

2017 HBRA Resolutions

Resolution 1

WHEREAS it appears that several towns and villages will be required to amalgamate with neighbouring 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.

Resolution 4

BE IT RESOLVED that HBRA urge 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

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

WHEREAS Sovereignty and Security is important to all Canadian citizens; and

WHEREAS the Canadian Military routinely does exercises in the vicinity of the Port of Churchill; and

THEREFORE BE IT RESOLVED that HBRA urge the Federal Government to establish a permanent military base including icebreaker capacity that is operational year-round.

AND FURTHER BE IT RESOLVED that this be accomplished through the 3P (public, private, partnership) business model to support the economic growth of the Churchill region.

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 oilseeds 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;

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.