



**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 17<sup>th</sup> day of June, 2015

---

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