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Brian Masse
MP/ Député

Honourable Marc Garneau
Minister of Transport Canada
House of Commons
Ottawa, ON K1A 0A6

March 1, 2018

Dear Minister Garneau,

I am writing today to follow-up to my correspondence to you from October 4, 2017, where over 200 residents from my community submitted questions on the Order in Council approval by the Privy Council that allows for the second span of the Ambassador Bridge Company to move forward.

In the questions that I submitted, concerns were raised about the United States government's approval of the second span enhancement project stipulation that the existing Ambassador Bridge remains intact after construction of the new span. Alternatively, your government has made clear that the existing span must be demolished within five years of the completion of construction of the second span enhancement project.

Therefore, I would like to know if you have met with or communicated your government's position with your United States counterparts on this specific issue. Will you be working towards a resolution to this matter which will obviously directly impact my community and the residents in the immediate area?

Furthermore, I am requesting a response to my September 7, 2018, letter to you requesting a briefing from you and your department on this issue. I asked at that time for all relevant departments to be included in order to discuss mitigation of the impacts that this construction will have on residents in my community. Please indicate when a briefing on this decision can take place. It has been 6 months since this decision was rendered and residents in my community were not consulted in advance, and with the Ambassador Bridge advancing construction every day, these residents are left without answers from your government.

Please know that this remains a time-sensitive matter for my community and I believe the residents of Windsor West deserve answers on these questions. I look forward to hearing from you as soon as possible regarding my questions. Please contact Melanie Namespetra in my Ottawa office to schedule a briefing at the following contacts: brian.masse@parl.gc.ca or by phone at 613-996-1541.

Yours truly,


Brian Masse MP
Windsor West



House of Commons
Chambre des communes

March 23, 2018

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

Dear Minister Garneau,

We are writing to bring to your attention an urgent matter impacting bi-lateral trade between Canada and the United States. There are significant delays for international freight and crossing traffic on the Ambassador Bridge. As you know traffic congestion has been a persistent problem at this border crossing and is the primary impetus for the Government to be adding additional border capacity through this region with the Gordie Howe International Bridge project.

However, the issues impacting the traffic delays at the Ambassador Bridge are related to the capacity, supporting structures and Human Resources. Your government could take immediate action to optimize that existing operation and improve traffic flow by using The International Bridges Act. It provides you with the opportunity to inspect, assess operations or to compel action related to any infrastructure or operational matters at any crossing including the Ambassador Bridge. This oversight will ensure trade processing is the highest priority and given your support of a high toll rate-tax for this crossing it is a balanced fee for service model.

With the extensive and ongoing infrastructure work at the Ambassador Bridge, a thorough examination is direly needed to assess the impact on traffic flow, trade and the environment. Furthermore, in order to ensure less obstructed trade, cooperation with users is necessary to carry out practical planning for shipping and receiving through this corridor by leveraging all of the available expertise to address this is urgently required.

The processing capacity at the actual point of entry into both Canada and the United States is constantly under-utilized. Simply put there are unattended, unstaffed inspection points at the Ambassador Bridge on both the Canadian and U.S. side at all



times. Additional border staffing at the point of entry would help to expedite traffic through the crossing. We urge you discuss these issues with your colleague the Minister of Public Safety and commit to taking urgent action to address this critical problem impacting people and businesses in both Canada and the United States.

Once again, we urge you in the strongest possible terms to act without delay to address the congestion issues at the Ambassador Bridge. I know you understand the importance of this crossing. The cost of delay is far too significant therefore immediate action is required and you have legislated duty to act.

We look forward to your reply.



Brian Masse M.P.
Windsor West



Tracey Ramsey M.P.
Essex



Cheryl Hardcastle M.P.
Windsor Tecumseh

Brian Masse M.P.
Member of Parliament
Windsor West



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

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April 4th, 2018

Canadian Transit Company
c/o Dan Stamper – President
4285 Industrial Dr.
P.O. Box 1480 Station A
Windsor, ON
N9C 3R8

Windsor
1398 Ouellette Avenue, Suite 2
Windsor, ON N8X 1J8
Tel: 519-255-1631
Fax: 519-255-7913

Dear Mr. Stamper,

I have noted recent comments from you as President of Detroit International Bridge Company raising concerns about the Buy American waiver for the Gordie Howe International Bridge. I am writing to remind you of the context of the issuance of this waiver.

However, prior to addressing this issue I do wish to remind you of your own proposed commitment to create a group with the community to improve the impacts of the Ambassador Bridge activity in the lives of citizens. I wrote to you weeks ago to inquire about the status of this process; you have yet to respond to this letter.

Insofar as your recent comments regarding the Buy American waiver let me begin by reminding you that the Canadian government is completely financing the build of the new infrastructure. This multi-billion dollar investment will improve commerce between both Canada and the United States and is the culmination of a decade long consultation of community engagement and stakeholder impact from the Canadian and American side of the border. The Buy American waiver is part of those decisions to ensure a binational build.

Removing the Buy America waiver from the Gordie Howe Bridge is not a reasonable way forward at this point. A more reasonable approach could be to extend the same opportunity for the Ambassador Bridge to source steel from either Canada or the United-States as you proceed with capacity augmentation of your crossing.

