



# Lake Carriers' Association

## For Immediate Release

September 17, 2007

### U.S.-Flag Great Lakes Fleet Can't Use All Its Capacity in August

Cleveland—Lack of dredging and falling water levels again forced the U.S.-Flag Great Lakes fleet to leave cargo behind in August. Shipments totaled only 11.3 million net tons, a decrease of 2.7 percent compared to a year ago, and nearly 5 percent below the month's 5-year average.

The largest vessels in the fleet, the 1,000-footers, were most noticeably impacted by the dredging crisis. The largest coal cargo to transit the locks at Sault Ste. Marie, Michigan, in a 1,000-foot-long Laker totaled 64,504 tons. A coal cargo from Superior, Wisconsin, to nearby Silver Bay, Minnesota, an Open-Lake transit, totaled even less - 64,450 tons. Yet 10 years ago, when high water levels offset the lack of dredging, ships this size were carrying nearly 71,000 tons of coal each trip.

The average iron ore cargo loaded in a 1,000-footer at a Lake Superior dock was 61,437 tons in August. However, the 13 vessels in this class have an average carrying capacity of 67,605 tons. The dredging crisis and falling water levels negated nine percent of these vessels' carrying capacity from just one loading facility in August.

Through August, U.S.-Flag carriage stands at 62.7 million tons, a decrease of 5.1 percent from the same point in 2006, and only a marginal gain over the 5-year average for the January-August timeframe.

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](http://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*

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

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

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