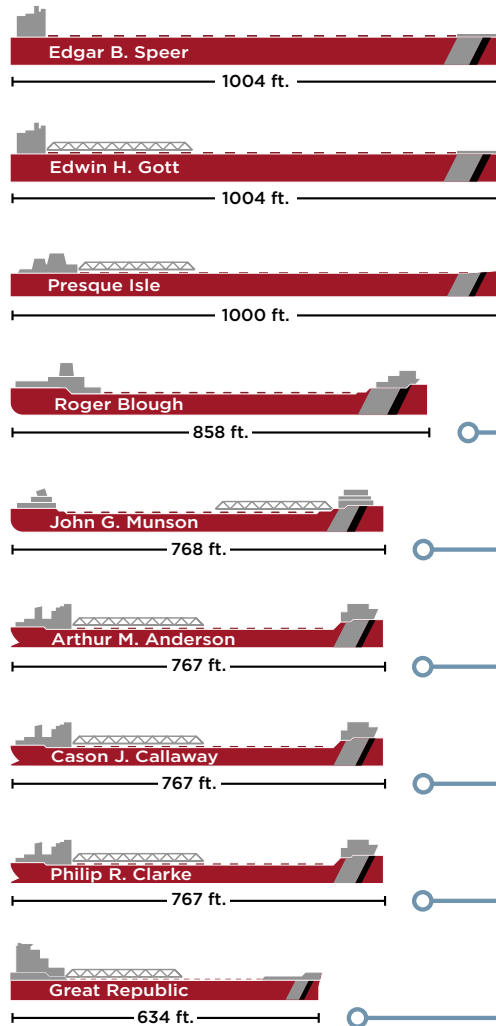




CN Great Lakes Fleet -
9 self-unloading bulk carriers



Beam	Maximum loaded draft	Number of holds	Maximum cargo capacity (cu. ft.)	Maximum unload rate (NT/hr)	Type of unloading gear	Boom / Shuttle length
105'	32'	5	2,111,409	11,200	Aft Shuttle	52'
105'	32'	5	2,105,527	11,200	Aft Boom	280'
104'7"	28'6"	5	1,855,350	11,200	Aft Boom	250'
105'	27'11"	5	1,214,683	11,200	Aft Shuttle	52'
72'	27'4"	7	926,890	5,000	Forward Boom	250'
70'	27'	7	783,497	6,700	Aft Boom	262'
70'	27'	7	783,497	6,700	Aft Boom	262'
70'	27'	7	783,497	6,700	Aft Boom	262'
68'	28'4"	6	818,642	7,400	Aft Boom	250'



Great Lakes Fleet

Capacity. Reliability. Flexibility.

With 20 million tons of annual carrying capacity, and reliable vessels able to deliver 15,000 to 75,000 tons in **all seasons**, our professional staff and crews can customize service to your specific needs.



Contact:

William Kutka

Manager, Contract Administration & Traffic - Vessels

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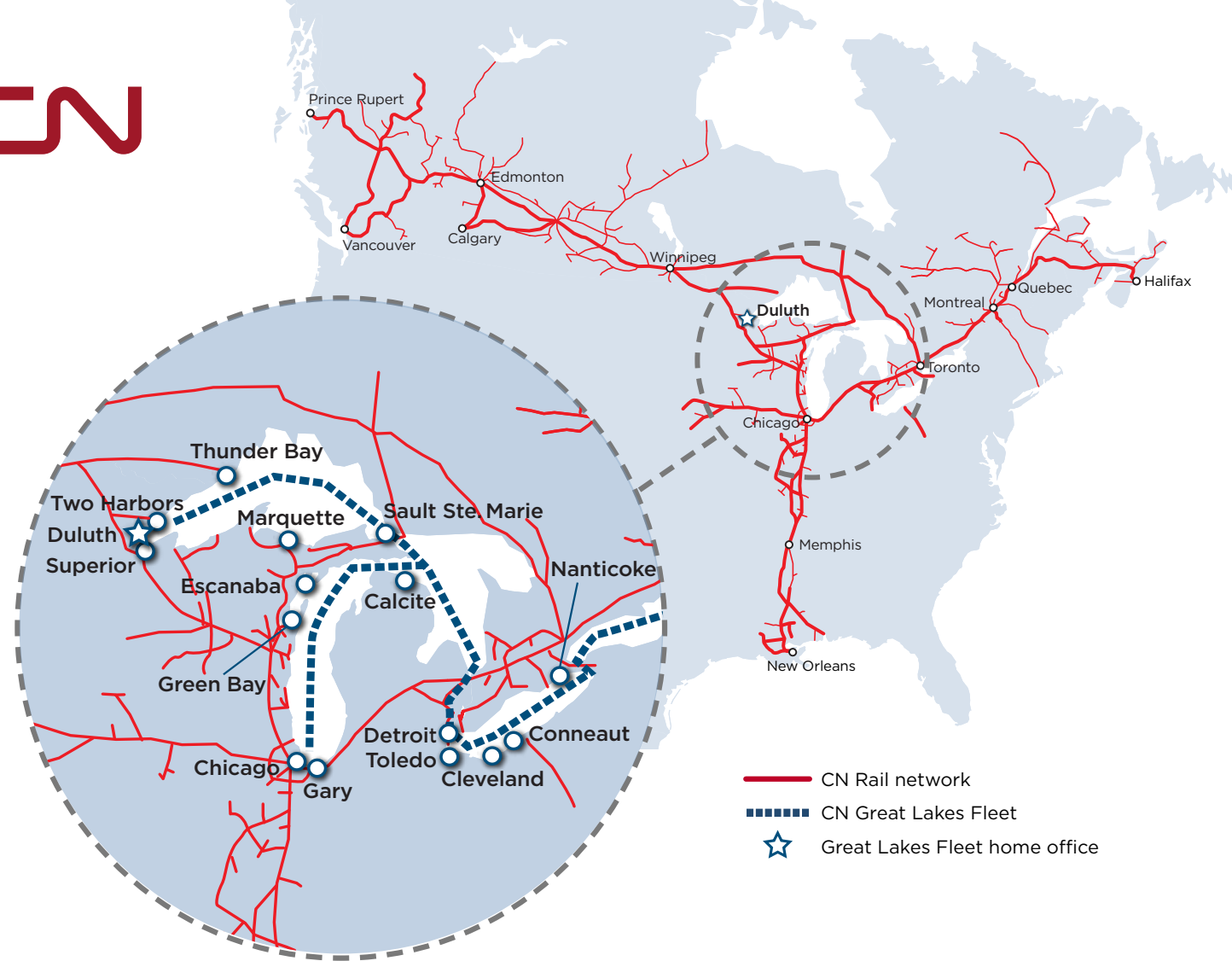
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We carry any bulk commodity to any port on the Great Lakes or St. Lawrence Seaway.

Principal commodities and trade routes:

- Iron ore:** Sourced at the western end of Lake Superior and the Upper Peninsula of Michigan, and shipped to the lower end of Lake Michigan, Detroit, and Lake Erie.
- Limestone:** Sourced at northern Lake Huron and shipped to lakes Huron, Erie, Michigan and Superior.
- Coal:** Sourced from Lake Erie, Lake Michigan and Lake Superior, and shipped throughout the Great Lakes.
- Specialty products:** Slag, mill scale, siliceous ore, fines, sinter, petroleum coke, sand, salt and grain are sourced and shipped throughout the Great Lakes.



Through its rich and storied history, Great Lakes Fleet has been an industry pioneer and leader.

Established in 1901, GLF brought together 112 vessels from six successful steamship companies into one line, the largest commercial fleet in the world at that time. By 1906, GLF had introduced the first class of 600-ft ships to the Great Lakes. By 1912, we had launched our first self-unloading vessel, a full 7 decades before they would become the standard of the industry. Radar was installed fleet-wide by 1950, the same year we carried our billionth ton of cargo. In 1967, GLF defied critics, showcasing that winter navigation was indeed possible

on the Great Lakes, and in 1968 we laid the keel for the first “super ship” in the industry. Since that time we have added three record-breaking 1000-footers to our vessel complement.

Today, Great Lakes Fleet operates a safe, highly-efficient fleet, continually upgraded and enhanced to meet the needs of our customers. Let us put more than 100 years of expertise and professionalism to work for you.

The CN Great Lakes Fleet offers these unique capabilities:

- Severe duty service** - Ships with reinforced bows are built to break ice and operate in harsh conditions keeping the supply chain moving.
- Interchangeability** - Classes of “sister ships” allow for easy substitution and can be dispatched on short notice to meet customers’ scheduling needs.
- Largest choice of self-unloading gear** - Forward, aft, and shuttle booms allow for the perfect placement of cargo to maximize dock space. GLF has the longest boom on the Great Lakes at 280’ and also offers a vessel with a bucket elevator system, ideal for discharging larger sized material.
- Maneuverability** - Fleet vessels are equipped with bow and stern thrusters. Our newest ship ranks among the most nimble in the world.
- Flexibility** - Only GLF has versatile “super ships” that can load on gravity docks and facilities suited to smaller vessels.
- Power and speed** - GLF operates the fastest and most powerful ships on the Great Lakes.
- Capacity optimization** - With up to 7 cargo holds per vessel, multiple commodities can be carried on the same trip. Different grades of cargo can be discharged separately and at different sites, or blended at a specified ratio while being discharged.
- Connectivity** - GLF has direct access to CN’s extensive rail network, reaching 3 North American coasts.