In short there is nothing legally preventing the Ambassador Bridge and its subsidiary companies from proceeding in this spirit. However, I would encourage you to make a formal application to the United States government for a similar consideration.

Additionally, I fail to see the connection between the Buy American waiver and the any aspect of the Order-in-Council approval you have received other than to acknowledge that a comparable waiver for the Ambassador Bridge could be an appropriate way to address your concerns around competition and reciprocity.

Furthermore, given your insistence on the issue of reciprocity with the Gordie Howe International Bridge I challenge you to take a similar approach regarding the community benefits investments that will flow from its construction. One needs only to walk around the footprint of the Ambassador Bridge to witness the effects on citizens, property and business of your increasing infringement on the community is considerable.

I urge you in the strongest possible terms to acknowledge your duty to consultatively work toward mitigating those impacts with appropriate investments in the community on a continuing basis.

I will look forward to your reply,

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

Brian Masse M.P.
Windsor West

Brian Masse
Member of Parliament / Député
Windsor West / Windsor-Ouest



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Her Excellency the Right Honourable Julie Payette
Governor General of Canada
Rideau Hall
1 Sussex Drive
Ottawa Ontario K1A 0A1

April 24, 2018

Dear Her Excellency the Right Honourable Julie Payette,

I am writing today following the news that you will be travelling to both Chicago and Detroit in coming days for a recommended trip by the Right Honourable Prime Minister. Please know that I am pleased to see this and would encourage you to stop in my constituency of Windsor, Ontario, while you are in Detroit.

As you know, my community borders with Detroit and is the largest trade corridor for Canada-US between our two nations with approximately 40% of this international trade coming through our border. The relationship between our two countries dates back over 300 years and our local economies are intertwined significantly. Windsor is known as the Automotive Capital of Canada, with FCA Headquarters in our community, we have a just in time delivery model that relies heavily on the exchange and manufacturing of parts for the industry on both sides of the border. Our residents live and work on both sides of the border and our tourism relies heavily on our American neighbours.

Further, construction on the new Gordie Howe Bridge between our two nations is set to begin as soon as the end of this year. The privately owned Ambassador Bridge Company (Canadian Transit Company) is in the process of twinning their current span, with construction on-going. Alongside this, we have the Windsor-Detroit Tunnel which carries traffic between the two countries into our respective downtown centres. These crossing are all vital to Canada, our international trade and economy as a whole.

I would like to take the opportunity to invite you to visit my City of Windsor later this week while you are in Detroit. I would be honoured to have you tour the local border, and one of Canada's most historic regions. Crossing between Windsor and Detroit takes only a couple minutes and if possible, I believe that you would find the importance of the connection between Windsor and Detroit valuable in your role as Governor General.



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

Should you wish to consider visiting Windsor, I would be pleased to work with your office to arrange a tour of our local border and community. Please feel free to reach out to me personally, or to Melanie in my Ottawa Office for further information, at brian.masse@parl.gc.ca or 613-996-1541. I look forward to hosting you in my community this week, or at your earliest convenience.

Yours truly,

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 MP
Windsor West
Vice-Chair Canada-United States Inter-Parliamentary Group

June 18, 2018

Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
Ottawa, ON K1A 0A6

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

Honourable Amarjeet Sohi
Minister of Infrastructure and Communities
House of Commons
Ottawa, ON K1A 0A6

Dear Prime Minister Trudeau and Honourable Ministers,

I write to again call for the immediate release from the mandated Community Benefits Fund from the Gordie Howe Bridge Project. Only political will divides real action to address poverty for one of the most vulnerable communities in Canada.

The Gordie Howe Bridge Project has impacted, and is being built, in one of the most impoverished neighbourhoods, Sandwich Towne. It is one of the oldest and most historic neighbourhoods in Canada and has had extensive disruption during the construction process. In addition, in your haste to provide an Order of Council for the the multi-billion dollar Ambassador Bridge Enhancement Project (no community benefits were set aside), it further compounded the stress on the people of Sandwich Towne.

Sandwich Towne is literally surrounded by billions of dollars of infrastructure, investment, and crown corporations that receive, or continue to receive, government funding and support. **In fact, everyone is getting rich, except for the people that live there.** Community Benefits Funds are immediately available and part of the Gordie Howe Bridge Project, to mitigate the impacts on this fragile and economically bruised community. However, they have not been released.

I am once again reaching out to ask that you make the people of Sandwich Towne a priority. Being 15th on the list of *Child Poverty by Federal Ridings* by Campaign 2000 should signal a need that without immediate action, residents in Sandwich Towne are only going to fall more behind. It's time for your government to step up and help these citizens – not just aid to the large corporations already receiving government

funding for their projects – and act immediate, and make these benefits permanent for the residents of this community.

Please find attached my submission for the Community Benefits Fund to the WDBA. In addition, the WDBA has received substantial submissions and input from the community as well.

I want to invite you to visit Sandwich Towne to see firsthand what these respective border projects are doing to the people who live with your decisions. I look forward to hearing from you on this matter.

