

2018 HBRA RESOLUTIONS

Resolution 1

WHEREAS it appears that several towns and villages will be required to amalgamate with neighboring municipalities; and

WHEREAS the villages and towns have some protection to retain sidings for the use of producer loading; and

WHEREAS this protection is not available to RM's; and

WHEREAS the railroads have a track record of removing sidings at will;

THEREFORE BE IT RESOLVED that HBRA insist that sidings be protected in the prairie provinces

Resolution 2

WHEREAS Churchill is the only port in the developed world without national Coast Guard services; and

WHEREAS there are Canadian Coast Guard services in at least twelve points including inland waters; and

WHEREAS the Canadian Coast Guard Service stationed at Churchill serving Hudson Bay would provide:

- **Increased Safety**
- **Lower Insurance Rates**
- **Reduced Risk**
- **Improved Rescue and Salvage Operations**

WHEREAS this would lead to an increased length of the shipping season and increased number of ship owners willing to bid on shipping contracts to and from Churchill;

THEREFORE BE IT RESOLVED that HBRA Board of Directors actively pursue all avenues that will lead to the establishment of Canadian Coast Guard Services stationed at Churchill

Resolution 3

WHEREAS extending the shipping season at the Port of Churchill would be very beneficial; and

WHEREAS recent research on the Arctic supports extension of the shipping season; and

WHEREAS in order to extend the shipping season at Churchill, there must be an Ice Class Tug boat located at the port;

THEREFORE BE IT RESOLVED that an Ice Class Tug boat be stationed at the Port of Churchill

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Resolution 4

BE IT RESOLVED that HBRA lobby the Federal Government to extend the Grain Freight Assistance to grain being exported through the Port of Churchill for another 10 years.

Resolution 5

BE IT RESOLVED that HBRA urge the Provincial and Federal Governments to continue to actively support the improvement and development of the transportation and grain handling infrastructure related to Churchill.

Resolution 6 – Removed 2018

~~WHEREAS the continued development of marketing of imports and exports of commodities is an essential component of the sustainable growth in Churchill;~~

~~THEREFORE BE IT RESOLVED that HBRA urge the establishment of a National Trade Corridor with connections to inland ports.~~

Resolution 7

Resolution 5

BE IT RESOLVED that HBRA urge the Provincial and Federal Governments to continue to actively support the improvement and development of the transportation and grain handling infrastructure related to Churchill ~~FURTHER BE IT REWSOLVED that be accomplished through the 3P (public, private, partnership) business model to support the economic growth of the Churchill region; and~~

~~FURTHER BE IT RESOLVED that we move towards returning the Port of Churchill to Canada as a Nationalized Port.~~

Resolution 8

Port of Churchill – District 12

WHEREAS OmniTRAX Canada closed the Port of Churchill without notice at the beginning of the 2016 grain shipping season; and

WHEREAS the Port of Churchill is the only grain port in Canada available for independent exporters and grain companies without ownership of port grain terminals for grain and oilseed exports; and

WHEREAS the loss of the Churchill advantage creates a huge economic deficit for grain and oilseed producers in the Churchill catchment area of Northwest Manitoba and Northeast Saskatchewan; and

WHEREAS reduced freight service will have a negative effect on Nunavut, and the Northwest Territories and the Government of Manitoba by the inherent reduction in the movement of and the adequate quantity of goods; and

WHEREAS OmniTRAX Canada has expressed a desire to divest itself of the Port of Churchill and the Hudson Bay Railway by offering their sale;

THEREFORE BE IT RESOLVED that HBRA lobby the Government of Manitoba and the Government of Canada to facilitate the transition of the Port of Churchill and the Hudson Bay Railway to alternative ownership in a time frame that is sufficient to ensure the operations of the Port of Churchill for the 2017 grain shipping season.

Resolution 9 - New Resolution

WHEREAS the Praxis Economics impact study indicated completing Manitoba Highway 283 and Saskatchewan Highways 9 and 55 (Gateway Keewatin Corridor) to a dust free 12 month primary weight highway. Could lead to a \$7.2 billion increase in GDP for the Provinces, \$894 million taxback to the provinces, and \$1.9 billion tax revenues to the Federal Government over 20 years with an employment impact of 12,000 direct, in-direct and induced jobs.

WHEREAS Gateway Keewatin Corridor Inc. Board of Directors has targeted 2021 as the deadline for the completion of the Corridor.

Therefore be it resolved that HBRA lobby the Manitoba, Saskatchewan and Federal Government to engage in meeting this deadline.