



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT

RESOLUTION 01 – 2015M

ASIAN CARP

WHEREAS, aquatic invasive species have caused serious damage and continue to pose a major threat to the Great Lakes and St. Lawrence; and

WHEREAS, over 180 aquatic invasive species have been introduced into the Great Lakes and St. Lawrence over the years and have caused damage and imposed costs well over \$100 million annually; and

WHEREAS, many of those aquatic invasive species have migrated through the Chicago Area Waterway System (CAWS) to the Mississippi River Watershed and some have reached all the way to the west coast of the United States; and

WHEREAS, one of the greatest threats ever from aquatic invasive species to the Great Lakes and St. Lawrence in the form of Asian carp, including silver (*Hypophthalmichthys molitrix*), bighead (*Hypophthalmichthys nobilis*), black (*Mylopharyngodon piceus*), and grass (*Ctenopharyngodon idella*), have been migrating up the Mississippi, Illinois, Ohio, Wabash, Wisconsin, Minnesota, Iowa, and other rivers over the past 40 years; and

WHEREAS, silver carp (*Hypophthalmichthys molitrix*) have been found as close as 65 miles from Lake Michigan in the Illinois River, one bighead carp in Lake Calumet in Chicago, grass carp (*Ctenopharyngodon idella*) in the Grand River in Ontario, and evidence of the presence of silver and bighead carp in the form of environmental DNA has been found in parts of the Great Lakes themselves, including near Sturgeon Bay, Wisconsin and Sandusky, Ohio, as well as various parts of the Chicago Area Waterway System; and

WHEREAS, the U.S. Army Corps of Engineers have been operating an electric barrier for almost ten years, and have upgraded the barrier, which appears to have kept the Asian carp from getting closer to Lake Michigan, but which has certain weaknesses and operating problems that create a vulnerability for carp to pass through the area; and

WHEREAS, a variety of federal, state, local, private, non-profit, Canadian, and other groups have been operating as part of the Asian Carp Regional Coordinating Committee to implement many additional actions to stop the advance of Asian carp in the Illinois River; and

WHEREAS, the barrier provides little or no protection for the movement of virtually all invasive species in a downstream direction; and



WHEREAS, the Great Lakes Commission and Great Lakes and St. Lawrence Cities Initiative completed a report in January 2012 demonstrating the feasibility of physical separation and restoring the natural divide between the Great Lakes and Mississippi River watersheds; and

WHEREAS, the U.S. Army Corps of Engineers completed the Great Lakes Mississippi River Interbasin Study (GLMRIS) in January 2014 outlining eight alternative approaches to reducing the risk of invasive species moving between the two watersheds, and confirming that physical separation is the most effective alternative for reducing risk; and

WHEREAS, the Great Lakes Commission and the Great Lakes and St. Lawrence Cities Initiative have managed an advisory committee process for considering physical separation alternatives and related actions to deal with transportation, flood control, and water quality issues; and

WHEREAS, the Great Lakes Commission and the Great Lakes and St. Lawrence Cities Initiative secured \$200,000 in funding and two facilitators/mediators are managing the Advisory Committee process with the desire to reach a regional consensus by December 2015 on the best alternative to prevent the passage of aquatic invasive species between the two watersheds; and

WHEREAS, even when a regional consensus is reached, the time to implement a long term solution is such that additional interim actions will be necessary to reduce the risk of Asian carp reaching the Great Lakes.

NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative fully endorses the Advisory Committee process with facilitation and mediation to reach a regional consensus on a long term solution for preventing the passage of aquatic invasive species between the Great Lakes and Mississippi River basins through the CAWS; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative fully endorses the concept of physical separation as the most effective way to stop the passage of aquatic invasive species in both directions through the CAWS; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative supports solutions that maintain or improve water quality, flood control, and transportation in the CAWS and the area; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative fully endorses the implementation of short and mid-term interim actions to reduce the risk of Asian carp reaching Lake Michigan through the CAWS, while a long term solution is being sought and implemented, with special emphasis on steps at the Brandon Road lock and dam; and

BE IT FINALLY RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative asserts that time is of the essence to reach a regional consensus on a long term solution and that



December 15, 2015 should be the outside date for accomplishing that goal; furthermore, it is essential that the necessary short and mid-term actions to reduce the risk of Asian carp reaching Lake Michigan through the CAWS proceed on an expedited basis.