Yours truly,

Brian Masse MP
Windsor West

Attach. (1)

CC: Dwight Duncan, Chairperson – Windsor Detroit Border Authority
André Juneau, Interim CEO – Windsor Detroit Border Authority

Minister of Infrastructure
and Communities



Ministre de l'Infrastructure
et des Collectivités



Ottawa, Canada K1P 0B6

SEP 26 2018

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

Dear Mr. Masse: *Brian*

I am writing in response to your letter of June 18, 2018, to the Prime Minister and the Minister of Transport, regarding the Community Benefits plan for the Gordie Howe International Bridge. Please accept my apologies for the delay in responding.

Thank you for your comments on behalf of your riding, and for preparing a submission for consideration by the Windsor–Detroit Bridge Authority (WDBA) during the request for proposals stage of the procurement process for the Gordie Howe International Bridge project.

Poverty affects three million Canadians, half of which are children. The multidimensional nature of poverty means governments need to respond to both its causes and its consequences.

The Government of Canada has introduced the Canada Child Benefit, the Guaranteed Income Supplement top-up, and the middle-class tax cut. In addition to these actions, the Government has also committed to a framework for early learning and child care, a national housing strategy, a new health accord, primary and secondary education reform on reserves, and investments in social and green infrastructure. Earlier this year, the Government concluded consultations to inform the development of a Canadian Poverty Reduction Strategy. Community conversations took place across the country, including in Windsor.

I assure you that the Government of Canada fully supports host communities experiencing benefits from public infrastructure projects. Through its infrastructure investments, the Government is committed to creating long-term economic growth and supporting local employment by providing more inclusive opportunities to under-represented groups. For example, the new Community Employment Benefits initiative requires recipients of federal funding for new major public infrastructure projects to consider how their projects can create training and job opportunities for under-represented groups and procurement opportunities for small- and medium-sized enterprises.

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Canada

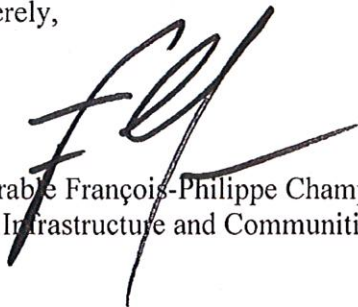
With regard to the Gordie Howe International Bridge project, the residents of the Sandwich community and the City of Windsor will experience real, tangible benefits. As per the Canada-Michigan Crossing Agreement, the project will contain a Community Benefits plan. This was included as part of the procurement and evaluation of proposals, and will be delivered by the private partner with stringent oversight by the WDBA. The Community Benefits plan is informed by a framework established by the WDBA, as well as input received from community members, such as yourself.

The Gordie Howe International Bridge project is moving forward with solid momentum. On July 5, 2018, the WDBA announced Bridging North America as the preferred proponent, with financial close expected in the fall. Meanwhile, significant progress is being made to prepare the project site for construction on both sides of the border. In Canada, approximately \$200 million has been invested in preparatory construction activities on the site of the Canadian port of entry. In Michigan, the property acquisition process is well underway and pre-construction activities will commence this summer in preparation for the expected start of construction this fall. Further information on the Community Benefits plan will be announced following financial close. I encourage you and the residents of Sandwich to continue to be involved in the process.

Should you have further questions on the Government of Canada's approach to reducing poverty, I would suggest that you contact the Honourable Jean-Yves Duclos, Minister of Families, Children and Social Development. If you would like further information about the Community Benefits plan for the Gordie Howe International Bridge, please contact Ms. Heather Grondin, Vice President of Communications and Stakeholder Relations, Windsor-Detroit Bridge Authority.

Thank you for your interest in this important matter.

Yours sincerely,



The Honourable François-Philippe Champagne, P.C., M.P.
Minister of Infrastructure and Communities

c.c. The Honourable Jean-Yves Duclos, P.C., M.P.
Minister of Families, Children and Social Development

The Honourable Marc Garneau, P.C., M.P.
Minister of Transport

Mr. Dwight Duncan
Chairperson, Windsor-Detroit Bridge Authority

Mr. Bryce Phillips
Chief Executive Officer, Windsor-Detroit Bridge Authority

Brian Masse
Member of Parliament
(Windsor West)



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brian.masse@parl.gc.ca

February 25, 2019

François-Philippe Champagne MP
Minister of Infrastructure and Communities
House of Commons
Ottawa, Ontario
K1A 0A6

Dear Minister Champagne,

I am writing you to follow-up on my email from February 21, 2019, thanking you for the toll-free inclusion of bike lanes on the new Gordie Howe Bridge. This announcement cannot be overstated as this is something that our community has requested from consecutive governments – we appreciate your commitment to this and to pedestrians between Windsor and Detroit.

As I previously stated, this will help create a cultural, economic, and environmental shift for the bridge in a legacy way. I look forward to hearing more on this development and would be happy to meet with you to discuss this decision more.

Furthermore, I would like to suggest that we mark this significant outcome by striking a working group, and later a committee, including members of your department, local leaders and citizens, who can work together to make the necessary arrangements to educate the public about the new bicycle lane on the bridge on both sides of the border. Preparation and education are fundamental and my community is elated to hear this wonderful news and most importantly, excited to be involved in this project moving forward.

I look forward to hearing from you in the near future about a meeting and further discussion on this decision. Please do not hesitate to reach out to my Ottawa Office to set up a meeting. Melanie can be reached at 613-996-1541 or by email at brian.masse@parl.gc.ca. Thank you again for your confirmation of this project.

