



Lake Carriers' Association

For Immediate Release

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Lower Water Levels Amplify Light Loading Impacts

U.S.-Flag Carriage Dips on Lakes in August

Cleveland—Shipments of dry-bulk cargoes in U.S.-Flag Lakers totaled 11,655,356 net tons in August, a decrease of 4.2 percent compared to a year ago. The August float was also 2.6 percent off the month's 5-year average.

Demand for iron ore remained strong, with shipments rising 9.4 percent compared to a year ago. However, high inventories of coal trimmed shipments of that commodity overall by 8.4 percent.

With demand steady in the long haul trades - iron ore and Lake Superior coal - the limestone float felt the effects of tight vessel capacity. Shipments slipped 14.6 percent compared to a year ago. However, the conversion of the former steamship *Buckeye* into the self-unloading barge *Lewis J. Kuber* was completed in early September and the vessel loaded its first stone cargo at Marblehead, Ohio, on September 13. The self-unloading barge *Joseph H. Thompson*, another vessel that generally hauls stone, is also expected to return to service once repowering of its tug is completed.

With water levels on most of the Great Lakes below long-term average, the effects of light loading were again pronounced in August. Even the largest cargo of the month – 67,544 net tons of iron ore – still represented less than a full load. The top coal cargo – 65,999 net tons - was likewise less than the vessel's rated capacity. The Lakes are now beginning their seasonal decline, so loads will be further reduced, thus heightening the need for dredging.

Lake Carriers' Association represents 18 American corporations that operate 62 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. More information is available at www.lcaship.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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