Signed this 17th day of June, 2015

A handwritten signature in black ink, appearing to read 'John Dickert', is written over a horizontal line.

John Dickert, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Racine





GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT

RESOLUTION 02 – 2015M

ACTION ON NUTRIENT POLLUTION IN THE GREAT LAKES

WHEREAS, harmful algal blooms (HABs) have a direct adverse impact on the Great Lakes aquatic ecosystem, drinking water, water quality, quality of life and economy including recreation, tourism, and property values; and

WHEREAS, if broad and swift action is not taken, HABs, exacerbated by nutrient pollution from human activity, climate change and invasive species, HABs will continue to occur and threaten the health and vitality of the Great Lakes-St. Lawrence River system; and

WHEREAS, a HAB in the western basin of Lake Erie caused the Toledo drinking water utility to advise over 400,000 citizens not to drink the water for two days in August 2014; and

WHEREAS, the Toledo drinking water crisis brought to light the numerous challenges faced by cities with respect to HABs and water quality, not only the crisis with drinking water, but lack of protocol on microcystin testing procedures, advisories and health standards, and communication with the public on the crisis; and

WHEREAS, Mayor Rahm Emanuel and the Cities Initiative convened the Mayors Drinking Water Summit in September 2014 to bring together mayors from around the Great Lakes and St. Lawrence River to develop actions on the issue of nutrients including:

1. Urging US EPA to establish a common advisory limit and an emergency response protocol for microcystin in drinking water for the Great Lakes and St. Lawrence region and for Health Canada to update its guidelines for microcystin, and for the two to be harmonized;
2. Urging Great Lakes states to establish a phosphorus open lake water quality standard;
3. Urging agriculture to further reduce the runoff from farms into Lake Erie, including better nutrient management and application of the '4R Nutrient Stewardship' program;
4. Urging municipalities to further reduce phosphorus loadings through more green infrastructure, better treatment plant operations, and pollution prevention measures; and

WHEREAS, the Cities Initiative is working to advance near term nutrient reductions from cities, industries, and agriculture through its "Nutrient Action Collaborative" collaboration on the ground with these stakeholders particularly in several river basins in southeastern Wisconsin, the Maumee River basin in the Toledo area, the Saginaw Bay watershed in Michigan



and the Thames River basin in southern Ontario through outreach and discussion with partners in those locales; and

WHEREAS, many cities and other stakeholders around the basin are using techniques to capture stormwater runoff before it can get in sewers that go to the wastewater treatment plants, allowing the sediment to settle in ponds and removing it in dry weather, capturing nutrients in constructed or natural wetlands, utilizing rain gardens, and adopting other practices to reduce the amount of direct runoff to streams and lakes or through wastewater treatment plants, all resulting in reduced nutrient loads to the Great Lakes, St. Lawrence, and their tributaries; and

WHEREAS, under the Great Lakes Water Quality Agreement (WQA), the US and Canadian governments have committed to setting nutrient targets by 2016 and action plans by 2018 to reduce nutrient levels in Lake Erie, and under Annex 4 of the WQA, a binational subcommittee has been tasked with developing recommendations on nutrient targets to meet the 2016 deadline and the Great Lakes and St. Lawrence Cities Initiative is represented on the subcommittee; and

WHEREAS, in February 2014, the International Joint Commission released a report of the Lake Erie Ecosystem Priority – *A Balanced Diet for Lake Erie: Reducing Phosphorus Loadings and Harmful Algal Blooms*, which includes 16 recommendations for all levels of government in Canada and the U.S. to help address the challenge of deteriorating conditions in Lake Erie, including specific targets for total phosphorus loadings and dissolved reactive phosphorus, a nine year implementation timeline for actions to meet these targets, and specific actions to reduce both agricultural and urban phosphorus sources; and

WHEREAS, the Governors of Michigan and Ohio, and the Premier of Ontario have set an ambitious target of a 40% reduction in phosphorus loadings to Western Lake Erie by 2025, and a plan to implement these resolutions.

NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative strongly urges the US EPA and Health Canada to publish their microcystin health advisories and guidelines for use in the 2015 recreational water season and harmonize the advisories and guidelines as much as possible; and

BE IT FURTHER RESOLVED, that the Cities Initiative encourages participation and action among municipalities, agriculture, industry and others throughout the region to identify and implement nutrient reducing practices as soon as possible; and

BE IT FURTHER RESOLVED, in advance of February 2016, the Federal Governments of Canada and the United States launch a comprehensive awareness raising campaign to inform and prepare the public and specific stakeholders, particularly the agricultural community, residents on septic systems, and municipalities, for the anticipated nutrient targets and the subsequent action plan to reduce nutrient loadings in Lake Erie and beyond; and



BE IT FINALLY RESOLVED, that the Federal Governments of Canada and the United States devote the necessary financial and other resources to develop and implement short term actions for nutrient reductions in advance of their 2018 Action Plan commitment under the WQA.

Signed this 17th day of June, 2015

John Dickert, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Racine



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT

RESOLUTION 03 – 2015M

OIL TRANSPORT BY RAIL AND DERAILMENTS

WHEREAS, transportation of oil by rail has increased 40 fold in the past five years, now standing at over 500,000 cars annually; and

WHEREAS, according to the U.S. Federal Pipeline and Hazardous Materials Safety Administration, crude oil originating from the Bakken oilfield is more volatile and dangerous than other types of crude, making explosions more likely if a tank car derails and punctures; and

WHEREAS, a train carrying crude oil from the Bakken oilfield derailed in Lac Mégantic QC on July 7, 2013, causing the tragic death of 47 people, destruction of half of the downtown area and the release of 1.3 million gallons of oil; and

WHEREAS, despite the introduction of new safety measures following the Lac Mégantic tragedy, there have been at least five serious derailments in the first ten weeks of 2015, carrying either oil from Alberta oil sands or the Bakken oil fields, averaging one every two weeks, in Gogama, Ontario- February 14, Mount Carbon, West Virginia – February 18, Hornepayne, Ontario – March 5, 2015, Galena Illinois- March 5, and again in Gogama, ON – March 7, 2015; and

WHEREAS, these derailments have caused explosions, fires, one death, environmental damage to the air, waterways, and soil, evacuations, destruction of property and the closing of water intakes; and

WHEREAS, following the first Gogama derailment that spilled over 6,200 barrels of crude oil and petroleum distillates, the Canadian Transport Safety Board issued a statement that said, “Preliminary assessment of the CPC-1232-compliant tank cars involved (in the first Gogama derailment) demonstrates the inadequacy of this standard given the tank cars' similar performance to the legacy Class 111 tank cars involved in the Lac-Mégantic accident.”; and

WHEREAS, the Canadian Transport Safety Board found that the explosive derailment of thirteen cars carrying crude oil and liquid petroleum gas in a Canadian National Railway train near Gainford, Alta., in 2013 was due to numerous rail fractures, even though tests on the line two months before the crash revealed no defects; and

WHEREAS, given the proximity of rail lines to the Great Lakes and St. Lawrence and its tributaries, the safety of rail transportation of oil must be treated as a priority to protect the Great Lakes and St. Lawrence and must be addressed binationally; and



WHEREAS, on May 1st, 2015, both the US and Canadian governments have announced a series of new and harmonized safety rules for rail transportation of oil and other highly flammable liquids.

NOW THEREFORE, BE IT RESOLVED THAT, the member mayors of the Great Lakes and St. Lawrence Cities Initiative find the damage incurred to date and the future risk posed by the transportation of crude oil by rail following current safety standards unacceptable; and

BE IT FURTHER RESOLVED THAT, the Cities Initiative commends the improvements in safety rules and the common effort to harmonize the new measures on both sides of the border and recognize this as an important - yet insufficient - step in the right direction; and

BE IT FURTHER RESOLVED THAT, the Cities Initiative calls on the federal governments of Canada and the US to immediately invest additional efforts to insure adequate risk management and provide the highest level of security for our communities and for the water resources of the Great Lakes and St. Lawrence basin. Additional measures should include but not be limited to:

- a) Expedite mandatory scheduling for introducing enhanced standards for new and existing tank cars Complete harmonization of the safety rules between the two countries, especially regarding the phasing out of old, unsafe tank cars and the mandatory use of electronically controlled pneumatic brakes on all cars transporting crude oil;
- b) Adjust speed control regulations to all situations requiring risk management, not only in highly populated areas, where speed limitations are already part of operations;
- c) More frequent inspections of rail lines and tankers;
- d) Heavy fines for violations of the above rules

BE IT FINALLY RESOLVED THAT, the Cities Initiative calls on its members to adopt this resolution and send it to their political representatives including the President of the United States and the Prime Minister of Canada.

