

# Soo Locks

FEBRUARY 2019



Location



Existing Configuration



Configuration with New Lock

## Current Locks

- Poe Lock (built 1968) – operational – 1,000' vessels
- MacArthur Lock (built 1943) – operational – Seaway-sized vessels
- Davis Lock & Sabin Lock (built in World War I) – permanently closed

## Traffic

- over 70 million tons of cargo annually
- over 3,000 cargo vessel passages annually
- season – March 25 through January 15 annually

## Need for New Lock

- 89% of traffic can only use Poe Lock because of vessel size
- no redundancy
- infrastructure is aging and deteriorating
- unscheduled outages increasing due to mechanical failures
- upgrade to Poe Lock would require 6-12 month closure
- 70% of iron ore used by North American steel mills uses Poe Lock
- 13 of 14 integrated steel mills in North America depend on Soo Locks

## Impacts of Closure of Poe Lock for Six Months (Homeland Security Study)

- complete shutdown of Great Lakes steel production
- 75% of U. S. integrated steel production would cease
- 80% of U. S. iron ore mining would cease
- ~100% of North American auto/transportation equipment would end
- 11 million job losses in U. S. plus more in Canada & Mexico
- \$1.1 trillion decrease in gross domestic product
- economic recession likely

## Status of New Lock

- first authorized by Congress in 1986
- same size as Poe Lock / replaces Davis & Sabin locks
- Economic Validation Study completed in June 2018
- estimated cost: \$922 million
- revised benefit:cost is 2.42
- re-authorized by Congress in October 2018
- Michigan contributed \$52 million in December 2018 to advance project
- \$32 million in federal funds available in 2019
- construction will begin in 2019 and take 7-10 years to complete