

## *Ottawa*

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## *Windsor*

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## *Brian Masse*

MP / Député  
Windsor West

July 9, 2002

John Manley  
Deputy Prime Minister  
Minister of Finance & Infrastructure  
15<sup>th</sup> Floor, 55 Metcalfe Street  
Ottawa ON K1A 0A3

Dear Minister,

The cross border situation is continuing to worsen in our community. In your responses to my questions in the House of Commons on June 3<sup>rd</sup> and 4<sup>th</sup>, you indicated that \$600 million dollars was available for border communities related to infrastructure. Yet when I specifically asked you to support the City of Windsor's request for \$1.2 million to assist in immediate operational funds you only reiterated the importance of this trade route. We know it's important. However, on a daily basis, our community is painfully confronted by its consequences: increasing air pollution, clogged streets and eroding infrastructure.

You also noted that before going ahead with this, you would need support from the local authorities. The municipality requested the funds, what other local support do you need?

It has come to my attention that the Federal and Provincial Governments are negotiating this request based upon a 50/50 split. I would ask that you immediately advance the funds to the City so they may act expeditiously. You can then negotiate with the province on your own timetable. It is difficult to understand why you would delay these improvements because of intergovernmental negotiations when this problem was clearly created by your government's lack of planning in trade policy directives.

Finally I ask that you provide, in writing, the criteria and application process for accessing the \$600 million dollars in border monies. Thank you in advance for your prompt attention to this important matter. I look forward to your reply.

Yours truly,

A handwritten signature in black ink that reads "Brian Masse". The signature is written in a cursive style with a prominent underline.

Brian Masse, MP  
Windsor-West

cc. David Collenette, Minister of Transport  
Susan Whelan, MP – Essex  
Joe Comartin, MP – Windsor-St. Clair  
Michael D. Hurst, Mayor of Windsor  
Windsor City Council



House of Commons  
Chambre des communes

February 13, 2003

Prime Minister Jean Chretien  
Office of the Prime Minister  
80 Wellington  
Ottawa, Ontario  
K1A 0A2

Dear Prime Minister:

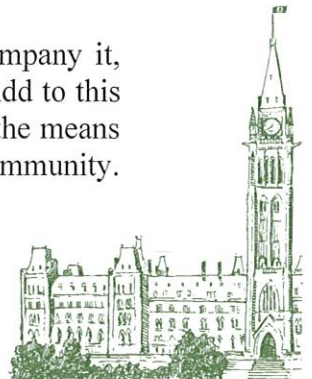
As you are aware the recent heightened security in the United States is making an already untenable situation at Canadian border crossings worse. The economic fallout of further delays at border crossings should be obvious, the hidden costs to Municipalities that host international trade routes, while also obvious, are costs your government has chosen to ignore. But the most immediate and critical cost is the potential risk to the safety of Canadian citizens.

If there is a threat of attack against the United States, which justifies increased security at Canadian border crossings, the implications are clear, the Americans expect that attack to potentially come via a Canadian border crossing.

In this regard there are several questions, which Canadians deserve to have answered immediately:

1. Does your government have specific information with regards to a potential threat to the United States through Canadian border crossings?
2. Has your government asked the American's what evidence they have to justify increased security measures at the border?
3. If there is evidence of a threat, what specific measures is your government taking to protect Canadian citizens at Canada/U.S. border crossings?
4. If there is no evidence of a threat, is your government taking action to insist that the Americans take steps to return border traffic flow to normal? If so what steps have you taken and if not, why not?

While we are all aware of the current world climate, and the fears that accompany it, border cities like Windsor bear the brunt of any slow down in border traffic. Add to this the fear that an attack could take place through a border community, meaning the means of that attack could sit for eight or more hours in traffic tie-ups in that border community. It is no wonder residents of these communities want answers and want action.





This situation affects border communities across the country, but Windsor is the busiest crossing on the continent and as such, most affected. Your government needs to take immediate action to move any potential threat off the streets of Windsor. It is unacceptable that your own government's committee recommended solutions, which will only see an increase of international traffic through residential areas. The need for a permanent solution to Windsor's border problems, which includes a by-pass outside of the city, has never been clearer. I would also urge you to take whatever steps necessary to immediately move the traffic congestion off the streets of Windsor to marshalling/inspection areas outside of the City.

Your government's record on these issues has been sadly inadequate. Several months ago I wrote your Minister of International Trade asking him to take steps to ensure the Americans lived up to their obligation to guarantee an acceptable flow of border traffic, I have yet to receive a response. Your government entered into a trade agreement which put unsustainable pressures on border communities, it is time for your government to live up to its responsibilities and deal with the mess you have created.

I look forward to your prompt reply; my constituents and Canadians in border communities across the country look forward to your prompt action.

Sincerely,

(original signed by Brian Masse, MP)

Brian Masse, M.P.  
Windsor West

cc: The Honourable John Manley, Deputy Prime Minister  
The Honourable John McCallum, Minister of National Defence  
The Honourable Bill Graham, Minister of Foreign Affairs  
The Honourable Pierre Pettigrew, Minister for International Trade  
Federation of Canadian Municipalities  
All Members of Parliament





House of Commons  
Chambre des communes

May 1, 2003

Right Hon. Jean Chretien, PC, MP  
Prime Minister,  
Room 309-S, Centre Block  
House of Commons  
K1A 0A6

Hon. Ernie Eves,  
Premier,  
Room 281, Main Legislative Bldg.,  
Toronto, ON  
M7A 1A1

Fax: (613) 941-6900

Fax: (416) 325-3745

Dear Sirs:

It has come to my attention that an announcement regarding the Windsor border will likely be made tomorrow. I understand that the announcement will reflect the contents of the Windsor Star article last Saturday, April 26, in which both your governments shamelessly and with complete disrespect for the communities involved, floated yet another trial balloon.

If the rumours are true, this amounts to a virtual declaration of war by both of your governments on the people of Windsor's West End. First of all I want to assure you, myself and this community will not stand idly by and watch this vital community be destroyed.

I ask both of you to put an immediate stop to this sham of a process and enter immediately into real and meaningful consultation with all affected communities. The process so far has been so flawed that it has lost any semblance of credibility.

There are proposals with broad consensus in the community that will provide immediate relief; these measures should be implemented first.

It is urgent that you respond immediately.

Sincerely,

Brian Masse, M.P.  
Windsor West





**Joe Comartin, MP**  
Windsor-St. Clair

**Brian Masse, MP**  
Windsor-West

February 23<sup>rd</sup>, 2004.

The Honourable Bill Graham, P.C., M.P.  
Minister of Foreign Affairs  
Room 418N, Centre Block  
House of Commons  
Ottawa, Ontario K1A 0A6

Dear Minister:

You will recall that we had communicated with your office regarding incursion by United States of America police officials at the Windsor – Detroit border crossing in July of 2003.

In spite of our demands that strong action be taken by your department you refused to respond in any fashion whatsoever to this outrageous conduct by U.S. authorities.

I would assume you are now aware of the incident whereby United States police at Niagara Falls crossed into Canada in a high-speed pursuit of an alleged criminal. This incursion resulted in the death of a resident of that city.

We are calling upon you to immediately call in the Ambassador from the United States of America and convey to him, in the strongest terms possible, that we consider these incidents to be severe breaches of our sovereignty and that they will no longer be tolerated.

Mr. Minister, as opposed to your lack of response in the summer of 2003 we are now demanding that you act immediately to protect our borders and the citizens of Canada.

Yours truly,

Joe Comartin, MP  
Windsor-St. Clair

Brian Masse, MP  
Windsor-West

JJC/sjs

January 28, 2005

The Rt. Hon. Paul Martin, P.C., MP  
House of Commons,  
Ottawa, Ontario  
K1A 0A6

Re: Cross-Border Traffic at the Windsor Detroit Border – Release of the Schwartz Report.

