



Lake Carriers' Association

For Immediate Release

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Lakes Fleet Vastly Underutilized in June

Cleveland—The inability to carry full loads was clearly evident on the Great Lakes again in June. U.S.-Flag vessels moved only 11.3 million net tons, a decrease of nearly 5 percent compared to a year ago, and a drop of 3 percent compared to the month's 5-year average.

The decrease in part reflects that a labor dispute continued to idle three mid-sized vessels with a combined per-trip capacity of 66,000 tons during June. However, had the active vessels been able to carry full loads, the idled capacity could have been easily recouped. Instead, system-wide lack of dredging and low water levels slashed capacity. 1,000-foot-long Lakers designed to carry nearly 70,000 tons of iron ore each trip departed loading docks with less than 64,000 tons onboard. Vessels with rated capacities of 28,000 tons sometimes left as much as 3,000 tons of iron ore at the loading dock.

The coal trade fared no better. Not one coal cargo carried by a 1,000-footer that transited the St. Marys River downbound even came within striking distance of 64,000 tons, let alone the vessel's rated capacity. An upbound coal cargo that could have totaled more than 19,000 tons was limited to 14,600 tons by the dredging crisis and low water levels.

Through June, U.S.-Flag carriage stands at 39.4 million tons, a decrease of 6.4 percent from the same point in 2006, and only 1.5 percent ahead of the 5-year average for the first half.

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 transport as much as 125 million tons of cargo a year when high water levels offset lack of adequate dredging. More information is available at www.lcaship.com.

Source: Lake Carriers' Association.

Contact: Glen G. Nekvasil – Vice President – Corporate Communications (216-861-0592).

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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.

Suite 915 • 614 West Superior Avenue • Cleveland, Ohio 44113-1383 • Fax: 216-241-8262 • Web site: www.lcaships.com

The Association Representing Operators of U.S.-Flag Vessels on the Great Lakes

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