

## SOO LOCKS UPGRADES AND REHABILITATION

The Soo Locks linking Lake Superior to the lower Great Lakes, particularly the Poe Lock, represent the single most critical navigation structure in the Great Lakes maritime transportation system (MTS). Some 80 million tons of cargo - primarily downbound iron ore for steel manufacturing, coal for electric power generation, and export grain - transit the Soo Locks annually. [An economic impact study conducted by Martin Associates](#) estimated that maritime commerce moving through the Soo Locks in 2017 supported 123,172 jobs in the U.S. and Canada, and generated \$22.6 billion (C\$29.3 billion) in economic activity. Currently there are two locks at the Soo available to cargo carriers, the 800-foot long, 80-foot wide MacArthur Lock built in 1943, and the 1,200-foot long, 110-foot wide, Poe Lock, enlarged to its current size in 1968. As Great Lakes commercial vessels have grown larger, reliance on the Poe has increased: it now handles over 90 percent of the cargo transiting the Soo. Given the criticality of the Soo Locks to the North American industrial supply chain, the 2016 Regional Maritime Strategy prioritized modernization of the locks through two major investments: 1) Acceleration of an asset renewal program for both the MacArthur and Poe Locks; and 2) Construction of a second large, Poe-class lock on the site of two long-retired locks.

Rehabilitation of Existing Locks

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New Soo Lock

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TYPE

[Investment](#)

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ISSUE

[Maritime Transportation](#)

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