Dear Mr. Prime Minister:

As the Members of Parliament for Windsor West and Windsor Tecumseh, our first priority has been to relieve our city streets of international truck traffic and to protect the health and safety of our constituents. We have always been advocates of a made in Windsor solution and this has been initiated by way of the Schwartz report, released to the public January 21, 2005.

Being from Windsor you should not be unfamiliar with the crisis we face with regard to international truck traffic. Mr. Prime Minister, you indicated you would support a made in Windsor solution. I remind you of the following promise you made to the residents of Windsor: "We are not going to do this unless it really conforms to what the people of the city want. . . so now it's a question of getting onto it and determining how the city wants to see us do it. . . this is not going to be imposed, that's an absolute guarantee." (Windsor Star, 2004.03.13, p.A1)

However, your comments in today's Windsor Star give us great concern about your commitment to the process. Specifically your notation that any further funding for the project would be "subject to negotiation". We have heard no mention about timelines for decisions and request clarification on the decision making process to be made public. We would also like to know how you will proceed with negotiations on the U.S. side as there is great concern about the Canadian commitment to resolve border gridlock.

This international crossing and gridlock is the end result of years of neglect by senior levels of both the Canadian and U.S. governments. Solutions to this crisis require your commitment to rectify the problem, and to provide appropriate funding. We would be very much interested in understanding what types of negotiations are necessary. Are they for funding of projects? Are they for recommendations? Are they for alterations to the plan? When will these decisions be made?

We were certainly pleased that many of the issues that we have been raising over the years are recommended in the Schwartz report. For example, the increased use of the Detroit Windsor Truck Ferry could have been implemented years ago and already relieve traffic congestion and pollution through this important corridor with minimal investment. Aside from political will there is nothing stopping this improvement that has community consensus.

In addition, the cancellation of the announced rail infrastructure improvements as announced by your predecessor need to be restored as they had immediate impact on Windsor projects that



would have already benefited traffic relief. These are just two examples of the issues that need attention, and immediate action.

Until this report the border crisis has been dominated by private sector interests. This is your opportunity to assure both the Canadian public and business that any new crossing will be owned by the public in its entirety or at least on the Canadian side of the border. This strategic infrastructure should be for the public benefit not for a middle man profiteering from this vital transportation link. Simply put the border crossing should not be a business but rather an investment in our economic prosperity and social development. Furthermore, a publicly owned crossing can ensure the highest degree of security. It is imperative that a border authority or public commission be established to further improve traffic management and to do so on a permanent basis.

The Schwartz report has some elements that will create concern. These elements will deserve your assurance that a full examination takes place in order to address these challenges, that satisfactory remedies be provided and or feasible alternatives suggested. We reiterate the need to provide a clear understanding and commitment to timelines for decision making to remove the cloud of suspicion, anxiety, and confusion surrounding our border crisis. We cannot simply move from crisis to crisis without undermining social and economic issues.

In anticipation of a timely response, we extend our regards.

Sincerely,



Brian Masse, MP  
Windsor West



Joe Comartin, MP  
Windsor Tecumseh

cc: The Hon. Jean Lapierre, P.C. , MP  
The Hon. Anne McLellan, P.C. , MP  
Mayor Eddie Francis, City of Windsor  
Warden Mike Raymond, Essex County Warden  
Members of Windsor City Council  
Members of Essex County Council  
All Local Media Outlets

Honourable Lawrence Cannon  
Minister of Transport  
House of Commons  
Ottawa, ON  
K1A 0A6

August 24, 2007

Dear Minister Cannon,

I am writing regarding an article in the *Windsor Star* today, that confirms the Ambassador Bridge Company is going ahead with construction plans to build their proposed second international bridge spanning the Detroit River in my constituency. I have attached this article for your information.

From what I can understand by comments from your Department official, you have yet to approve any such project by the Ambassador Bridge Company, and your Department is committed to the new "government bridge" that will have public oversight.

I respectfully ask that you and your Department investigate this issue specifically to see if the Ambassador Bridge Company is attempting to circumvent the new laws established by Bill C-3. Please also indicate whether any information has been given to your Department in relation to the construction of this second span from the Ambassador Bridge Company.

Lastly, I would like to know if you are aware of the \$24 Million that Minister Day announced in Windsor this past January 2007 for smart and secure borders. As well, were you aware that in February of this year, Canada's New Government announced that the Ambassador Bridge received funding to move the commercial trucks more quickly through the border in order to enhance security (see attached). Please explain how much money the Bridge received for this plan and if you know what the Bridge Company's funding is based on: their existing plaza and span, or the new plaza currently under construction, along with a new bridge which they have now admitted they are beginning to construct.

I thank you in advance for your time and attention to this matter. Please do not hesitate to contact me directly should you have any questions or concerns. I look forward to your timely response to this letter and would be happy to meet with you to discuss this further.

Yours truly,



Brian Masse, MP (Windsor West)

CC: Honourable Stockwell Day, Minister of Public Safety and Minister Responsible for CBSA

Attach.

December 5, 2007

Honourable Stephen Harper  
Prime Minister  
House of Commons  
Ottawa, ON  
K1A 0A6

Dear Prime Minister,

I am writing you today in regards to the serious privacy breach that occurred on Passport Canada's website where individuals using the site were able to see other applicants' information. This grievous violation needs to be addressed in a significant and comprehensive manner.

Yesterday's dismissive response by the Minister of Foreign Affairs in Question Period was not appropriate to the gravity of the matter. The Privacy Commissioner's investigation is a start but a governmental action proportionate to the situation is needed.

In the United Kingdom where a privacy breach by a government agency impacted millions of citizens, there was a public apology alongside the appropriate procedural remedies. This case in our country calls out for a similar mitigation.

The government needs to notify all of the applicants potentially affected by this breach. Provide those individuals with documentation to ensure any identity theft issues that arise are completely ameliorated. Finally, make public how this breach occurred, how many people are potentially at risk, and what new modalities and processes are put in place so that this type of problem will not occur again.

I look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Masse". The signature is fluid and cursive, with the first name "Brian" and last name "Masse" clearly distinguishable.

Brian Masse, M. P. (Windsor West)

Cc: Honourable Maxime Bernier, M. P.  
Minister of Foreign Affairs



*Ottawa*

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*Brian Masse*

MP / Député  
Windsor West

*Border Emergencies  
Follow Up*

*Windsor*  
Plaza 300  
300 Tecumseh Road East  
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Fax: (519) 255-7913

May 8, 2009

Honourable Peter Van Loan  
Minister of Public Safety  
House of Commons  
Ottawa, ON K1A 0A6

Dear Minister Van Loan,

I am writing to follow-up on a response I received from your predecessor, the Honourable Stockwell Day, in response to an incident in my riding where an ambulance transporting a man to a Detroit, Michigan, hospital was stopped at the border and ultimately, put the patient's life at risk.

There are standing agreements between the US Customs and Border Protection and the CBSA which ensure that patients in transfer will not be held up while crossing the border, and Minister Day, as you can see from his letter (attached) was to receive a copy of the current protocol and comment in order to improve the overall effectiveness of this agreement.

I am inquiring as to whether this review was completed by your Department and if so, what changes were included in this review to the previously existing agreement. Especially when we know that the Western Hemisphere Travel initiative(WHTI) is less than a month away, it is now more pressing than ever that this agreement does not hold up first responders and patients in transfer, due to a lack of coordination.

I look forward to your response on this matter and please do not hesitate to contact me directly should you have any questions or concerns.

Yours truly,

A handwritten signature in black ink that reads "Brian Masse".