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

Minister of Transport



Ministre des Transports

Ottawa, Canada K1A 0N5



DEC 18 2019

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

Dear Mr. Masse:

Thank you for your correspondence of July 17, 2019, in which you requested that the Order in Council (OIC) approving the construction of a replacement Ambassador Bridge be amended to include a requirement for a Community Benefits agreement. In addition, you suggested that this agreement be commensurate with the one recently announced by the Windsor Detroit Bridge Authority for the Gordie Howe International Bridge project. Please accept my apology for the delay in replying.

The *International Bridges and Tunnels Act* provides the regulatory framework in Canada for the construction, operation, safety and security of bridges and tunnels between Canada and the United States. Under the Act, Governor in Council approval must be obtained for the construction of an international bridge or tunnel, and the Governor in Council may approve the project subject to any conditions that it considers appropriate.

In February 2014, the Canadian Transit Company (CTC), which is the owner of the Canadian portion of the bridge, submitted an application for the construction of a new bridge adjacent to the existing Ambassador Bridge, and for the expansion of the existing customs facilities. As part of its review and assessment of the proposal, Transport Canada undertook consultations with the general public, as well as the City of Windsor and Canadian and U.S. authorities with an interest in the matter. A summary of issues raised through the consultations and the CTC's response to those issues can be found at <https://www.tc.gc.ca/eng/page-669.html>.

The information provided by the CTC through its application documents, as well as the information gathered as part of our consultations, informed the Government of Canada's decision. As you noted in your letter, the OIC granting the CTC approval to construct a replacement bridge includes a number of conditions that were established to mitigate safety and security risks and impacts on the local community and the environment. The OIC is available online at <https://orders-in-council.canada.ca/attachment.php?attach=35019&lang=en>.

The CTC must comply with all the conditions of the OIC as it moves forward with its replacement bridge project. In particular, I would draw your attention to the following conditions related to community consultation and collaboration; aesthetics and landscaping; and community safety and connections.

Canada

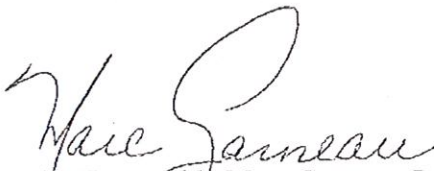
The CTC must implement and comply with all mitigation, monitoring and follow-up measures required by the environmental assessment for the project. This includes a community consultation plan and the establishment of a community advisory committee, which will include representatives from the Olde Sandwich Towne Business Association, the City of Windsor planning department, community leaders and the Walpole Island First Nation. The committee will assist in developing artistic and historical design elements for the green buffer space, lighting, landscaping, noise wall aesthetic and pedestrian and trail connections necessary to retain community continuity (OIC conditions 6 and 17).

The CTC must work with Walpole Island First Nation in areas including design, archeological issues and the benefits and opportunities that the construction may present for the Walpole Island First Nation (OIC conditions 7 and 18). The CTC must also work with the City of Windsor to transform property surrounding the replacement bridge into public parkland (OIC condition 27); relocate Fire Hall Number 4 to address the issue of response time for the City of Windsor Emergency Response Teams that serve the community (OIC condition 11); and relocate, rehabilitate and restore municipal road infrastructure impacted by the project (OIC conditions 8, 12 and 28). I should note that there is nothing precluding the CTC from further consulting with the public and other stakeholders to put additional measures in place to support the local community.

As you know, the Government of Canada's investment in the Gordie Howe International Bridge will result in a much needed crossing alternative at Canada's busiest land border crossing. This publicly owned bridge will facilitate the efficient movement of people, goods and services, and will provide system connectivity, additional capacity, and improved border processing. The investment will foster economic growth, trade and competitiveness for Canadian and U.S. industries and will encourage private-sector investment in the region. The project will create an estimated 2,500 direct construction jobs, as well as 7,000 indirect jobs. It is anticipated that a significant proportion of the labour force will come from Windsor and Detroit, including First Nation communities.

Again, thank you for writing and sharing your comments with me.

Yours sincerely,



The Honourable Marc Garneau, P.C., M.P.
Minister of Transport

c.c. The Honourable Catherine McKenna, P.C., M.P.
Minister of Infrastructure and Communities

Brian Masse

Member of Parliament
(Windsor West)



HOUSE OF COMMONS
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March 17, 2020

Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
Ottawa, ON K1A 0A6

Right Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Dear Prime Minister Trudeau and Premier Ford,

As you are aware the public health emergency due to COVID-19 pandemic is challenging all capacities of communities across the country. However, the recent proclamations from the federal government for Canadians to return home as soon as possible along with the state of emergency declared by the Province of Ontario are going to create extraordinary burdens on border communities like mine in Windsor, Ontario.

My riding of Windsor West hosts four border crossings including the Ambassador Bridge, the Windsor-Detroit Tunnel, the freight railway tunnel and the Detroit-Windsor Truck Ferry. These facilities provide access to the United States market on a 24/7 basis reaching over \$1 billion a day approximating 40 percent of the trade between our two countries. Additionally, tens of thousands of people cross the border daily, including thousands who work Michigan, many of which are healthcare workers and in essential services such as power systems, railways, truck transport, ferries, and air crews. The government should consult with all the border crossings with regards to maintenance and closures to ensure the crossings have the capacity to handle these larger than expected traffic flows. For example, it is my understanding that the Windsor Detroit Tunnel is scheduled to close for maintenance this Thursday March 19.

