



# Lake Carriers' Association

## For Immediate Release

August 23, 2013

### U.S.-Flag Cargo Movement on Lakes Off Slightly in July

CLEVELAND—U.S.-flag Great Lakes freighters (lakers) carried 10.3 million tons of dry-bulk cargo in July, a slight increase over June, but a decrease of 2.2 percent compared to the corresponding period last year. The July float was also down 6.6 percent from the month's long-term average.

U.S.-flag lakers moved 4.6 million tons of iron ore in July, 76.7 percent of all ore moving on the Lakes/Seaway that month. The 4.6 million tons represent a 6.7 increase compared to a year ago, but a drop of 5.7 percent compared to the month's long-term average.

Coal shipments in U.S. hulls totaled 2 million tons in July, 70.6 percent of all coal moving on the Lakes that month. The 2 million tons represent an increase of 13.5 percent compared to a year ago, but a decrease of 14.4 percent compared to the month's long-term average.

The 3.1 million tons of limestone hauled by U.S.-flag lakers in July represent 87 percent of the Lakes trade in that commodity that month. However, the 3.1 million tons represent a decrease of 20 percent compared to a year ago. The decrease is much more modest – 3.3 percent – compared to the month's long-term average.

Through July, the U.S.-flag float stands at 43.1 million tons, a decrease of 4.1 percent compared to a year ago. Iron ore cargoes are down by 3.7 percent. Coal loadings are virtually unchanged from a year ago. Shipments of limestone are 7.8 percent off last year's pace.

Lake Carriers' Association represents 17 American companies that operate 57 U.S.-flag vessels on the Great Lakes that carry the raw materials that drive the nation's economy: iron ore and fluxstone for the steel industry, aggregate and cement for the construction industry, coal for power generation, as well as salt, sand and grain. Collectively, these vessels can transport more than 115 million tons of cargo per year.

More information is available at [www.lcaships.com](http://www.lcaships.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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