Brian Masse MP  
Windsor West

Attach.

Minister of Public Safety

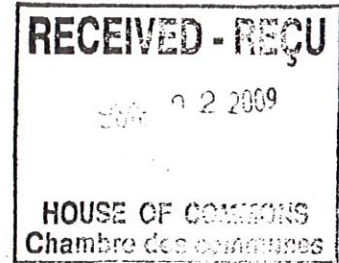


Ministre de la Sécurité publique

Ottawa, Canada K1A 0P8

JUN 22 2009

Mr. Brian Masse, M.P.  
Windsor West  
Room 701, Justice Building  
House of Commons  
Ottawa, Ontario K1A 0A6



Dear Mr. Masse:

Thank you for your follow-up correspondence of May 8, 2009, concerning United States (U.S.) border clearance procedures for first responders during an emergency.

Further to the Honourable Stockwell Day's reply to you of January 24, 2008, I would like to assure you that Canada Border Services Agency (CBSA) officials have worked closely with their Customs and Border Protection counterparts to clarify and confirm local border clearance measures for first responders. The protocol is now in place, and Customs and Border Protection has provided assurances that it will continue following the implementation of the Western Hemisphere Travel Initiative on June 1, 2009.

Under the protocol, emergency response units contact Customs and Border Protection to advise when an emergency vehicle is approaching the U.S. American border officials assess the risk and, in the case of an ambulance transporting a patient requiring urgent care, determine whether to follow the vehicle to the hospital to obtain proper identification from the first responders, or be satisfied that the information provided during the original contact is adequate. It is important to note, however, that Customs and Border Protection strongly recommends that every first responder carry a Western Hemisphere Travel Initiative-compliant document in order to facilitate his/her entry into the U.S.

I appreciate your bringing your concerns on this issue to my attention.

Yours sincerely,

The Honourable Peter Van Loan, P.C., M.P.  
Minister of Public Safety

Canada

## *Ottawa*

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## *Brian Masse*

MP/ Député  
Windsor West

May 6, 2010

Minister of Transport  
Honourable, John Baird, M. P.  
House of Commons  
Ottawa, ON  
K1A 0A6

### **SENT VIA EMAIL**

Dear Minister Baird,

I am writing to you today about the disturbing situation concerning the Windsor airport construction project to build a parallel runway which was funded by the joint federal-provincial Infrastructure Stimulus Funding Program for areas of high unemployment. It has been revealed that truck drivers for the project are not from the local area, some from as far as Toronto, while local truckers were turned away. This is extremely troubling since one of the primary purposes of this funding program is to hire local workers in municipalities with an unemployment rate far exceeding the national average.

At the time of the funding announcement in June of last year a member of your caucus joined with provincial cabinet ministers to claim that this program and the projects financed by it would target the unemployment problem in the area while building needed infrastructure. With the exposure of how this program is being implemented with workers not from the area being employed while local qualified residents being denied those jobs, the objectives in last year's initiative are not being fulfilled.

Additionally, with the new border crossing project for the Windsor Detroit gateway about to enter its final phase, and the three short listed consortium bidders agreeing with the province to guarantee in the contract that 75- 80 percent of the workers on the access route will be from the local area, the same commitment should be enshrined in the federal contract with the regards to the plaza construction, the bridge component manufacturing, bridge assembly and installation. The significant training endeavours, enabled by government funding, which have been taking place over the last few years have ensured that the



necessary qualified local personnel will be available in the numbers required. This needed element has to be included as part of the process going forward so that the true positive impact of this project is really felt in the area of unemployment. Residents and businesses of this area are going to have their lives disrupted for the next several years while the country gets a new border crossing in the most significant trade corridor. It is time the federal government complies with best practices and establishes a local mandate so that workers who live here will build the infrastructure in their city

I look forward to your response.

Sincerely,

A handwritten signature in black ink that reads "Brian Masse". The signature is written in a cursive style with a large, stylized initial "B".

Brian Masse, M. P.  
Windsor West

February 10, 2011

The Honourable Vic Toews  
Minister of Public Safety  
House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Minister Toews,

I am writing you today to ask for a moratorium on the Canada Border Services Agency's recently announced decision to create a new southern Ontario region effective April 1, 2011. I understand that the Federal Government has initiated their 'Strategic Review' initiative ostensibly set up to ensure that Canadians are getting value for money for all government spending. Included in this project is an assessment of the services delivered by the CBSA. As a result of this process CBSA recently announced the creation of the southern Ontario region which will amalgamate two previously separate regions (Windsor/St. Clair and Niagara Fall/Ft. Erie) into one administrative unit. As a part of this amalgamation the CBSA has decided that it will consolidate the newly constituted southern Ontario regional headquarters in Fort Erie. It is this decision particularly that I wish to raise with you when you consider my suggestion for a moratorium.

Information about the precise nature of these changes has yet to be made clear to all stakeholders but at this point we know that some services will be amalgamated across a larger geographic area and that there will be job losses. This raises some serious questions about the on-going ability of the CBSA to carry out its mandate in the region under the proposed conditions. Additionally as you know the Detroit River International Crossing (DRIC) process is moving forward and once completed will dramatically increase the capacity at the Windsor/Detroit border. Under these circumstances a reduction in the administrative capabilities of Windsor's CBSA operations, given the trade and travel volumes that already exist at this checkpoint and considering the

impact that the DRIC crossing will create once completed is difficult to understand.

Moreover with the on-going negotiations between Prime Minister Harper and President Obama around the issues of border security and trade in the context of attempting to augment efficiency of trade and security this decision is perplexing to say the least. We cannot afford for the policies and investments adopted with respect to our border with the United States to result in any reductions to efficient and safe travel and trade or to appear as though they do not advance the goals of these important negotiations.

Recently published reports indicate that the Windsor/Detroit gateway is a major entry point into Canada for illegal guns, drugs and human trafficking. It is obvious that the CBSA should be looking for ways to augment the administrative capacity at the Windsor/Detroit checkpoint if the objectives of those negotiations have any hope of being achieved.

What is needed at this point more than ever is a considered and measured approach to border issues to the exclusion on any partisan influence whatsoever. There is no dispute that the Windsor/Detroit gateway is by far the busiest in the country. The DRIC crossing will only add to that already significant administrative burden.

It is my hope that a moratorium on the decision to house the new southern Ontario administrative facility in Fort Erie and all documents pertaining to this decision will be released to ensure transparency and accountability. As you are aware there are persistent rumours Windsor was selected as the preferred location based upon factual criteria, but that decision was overturned at a political level in favour of Ft. Erie. If the goals of the Strategic Review are to be taken seriously as a credible process designed to improve the effectiveness of the Federal Public Service then the decisions that flow from it must be plausible in this regard.

In closing I would like your assurances that the choice to locate the new CBSA southern Ontario regional headquarters was arrived upon free of any political interference and is completely consistent with the normal bureaucratic and administrative processes that a decision such as this would typically employ.

Sincerely,



Brian Masse MP  
Windsor West



May 25, 2012

Honourable Denis Lebel  
Minister of Transport  
House of Commons  
Ottawa, ON K1A 0A6

Dear Minister,

I am writing today to request that you kindly provide me with additional information on the following border infrastructure projects:

<b>Location</b>	<b>Project</b>	<b>Commitment</b>
Windsor, Ontario	Improvements to the Windsor Gateway	\$139,600,000
Windsor, Ontario	Securing the CP Rail corridor for - VACIS, a rail cargo inspection system	\$4,120,000

Specifically, I would appreciate if I could receive a breakdown of the commitments along with the expected results from 2012 - 2013.

Thank you in advance for your time and attention to this matter. I look forward to your prompt response.

