,272	N/A
Barley and Rye.....	0	0	0	35,270
Cement and Concrete.....	488,769	11,821	500,590	493,988
Clay, Refrac. Material.....	0	195,809	195,809	N/A
Coal.....	2,599,688	18,853,993	21,413,681	19,651,714
Coal Coke.....	151,377	355,311	506,688	N/A
Corn.....	0	15,903	15,903	10,857
Distillate Fuel Oil.....	160,912	13,544	174,456	N/A
Dredged Material.....	0	37,360	37,360	N/A
Electrical Machinery.....	6,146	719	6,865	N/A
Flaxseed.....	0	502,148	502,148	480,370
Food Products (Not elsewhere classified).....	0	0	0	N/A
Gasoline.....	71,091	6,447	77,538	105,585
Grain Mill Products.....	0	237,675	237,675	381,997
Iron and Steel Bars and Shapes.....	108,380	8,642	117,022	N/A
Iron and Steel Pipe and Tubes.....	74,657	0	74,657	N/A
Iron and Steel Plates and Sheets.....	154,494	153,283	307,777	N/A
Iron and Steel Primary Forms.....	18,025	460	18,485	N/A
Iron and Steel Scrap.....	29,916	51,368	81,284	89,158
Iron Ore.....	0	42,998,172	42,998,172	42,964,827
Limestone.....	4,444,572	0	4,444,572	N/A
Lube Oil and Greases.....	0	0	0	N/A
Lumber.....	0	0	0	N/A
Machinery (Non-electric).....	11,077	5,078	16,155	N/A
Manganese Ore.....	28,613	0	28,613	N/A
Multi-commodities in Containers.....	2,496	0	2,496	N/A
Oats.....	0	259,351	259,351	138,321
Oilseeds (Not elsewhere classified).....	0	960,705	960,705	N/A
Petroleum Coke.....	0	0	0	N/A
Phosphatic Fertilizer.....	0	0	0	N/A
Potassic Fertilizer.....	0	511,143	511,143	583,497
Primary Iron & Steel (Not elsewhere classified).....	1,102	0	1,102	N/A
Pulp and Waste Paper.....	0	0	0	N/A
Residual Fuel Oil.....	15,481	0	15,481	N/A
Salt.....	621,798	0	621,798	562,635
Sand & Gravel.....	0	0	0	N/A
Slag.....	41,923	638,714	680,637	N/A
Sodium Hydroxide.....	14,437	0	14,437	N/A
Soybeans.....	0	182,369	182,369	376,269
Vegetable Products.....	0	631,284	631,284	N/A
Vegetable Oils.....	0	0	0	N/A
Wheat.....	56,578	6,568,430	6,625,008	7,031,707
Wood Chips.....	0	0	0	N/A
Wood in the Rough.....	0	2,000	2,000	N/A
Freight..... Net Tons	9,061,532	73,258,001	82,319,533	79,721,932
Vessel Passages *..... Number	4,398	3,698	8,096	7,766
Lockages..... Number	3,660	3,027	6,687	7,057
Passengers..... Number	64,547	26,800	91,347	94,078

* Includes six government vessels prior to March 25, 2006.

**COMPARATIVE STATISTICAL STATEMENT OF LAKE COMMERCE
PASSING THROUGH THE ST. MARYS FALLS CANAL AT SAULT STE. MARIE, MICHIGAN
2005 AND 2006 SEASONS**

(net tons)

