STATE OF MICHIGAN
OFFICE OF THE GOVERNOR
LANSING

GRETCHEN WHITMER
GOVERNOR

GARLIN GILCHRIST II
LT. GOVERNOR

September 9, 2026

VIA EMAIL

Gregory L. Ebel
President and Chief Executive Officer
Enbridge Inc.
200, 425 – 1st Street S.W.
Calgary, Alberta, Canada T2P 3L8

Dear Mr. Ebel:

For nearly eight years, I have fought to get Line 5 out of the Straits of Mackinac.

I took action on my first full day as Governor. In 2020, the State revoked and terminated Enbridge's 1953 easement and ordered Enbridge to stop operating the dual pipelines. Enbridge refused, and nearly eight years later the oil continues to flow through our waters.

Last December, a federal court ruled that Michigan cannot enforce our order – even though the pipeline lies on bottomlands that belong to the people of Michigan. That decision is wrong and we are appealing it. But today, Enbridge continues to pump oil through the nearly 73-year-old dual pipelines that are a ticking time bomb in the heart of the Great Lakes.

The premise of that ruling is outrageous: Michigan, having once said yes to these pipelines in 1953, is forever bound to that decision with no further say. The bottomlands belong to the people of Michigan, but according to Enbridge, the people of Michigan have no say over whether your company continues to profit from moving millions of gallons of oil every day.

I reject that. And I will keep fighting until the day I leave office.

But your win in court last December does not change what is happening right now. Every day, oil continues to move through two exposed pipelines on the bottom of the Great Lakes, just one accident away from disaster. And you have come close. Your pipeline has suffered anchor strikes. Right now, the line is shut down because of damage from a truck that dispersed more than a million gallons of natural-gas liquids. And we are all too familiar with Enbridge's record in Michigan, including the catastrophic Kalamazoo River spill — one of the largest inland oil spills in U.S. history. One spill in the Straits could do irreparable damage to our water, our economy, and our way of life.

For years, Enbridge has responded to concerns about the existing pipelines by pointing to the proposed Great Lakes Tunnel, while insisting the status quo is perfectly safe.

That argument was difficult enough to accept before July 31. It is untenable now.

The Michigan Supreme Court recently set aside the Michigan Public Service Commission's approval of the tunnel and sent the matter back for substantial additional review. That means more proceedings, more uncertainty, and almost certainly years more litigation. Even under an optimistic scenario, it is difficult to see an operating tunnel earlier than 10 years from now. And it may never be built.

Enbridge cannot use the promise of a tunnel to justify putting our most precious resources at risk by pumping oil through the Great Lakes for another decade. For years, you have asked Michigan to accept the risk of the existing pipelines today in exchange for the promise of a safer tunnel tomorrow. But tomorrow never comes.

But here's the thing: there is an alternative. The choice is not simply between the existing pipelines and a tunnel. Multiple energy supply-chain experts have concluded that, with sufficient notice and an orderly transition, the market can adapt to a Line 5 shutdown without significant supply shortages or price spikes. An alternative solution can be months away. But Enbridge must act.

So I am calling on Enbridge to pursue an alternative to both the existing dual pipelines and the tunnel, and to begin that work now. Develop a planned, orderly transition that protects Michigan families and businesses and gets oil out of the Straits far sooner.

That alternative may not preserve Enbridge's current market share or be as profitable for your shareholders. But those are not reasons to expose the Great Lakes to another decade of unthinkable risk. Too much is at stake. The Great Lakes are home to 21% of the world's fresh surface water, supply drinking water for more than 40 million people, and support a $9.3 trillion regional economy, including hundreds of thousands of jobs in Michigan.

For eight years, Enbridge has told Michigan to wait. Wait for the courts. Wait for the permits. Wait for the tunnel.

Michigan has waited long enough.

Sincerely,

Gretchen Whitmer
Governor