Yours truly,



Brian Masse MP  
Windsor West

*Brian Masse*

Member of Parliament  
(Windsor West)



HOUSE OF COMMONS  
CHAMBRE DES COMMUNES  
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June 22, 2012

Ambassador David Jacobson  
United States Ambassador to Canada  
The Embassy of the United States of America  
PO Box 866, Station B  
Ottawa, Ontario K1P 5T1

**SENT BY FAX: 613-688-3082**

Dear Ambassador Jacobson,

I am writing today regarding the attached news article which indicates that the Department of Homeland Security has been given the green light to potentially destroy immense amounts of wildlife and natural habitats along the Canada-US border in order to erect fencing. I would like to add my voice to the opposition of this proposal.

Specifically, the destruction of natural habitats and eco-systems in such a vast wilderness will just displace more and more species from their natural homes and does not take into account their safety. I understand that some of these animals including the woodland caribou are on the verge of extinction and this natural habitat for them is irreplaceable.

Please know that as the Official Opposition's Canada-US Border Critic, I understand the concerns your legislators have with the vast and open nature of our border. I have worked with US legislators from coast to coast in my role as Vice-Chair of the Canada-US Interparliamentary Group and have discussed the need to protect both sides of our shared borders. However, I do believe that the majority of legislators on both sides of the border agree that the protection of the environment and its natural habitats, especially when endangered species are involved, takes a precedent to roads, fences and other infrastructure. Specifically, I believe that there are other options to patrol these crossings, which are not invasive and will allow the environment, animals and habitats to flourish.



brian.masse@parl.gc.ca  
www.brianmasse.ca

Page 1 of 3

Thank you kindly in advance for your time and attention to this matter. Please do not hesitate to contact me directly should you have any questions or concerns. I look forward to your response.

Yours truly,

A handwritten signature in black ink that reads "Brian Masse". The signature is written in a cursive, flowing style.

Brian Masse MP  
Windsor West  
Official Opposition Canada-US Border Critic  
Vice Chair, Canada-US Inter-Parliamentary Group

CC: Thomas Mulcair, Leader of the Official Opposition  
Randall Garrison, Official Opposition Public safety Critic  
Megan Leslie, Deputy Leader and Official Opposition Environment Critic

Attach. (1)



2012-06-22

OTTAWA CITIZEN (FINAL)  
NEWS, Page: A5

# Border bill a threat to wildlife, critics say

**Randy Boswell, Ottawa Citizen**

Environmentalists are decrying what they call a "conservation low point" for North America after the U.S. House of Representatives passed a bill Wednesday that would suspend wildlife-and eco-system-protection laws with-in 160 kilometres of the U.S.-Canada border in the name of homeland security.

Opponents say the law, championed by Republican lawmakers, but deemed unnecessary by the Department of Homeland Security itself, could wreak havoc on sensitive borderlands habitat by allowing U.S. government agencies to build roads and erect fences throughout a vast net-work of protected areas key to cross-boundary mammal migration and other natural processes.

The northern reaches of states such as Montana, Idaho and Washington - which border southernmost Saskatchewan, Alberta and British Columbia - encompass some of the most pristine wilderness in the United States, providing critical habitat for a wide range of vulnerable species such as the grizzly bear and a rare, mountain-dwelling population of wood-land caribou.

But conservative legislators have expressed concern that security patrols along the U.S. borders with Mexico and Canada are being hampered by wilderness-preservation rules limiting the use of motorized vehicles and preventing the construction of access roads, helicopter pads and other border-control infrastructure.

**Brian Masse MP**  
**Windsor West**

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**Jean Rousseau MP**  
**Compton-Stanstead**

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P.613-995-2024  
F.613-992-1696  
E. [jean.rousseau@parl.gc.ca](mailto:jean.rousseau@parl.gc.ca)

Ambassador David Jacobson  
The Embassy of the United States of America  
PO Box 866, Station B  
Ottawa, Ontario  
K1P 5T1

September 25, 2012

Sent By Fax: 613-688-3082

Dear Ambassador Jacobson,

We are writing today to inquire as to whether or not there is a formal appeal process for a Canadian citizen who has mistakenly crossed into the United States.

Specifically and as you can see from the attached letter, Mrs. Kim Passey while driving within the Province of Quebec, did not realize that she had actually crossed the border until stopped by a US Customs Officer – after making a U-turn to right their direction and return to the Quebec road that they needed to be on in order to get to the theatre. We are aware that this mistake happens quite frequently at this crossing due to the proximity of the actual border and very little, if any, signage indicating that travelers have crossed the international border.

Please also note that Mrs. Passey does not deny that they made this mistake, however, because they were unaware that they had actually crossed the border she is rightfully concerned about the fine of \$5000.00 USD which she now must pay. On the surface, this penalty appears excessive.

We are respectfully asking that you clarify whether there are any formal appeals for persons in such situations, and if not, what option she has for addressing her concerns. Please note that she received the fine on September 7, 2012, and paid the first \$500.00 as required in order to return to Canada. However, she is under a 30-day deadline to pay this extremely high amount of money and was hoping for a response in advance of that 30-day deadline.

We thank you kindly in advance for your time and attention to this matter. Please do not hesitate to contact either of us at your convenience for questions or clarification on this matter.

Yours truly,

Handwritten signature of Brian Masse in cursive.

Brian Masse MP (Windsor West)  
Official Opposition Critic for Canada-US Border Issues

Handwritten signature of Jean Rousseau in cursive.

Jean Rousseau MP  
(Compton- Stanstead)



*Brian Masse*

Member of Parliament  
(Windsor West)



HOUSE OF COMMONS  
CHAMBRE DES COMMUNES  
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January 14<sup>th</sup>, 2013

The Honourable Denis Lebel  
Minister of Transportation Infrastructure and Communities  
House of Commons  
Ottawa, On  
K1A 0A6

**Re: Naming the new Crossing connecting Windsor-Detroit**

Dear Minister Lebel,

I am writing you today in regards to the new crossing connecting Windsor-Detroit. The time has come to develop a process to officially name the bridge. I know you are aware that the construction of this vital new infrastructure will have significant economic benefits for both Canada and United States by improving efficiency and capacity at the busiest border in North America. This project also gives rise to potential cultural and diplomatic opportunities as well.

I am suggesting that your government work to develop an inclusive bi-national process to name the new crossing that involves the community on both sides of the border.

The new crossing is as much a symbol of the partnership between Canada and the United States as it is a tool that will facilitate economic growth. Giving the community an opportunity to play an active role expressing this partnership through this project will deepen those relationships. I am in consultation with community groups and elected officials on both sides of the border and am finding support for developing a bi-national community based process for naming the new crossing.

I will be happy to work constructively with you to develop a process that will comprehensively involve the border community in this region. It should be noted that despite the positive results in the recent referendum on the question of a new public crossing for the region that over one million Michigan voters implicitly voted against the new crossing. Developing an inclusive naming process may help to build public support for the crossing across communities by creating a forum for direct engagement.



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www.brianmasse.ca



There is an opportunity here to continue to strengthen the partnerships that exist between Canada and the United States by creating a process that is open and consultative and that in and of itself is a representation of the partnership that exists between Canada and the United States.

I have attached an example of a process that is being followed in Scotland, I would encourage you to examine.

Looking forward to your reply.

Sincerely,

A handwritten signature in black ink that reads "Brian Masse". The signature is written in a cursive style with a large initial "B" and a long, sweeping underline.