Signed this 17th day of June, 2015

John Dickert, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Racine



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT

RESOLUTION 04 – 2015M

OIL TRANSPORTATION IN THE GREAT LAKES AND ST. LAWRENCE REGION

WHEREAS, the Great Lakes and St. Lawrence River are the largest freshwater ecosystem in the world, providing drinking water to over 40 million people and serving as the economic base for much of Canada and the United States; and

WHEREAS, the Great Lakes and St. Lawrence basin is a complex and fragile ecosystem, encompassing a wide range of human and natural habitat and activities; and

WHEREAS, crude oil and its derivatives are a key component of the energy sources used in the Great Lakes and St. Lawrence Region and all over North America; and

WHEREAS, crude oil needs to be transported from the production regions in the Western part of North America to industrial sites in the Midwest, Northeast and Southeast in order to be refined, transformed and distributed on the market; and

WHEREAS, the rapid increase in volume of oil and gas and other materials hazardous to public and aquatic health being transported in recent years has raised many questions and concerns, notably in the light of recent accidents, among others, in the Kalamazoo River, Michigan, in Casselton, North Dakota, in Plaster Rock, New Brunswick, in Lynchburg, Virginia, in Lac-Mégantic, Québec; in Timmins, Ontario, in Mount Carbon, West Virginia, in Galena, Illinois and, in Gogama, Ontario; and

WHEREAS, as the volume and nature of the conveyed oil change, there is greater need for increased oversight and protectiveness of safety measures for pipelines, rail and maritime transport; and

WHEREAS, lack of oversight and insufficient regulation of oil and gas transportation have likely contributed to the accidents that have occurred; and

WHEREAS, the transportation of oil and gas by pipeline, rail and maritime transportation are complementary, binational and largely integrated at the North American scale; and

WHEREAS, given the current uncertainties about the public safety and environmental risks to water, air and soil as well as potential negative financial impacts on municipalities with each of these modes of transportation, there is a greater need for increased safeguards; and



WHEREAS, municipalities are often first responders to spills, derailment or other accidents within their boundaries, and as such are partners with authorities and companies in accident prevention and response, and have both the duty and obligation to protect the health, safety, and welfare of their residents.

NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls on state, provincial and federal governments to significantly reduce the environmental and human risk associated with the increased transportation of oil and gas by ship, rail or pipeline through more stringent legislation, regulations, and strict inspections and enforcement with the transportation of oil, through effective legislation and regulations that will ensure the safety of residents and the protection of the environment; and

BE IT FURTHER RESOLVED that role and authority of municipalities, including their capacity to review proposed regulations, be respected by other orders of government and companies involved in the transportation of oil and gas; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls on regulatory agencies and transportation operators to improve coordination of preparedness and emergency response for oil and gas transportation accidents by:

- increasing monitoring and prevention actions;
- disclosing routing and product information;
- setting speed restrictions where appropriate;
- increasing inspection and enforcement;
- clarifying roles and responsibilities with a view to creating a seamless emergency response regime involving federal, state, provincial authorities, private sector response capacity and local authorities and first responders;
- improving intervention timeframes;
- provide improved emergency responder capabilities and training;
- make open and transparent communication between local governments and transportation and oil and gas product companies, including full disclosure of oil products crossing their territory by all means of transportation ahead of such crossings, with no exclusions to federal regulations regarding disclosure; live, on-demand, detailed information about oil shipments; and an obligation of full and immediate quick disclosure of any spill or incident through a bi-national web portal; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls for the creation of mitigation and compensation funds, financed by fees paid by oil transportation industries and/or oil producers that would offer complete remediation and financial compensation to municipalities and those affected on the ground in the event of a spill, fire or other significant event; and



BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls for environmental assessments of new or expanded transportation projects for potential impacts on the Great Lakes and St. Lawrence and their tributaries, notably in the case of the transportation of dilbit and other unconventional types of oil; and

BE IT FURTHER RESOLVED, that considering the North American integration of the energy market and modes of transportation, the Great Lakes and St. Lawrence Cities Initiative recommends that increased harmonization of such legislation and regulations between Canada and the U.S. be pursued; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative recommends to both federal governments strengthened environmental standards in trade agreements such as NAFTA's Chapter 6 (Energy and Petrochemicals), by adding a safety annex which would bind the export right of fossil energy producers and conveyors with the respect of regulations and the meeting of safety standards on both sides of the border; and

BE IT FINALLY RESOLVED THAT, the Cities Initiative calls on its members to adopt this resolution and send it to their political representatives including the President of the United States and the Prime Minister of Canada.