I am writing you today to request disclosure to the public of the border plan for safety, security and the servicing of thousands of Canadian and permanent residents returning to Canada through these land border crossing over the next few days and weeks during this state of emergency. Furthermore, with the new restrictions and regulations needed for this public health emergency many returning will be having to self-isolate or will be

sent to special secondary inspection if they have been exposed or are experiencing symptoms with additional steps for assessment, testing, and treatment. I encourage additional resources be provided to the Canadian Border Services Agency to ensure an efficient processing of those returning to Canada while complying with the need for screening.

In addition, with travellers returning from Florida and other parts of the United States it is likely they will require food, gasoline, and other supplies when entering Canada. It is difficult to predict what resources will be available in the Detroit region. This uncertainty will lead to possibly larger than planned for demands on resources and supplies on the Canadian side of the border. I am asking what contingency plans have been put in place to address this potential occurrence, especially with the state of emergency in place and some businesses closed or operating reduced level.

Furthermore, border communities will be shouldering these increased demands and accordingly they will need resources, including financial, from both the federal and provincial governments.

I understand that this is a challenging and complex situation but public disclosure and anticipating and preparing for the outlying possibilities is the best reassurance and will strengthen public trust and confidence. Regular updates, possibly daily for now, would meet these expectations.

This public health emergency requires all Canadians, people, businesses, civil society and all levels of government to work together and engaging in endeavours to make the situation less burdensome on all of us. It is an opportunity to demonstrate unity and perseverance in the face of this crisis.

I appreciate your time and attention to this request. I look forward to your response.

Yours truly,

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

Brian Masse MP
Windsor West
NDP Innovation, Science and Economic Development Critic

Cc: Hon. Bill Blair M. P., Minister of Public Safety
City of Windsor

Brian Masse
Member of Parliament
(Windsor West)



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April 8, 2020

Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
Ottawa, ON K1A 0A6

Dear Prime Minister,

I am writing you today regarding health care professionals who work in Canada as well those who cross the border daily to work at facilities in areas of the United States during this public health emergency due to the COVID-19 pandemic. The situation has become more complicated and challenging since my communications to your office outlining potential issues on March 17 and March 27.

Healthcare workers are on the frontlines fighting for all of us during this outbreak. They are also our last line of defence against the virus and must be protected from negative impacts and supported to ameliorate the additional demands placed on them during this extraordinary time.

In my earlier letter, I requested the government consider additional measures including supports and potential options such as heightened and expansive daily screening for returning workers and aid for designated housing away from their homes. As all public health experts have stated it is important to focus on risk minimization to lower the exposure of people to the virus. This is the only way to truly address the situation since there is no vaccine.

As you know the circumstances have changed significantly since March 27. Local public health authorities have issued recommendations that health workers only work at one facility.

Furthermore, local hospitals have secured hotel rooms for their healthcare workers to stay at to protect their families from exposure to COVID19. Individual healthcare workers have chosen to segregate themselves from their families to protect them from virus exposure by temporarily staying in motorhomes and recreational vehicles.

Unfortunately, the situation has deteriorated as expected. In the Windsor region approximately one third of the COVID19 cases involve healthcare workers including a segment that works in the United States. Detroit and the State of Michigan have become an epicenter of the outbreak. As of today, over 2200 health care workers at just two Detroit area health systems, Beaumont Health and Henry Ford Health systems, have tested positive for COVID19.

I am aware that Canadian Border Services has started supplying cross border health care workers with a kit that includes a mask, a letter, and an orange placard for their vehicles. Although these are some of the types of assistance I have called for in my earlier interventions, more needs to be done.

All health care workers, those who work in Canada and those who cross the border to work the United States, should not have bear additional costs while engaging in this fight to protect all of us.

Therefore, I am writing to request that:

- Accommodations being provided to health care workers to protect their families from exposure should be paid for by the federal government.
- Lost income for those Canadian health care workers who were mandated to choose only one facility to work at, on either side of the border, must be replaced by the federal government.
- Job and contract protections must be extended to those same health care workers so that the positions they held before the crisis are there when it is over.
- Actions to ensure that personal protective equipment (PPE) is available to all healthcare workers must be reinforced vigilantly.
- The government needs to institute the long-term availability of mental health services for those, especially among health care workers, who experience trauma and difficulties during and after this crisis.
- Health Canada should create a special anonymous communications portal for health care workers to submit inquiries, concerns and suggestions which would be available online, by telephone and by mail.

This crisis is one of the most significant and challenging situations a government can face. This public health emergency requires all levels of government to work together and to engage in extraordinary endeavours to protect all Canadians. Praising the bravery, work ethic, struggles and importance of health care professionals during this fight without specific tools and measures for them and their families needs to become more than just words. It is time to demonstrate the meaning of those statements by establishing tangible supports for all health care workers.

I appreciate your time and attention to this request. I look forward to your response.

