THE SOO LOCKS

Prepared by the office of Gov. Rick Snyder

WHERE WE ARE TODAY:

100%
OF THE IRON ORE
MINED IN THE U.S.
COMES THROUGH
THE SOO LOCKS

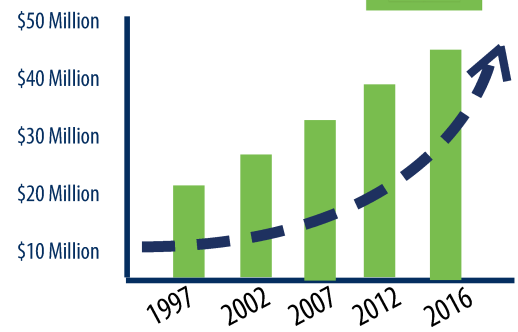
$500.4 BILLION
OF IRON ORE
PASSES THROUGH THE LOCKS
ANNUALLY

$$$

SHIPPING ON THE
GREAT LAKES
SAVES
$3.6 BILLION
A YEAR
ON TRANSPORTATION
COSTS

THE SOO LOCKS RANK
FIRST
IN ECONOMIC SIGNIFICANCE
(OUT OF 196 LOCKS)

THE SOO LOCKS
HANDLES
75 MILLION TONS
OF COMMERCE ANNUALLY



SINCE 1997, THE COST TO
OPERATE & MAINTAIN THE
LOCKS
HAS INCREASED BY
167%

1 FREIGHTER = 3,000 TRUCKS

IF THE LOCKS WERE FORCED TO CLOSE:

A SIX-MONTH
SHUTDOWN OF THE
SOO LOCKS
WOULD RESULT IN
11 MILLION
JOBS LOST
NATIONWIDE

100%
OF NORTH AMERICAN
AUTO PRODUCTION
WOULD HALT WITHIN
WEEKS

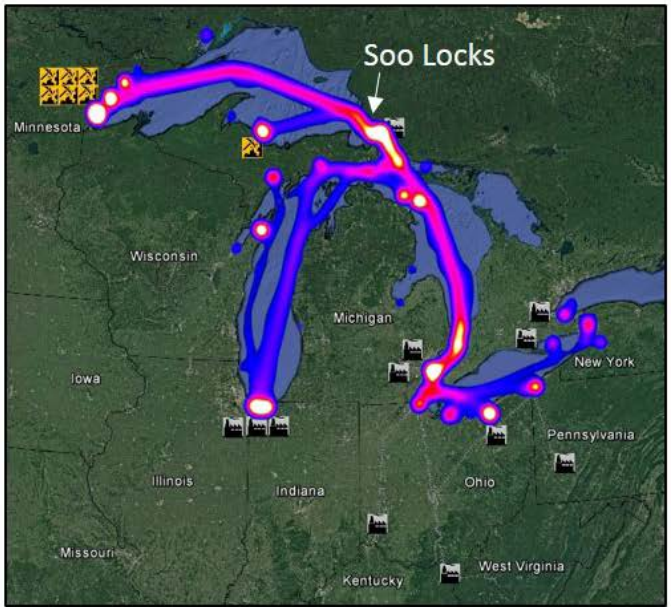
IN 30 DAYS
A SHUTDOWN OF THE
SOO LOCKS
WOULD CREATE A
$160 MILLION
ECONOMIC
IMPACT

THE GROSS DOMESTIC
PRODUCT
WOULD DECREASE BY
$1.3 TRILLION
AS A RESULT OF
THE LOCKS
CLOSING

Source: U.S. Dept. of Homeland Security: The Perils of Efficiency: An Analysis of an Unexpected Closure of the Soo Locks/ U.S. Army Corps of Engineers

THE NATION NEEDS A NEW, MODERN LOCK

Soo Lock Traffic



Great Lakes Navigation System
Support to National Economy

US Army Corps of Engineers

Legend

Iron Ore Mine

Integrated Steel Mill

Iron Ore Traffic Density Scale

Lower Density — Higher Density

THE LOCKS TODAY

Sabin/Davis Locks (Closed)

Poe Lock (110'x1200'

MacArthur Lock (Too small for modern freighters)



Sault Ste. Marie, MI

PROPOSED RECONFIGURATION

New Lock (110'x1200')

Poe Lock (110'x1200')

MacArthur Lock (80' x 800')