Signed this 17th day of June, 2015

John Dickert, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Racine



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT

RESOLUTION 05 – 2015M

HARMONIZING REGULATORY SYSTEM FOR BALLAST WATER FOR VESSELS
OPERATING EXCLUSIVELY IN THE CONTEXT OF THE GREAT LAKES AND ST.
LAWRENCE SEAWAY

Submitted by: City of St. Catharines

WHEREAS, the Great Lakes and St. Lawrence River are the largest freshwater ecosystem in the world, providing drinking water to over 40 million people and serving as the economic base for much of Canada and the United States; and

WHEREAS, protecting the Great Lakes and St. Lawrence from invasive species that enter the system through ballast water has been of particular interest to many Cities Initiative members for some time; and

WHEREAS, the Great Lakes and St. Lawrence Cities Initiative has publicly supported comprehensive, uniform, achievable, and protective ballast water standards in the United States and Canada and the harmonization of such standards between the countries where appropriate; and

WHEREAS, since 2006, the ballast water management requirements in the Great Lakes and St. Lawrence Seaway system have been the most stringent in the world; and

WHEREAS, since 2009 100% of vessels inbound for the Great Lakes and St. Lawrence Seaway from outside of the Region received ballast management exams on each seaway transit; and

WHEREAS, recent efforts by the United States and Canada to deal with one of the major pathways for invasive species, ballast water, through a requirement for and strict enforcement of mid-ocean ballast water exchange for oceangoing vessels arriving from overseas, appears to have reduced significantly the risk of new introductions from vessels given that no new aquatic invasive species have been detected in the Great Lakes since 2006; and



WHEREAS, a number of states have proceeded with ballast water control regulations that vary from one state to another, and two different federal agencies regulate ballast water in the United States, creating a difficult regulatory setting for complying with requirements; and

WHEREAS, The International Maritime Organization (IMO) developed the International Convention for the Control and Management of Ship's Ballast Water and Sediments in 2004; and

WHEREAS, The requirements of the IMO's Ballast Water Convention are not achievable for domestic Canadian and U.S. flagged vessels that operate in the Great Lakes and St. Lawrence Seaway; and

WHEREAS, current approaches in Canada and the United States may lead to the implementation of regulatory regimes that will not be uniform for the two countries.

NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative urges the federal governments of Canada and the United States to develop a bi-national, harmonized and achievable solution to the management of ballast water on the Great Lakes and St. Lawrence River; and

BE IT FURTHER RESOLVED, that the federal governments of Canada and the United States work with the marine industry, the Canadian Provinces and U.S. States to develop a harmonized regulatory system for the ballast water for vessels that operate exclusively in the context of the Great Lakes and St. Lawrence Seaway; and

BE IT FINALLY RESOLVED, that all ballast water regulations in the Great Lakes and St. Lawrence waterways adopt achievable and risk-appropriate requirements that can be technologically implemented.

Signed this 17th day of June, 2015

John Dickert, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Racine



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT

RESOLUTION 06 – 2015M

ACTION ON PHRAGMITES IN THE GREAT LAKES

Submitted by the Town of Collingwood, Ontario

WHEREAS, *Phragmites australis* is an invasive perennial grass that continues to cause severe damage to coastal wetlands and beaches in areas around the Great Lakes, particularly in the Georgian Bay area; and

WHEREAS, *Phragmites australis* grows and spreads rapidly, allowing the plant to invade new areas and grow into large monoculture stands in a short amount of time, and is an allelopathic plant that secretes toxins from its roots into the soil which impede the growth of neighboring plant species; and

WHEREAS, *Phragmites australis* results in loss of biodiversity and species richness; loss of habitat, changes in hydrology due to its high metabolic rate, changes in nutrient cycling as it is slow to decompose, an increased fire hazard due to the combustibility of its dead stalks, and can have an adverse impact on agriculture; and

WHEREAS, invasive *Phragmites australis* should be distinguished from the native species, *Phragmites americanus*, which does not require control as it rarely develops into monoculture stands, does not alter habitat, has limited impact on biodiversity and does not deter wildlife; and

WHEREAS, invasive Phragmites have been identified as Canada's worst invasive plant species by Agriculture and AgriFood Canada; and

