

## RESOLUTION

Adopted May 25, 2023

# Support for the Great Lakes Green Shipping Corridor Network

**Whereas**, the Great Lakes-St. Lawrence Seaway (GLSLS) System has been and continues to be vital to the regional economy of the United States and Canada by facilitating domestic and international trade through the movement of goods and commodities and historically supporting industries such as manufacturing, steel production, agribusiness and power generation; and

**Whereas**, the GLSLS is the largest deep-draft inland navigation system in the world, encompassing the five Great Lakes, their connecting channels and the St. Lawrence River, extending 2,300 miles (3680 kilometers) into the North American heartland, and serving more than 100 ports in the eight Great Lakes states, Ontario, and Québec; and

**Whereas**, it is widely recognized that compared to other modes of transportation, Great Lakes-St. Lawrence Seaway shipping produces the lowest amount of greenhouse gas emissions when compared to other modes of transportation<sup>1</sup>; and

**Whereas**, the maritime industry continues to invest in alternative fuels, increase fuel economy, and reduce carbon emissions;

**Whereas**, the International Maritime Organization (IMO) has challenged the shipping industry to cut annual greenhouse gas (GHG) emissions by at least half by 2050, compared to 2008; and

**Whereas**, during the World Leaders Summit at the 27th Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC COP27), Canada and the United States announced their joint work to facilitate the establishment of a Green Shipping Corridor Network (GSCN) in the GLSLS; and

**Whereas**, green shipping corridors are generally considered to be maritime routes that showcase low- and zero-emission lifecycle fuels and technologies with the ambition to achieve zero greenhouse gas emissions across all aspects of the corridor; and

**Whereas**, there are multiple pathways through which a fully decarbonized corridor can be achieved and maritime stakeholders need flexibility to choose the path that best suits their needs; and

**Whereas**, decarbonization in the GLSLS will require the engagement and commitment of a multitude of entities, including governments, port authorities, terminal operators, ship owners, fuel-producers and energy companies, among others; and

**Whereas**, the nature of the maritime industry necessitates that these entities work together and implement coordinated activities to effectively enable decarbonization; and

**Whereas**, decarbonization efforts must consider the unique freshwater, geographic and operational attributes of the GLSLS including vessel lifetimes, infrastructure needs, voyage routes and lengths; and

**Whereas**, with its mandate to support the balanced use of Great Lakes water resources and its longstanding role as an advocate for environmentally sustainable Great Lakes-St. Lawrence River maritime transportation, the Great Lakes Commission (GLC) is uniquely qualified to support the advancement of Great Lakes GSCN, in collaboration with maritime industry partners, the Great Lakes states and provinces, federal governments, and others; and

**Therefore, Be It Resolved**, that the Great Lakes Commission pledges to support development and implementation of the GSCN wherever possible, in collaboration with its member jurisdictions, the maritime industry, the U.S. Department of Transportation, the U.S. Department of State, Transport Canada, Global Affairs Canada, and other appropriate partners; and

**Be It Further Resolved**, that the GLC supports regionally led efforts to define and develop the GSCN and commends the U.S. and Canadian Great Lakes St. Lawrence Seaway System agencies for taking a leadership role in this initiative; and

**Be It Further Resolved**, that the GLC encourages the development and use of low and zero-emission lifecycle fuels produced in the Great Lakes and St. Lawrence states and provinces, such as regionally manufactured biofuels, that will power the future of green shipping industry within the basin and reduce overall impacts to water quality and the environment; and

**Be It Further Resolved**, that the GLC offers its assistance to the U.S. and Canadian Great Lakes St. Lawrence Seaway System agencies in their efforts to convene partners, collect and manage data and information, and develop metrics to track progress in implementing the initiative; and

**Be It Finally Resolved**, that the GLC calls on the U.S. Congress and the two federal governments to dedicate resources specifically to the Great Lakes maritime transportation system to support decarbonization at a regional scale in order to achieve green shipping goals, including grant funding and other resources.

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<sup>i</sup> <https://www.seaway.dot.gov/publications/social-impact-study>