Yours truly,



Brian Masse MP
Windsor West
NDP Innovation, Science and Economic Development Critic

Cc: Hon. Patty Hajdu M. P., Minister of Health
Hon. Bill Blair M. P., Minister of Public Safety
Hon. Irek Kuzmierczyk M. P., Windsor-Tecumseh
Hon. Chris Lewis M. P., Essex
Hon. David Epp M. P., Chatham-Kent-Leamington
City of Windsor

Brian Masse

Member of Parliament
(Windsor West)



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
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June 2, 2020

Honourable Chrystia Freeland, M. P.
Deputy Prime Minister
House of Commons
Ottawa, ON K1A 0A6

Honourable Bill Blair, M. P.
Minister of Public Safety
House of Commons
Ottawa, ON K1A 0A6

Dear Minister Freeland and Minister Blair,

I am writing you today regarding the US-Canada border and the processes and procedures to possibly allow for the reunification of families who have been separated during this public health crisis due to the COVID 19 Pandemic.

My riding of Windsor West hosts four border crossings including the Ambassador Bridge, the Windsor-Detroit Tunnel, the freight railway tunnel and the Detroit-Windsor Truck Ferry. These facilities provide access to the United States market on a 24/7 basis reaching over \$1 billion a day approximating 40 percent of the trade between our two countries. Additionally, thousands of people cross the border daily during the pandemic who work Michigan as healthcare workers and in essential services such as power systems, railways, truck transport, ferries, and air crews.

As the situation has evolved on the border during this emergency, I have been in communication with Prime Minister's office on different issues such as returning Canadians crossing the land border between Windsor and Detroit in March, protections and supports for healthcare and other essential workers and additional resources for Canadian Border Services. The letters were dated March 17, March 27, and April 8. The recent proclamations from the federal government for Canadians to be able to be reunited with their families without any details or time lines has created concerns and questions. Contradictory messages have left people confused, frustrated and unsure of what to do.

Due to the increasing number of inconsistencies of the present restrictions to reunify Canadians and their families I am requesting that you provide an avenue for an application for exemption or appeal from the current practices as leaving each CBSA officer to make

a subjective decision is not a robust or fair policy. Either each case be reviewed by the Minister's office and a determination made with an explanation of the decision detailed or another comprehensive approach be developed as complications due to the COVID 19 pandemic may persist along with border restrictions. This would ensure there is a consistency and equality of treatment of each case based on a standard set of criteria by the same decision-making process to provide public confidence in its fairness.

Additionally, as the border restrictions are in place until June 21 questions about the eventual re-opening are increasing in frequency and volume, I am requesting disclosure to the public of the details of the plan on re-opening the land border crossings. This should be done in advance of the date of when the removal of restrictions is announced to allow for proper preparations to take place and a wide spread and comprehensive communications campaign is in place to inform the public and our CBSA frontline officers.

I understand that this is a challenging and complex situation but public disclosure and anticipating and preparing for outlying possibilities is the best reassurance and will strengthen public trust and confidence. Regular updates and the release of the plan long before it is to be in effect would meet these expectations.

This public health emergency requires all Canadians, people, businesses, civil society and all levels of government to work together and engaging in endeavours to make the situation less burdensome on all of us. It is an opportunity to demonstrate unity and perseverance in the face of this crisis.

I appreciate your time and attention to this request. I look forward to your response.

Yours truly,

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

Brian Masse MP
Windsor West
NDP Innovation, Science and Economic Development Critic

cc: Hon. Irek Kusmierczyk, Member of Parliament, Windsor-Tecumseh
Hon. Jack Harris, Member of Parliament, St. John's East
NDP Critic for Foreign Affairs

Brian Masse

Member of Parliament
(Windsor West)



July 21, 2020

The Honorable Gretchen Whitmer
Governor, State of Michigan
PO Box 30013 Lansing, MI 48909

The Honorable Marc Garneau, M. P.
Minister of Transport
House of Commons
Ottawa, ON K1A 0A6

Dear Governor Whitmer and Minister Garneau,

I am writing you both today concerning a very troubling development that I thought had been addressed years ago. It has come to my attention that the Detroit International Bridge Company (DIBC) has once again initiated a lobbying effort in Lansing to reverse a decision made by the previous administration prohibiting hazardous materials from traveling across the Ambassador Bridge. Governor Snyder's decision was to uphold the status quo rather than change operations and restrictions that had been in place since the establishment of the Ambassador bridge. This must be maintained.

As you are aware the Ambassador Bridge has been subject to hazardous materials restrictions since it began operations. Trucks transporting hazardous materials have always used the Blue Water Bridge and Detroit Windsor Truck Ferry. These international crossings in Michigan and Ontario are far less-traveled, far newer, separate cargo and passenger traffic, and have transparent fire suppression and spill containment plans, which the Ambassador Bridge does not. The new Gordie Howe International Bridge will open soon and will have state of the art protections for allowing the transport of hazardous materials. Additionally, while other international crossings that allow hazardous materials transport are operated by, open to, and regularly inspected by government officials, DIBC continues to have less accountability. This situation resulted in special Canadian Federal legislation to balance the public interest and safety through the International Bridge and Tunnel Act.

