



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

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