



The Problem

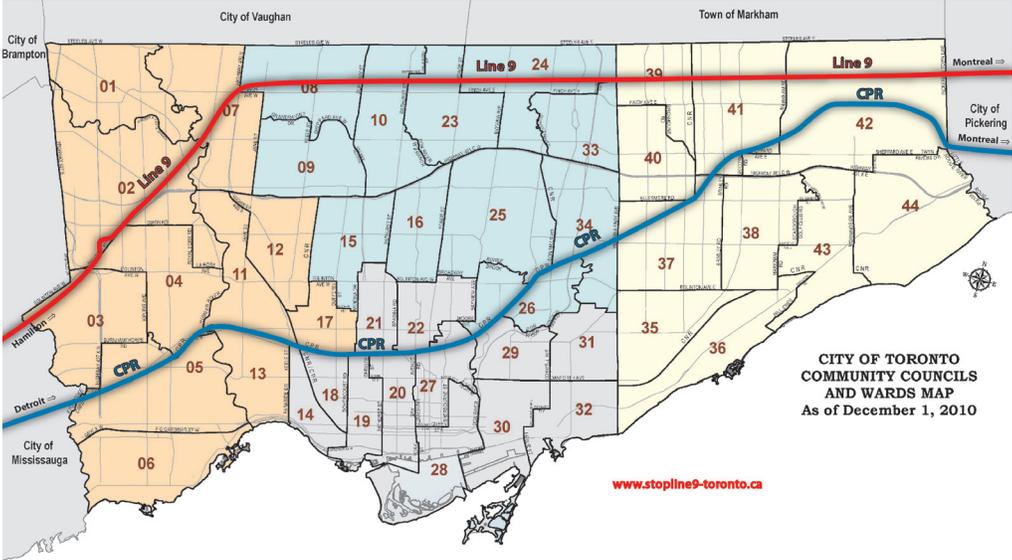
In July 2013, a train carrying “Unconventional Crude” from North Dakota to the east coast exploded in Lac Mégantic, Quebec. (Unconventional Crude includes Diluted Bitumen (DilBit) and Bakken crude.) That train had already travelled through the heart of Toronto and many other cities along the CPR route from Windsor to Montreal.

Despite the higher cost of shipping Tar Sands Unconventional Crude by rail, the oil industry can't wait for pipeline issues to be resolved. In order to export these products as quickly and profitably as possible, they are shipping as much as they can by rail regardless of serious safety concerns.

This surge in shipping these products by rail began in 2011 and is expected to increase dramatically over the next decade. The increase is due to the new technologies that allow difficult-to-retrieve petroleum products to be dug up or fracked out of the ground. Both of these processes are causing long-term damage to the environment and local communities.

The danger is not that these trains are carrying oil, but like pipelines, they are carrying explosive newer products through heavily populated areas. They are only for export; there is no benefit to Canadians or Torontonians.

Like proximity to Line 9, property values near the CPR line through Toronto are at risk, and the very lives of people who live in them are at risk, by the danger of a nearby rail disaster. A disaster that is inevitable given the nature of the products being shipped and the increased frequency of these trains. Despite any safety measures employed, there will always be an accident; and given the extreme consequences, the results (as in Lac Mégantic) will be horrendous.





The Consequences...

The Solution

Despite the federal government's traditional control over railroads in Canada, the Supreme Court of Canada has stated that "municipalities are trustees of the environment", and that as the level of government "being closest to the people, should be empowered to exceed, not lower, the national norms".

The City of Toronto has the ability to make regulations to ensure the health and safety of its residents. In its submission to the National Energy Board regarding Enbridge's application to add these Unconventional Oil products to an existing pipeline (Line 9) in Toronto, the City made this responsibility clear.

In order to add support to the City's position, we are asking all concerned citizens to contact their City Councillor with their concerns and have the Councillor sign a Pledge to support and vote for a motion banning these dangerous products. It's only with large-scale response from residents that we can stop these threats.

We are encouraging the creation of Community Action Groups in each Ward across the city as a way to coordinate activities and events. These activities could include: residents' meetings with councillors; leafletting and canvassing local neighbourhoods; arranging local information meetings; and anything else that will help inform residents.

There are many resources, flyers, and printable documents (including the Pledge) available at: www.stopline9-toronto.ca/line9toolkit.php

If you would like to connect with others in your Ward around this issue, please contact facilitator@stopline9-toronto.ca and we will put you in touch.

Our goal is to have City Council pass a motion banning these Unconventional Crude products from the city.

For more detailed information go to: www.StopLine9-Toronto.ca



If the City can ban Chickens, it can certainly ban DilBit.