WHEREAS, Phragmites occupy over 4,800 hectares of land around Lake St. Clair alone, while 212 hectares of Phragmites occupy land along the St. Lawrence River. The Georgian Bay Area is particularly affected by *Phragmites australis*, with hundreds of stands along the shorelines that threaten valuable wetland areas; and

WHEREAS, controlling invasive Phragmites before it becomes well established reduces environmental impacts, time, and costs; and

WHEREAS, the Ontario Ministry of Natural Resources and Forestry has fulfilled their obligation and action items from the Cities Initiative's 2010 Resolution on Invasive Phragmites by:



- Developing Best Management Practices that assist land management agencies and landowners in controlling invasive Phragmites;
- Establishing the Ontario Phragmites Working Group and developing the Ontario Early Detection and Distribution Mapping System (EDDsMapS) to share information about invasive Phragmites and its distribution while providing direction and guidance on its control;
- Leading Phragmites control measures in provincial parks; and

WHEREAS, the United States lacks coordinated Phragmites control standards among states and municipalities similar to those provided by Ontario's Best Management Practices and Phragmites Working Group; and

WHEREAS, primary action on Phragmites in Quebec includes:

- Research on climate change and Phragmites conducted by the Phragmites Working Group at the University of Laval and the University of Montreal;
- Ordinances issued by the Ministry of Transportation that dictate Phragmites management practices in order to prevent seed dispersal via roadways; and

WHEREAS, municipalities in Ontario can control invasive Phragmites on their own land, and on private property with the landowner's permission, provided they meet the requirements under the *Ontario Pesticides Act*; and

WHEREAS, conservation inspectors in Ontario currently lack authority to enter private land to take control measures against invasive Phragmites; and

WHEREAS, according to the Ontario Ministry of the Environment, best management practices include early detection, herbicide application, mowing, compressing or rolling, prescribed burning, and controlled flooding; and

WHEREAS, these best management practices are most effective when used in tandem as opposed to when used as stand-alone control measures; and

WHEREAS, best management practices can incur high costs because they require extensive time, labor, and specialized equipment to ensure safety and efficacy; and

WHEREAS, the Great Lakes Restoration Initiative (GLRI) Act has provided funding for fifty-four invasive Phragmites management projects on over 900,000 acres of land in the United States and is a vital resource for Phragmites management in the United States; and

WHEREAS, municipalities, particularly in Canada, may not have access to specially allocated funds similar to those distributed in the United States under the Great Lakes Restoration Initiative; and



WHEREAS, municipalities need access to funds in order to enact Best Management Practices.

NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls on its members to recognize the need to implement best management practices; to continue public education to promote early detection of invasive Phragmites; and to continue to research best management practices for Phragmites, with the greatest emphasis on implementing best management practices; and

BE IT FURTHER RESOLVED, that because of differences in governance structures and in the impact of Phragmites in each region, the governments of the United States, Ontario, and Quebec will utilize differing country or province-specific recommendations; and

BE IT FURTHER RESOLVED, that the Cities Initiative and its members call on the United States Congress to continue to support full funding for the Great Lakes Restoration Initiative Act and its associated invasive Phragmites projects; and

BE IT FURTHER RESOLVED, that the Cities Initiative and its members call on the Ontario Provincial Parliament to pass the Ontario Invasive Species Act (Bill 37), which would be the first stand-alone invasive species legislation in any Canadian province; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative and its members call on the Ontario Ministry of Natural Resources and other relevant authorities to increase the amount of funding available through the Ontario Ministry of Natural Resources' Land Stewardship and Restoration Program and through other avenues in order to support invasive Phragmites programs, including but not limited to: implementation of best management practices, further research, and public education, with the greatest emphasis on funding for implementation of best management practices; and

BE IT FURTHER RESOLVED, that the Cities Initiative and its members call on the Government of Quebec to act in the following ways:

- Utilize a preventative approach to Phragmites management considering that Phragmites have not yet dispersed as dramatically in Quebec as they have in the United States and Ontario;
- Continue to pursue academic research in University settings on Phragmites dispersal and to make these findings available to Ontario and the United States;
- Facilitate the implementation of Best Management Practices through funding or other avenues, and use existing resources from Ontario and the United States when implementing Best Practices; and

BE IT FINALLY RESOLVED, that the Cities Initiative and its members call on the Ontario Ministry of Environment and the relevant agencies of Quebec, Minnesota, Wisconsin, Illinois, Michigan, Indiana, Ohio, Pennsylvania, and New York to clarify and further outline



their best management practices into protocols that establish ‘due process’ in controlling invasive Phragmites, which would include but not be limited to:

- Increasing the promotion of existing public education materials, such as EDDsMapS, the Ontario Phragmites Best Management Practices Guide, the work of the Phragmites working groups in Ontario and at the University of Laval, and the Great Lakes Phragmites Collaborative to promote early detection and identification of invasive Phragmites;
- Establishing clear criteria that would guide decisions on whether action is required to control Phragmites, for example, based on the ecological or health implications of not taking action;
- If a situation meets this criteria, requesting that the private landowner take action to control Phragmites on his or her land;
- If a private landowner is unwilling to take action, allowing the authority to take action as appropriate under a bylaw or ordinance that respects the above ‘due process’;
- Assisting municipal and other local authorities with the implementation of best practices to control Phragmites.

Signed this 17th day of June, 2015

John Dickert, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Racine



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT

RESOLUTION 7 – 2015M

RESOLUTION ENDORSING CITY OF MISSISSAUGA COUNCIL RESOLUTION
ON PROTECTION AND RESTORATION OF WETLAND HABITATS WITHIN THE
GREAT LAKES AND ST. LAWRENCE BASIN

Submitted by the City of Mississauga

WHEREAS, the attached City of Mississauga Council resolution on the protection and restoration of wetland habitats was proposed and passed on April 29, 2015 by the City's Council; and

WHEREAS, the City of Mississauga submitted the resolution to the Great Lakes and St. Lawrence Cities Initiative for consideration as part of the 2015 call for resolutions.

NOW THEREFORE BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative endorses the City of Mississauga's resolution, specifically:

1. Supporting the protection and restoration of wetland habitats within the Great Lakes and St. Lawrence River basin, particularly for species of conservation concern; and
2. Calling on state, provincial and federal governments to support increased funding for wetland restoration and acquisition to secure high priority lands in perpetuity within the Great Lakes and St. Lawrence River basin and particularly imperiled coastal wetland habitats.

Signed this 17th day of June, 2015

John Dickert, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Racine



RESOLUTION 0106-2015
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on April 29, 2015

0106-2015 Moved by: Jim Tovey Seconded by: Nando Iannicca

WHEREAS, the Great Lakes and St. Lawrence River make up the largest fresh surface water on earth or about 18% of the world's total;

AND WHEREAS, the Great Lakes Basin supports 33 million people, and contributes \$180 billion to Canada-US trade;

AND WHEREAS, the Great Lakes support the \$100 million commercial fishing industry and \$350 million recreational fishing industry;

AND WHEREAS, more than 50% of Great Lakes coastal wetlands have been lost as a result of urban and agricultural land uses;

AND WHEREAS, wetlands are among the most productive and valuable ecosystems in the world;

AND WHEREAS, wetlands provide a number of vital ecosystem services to society, including the maintenance of water quality, flood, drought, and erosion control, commercial and recreational fishing and hunting and climate regulation;

AND WHEREAS, the effects of climate change and other stressors including nutrient and sediment loading, fragmentation, invasive species, shoreline alteration, and water level controls continue to affect the resilience of Great Lakes aquatic and terrestrial habitats;

AND WHEREAS, the number of invasive species in the Great Lakes is increasing and that invasive species reduce coastal wetland diversity and resilience, and result in economic impacts;

AND WHEREAS, Great Lakes and St. Lawrence Cities Initiative mayors have contributed directly to the development of (bi)national and state/provincial policy making including Canada – Ontario Agreement, Great Lakes Water Quality Agreement, Lakewide Management Plans, Biodiversity Conservation Strategies, the Great Lakes Regional Collaboration and the Great Lakes Restoration Initiative;

AND WHEREAS, the mayors of the Great Lakes and St. Lawrence Cities Initiative concur that significant progress has been made in advancing wetland protection and restoration of the Great Lakes and St. Lawrence River, stressors remain and the need for focused and strong municipal leadership persists;

NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative support the protection and restoration of wetland habitats within the Great Lakes basin, particularly for species of conservation concern; and,

BE IT FINALLY RESOLVED, that the Great Lakes and St. Lawrence cities Initiative calls on the provincial, state and federal governments to support increased funding for wetland restoration and acquisition to secure high priority lands in perpetuity within the Great Lakes basin and particularly imperiled coastal wetland habitats.

Carried