



Lake Carriers' Association

For Immediate Release

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U.S.-Flag Cargos on Great Lakes Dip Again in July

CLEVELAND—U.S.-Flag vessels hauled 7.5 million net tons of dry-bulk cargo on the Great Lakes in July, a decrease of 37 percent compared to both a year ago and the month's 5-year average.

While shipments of most commodities declined, there were perhaps some hints of recovery. Both the iron ore and limestone totals were the highest recorded for any month this year.

July also saw the most U.S.-Flag lakers in service at any point this year. As the month came to an end, 53 hulls were in service. The previous peak was 49 vessels on June 1.

U.S.-Flag lakers continued to struggle with inadequate water depth in ports and channels. The month's largest cargo – 68,363 tons of iron ore – was still almost 4,000 tons below what the largest vessels can carry when high water levels offset the system-wide lack of dredging. That cargo was also the exception; most loads in 1,000-footers were 65,000 tons or so.

For the year, U.S.-Flag carriage stands at 28.4 million tons, a decrease of approximately 45 percent compared to both a year ago and the 5-year average for the January-July timeframe. Another way to illustrate the impacts of the recession is the fact that the fleet's iron ore total of a year ago – 25.8 million tons – is almost as much as the fleet's total for all cargo through this July.

Lake Carriers' Association represents 18 American companies that operate 65 U.S.-Flag vessels on the Great Lakes and 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 offsets lack of adequate dredging. More information is available at www.lcaships.com.

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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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