Brian Masse M.P.  
Windsor West

c.c. Governor Rick Snyder  
Secretary of Transport Ray Lahood

Minister of Public Safety

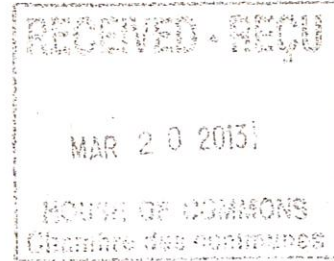


Ministre de la Sécurité publique

Ottawa, Canada K1A 0P8

MAR 12 2013

Mr. Brian Masse, M.P.  
Windsor West  
House of Commons  
Ottawa, Ontario K1A 0A6



Dear Mr. Masse:

Thank you for your correspondence concerning the regulations for importing commercial goods into Canada and Detector Dog Service (DDS) teams. I apologize for the delay in responding.

The Canada Border Services Agency's (CBSA) mandate is to ensure the security and prosperity of Canada by managing the access of people and goods to and from Canada. The inspection of goods within a risk management framework helps protect Canada and Canadians. The Agency performs container examinations for a number of reasons, including contraband, duty and tax evasion, commodity verification, national security and health and safety reasons. The provision and obligations to perform these examinations are within the *Customs Act*.

As part of government-wide efforts to reduce the federal deficit, the CBSA reviewed its spending with a focus on operational costs, and will deliver \$143.4 million in ongoing savings by 2014-2015. The Agency will reduce spending in areas of lower priority, and derive savings from business transformation and organizational restructuring. As changes are introduced, service excellence will continue to be a priority. There will be little to no impact on front-line services for travellers and traders who are crossing our borders.

Please rest assured that the CBSA remains unwavering in its commitment to deliver on its mandate of protecting Canadians and facilitating travel and trade. The health and safety of Canadians will not be compromised through the implementation of any of these budget reduction initiatives. Let me also assure you that no DDS drug/firearm teams will be cut at land ports of entry (POEs).

Canada

April 29, 2013

The Embassy of the United States of America  
Ambassador David Jacobson  
PO Box 866, Station B  
Ottawa, Ontario K1P 5T1

Dear Ambassador Jacobson,

I am writing to you today on behalf of the New Democratic Party (NDP) of Canada to voice our concerns with the recent proposal in the United States Department of Homeland Security's (DHS) Draft Budget 2014. Specifically, my NDP colleagues and I are concerned about the potential of adding a border fee at all land crossings between Canada and the United States following a study which still must be approved by Congress. We believe that this proposal could dramatically impact travelers and commuters using land based international border crossings between Canada and the United States, especially commuters in border cities like mine who commute daily and would have to add this additional fee to their already increasing tolls.

Furthermore, such a fee which in many cases will be collected on top of existing tolls runs contrary to the on-going efforts by both Canada and the United States to increase bilateral traffic flows and efficiency at our border checkpoints. The Beyond the Borders Agreement is supposed to alleviate much of the pressures on economic trade and the free flow of people between our two nations and this proposal will effectively only serve to complicate the changes being made. Consequently, this type of a fee could further complicate efficient trade and create unforeseen delays to other business trade vehicles including but not limited to automotive just-in-time delivery that support businesses and workers on both sides of our respective border.

Legislators in the United States at both the Congressional and Senate levels have already spoken against this proposal as have Canadian stakeholders including the Canadian Chamber of Commerce, the Canadian Chamber of Commerce and tourist organizations like the Canadian Snowbird Association. Please know that I will continue to raise this issue with legislators and stakeholders in both Canada and the United States.



I am urging you today to communicate to the United States Administration that thickening the border at this time could be damaging for both of our countries. More fees and additional administrative measures at border crossings will be a drag on the economy in both Canada and the United States.

Please know that my NDP colleagues and I, many of whom represent electoral districts right along the Canada-US border, look forward to working with you to ensure that we are developing a border that is effective and efficient and that promotes economic growth.

Thank you kindly in advance for your time and attention to this matter and please do not hesitate to contact me directly should you have any questions or concerns. Alternatively, should you wish to meet on this matter please do not hesitate to contact my office at 613-996-1541. I look forward to hearing from you.

Yours truly,

Brian Masse M.P.  
Windsor West



AMBASSADOR OF THE UNITED STATES OF AMERICA  
OTTAWA, CANADA

May 22, 2013

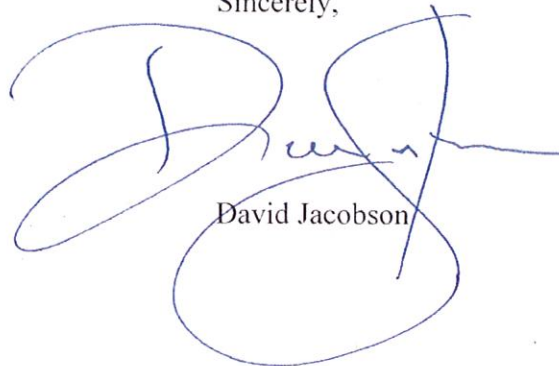
Mr. Brian Masse  
Member of Parliament  
Room 100 La Promenade Building  
Ottawa, Ontario K1A 0A6

Re: Land Border Crossing Fee

Dear Mr. ~~Masse~~ <sup>Brian</sup>:

Thank you for your correspondence dated April 29, 2013 on behalf of the New Democratic Party (NDP) of Canada. Specifically, NDP expressed concern regarding the Department of Homeland Security request in the Administration's FY14 budget proposal for appropriations to study the feasibility of collecting a fee from travelers entering the United States from Canada and Mexico at the land border. As I am sure you are aware, earlier this month a United States Senate sub-committee rejected the request. I am confident that our countries will continue to work together to develop a border that is effective and efficient, and that promotes economic growth.

Sincerely,



David Jacobson

*Brian Masse*

Member of Parliament  
(Windsor West)



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October 1, 2013

The Honourable Steven Blaney  
Minister of Public Safety and Emergency Preparedness  
House of Commons  
Ottawa, Ontario  
K1A 0A6

Dear Minister Blaney,

I am writing you today regarding the partial government shutdown in the United States and how it will affect Canada-US border crossings. As you are aware, maintaining secure and open travel as well as transport of goods and services between Canada and the United States is essential to the economic viability of both countries.

With Canadians making a total of 4.7 million trips to the United States in July of 2013, and US citizens visiting Canada 1.7 million times during that same period, travel and tourism are vital assets to both countries. Moreover, the United States is Canada's largest trading partner, with exports in goods and services totaling \$370 billion CAN in 2011. Trade between the two countries is a part of a global supply chain, with an increasing number of industries relying on time sensitive production methods. Both travel and trade is made possible through a high level of safety and security at all Canada-US border crossings.

Given the importance of the safe, reliable and timely travel of people and transportation of goods and services between Canada and the United States, I would ask that you please provide me with information detailing what the Government of Canada is doing to monitor border travel and trade volume at Canada-US border crossings throughout this partial government shutdown. I remain concerned about the repercussions of this situation on the Canadian economy and would like



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assurances that the Government of Canada is monitoring the situation and actively engaged in maintaining open and expedient border crossings with the United States through the duration of their partial government shutdown.

Thank you, in advance, for your time and attention to this letter.

Yours Truly

A handwritten signature in cursive script that reads "Brian Masse".

Brian Masse MP  
Windsor West

*Brian Masse*  
Member of Parliament  
(Windsor West)



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Fax: 519-255-7911

April 1<sup>st</sup>, 2014

The Honourable Lisa Raitt  
Minister of Transport  
House of Commons  
Ottawa, ON  
K1A 0A6

*Lise*

**HAND DELIVERED IN THE HOUSE OF COMMONS**

Dear Minister Raitt,

I am writing you today to enquire about the Detroit River International Crossing (DRIC). I want to begin by saying that my support for the objectives of this critical infrastructure project remains consistent and unwavering. With massive public expenditures already invested and significant resources allocated in the recent federal budget it is critical that your government ensure that Canadians can have confidence that DRIC is being executed cohesively and in a fiscally responsible and transparent manner.

