

2005 U.S.-FLAG DRY-BULK CARGO CARRIAGE

Lake Carriers' Association members, along with the barges *Integrity*, *St. Marys Conquest* and *Cleveland Rocks*, moved 107.7 million net tons of dry-bulk cargo on the Great Lakes in 2005, a decrease of 3.3 percent compared to 2004. However, the 2005 float was 2.8 percent ahead of the 5-year average for the major U.S.-Flag operators on the Great Lakes.

Iron ore for the steel industry remained the largest single commodity moving in U.S. hulls. Shipments totaled 46.6 million net tons in 2005, a noticeable decrease from both the previous year and the trade's 5-year average. The fall-off from 2004 reflects a slowdown in steel production in 2005, but the 5-year average is skewed by the 2000 total, which was the last year before the full and perhaps lasting effects of dumping of foreign steel into the U.S. market became apparent.

Strong demand for coal, especially low-sulfur western coal, pushed shipments of that commodity over 27 million net tons in 2005, an increase of 11.4 percent over 2004, and even more, 23 percent, over the 5-year average. The largest gain came in loadings at Superior, Wisconsin. U.S.-Flag Lakers took on more than 17.4 million net tons of low-sulfur coal at Superior Midwest Energy Terminal, easily a new plateau for the fleet.

The 2005 limestone total, 27.9 million net tons, represents a decrease of 6.5 percent from 2004 and reflects both the previously-mentioned reduction in steel production and a general sluggishness in the construction industry in the Great Lakes region. However, the trade did outpace its 5-year average by nearly one million net tons.

There were no significant variations in shipments of the other commodities compared to 2004. Only salt surpassed its 5-year average to any real degree, and demand for that cargo is determined largely by the severity of the preceding winter.

**U.S.-FLAG DRY-BULK CARGO CARRIAGE
CALENDAR YEARS 2000-2005 AND 5-YEAR AVERAGE
(net tons)**

COMMODITY	2000	2001	2002	2003	2004	2005	AVERAGE 2000-2004
IRON ORE							
Direct Shipments.....	54,586,514	43,829,971	45,861,075	41,343,509	48,265,018	43,884,572	46,777,218
Transshipments	5,746,164	3,094,732	2,334,252	1,672,776	2,936,493	2,687,547	3,156,884
TOTAL – IRON ORE	60,332,678	46,924,703	48,195,327	43,016,285	51,201,511	46,572,119	49,934,102
COAL (By Lake of Loading)							
Lake Superior.....	12,769,682	13,640,260	13,874,872	14,238,033	15,459,399	17,429,479	13,996,450
Lake Michigan.....	2,068,078	2,288,791	2,239,657	2,771,065	3,734,928	3,760,477	2,620,504
Lake Erie.....	5,922,714	6,030,000	5,629,302	4,870,328	5,222,022	6,017,394	5,534,874
TOTAL – COAL.....	20,760,474	21,959,051	21,743,831	21,879,426	24,416,349	27,207,350	22,151,828
LIMESTONE.....	27,288,089	26,988,622	26,554,243	24,239,110	29,861,141	27,935,513	26,986,241
CEMENT.....	4,144,774	4,136,897	3,817,911	3,851,487	3,965,401	3,892,822	3,983,294
SALT.....	838,017	876,392	587,090	945,355	1,032,109	1,187,777	855,793
SAND.....	427,070	625,094	230,950	500,456	489,355	461,813	454,585
GRAIN	351,857	350,719	329,471	312,316	367,785	403,055	342,430
TOTAL.....	114,142,959	101,861,478	101,458,823	94,744,435	111,333,651	107,660,449	104,708,273