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DIBC's efforts rely on a deficient technical report issued by Michigan Department of Transportation (MDOT) in 2012. At the time back in May 2013 when the decision was being deliberated by the Snyder administration, I sent a letter outlining my objections which include:

- Our existing capacity for hazardous materials freight is safely and efficiently meeting the current needs.
- I am apprised that a comprehensive public safety analysis has not been vetted in consultation with key stakeholders prior to the drafting of this report.
- I am also very troubled by the fact that the Windsor Fire Department was not consulted to provide any public safety risk analysis with respect to MDOT's proposal prior to the drafting of MDOT's recommendation. This fact alone is a glaring deficiency in the report and is enough to rationalize a complete dismissal of the recommendations developed from this incomplete report.
- Allowing Hazmat freight onto the Ambassador Bridge will increase the flow of international freight traffic through a densely populated urban environment in my community.
- Introducing additional international hazmat freight through a densely populated section of Windsor in proximity schools, community centres, seniors' residences and major shopping hubs may introduce unnecessary risks to the community.
- The specific recommendation may in fact reduce efficiency at the Windsor-Detroit border.

All these objections remain operative.

Furthermore, as you are no doubt aware the DIBC has been corporate actor that has demonstrated a level of disregard for its host communities as well as a willingness to break the rules and regulations on both sides of the border. This has engendered public distrust of the DIBC that is justified. We all wish this to be different but that takes concerted effort and meaningful actions to mend this relationship. Putting the public at risk of exposure to hazardous materials that could be toxic, radioactive, flammable, poisonous, or explosive would be choosing corporate profits rather than public safety. This is an unacceptable risk when the status quo protects the public and other businesses.

I urge to you to uphold the well thought out decision of the previous administration and reject the DIBC's request.

I appreciate your time and attention to this issue. Please feel free to contact me if you have questions or concerns.

Sincerely,



Brian Masse, Member of Parliament (Windsor West)

NDP Innovation, Science, and Economic Development Critic

Brian Masse

Member of Parliament
(Windsor West)



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August 14, 2020

Honourable Bill Blair, M. P.
Minister of Public Safety
House of Commons
Ottawa, ON K1A 0A6

Dear Minister Blair,

I am writing you today regarding the US-Canada border and the processes and procedures to possibly allow for the reunification of families who have been separated during this public health crisis due to the COVID 19 Pandemic.

My riding of Windsor West hosts four border crossings including the Ambassador Bridge, the Windsor-Detroit Tunnel, the freight railway tunnel and the Detroit-Windsor Truck Ferry. These facilities provide access to the United States market on a 24/7 basis reaching over \$1 billion a day approximating 40 percent of the trade between our two countries. Additionally, thousands of people cross the border daily during the pandemic who work Michigan as healthcare workers and in essential services such as power systems, railways, truck transport, ferries, and air crews.

As the situation has evolved on the border during this emergency, I have been in communication with Prime Minister's office on different issues such as returning Canadians crossing the land border between Windsor and Detroit in March, protections and supports for healthcare and other essential workers and additional resources for Canadian Border Services. The letters were dated March 17, March 27, and April 8. A letter to you and the Deputy Prime Minister concerning the reunification of families was sent on June 2. My caucus colleague, Jack Harris, sent a letter to you on this same subject on July 28th.

Due to the increasing number of inconsistencies of the present restrictions to reunify Canadians and their families I am requesting that you provide an avenue for an application for exemption or appeal from the current practices as leaving each CBSA officer to make a subjective decision is not a robust or fair policy. Unfortunately, there are couples that are in long-term relationships but do not meet the IRPA-specific definitions of married or common-law and so are unable to be reunited. For many couples, these definitions are not fully indicative of the strength or history of their relationship and provide an imperfect solution. Some have children together or other types of blended families and others are

fiancés who seek to be reunited or to enter to marry. Many have shared the negative impacts that the prolonged separation is having on their mental health and family.

As I have proposed in my earlier communications, either each case be reviewed by the Minister's office and a determination made with an explanation of the decision detailed or another comprehensive approach be developed as complications due to the COVID 19 pandemic may persist along with border restrictions. With the increasing availability of point of care testing and the very high degree of accuracy of these tests, this is a new tool that can be deployed at land border crossings and other points of entry that can add an additional level of screening beyond documentation. This would ensure there is a consistency and equality of treatment of each case based on a standard set of criteria by the same decision-making process to provide public confidence in its fairness.

Additionally, as the border restrictions are in place until August 21 questions about the eventual re-opening are increasing in frequency and volume, I am requesting disclosure to the public of the details of the plan on re-opening the land border crossings. This should be done in advance of the date of when the removal of restrictions is announced to allow for proper preparations to take place and a wide spread and comprehensive communications campaign is in place to inform the public and our CBSA frontline officers.

I understand that this is a challenging and complex situation but public disclosure and anticipating and preparing for outlying possibilities is the best reassurance and will strengthen public trust and confidence. Regular updates and the release of the plan long before it is to be in effect would meet these expectations.

This public health emergency requires all Canadians, people, businesses, civil society and all levels of government to work together and engaging in endeavours to make the situation less burdensome on all of us. It is an opportunity to demonstrate unity and perseverance in the face of this crisis.

I appreciate your time and attention to this request. I look forward to your response.