You may be aware the Windsor Essex Parkway—which as you know is 50% funded by your government continues to be met with significant problems. It is my understanding that the Consortium responsible for the build and maintenance of the project is hopelessly behind schedule. One of the major subcontractors hired refused to comply with Canadian building codes and is now refusing to pay for materials putting small businesses in my community at significant financial risk. Public oversight has been ineffective and logical opportunities to collaborate between your government and the consortium have been ignored which could have saved tax payers money on subsequent phases of the project.

I think it's fair to say thus far the execution of this project has been wanting.

Beyond these clear problems that have already emerged I am equally concerned with respect to the next phases of this project. Most distressing is the absence of any dedicated funding for an estimated \$250M Customs Plaza on the United States side of the new Windsor-Detroit Crossing. I recognize that Canada has agreed to fund some elements of project that would typically fall to the State of Michigan. In a letter to (then) Michigan Governor Jennifer Granholm dated April 29, 2010 your predecessor the



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<http://www.brianmasse.ca>

Honourable John Baird agreed to fund up to \$550 M for "project components in Michigan that would not be funded by the public-private partnership or the United States Government."

This is already a substantial commitment that your government made on behalf of Canadians without providing any information with respect to the specific terms of this loan other than to nebulously indicate that it would only be repaid through toll revenue from the new crossing. This arrangement begs many questions that should already have answers. Basic questions such as:

What is the anticipated repayment date?

How much does Canada stand to profit from this loan?

What will be the interest rate?

Are there penalties for late payment, who would be penalized?

Have any of these questions been considered and analysed by your government and if so why hasn't the public been afforded a greater level of transparency with respect to their significant investment?

Moreover given the unwillingness at this time of your U.S. Federal partners to provide funding for their own inspection plaza is your government considering options to mitigate any potential delays this may cause? This emerging uncertainty around the funding of basic elements of the project begs a fundamental question:

How could your government have allowed your federal counterparts in the United States to so dramatically de-prioritize this project in such a short period of time?

Less than two years ago Ray Lahood (then) U.S. federal Transport Secretary attended the signing of the Crossing Agreement and offered full support for the project stating the following:

"This is an opportunity, not only to continue the friendship, to connect the friendship, but to create an economic opportunity for the people that will build the bridge, but for the next generation and generations beyond that will take advantage of the bridge and the economic opportunity that it creates."

As well your government appears to have information that is currently unavailable to the public. Recently your own Parliamentary Secretary publicly and categorically stated that Canada will not build a U.S. inspection plaza. This declaration does not seem to have any basis in fact rooted in information that is available at this time. Officials from Transport Canada indicate they "hope" the U.S. will finance their customs plaza. Michigan Governor Rick Snyder stated recently that: "the U.S. Government has largely



taken a position that they don't think they should pay anything for a facility for the United States government."

If your government has indeed secured this commitment as your Parliamentary Secretary suggests, given the level of uncertainty that now surrounds the funding of this component of the project allow me to propose that now would be an appropriate moment to disclose this information.

Article IX Section 4 of the Crossing Agreement states that the Crossing Authority (Canada) would ultimately be responsible for land acquisitions, design, construction, maintenance and finance of a US federal plaza unless US federal agencies "agree" to take on the responsibility.

What if the appropriate US federal agencies do not agree?

The omission of any dedicated funding for the U.S. customs plaza in the 2015 U.S. Federal budget suggests that such agreement is not secured.

Your government is sending out conflicting and confusing information with respect to this project. A greater level of transparency and oversight is required at this time. Most importantly however what is required is a renewed focus on your top infrastructure priority. Canadians need to be reassured that public resources are being allocated responsibly. A timely response to the questions raised here may assist you to clarify these lingering questions.

I look forward to your reply,

Sincerely,



Brian Masse M.P.  
Windsor West

c.c. Jeff Watson M.P.—Parliamentary Secretary to the Minister of Transport

*Brian Masse*  
Member of Parliament  
(Windsor West)



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April 22, 2015

Mary Johnson  
Transport Canada  
Place de Ville, Tower C  
330 Sparks Street  
Ottawa, ON  
K1A 0N5

*Windsor*  
1398 Ouellette, Suite 2  
Windsor, Ontario, N8X 1J8  
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**RE: AMBASSADOR BRIDGE ENHANCEMENT PROJECT**

Dear Ms. Johnson,

I am writing today to reiterate my on-going opposition to the proposed Ambassador Bridge Enhancement Project (ABEP). I have represented the area where the Ambassador Bridge is located at the municipal level as a City Councillor and now for the last 13 years the federal Member of Parliament for Windsor West. For several years now I have served as the Official Opposition Critic for the Canada-US Border. As a result I have a keen understanding of our border issues and a strong sense of the perspectives held by the community in general insofar as this project is concerned.

I believe this project does not represent the best possible option for our community or for efficient border operations through this corridor.

In 2013, I submitted a letter to Transport Canada outlining my concerns with the "Ambassador Bridge Enhancement Project" (attached). My concerns remain, and after a thorough review and consultation with a range of impacted stakeholders, I am even more concerned about the negative impacts this proposed project will have on the community.

Primarily I oppose this proposal due to the attempt to construct a border crossing focused on accommodating international freight in a densely populated area. One of the motivations to initiate the Detroit River International Project (DRIC) process was to address this problem, and therefore, allowing this proposal to go forward runs counter to policy objectives that have been underway for over a decade now. It is therefore difficult to assess the necessity for the ABEP independently from the imminent construction of the DRIC.



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The DRIC was proposed and will be built with the express intent of removing international freight traffic from city streets in a densely populated urban environment. This will be impossible for the Ambassador Bridge to achieve in the current location. Currently in order to reach the Ambassador Bridge international truck traffic must vet several traffic lights, a busy commercial district and pass by several schools and neighbourhoods in order to cross the Canada-US border through this region. A massive expansion of capacity both to the Ambassador Bridge Canadian plaza, and the crossing itself, runs counter to the express goals that the DRIC was supposed to achieve.

This government has made a massive infrastructure investment to allow international traffic (particularly freight) to seamlessly access the 401 Highway on the Canadian side to the Interstate system in the United States. Allowing this proposed expansion to go forward given its negative community impacts is unnecessary since the DRIC is a better solution to the precise problem the ABEP seeks to resolve.

Over the years the DIBC themselves have consistently opposed the construction of the DRIC based on their projections that traffic volumes will be insufficient to justify expanded border capacity through this region. Now that it's clear that DRIC will proceed the same logic applies to the ABEP. In their own Statement of Claim against the Canadian Government in a recently adjudicated NAFTA tribunal the Detroit International Bridge Company (DIBC) stated:

Given the level of traffic reasonably projected for the Detroit-Windsor crossing, there is not enough traffic at the crossing to support both the NITC/DRIC and the Ambassador Bridge's New Span. (Section 1.9)

It is my understanding that the DIBC lost this challenge, but as a border operator their assessment of border capacity requirements through this corridor are certainly significant. I would urge the government to accept their analysis that expanded border capacity for international truck freight through this corridor is unnecessary given the imminent construction of the DRIC.

Moreover, it is worth noting that the timelines presented by the DIBC, even in the best case scenario (for the DIBC), see the ABEP construction completed very close to, or after the completion of the DRIC project. DRIC traffic studies concluded that the Ambassador Bridge would see a 20% reduction in traffic share volume once the DRIC is operational. The need for expanded Ambassador Bridge capacity is highly debateable given the government's traffic projections.

