

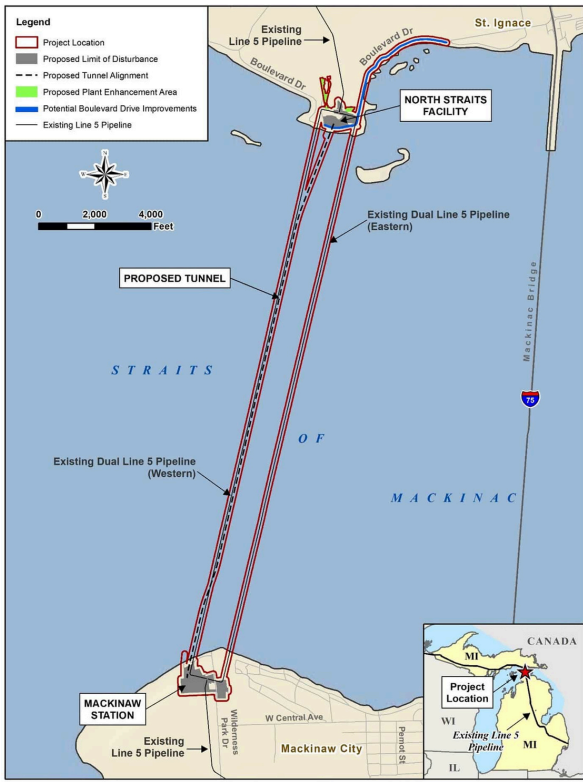
Line 5 Tunnel Project

WHAT IS LINE 5?

Line 5 is a 645-mile pipeline operated by Canadian oil giant Enbridge. Up to 23 million gallons of crude oil and natural gas liquids flow daily through Line 5, with 90 percent of the oil delivered to users in Canada. Line 5 puts Michiganders at risk of a catastrophic oil spill in the Great Lakes, which hold 84 percent of North America’s surface freshwater. At the Straits of Mackinac—the confluence of Lake Michigan and Lake Huron considered the center of creation by Anishinaabe peoples—Line 5 splits into two steel pipes that run along the lakebed in open water for 4.5 miles. Operating more than 20 years past their engineered lifespan, the eroding dual pipelines have twice been struck by ship anchors in the turbulent shipping channel. In 2020, Michigan Governor Gretchen Whitmer ordered Enbridge to stop operating Line 5 in the Straits. She revoked and terminated its easement due to the “substantial, inherent, and unreasonable risk” of an oil spill contaminating the source of drinking water for more than 40 million people.^[1] Enbridge continues operating Line 5 in violation of the governor’s order today.

WHAT IS THE TUNNEL PROJECT?

Line 5 can be shut down with almost no impact on fuel, prices, or jobs in Michigan. Enbridge instead seeks permits to build an underground oil tunnel below the Great Lakes. Running a hazardous liquids pipeline through a confined underground tunnel has never been tried anywhere else in the world and creates explosion risks.^[2] The tunnel would extend the life of Line 5 and its dangers into the next century.



In 2023, the Michigan Public Service Commission granted one of the permits for the tunnel project after prohibiting evidence on:

NO PUBLIC NEED FOR LINE 5

- Enbridge has options to transport its product with less risk for Michigan and for Americans across the Great Lakes.^[1]
- Experts calculate that markets can adapt to a Line 5 shutdown without supply shortages or price spikes.^[1]
- Enbridge’s own analysis shows a shutdown would increase gas prices in Michigan by just half a penny per gallon.^[1]
- More jobs would be created by decommissioning and removing Line 5 (2,188 jobs) than by building a tunnel (1,763 jobs).^[1]
- More than 1.3 million regional jobs generating \$82 billion in annual wages depend upon the Great Lakes.^[1]

THE RISK OF OIL SPILLS

- Line 5 has spilled at least 33 times since 1953, releasing at least 1.1 million gallons of oil into the environment.^[1]
- Enbridge is responsible for the country’s largest land-based oil spill in 2010, which continues to impact people and wildlife along Michigan’s Kalamazoo River.
- Studies show that a spill in the Straits would contaminate over 700 miles of Lake Michigan and Huron shoreline, decimating Treaty-protected fisheries and traditions that have endured for centuries. Animal and plant species would suffer greatly.^[1]
- Federal agencies such as EPA, the US Army Corps of Engineers, and the US Coast Guard have testified that current resources are insufficient to deal with a spill from Line 5 in the Straits.^[1]

THE CLIMATE IMPACT OF LINE 5

- Line 5’s upstream and downstream greenhouse gas emissions equal about 87 million metric tons of carbon dioxide equivalent annually, or nearly 19 million gasoline-powered passenger vehicles.^[1]
- The tunnel project would lead to a net increase of 27 million metric tons of CO₂ emissions annually, exacerbating the climate crisis and costing society at least \$41 billion.^[1]
- Families living near Line 5-supplied oil refineries have higher rates of asthma, cancer, and other serious health issues.^[1]
- Approving new fossil fuel infrastructure directly contradicts established state policy in the 2020 MI Healthy Climate Plan and the 2023 Clean Energy and Jobs Act goal of 100% clean energy by 2040.

THE LEGAL BATTLE

The tunnel project needs approval from:

Michigan Public Service Commission (MPSC): After three years of litigation, the MPSC voted to grant the permit with conditions in December 2023. Four Michigan Tribal Nations and several environmental groups are challenging the decision before the Michigan Court of Appeals.

Michigan Department of Environment, Great Lakes, and Energy (EGLE): The agency granted a permit in January 2021, which was challenged by the Bay Mills Indian Community. Enbridge must re-apply for a wetlands permit, and EGLE must conduct a full public permitting process.

US Army Corps of Engineers (USACE): The USACE received more than 17,000 public comments on the tunnel project, extending its deadline to release a draft federal review of the tunnel’s many environmental and archeological impacts until spring 2025.