



# Lake Carriers' Association

## For Immediate Release

October 31, 2013

### U.S.-Flag Cargo Movement on Lakes Up Almost 5 Percent in September

CLEVELAND—U.S.-flag Great Lakes freighters (lakers) carried 9.9 million tons of dry-bulk cargo in September, an increase of 4.6 percent compared to a year ago. The total was also in line with September's long-term average, but was 5.2 percent below the 10.5 million tons the fleet moved in August.

U.S.-flag lakers moved 4.7 million tons of iron ore in September, 76.5 percent of all ore moving on the Lakes/Seaway that month. The 4.7 million tons represent an 8.5 percent increase over a year ago, and a 5.5 percent increase compared to September's long-term average.

Coal shipments in U.S. hulls totaled 2 million tons in September, 77 percent of all coal moving on the Lakes that month. The 2 million tons represent a decrease of 4.2 percent compared to a year ago, and are 14.7 percent below the month's long-term average.

The 2.5 million tons of limestone hauled by U.S.-flag lakers in September represent 73.6 percent of the Lakes trade in that commodity that month. The 2.5 million tons are also basically on par with a year ago and the month's long-term average.

Through September, the U.S.-flag float stands at 63.5 million tons, a decrease of 0.6 percent compared to a year ago. Iron ore cargoes are down by 1.6 percent. Coal loadings are up 5 percent. Shipments of limestone are 3.7 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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