



Lake Carriers' Association

For Immediate Release

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(revised)

Lakes Ore Surge Continues in September

CLEVELAND — Shipments of iron ore on the Great Lakes topped 7 million tons for the third straight month in September. The 7,014,295 tons moved represented an increase of nearly 14 percent compared to a year ago, and nearly 18 percent when compared to the month's long-term average.

U.S. Great Lakes ports again powered the trade. **Loadings totaled 6.5 million tons, an increase of 17.4 percent.** Included in that total were 125,000 tons shipped to Quebec City, Quebec, where they were then loaded into oceangoing vessels.

Shipments from the two active Canadian iron ore ports in the Seaway totaled 500,000 tons, a decrease of 20 percent compared to a year ago. The closure of Wabush Mines has stopped ore loading out of Pointe Noire.

Year-to-date the Lakes ore trade stands at 40.7 million tons, a decrease of 2 percent compared to a year ago. After suffering staggering delays in March and April due to massive ice formations throughout the Lakes, shipments from U.S. ports are now down by less than one percent. However, loadings from Canadian ports in the Seaway have dipped by 14 percent.

Ore transshipments to Quebec City stand at 765,000 tons, a decrease of nearly 70 percent.

Lake Carriers' Association represents 17 American companies that operate 57 U.S.-flag vessels on the Great Lakes and 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. Contact: Glen G. Nekvasil, Vice President (440-333-9996).

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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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