This raises the question of the need to increase capacity on the Ambassador Bridge when weighed against the impact that this project will have on the neighbourhood surrounding the Ambassador Bridge. This project proposes to eliminate a significant portion of the housing stock in a heritage designated area of the City of Windsor that has already been decimated by the DIBC.



I've consulted widely with individuals in the impacted heritage area known as Sandwich Towne. Many residents, businesses and elected officials at various levels of government agree that DIBC property acquisitions in the neighbourhood have dramatically and negatively impacted the community. They have further led to the loss of institutions, businesses, jobs and schools by dramatically reducing population density in the area.

Worse, it appears as though the ABEP proposes to potentially encroach onto even more residential housing south of College Ave that is currently well occupied and functional. In short, this is part of a neighbourhood the DIBC has not (yet) destroyed.

Furthermore, the City of Windsor has already expressed its opposition to the DIBC's twinning aspirations and is actively engaged in a zoning dispute with them connected to this issue. Allowing the ABEP to proceed may usurp the City of Windsor's planning authority by prioritizing the objectives of a private sector proponent over the will of the community as expressed through its duly elected civic leadership.

The threshold to usurp the authority of a democratically elected body in favour of a private proposal clearly must be high. Given the DIBC's recognition that traffic volumes will be insufficient to warrant expanded capacity on their crossing, I fail to see the need to allow the project to proceed particularly when they are contrary to the City's Planning priorities.

It is also worth noting that this project as proposed is not an "Enhancement" project at all. In my previous submission to Transport Canada I made the point that *enhancing* the existing span was not given due consideration. This project proposes an entirely new crossing that would (admittedly) be constructed in close proximity to the existing span but is in fact an entirely new span.

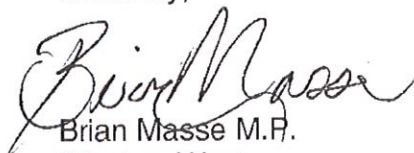
Similarly, as previously mentioned, this project proposes to re-route international traffic through what is now still a functional neighbourhood in close proximity to schools and other neighbourhood amenities. However, the drawings submitted raise as many questions as they purport to answer with respect to overall scope and footprint of this project. The submissions at worse in some instances are misleading or at the very least vague.

To conclude, it is my hope that federal authorities will reject this proposal as unnecessary. The DIBC themselves agree that traffic volumes will be insufficient to justify the need for both the DRIC and the ABEP and the City of Windsor has clearly articulated its opposition to this proposal.

It is impossible to fully gauge the impacts of this project based on the information that has been made available to the public. Despite the gaps in their submission however, it is evident that this proposal should be rejected as unnecessary and overly intrusive to the surrounding neighbourhood.

I am grateful for the opportunity to comment on this proposal and wish you well with respect to your deliberations on this matter.

Sincerely,

A handwritten signature in cursive script that reads "Brian Masse".

Brian Masse M.P.  
Windsor West

Encl. Letter dated May 31, 2013 from Brian Masse M.P. to Transport Canada on Ambassador Bridge Enhancement Project Environmental Assessment application.

*Brian Masse*

Member of Parliament  
(Windsor West)



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May 31, 2013

Senior Advisor Environmental Assessment  
Transport Canada  
Place de Ville, Tower C  
330 Sparks Street  
Ottawa, ON  
K1A 0N5

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**Re: Draft Environmental Assessment Screening Report:  
Ambassador Bridge Enhancement Project  
Reference #: 21100**

Dear Ms. O'Keefe,

I am writing you today to express my concerns about the Ambassador Bridge Enhancement Project as it is outlined in the Draft Environmental Assessment Screening Report. I have represented the area that falls under the scope of this proposal for over 15 years at both the federal and municipal level of government.

In developing my position on this proposed project I want the Department to note that I have conducted my own consultations with other levels of government, environmental groups, transportation experts as well as community groups and individuals who will be impacted by this project.

The fundamental issue consistently raised by stakeholders was to question the purpose, and need of the project and whether or not appropriate alternatives had been seriously considered.

Generally speaking I can apprise you that the overwhelming response has been to oppose this proposal. In addition to questioning whether the project was necessary at all, other concerns of a more technical nature were raised as well as the impact on the surrounding neighbourhood.

The first question that the EA process asks proponents to address is the need for the project and specifically whether or not the proposal is the best alternative to address whatever identified need. Within that context I am not convinced that the proponents in this instance gave due consideration to possible alternatives to the project.



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www.briannasse.ca



The most plausible alternative of upgrading the existing span (referred to hereafter as the upgrading option) to accommodate the purpose of the project was given virtually no consideration whatsoever. This is the most obvious alternative and should have been explored in greater detail to allow the community the opportunity to viably assess a real alternative to this proposal.

It is particularly relevant to consider the upgrading option when you consider the impact that the proponent's proposal will have on the existing neighbourhood. Residents and business owners in the area continue to express deep reservations about the proposed re-routing of traffic, the loss of existing housing stock and the requirement to build new intrusive infrastructure that would further bisect the community.

Again this raises the question of as to the adequate exploration of the upgrade option as potentially the least intrusive alternative to the surrounding neighbourhood.

I am also concerned that a proper storm water management system is not fully described in the proposal. The proponent cites they will comply with provincial and federal standards but neglects to explain in detail how this will be accomplished.

Similarly, the proponents are unclear as to how some of the environmental impacts will be mitigated. Mitigation measures for noise for example will only be developed after a "Community Consultation Plan" is "developed prior to construction" but obviously after this process (public consultation) is completed. This is both vague and temporally incorrect.

It is unreasonable to expect the public to comment if they are not provided with sufficient data upon which they are able to assess the merits and impacts of the project.

Therefore after consulting with my community and as the federal representative for the area where this project is proposed to occur I cannot at this time lend my support to it moving forward. I am unconvinced that the full scope of alternatives was seriously vetted and I am concerned about the impacts of the project to the people and the businesses in the surrounding area. Also the proposal is too vague in some instances.

Thank you for the opportunity to offer comments on this proposal.

Sincerely,

A handwritten signature in cursive script that reads "Brian Masse".

Brian Masse M.P.  
Windsor West

Brian Masse M.P.  
Member of Parliament  
Windsor West



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Hon. Marc Garneau  
Minister of Transport  
House of Commons  
Ottawa, ON K1A 0A6

*Marc*

Windsor  
October 4<sup>th</sup>, 2017  
1398 Ouellette Avenue, Suite 2  
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Dear Minister Garneau,

I am writing you regarding the recently announced Order-in-Council approval of the Ambassador Bridge replacement span. The timing of this announcement as well the substantive aspects of the decision raises important questions that warrant your attention.

To begin, it's important for me to state categorically that I was disappointed that neither you nor any senior representative from Transport Canada made themselves personally available in the community for this announcement.

The complexity and scope of this transformative project called for a more transparent and accountable approach from your government.

In order to help the community better understand this decision and to identify key areas of concern I held a public meeting on the border shortly after your announcement. My colleagues, MPs Cheryl Hardcastle (Windsor Tecumseh) and Tracey Ramsey (Essex) attended as well as MPP Lisa Gretzky (Windsor West). In addition the Matt Marchand, President and CEO of the Regional Chamber of Commerce and Brian Hogan, President of the District Labour Council attended. In addition the City of Windsor also had a representative present.

The meeting was attended by over 200 residents of the community. I asked people to submit questions in writing. Over 100 questions were submitted; below you will find them listed in their entirety.

I ask that you take the time to address each of these questions as they reflect the legitimate concerns that people in my community have regarding the impacts this project will have in our region.

The community looks forward to your reply.

