

## **Resolution on a Moratorium on Ocean-Vessel Access to the Great Lakes**

**Whereas** the Great Lakes have been subjected to at least 185 aquatic invasive species introductions with several of these spreading to other regions, and

**Whereas** the damage caused by aquatic invasive species on the Great Lakes is dramatic, contributing to what has been termed an “invasional meltdown” of the ecosystems within the Great Lakes, and

**Whereas** since the St. Lawrence Seaway System opened the Great Lakes to deep draft shipping in 1959, ocean-going vessels are the number one source of new invasions, having introduced sixty-five percent of the aquatic invasive species since that time, and

**Whereas** the cost to the Great Lakes economy from the zebra and quagga mussel invasions alone is estimated to be \$500 million a year over the next five years, and

**Whereas** research shows that the rate of discovery of invaders in the Great Lakes is correlated with shipping activity, and is amongst the highest rates for any aquatic system in the world, and

**Whereas**, current ballast water regulations have proven ineffective inasmuch as the rate of aquatic invasive species introductions has not slowed, and

**Whereas**, governmental action on legislation, regulation, and funding (especially on the federal level) to remedy this serious problem, has been woefully lacking, despite broad consensus in the Great Lakes region, and

**Whereas** in recent years, ocean vessels transport approximately 10 to 16 million tons of bulk cargo annually, representing less than 7% of total tonnage moved on the Great Lakes by commercial vessels, and

**Whereas** financially competitive alternative modes of transport, (truck, train, barge, lake carrier), are available for transporting bulk cargo, and

**Whereas** Great Lakes United cannot accept that the health and well-being of the Great Lakes and lake-dependent industries and communities be threatened by consequences of ocean-vessel access to the Great Lakes when viable transportation alternatives exist.

**Therefore be it resolved** that Great Lakes United calls for a moratorium on ocean vessel access into the Great Lakes and that transportation alternatives be utilized, until effective ballast water regulations are enforced in the United States and Canada

**I HEREBY CERTIFY THAT THIS IS A TRUE COPY OF A RESOLUTION ADOPTED BY GREAT LAKES UNITED AT THE JUNE 17, 2007 ANNUAL GENERAL MEETING IN TORONTO, ONTARIO.**



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Molly M. Flanagan, Secretary