

Cargo Movement During the 2013/2014 Ice Season (Traditional Measure)**December 16, 2013 — April 15, 2014**

(net tons)

U.S.-FLAG LAKERS

COMMODITY	2013	2014				TOTAL	2014 TOTAL	PERCENT OF 2014 TOTAL
	DEC. 16-31	JANUARY	FEBRUARY	MARCH	APRIL 1-15			
Iron Ore*	2,018,192	1,510,298	215,117	827,116	1,161,635	5,732,358	45,624,207	12.56%
Coal	933,682	368,240	0	102,092	317,452	1,721,466	17,772,489	9.69%
Limestone	280,456	0	0	0	161,378	441,834	21,459,429	2.06%
Cement	84,403	45,790	13,700	51,592	84,601	280,086	3,248,033	8.62%
Salt	41,069	45,767	0	0	72,063	158,899	1,400,068	11.35%
Sand	0	0	0	0	0	0	376,456	0.00%
Grain	16,207	0	0	0	0	16,207	259,461	6.25%
TOTAL	3,374,009	1,970,095	228,817	980,800	1,797,129	8,350,850	90,140,143	9.26%

* Includes transshipments in Cleveland (Ohio) Harbor.

U.S. AND CANADIAN GREAT LAKES PORTS

COMMODITY	2013	2014				TOTAL	2014 TOTAL	PERCENT OF 2014 TOTAL
	DEC. 16-31	JANUARY	FEBRUARY	MARCH	APRIL 1-15			
Iron Ore	2,672,112	2,026,817	368,357	1,141,289	1,376,865	7,585,440	59,600,168	12.73%
Coal	1,077,504	372,632	0	102,092	456,444	2,008,672	24,495,761	8.20%
Limestone	313,378	0	0	0	161,378	474,756	27,113,056	1.75%
TOTAL	4,062,994	2,399,449	368,357	1,243,381	1,994,687	10,068,868	111,208,985	9.05%

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 steadily dip below freezing.