

Resolution in opposition to third commercial lock in Sault Ste Marie

Whereas the Army Corps of Engineers is moving forward construction of a third large commercial lock at Sault Ste. Marie, Michigan at the cost of \$490 million dollars at full taxpayer expense; and,

Whereas the federal authorization for this project originated in 1986; and,

Whereas the most recent binational study of navigation needs completed in 2007, entitled the Great Lakes St. Lawrence Seaway Study Final Report, led by the U.S. Army Corps of Engineers and Transport Canada, did not identify construction of a third large lock as essential to the operation of the system; and,

Whereas the Final Report outlines needed repairs, modernization and maintenance of locks and infrastructure throughout the navigation system and Seaway at current configuration as essential to the reliable operation of the system; and,

Whereas the Final Report says that traffic projections between Lake Superior and the lower four lakes into 2050 can be handled by the capacity of the two existing locks at Sault St. Marie, and is comparable to volumes historically handled by the locks at Sault St. Marie; and,

Whereas the Final Report notes that Sault Ste. Marie is one of only two locations on the system that benefits from the redundancy of two commercial locks, the Poe Lock (accommodating both lake and ocean vessels) and the MacArthur Lock (accommodating ocean vessels) and that the system remains “highly dependable”, with a relatively small fraction of downtime at any lock due to lock failure; and,

Whereas commercial shipping on the Great Lakes and St. Lawrence River has caused environmental damage from invasive species, dredging, artificial water level regulation, dry cargo dumping, early ice breaking and more; and,

Whereas commercial shipping has not developed an environmentally sensitive plan to adapt to changes in water levels associated with climate change in the Great Lakes; and,

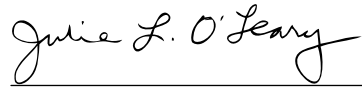
Whereas the two nations economic health is connected to the health of the Great Lakes ecosystem, and where in the US alone, a \$26 billion dollar investment in the restoration of the Great Lakes will create at least \$50 billion in direct economic benefits as documented in the Brookings Institution Report, *Healthy Waters, Strong Economy: The Benefits of Restoring the Great Lakes Ecosystem*; and,

Therefore be it resolved that Great Lakes United recognizes the need for repair and maintenance of the Great Lakes-St. Lawrence Seaway at current configurations to ensure worker and shipping safety; and,

Therefore be it further resolved that Great Lakes United opposes the construction of a third commercial lock at Sault Ste. Marie, due to it being an unnecessary expenditure of nearly half a billion dollars on an unjustified navigation project; and,

Therefore be it further resolved that Great Lakes United urges new funding be allocated to restoring the Great Lakes and St. Lawrence River, and specifically addressing pressing navigation concerns and impacts, such as climate change and invasive species.

I hereby certify that this is a true copy of a resolution adopted at the twenty-seventh annual meeting of Great Lakes United on May 20, 2009.

A handwritten signature in cursive script that reads "Julie L. O'Leary". The signature is written in black ink and is positioned above a horizontal line.

Julie O'Leary, President