



# Lake Carriers' Association

## For Immediate Release

June 15, 2006

Light Loading Costs Industry Again

### U.S.-Flag Lakes Cargos Slip in April

Cleveland---The continued inability to carry full loads again limited the amount of cargo U.S.-Flag vessels carried on the Great Lakes in April. The U.S.-Flag float in April totaled 10.3 million tons, a decrease of 1.6 percent compared to a year ago.

Examples of light loading, or carrying less than the vessel's designed capacity, were evident in all major trades. The table below illustrates the effects of light loading on the iron ore, coal and limestone trades in April. In each instance, the largest cargo carried in April was significantly below the record cargo. While record cargoes generally are set in late summer, when the Lakes have reached their seasonal peak, the tonnages recorded in April do reflect inadequate dredging of ports and waterways.

Commodity	Largest U.S.-Flag Cargo In April (net tons)	U.S.-Flag Record Cargo (net tons)
Iron Ore (Soo Locks)	63,122	72,300
Coal (Soo Locks)	64,218	70,903
Limestone*	32,888	34,557

\* The top limestone cargo is 59,078 net tons, but that was carried in a 1,000-foot-long vessel and vessels of that size rarely participate in the trade. The vessel used to benchmark limestone, the self-unloading barge *Great Lakes Trader*, was built in 2000 to serve the Lakes limestone trade.

Increased dredging of Great Lakes ports and waterways is the only long-term solution for full utilization of vessel carrying capacity. Vessel speed cannot be increased significantly, so there is little possibility of carrying additional cargoes to offset the effects of light loading. If the coming winter proves harsh, vessel transits will be slowed, further reducing the amount of cargo that can be carried.

For the year, the U.S.-Flag Lakes fleet has hauled 18.1 million tons of cargo, an increase of 3 percent compared to the same point in 2005.

Lake Carriers' Association represents 18 American corporations that operate 61 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 at Great Lakes ports and waterways.

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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**

American Steamship Company • Armstrong Steamship Company • Bell Steamship Company • Central Marine Logistics, Inc. • GLF Great Lakes Fleet Corp.  
Grand River Navigation Company, Inc. • Great Lakes Fleet, Inc. / Key Lakes, Inc. • HMC Ship Management Ltd. • Inland Lakes Management, Inc. • Integrated Shipping, LLC  
The Interlake Steamship Company • Lake Michigan Carferry Service, Inc. • Lakes Shipping Company, Inc. • Oglebay Norton Marine Services Company  
Pere Marquette Shipping Company • Soo Marine Supply, Inc. • Upper Lakes Towing Company, Inc. • VanEnkevort Tug & Barge, Inc.