ITEM	SEASON 2005	SEASON 2006	INCREASE/ DECREASE	INCREASE/ DECREASE
Vessel Passages.....Number	7,778	8,096	+318	+4.09%
Cargo CarriersNumber	4,312	4,412	+100	+2.32%
Non-Cargo Carriers.....Number	3,466	3,684	+218	+6.29%
Lockages.....Number	6,616	6,687	+71	+1.07%
Total PassengersNumber	93,259	91,347	-1,912	-2.05%
Asphalt, Tar and Pitch.....	46,051	56,272	+10,221	+22.19%
Barley and Rye.....	41,438	0	-41,438	-100.00%
Cement and Concrete.....	518,970	500,590	-18,380	-3.54%
Clay, Refrac. Material.....	135,465	195,809	+60,344	+44.55%
Coal.....	21,514,739	21,413,681	-101,058	-0.47%
Coal Coke.....	265,195	506,688	+241,493	+91.06%
Corn.....	0	15,903	+15,903	+100.00%
Distillate Fuel Oil.....	173,380	174,456	+1,076	+0.63%
Dredged Material.....	0	37,360	+37,360	+100.00%
Electrical Machinery.....	1,306	6,865	+5,559	+425.65%
Flaxseed.....	415,519	502,148	+86,629	+20.85%
Gasoline.....	80,638	77,538	-3,100	-3.84%
Grain Mill Products.....	288,253	237,675	-50,578	-17.77%
Iron and Steel Bars and Shapes.....	36,936	117,022	+80,086	+216.82%
Iron and Steel Pipes and Tubes.....	104,868	74,657	-30,211	+28.81%
Iron and Steel Plates and Sheets.....	150,945	307,777	+156,832	+103.90%
Iron and Steel Primary Forms.....	69,062	18,485	-50,577	-73.23%
Iron and Steel Scrap.....	57,419	81,284	+23,865	+41.56%
Iron Ore.....	42,810,643	42,998,172	+187,529	+0.44%
Limestone.....	4,077,560	4,444,572	+367,012	+9.00%
Lumber.....	7,984	0	-7,984	-100.00%
Machinery (Non-electric).....	22,784	16,155	-6,629	+29.09%
Manganese Ore.....	20,936	28,613	+7,677	+36.67%
Multi-Commodities in Containers.....	0	2,496	+2,496	+100.00%
Oats.....	174,018	259,351	+85,333	+49.04%
Oilseeds (Not elsewhere classified).....	856,391	960,705	+104,314	+12.18%
Petroleum Coke.....	1,819	0	-1,819	-100.00%
Phosphatic Fertilizer.....	125,101	0	-125,101	-100.00%
Potassic Fertilizer.....	477,655	511,143	+33,488	+7.01%
Primary Iron & Steel (Not elsewhere classified).....	0	1,102	+1,102	+100.00%
Pulp and Waste Paper.....	27,035	0	-27,035	-100.00%
Residual Fuel Oil.....	12,081	15,481	+3,400	+28.14%
Salt.....	656,021	621,798	-34,223	-5.22%
Sand & Gravel.....	18,197	00	-18,197	-100.00%
Slag.....	599,740	680,637	+80,897	+13.49%
Sodium Hydroxide.....	21,202	14,437	-6,765	-31.91%
Soybeans.....	189,231	182,369	-6,862	-3.63%
Vegetable & Produce.....	959,008	631,284	-327,724	-34.17%
Wheat.....	6,922,497	6,625,008	-297,489	-4.30%
Wood Chips.....	622	0	+622	+100.00%
Wood in the Rough.....	2,242	2,000	-242	-10.79%
TOTAL FREIGHT.....	81,882,951	82,319,533	+436,582	+0.53%

The St. Marys Fall Canal was opened on March 25, 2006, and closed on January 16, 2007, a season of 297 days.

**STATISTICAL REPORT OF FREIGHT TONNAGE TRANSITS BY LOCK
ST. MARYS FALLS CANAL AT SAULT STE. MARIE, MICHIGAN
2006 SEASON**

(net tons)

MONTH	MacARTHUR	POE	DAVIS	WESTBOUND	EASTBOUND	TOTAL
March	0	1,744,715	0	144,971	1,599,744	1,744,715
April	1,494,690	6,834,729	0	724,806	7,604,613	8,329,419
May	2,096,382	7,097,858	0	1,174,286	8,019,954	9,194,240
June	1,987,297	6,783,266	0	1,080,576	7,689,987	8,770,563
July	1,971,546	7,447,906	0	1,118,450	8,301,002	9,419,452
August	2,127,140	7,058,723	0	1,164,968	8,020,895	9,185,863
September	2,098,609	6,650,140	0	1,005,061	7,743,688	8,748,749
October	1,928,274	6,690,748	0	1,081,515	7,537,507	8,619,022
November	2,025,646	5,985,685	0	985,028	6,936,303	7,921,331
December	1,437,141	6,393,354	0	564,012	7,266,483	7,830,495
January 2007	26,651	2,529,033	0	17,859	2,537,825	2,555,684
TOTAL	17,193,376	65,126,157	0	9,061,532	73,258,001	82,319,533

**STATISTICAL TABLE OF FREIGHT TONNAGE AND PASSAGES Y LOCK AND DIRECTION
PASSING THROUGH THE CANAL AT SAULT STE. MARIE, MICHGIAN
2006 SEASON**

(net tons)

VESSEL FLAG	FREIGHT TONNAGE				PASSAGES			
	MacARTHUR LOCK	POE LOCK	DAVIS LOCK	TOTAL NET TONS	MacARTHUR LOCK	POE LOCK	DAVIS LOCK	TOTAL PASSAGES
U.S.....	5,085,797	56,130,079	0	61,215,876	1,894	2,781	6	4,681
Canadian.....	10,053,989	6,557,977	0	16,611,066	1,388	712	0	2,100
Foreign	2,053,590	2,439,001	0	4,492,591	268	207	0	475
Government	0	0	0	0	573	263	4	840
All Other	0	0	0	0	0	0	0	0
TOTAL	17,193,376	65,126,157	0	82,319,533	4,123	3,963	10	8,096

This report is subject to revision.

Source: U.S. Army Corps of Engineers, Detroit District.