

Lake Carriers' Association

For Immediate Release

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Great Lakes/Seaway Iron Ore Trade Up Nearly 9 Percent in April

CLEVELAND – Shipments of iron ore on the Great Lakes and St. Lawrence Seaway totaled 5.8 million tons in April, an increase of 8.8 percent compared to a year ago. Shipments topped the month's 5-year average by nearly 21 percent.

Shipments from U.S. Great Lakes ports totaled 5.3 million tons in April, an increase of 6.8 percent. Loadings at Canadian terminals in the Seaway jumped 35 percent to 507,000 tons.

The month also witnessed the final shipment of iron ore from Escanaba, Michigan. On April 18 the U.S.-flag laker WILFRED SYKES loaded 22,823 tons for delivery to Indiana Harbor, Indiana. The iron ore mine that shipped through Escanaba, the Empire Mine in Palmer, Michigan, has closed. All domestically mined iron ore now must transit the locks at Sault Ste. Marie, Michigan, in order to feed blast furnaces in Indiana, Ohio, Michigan, and Pennsylvania.

Year-to-date the iron ore trade stands at 10.9 million tons, an increase of 15.6 percent compared to the same point in 2016. Year-over-year, loadings at U.S. ports total 9.7 million tons, an increase of 15.4 percent. Shipments from Canadian ports in the St. Lawrence Seaway have increased slightly to 1.2 million tons.

Lake Carriers' Association represents 13 American companies that operate 49 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 sand, grain and other dry-bulk cargos. Collectively, these vessels can transport more than 100 million tons of cargo per year. More information is available at 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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