

CARGO MOVEMENT DURING THE 2010/2011 ICE SEASON DECEMBER 16, 2010 — APRIL 15, 2011

(net tons)

U.S.-FLAG LAKERS

COMMODITY	2010	2011				TOTAL	2011 TOTAL	PERCENT OF 2011 TOTAL
	DEC. 16-31	JANUARY	FEBRUARY	MARCH	APRIL 1-15			
Iron Ore*	2,571,617	2,704,408	0	1,777,457	2,144,594	9,198,076	47,224,743	19.48
Coal	987,428	642,741	0	474,256	827,838	2,932,263	20,239,327	14.49
Limestone	191,525	4,328	0	46,721	862,446	1,105,020	21,434,839	5.16
Cement	83,130	35,025	0	159,316	83,882	361,353	2,817,846	12.83
Salt	146,553	54,808	0	0	31,286	232,647	1,452,134	16.02
Sand	0	0	0	0	0	0	332,172	0.00
Grain	22,200	0	0	0	38,200	60,400	283,200	21.33
TOTAL	4,002,453	3,441,310	0	2,457,750	3,988,246	13,889,759	93,784,261	14.81

* Includes transshipments in Cleveland (Ohio) Harbor.

U.S. AND CANADIAN GREAT LAKES PORTS

COMMODITY	2010	2011				TOTAL	2011 TOTAL	PERCENT OF 2011 TOTAL
	DEC. 16-31	JANUARY	FEBRUARY	MARCH	APRIL 1-15			
Iron Ore.....	3,095,286	3,045,268	0	1,923,908	2,834,753	10,899,215	61,354,552	17.76
Coal		751,272	0	580,419	991,544	2,323,235	27,616,116	8.41
Limestone	325,141	0	0	50,184	946,283	1,321,608	28,153,642	4.69
TOTAL.....	3,420,427	3,796,540	0	2,554,511	4,772,580	14,544,058	117,124,310	12.42

Note: The limestone is much more affected by winter than other cargos. Much of the limestone shipped on the Lakes is rinsed with water prior to loading, so the trade must cease once temperatures dip steadily below freezing.