

Economic Impacts of the Great Lakes-Seaway System

Quebec

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|-----------------------|---------------|
| Economic Contribution | \$6.2 billion |
| Total Employment | 35,000 Jobs |
| Personal Income | \$1.8 billion |
| Local Purchases | \$1 billion |
| Total Taxes Paid | \$780 million |

In Cdn \$ (2010)

Source: The Economic Impacts of the Great Lakes - St. Lawrence Seaway Navigation System, Martin Associates (October, 2011).

Note: Figures exclude impacts created by international maritime commerce at St. Lawrence River ports in Quebec, where cargo does not transit the St. Lawrence Seaway lock system to and from the upper lakes

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- The St. Lawrence Seaway is bordered by Quebec from its entrance at St. Lambert near Montreal to Valleyfield. It acts as a valuable connection to Ontario and U.S. markets for ships carrying materials to and from more than 36 Quebec ports located on the Lower St. Lawrence River.
- More than 56 million tonnes of Great Lakes-Seaway cargo was shipped and received by Quebec ports and terminals in 2010.
- Mining companies depend on the Great Lakes-Seaway system to transport millions of tonnes of iron ore from mines in Quebec and Labrador to steel mills in Ontario and the U.S.
- Major refineries use ships to move petroleum products from Sarnia and Nanticoke, Ontario to the Ports of Montreal and Sept-Îles. A major refinery in Quebec City also ships products through the Seaway to Ontario markets.
- The international port of Montreal and the Port of Quebec also act as major transshipment hubs for grain and other bulk cargoes that are transferred from Great Lakes ships to larger ocean carriers and vice versa to bring to and from international markets.

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