Sincerely,

*Brian Masse*

Brian Masse M.P.  
Windsor West



# Brian Masse M.P.

Windsor West



## COMMUNITY BENEFIT FRAMEWORK SUBMISSION

**TO: WINDSOR DETROIT BRIDGE AUTHORITY**

**FROM: BRIAN MASSE M.P. (WINDSOR WEST)**

**DATE: NOVEMBER 30<sup>TH</sup>, 2017**

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### CONTEXT

As the Member of Parliament for Windsor West – the riding that will host the Gordie Howe International Bridge – I offer this submission to the Windsor Detroit Bridge Authority (WDBA) pursuant to the request for feedback for the Community Benefits Framework process.

As you are aware I have been active on the border file for over 2 decades, first as a twice elected City Councillor for the Ward that hosts both the Ambassador Bridge and the area that will host the new crossing and for the last 15 years as the Member of Parliament. Having represented the people of Sandwich Towne for over 20 years I have never witnessed this neighbourhood in a more fragile state. This moment however, presents tremendous opportunity for this area to be made whole.

One point that must be understood by the WDBA: the residents of Sandwich Towne collectively have paid dearly as the host neighbourhood for the border. Additional border infrastructure constructed in their neighbourhood without appropriate and on-going mitigation will represent a complete failure of the WDBA and the federal government when we evaluate this project.

It is a fact that while Sandwich Towne has suffered – again as a direct consequence of the border – a great number of individuals, corporations and institutions (particularly the federal government) have benefitted significantly from the international border in my community.



# Brian Masse M.P.

Windsor West



The Private owners of the Ambassador Bridge are Billionaires largely due to the border crossing they own. The Canadian government has profited from the taxes paid at this border and collected from the Canadian Transit Co. corporate returns. The Gordie Howe Bridge will enrich many operators in both the public and private sector.

You have an obligation to fully mitigate the impacts the Gordie Howe International Bridge will have on the community. I hope this is your highest priority as you move forward with this project.

The border in our region is an indispensable tool of the entire North American economy facilitating trade between Canada and the US for countless individual companies across multiple sectors.

Those who are benefitting have a duty to compensate those who are impacted. The people of my community should no longer be expected to subsidize the massive accumulation of the wealth that this new border will facilitate with their quality of life.

It is a quantified fact that the Border in our community is an economic driver that benefits hundreds of millions of people and sustains billions of dollars of economic activity on an annual basis.

The Gordie Howe International Bridge will generate further revenues for government over the life cycle of this infrastructure and will benefit another (yet to be selected) private sector partner. It would not be unreasonable to estimate the total revenue purse for all of the economic activity associated with the construction of this infrastructure – including the volume of trade it will facilitate to be into the Trillions of dollars or beyond.

With all of this wealth being generated the only people who have been asked to pay a price for the border are the people in my community, and more specifically, the people of Sandwich Towne – the host neighbourhood for the new and existing border infrastructure I have referenced.

In the context of the creation of this wealth you, along with other stakeholders profiting from the border have a moral imperative to no longer allow Sandwich Towne to be forgotten.

# Brian Masse M.P.

Windsor West



To be clear, as a direct consequence of hosting an international border in their neighbourhood Sandwich Towne has lost residents, affordable housing, businesses, public and private institutions like schools, banks, community centres and post-office. Moreover they have suffered significant human health impacts, on average live shorter lives, home values have diminished and poverty has increased.

Fortunes have literally been made on the backs of the people who live in Sandwich Towne. The Community Benefit Framework is an opportunity to begin the process of making this community whole. It has become a case of social economic justice and the bar against which many will be evaluating your success.

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## PROCESS

I conducted a targeted public outreach campaign in the specific context of the WDBA Community Benefit Framework to work to identify the priorities of the residents of Sandwich Towne. The campaign included a survey flyer distributed exclusively to residents of Sandwich Towne and a public meeting attended by roughly 100 residents at Mackenzie Hall (located in Sandwich Towne).

With respect to the distribution, I personally canvassed hundreds of homes in Sandwich Towne to inform residents about the Community Benefits Framework, and to provide them with an opportunity to engage the process.

## FEEDBACK

The survey flyer I published had several criteria. Below you have the list of priorities I suggested and a breakdown of the responses by percentage.

Note the results are quite diffuse across all of the listed priorities.

Community Benefit Feedback	
Criteria	% of Total Respondents



# Brian Masse M.P.

Windsor West



Community Safety Initiatives	13%
Construction Mitigation Actions to Protect Residents	15%
Economic Development Initiatives	13%
Health Services	12%
Historic Building and Artifact Preservation	12%
Jobs Training	6%
Parks Green Spaces and Streetscaping	7%
Tourism and Recreation Opportunities	7%
Youth Specific Activities	5%
Other	10%

The priorities identified within the “Other” included infrastructure, Economic Social Justice and Cultural Investments.

## DISCUSSION

What is clear is that the residents of Sandwich Towne recognize the scope of the devastation they have experienced as a direct consequence of the border. They are very concerned about the on-going impacts they will experience as a new international border crossing is constructed and will operate for decades in their neighbourhood.

The range of priorities identified speaks to the obligation that the government has to ensure that all stakeholders benefitting from the border work collectively to mitigate the complete scope of impacts of on-going border operations in the community and the Sandwich Towne neighbourhood in particular.

Clearly, the priorities will shift over time so a permanent and inclusive governance framework that is empowered with decision making authority and resourced with a permanent flow of funds and support is crucial.



# Brian Masse M.P.

Windsor West



## RECOMMENDATION

I have made the feedback from the specific criteria enumerated in my survey flyer available to assist the WDBA identify the priorities it will build into the CBF for the proponents. In doing so, I hope this engagement will help inform the discussion that will proceed around specific measures the framework will implement. However, after robust public consultation and building on over 2 decades of public representation of the residents of the only people who have suffered as a direct consequence are the residents of Sandwich Towne I have 2 recommendations for the WDBA. The first is very simple and straight-forward, the second is a broad recommendation that seeks to shape the long-term deployment of the Community Benefits Framework.

First, the WDBA should begin the process of facilitating job training initiatives in the community immediately. This is a directly enumerated criterion of the Community Benefits Framework noted in the original Crossing Agreement. The skills requirements in the local labour force will be substantial, particularly given the reality that there will likely be a window of time where 2 major bridge construction projects are occurring simultaneously. I note you have accumulated surpluses from your financial disclosures and could opt to begin investing in these priorities immediately.

Second, The Community Benefit Framework should be a constant flow of funds and resources into the community that adequately compensates the impacted region over the entire lifecycle of the infrastructure. I suggest that there be an initial investment prior to the beginning of active border operations at the crossing followed by a permanent stream of funds that is tied to the volume of traffic.

Furthermore, shortly after the selection of the proponent a Community Benefits governance body should be established responsible for the administration of these resources that empowers the community to deploy them as they deem appropriate. It would be important to ensure that the community be able to exercise influence in whatever framework is ultimately developed. A Committee split into equal thirds (Proponent, Government, and Community) could perhaps ensure that the interests are balanced appropriately.

# Brian Masse M.P.

Windsor West



There is precedent in the community for an impact mitigation framework to be modeled as I suggest. The City of Windsor secured an initial and on-going investment for example when the government chose to build a casino in Windsor. The deal included a new community centre as well as on-going funding tied to revenues, this arrangement is still in place today.

This project represents an investment in our future, it will not be a success if the future of those who will be most impacted is disregarded. I urge you in the strongest possible terms to develop a framework that will ensure that the "Benefits" of this crossing benefit all stakeholders, in particular residents who will be impacted most significantly.

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The opportunity to participate in this process is appreciated. I look forward to continuing to work constructively with all partners to complete this critical project in a manner that enhances quality of life for all impacted parties.

Sincerely,

A handwritten signature in black ink that reads "Brian Masse".

Brian Masse M.P.  
Windsor West