Yours truly,

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

Brian Masse MP
Windsor West
NDP Innovation, Science and Economic Development Critic

cc: Hon. Irek Kusmierczyk, Member of Parliament, Windsor-Tecumseh
Hon. Jack Harris, Member of Parliament, St. John's East
NDP Critic for Foreign Affairs

Brian Masse

Member of Parliament
(Windsor West)



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December 23, 2020

Honourable Marc Garneau
Minister of Transport Canada
House of Commons
Ottawa, ON K1A 0A6

Dear Minister Garneau,

I am writing today regarding the issue of carrying hazardous materials across the Ambassador Bridge on transport trucks. I know that this issue has been discussed in recent years, with much opposition on both sides of the border, and the Detroit-Windsor Truck Ferry is already available for hazardous materials trucks crossing between Detroit, Michigan, and Windsor, Ontario. However, recent developments in the Michigan State Legislature have now slated the Ambassador Bridge, incredibly so, as a viable alternative for highly flammable and corrosive materials crossing the Canada-United States international border and I would like to bring this to your immediate attention.

First, I want to make sure you are aware of the language inserted in the State of Michigan COVID supplemental appropriations from this past Friday that included allowing historically restricted, high-risk, hazardous materials to cross the Ambassador Bridge. Please see State Senator Stephanie Chang op-ed in the Detroit Free Press on December 21, 2020: <https://www.freep.com/story/opinion/contributors/2020/12/21/michigan-covid-relief-package-ambassador-bridge/3985687001/>

There is a very clear United States federal standard on how hazardous material routing restrictions are removed and modified - see 49 CFR 397.71 Federal Standards. But in 2012, without public, Canadian or Federal consultation, MDOT created a document, "Hazardous Materials Routing Synopsis Report Wayne County: Proposed Recommendations" (https://www.michigan.gov/documents/mdot/MDOT_Haz_Mat_Routing_Synopsis_Report_Wayne_County_406291_7.pdf) which recommended the removal of hazardous material restrictions - for flammable and corrosive materials - at the Ambassador Bridge. These safety restrictions have been continuously in place since the opening of the bridge in 1929.

After much public protest against the above recommendation, a de novo review took place, following the 49 CFR 397.71 Federal Standards, and on 04/02/2014 the State of Michigan provided the federal government with proposed changes to the State of Michigan Hazardous Material Routing Restrictions that superseded the 2012 "Proposed Recommendations. These

recommendations not only retained the hazmat restrictions from 1929 but increased them to include the restriction of Class 6.2 Hazardous Materials. Please see below:

https://www.michigan.gov/documents/mdot/MDOT_Non-Radioactive_Hazardous_Materials_Decision_Letter_1-31-14_446384_7.pdf

https://www.michigan.gov/documents/mdot/MDOT_Non-Radioactive_Hazardous_Materials_Decision_Letter_1-31-14_446384_7.pdf

In the COVID Supplemental Appropriation, the language is as follows:

Sec. 601. Transportation. Directs the Department to adopt and transmit to the Federal government changes to the nonradioactive hazardous materials routing designation for the Ambassador Bridge expressed in the December 2012 report entitled "Hazardous Materials Routing Synopsis Report Wayne County: Proposed Recommendations".

<http://www.legislature.mi.gov/documents/2019-2020/billanalysis/Senate/htm/2019-SFA-0748-B.htm>

Therefore, I am inquiring today to see if you or any Canadian Government officials were consulted by the State of Michigan or the U.S. government in advance of this proposed change? If not, will you demand immediate consultation prior to any implementation of such a change that is widely opposed on both sides of our border, puts the traveling public and our local communities, economies, and drinking water at risk in the case of a hazardous material accident? The idea allowing highly flammable and corrosive cargoes to be transported on a bridge that bisects a residential community and the University of Windsor is dangerous and haphazard, and with the state of the 91-year-old bridge infrastructure, this poses a risk to public safety that is alarming and unacceptable. Should any of these dangerous substances/ materials leak, spill, burn or explode, there would be catastrophic repercussions to public safety, poison our air, water or soil, and devastate our auto industry and economy with crucial delays.

I look forward to your immediate attention to this matter and would be pleased to discuss this proposal further with you. If you have any questions or concerns, please do not hesitate to contact me directly. Thank you kindly in advance for your time and attention to this matter.

Yours truly,



Brian Masse MP (Windsor West)

CC: City of Windsor, Mayor Drew Dilkens
Minister of Environment and Climate Change, Honourable Jonathan Wilkinson
Minister of Innovation, Science and Industry, Honourable Navdeep Bains
Minister of Public Safety, Honourable Bill Blair
Prime Minister of Canada, Right Honourable Justin Trudeau

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Brian Masse

MP/ Député

January 6, 2021

The Honourable Bill Blair, P.C., M.P.
Minister of Public Safety and Emergency Preparedness
Public Safety Canada
269 Laurier Avenue West
Ottawa, Ontario
K1A 0P8

The Honourable Patty Hajdu, P.C., M.P.
Minister of Health
Health Canada
100 Kent St
Ottawa ON
K1P 5R7

RE: Implementation of rapid COVID-19 testing pilot project at local land border crossings

Dear Ministers,

First, I would like to first thank Minister Blair for your timely response, support and concern regarding the development of the State of Michigan potentially permitting hazardous material on the Ambassador bridge. Your intervention to assist in preventing this was much appreciated by many.

Today, I am writing you regarding the situation in Windsor-Essex and the high rate of Covid-19 infections on a per capita basis in the area and the impact the US-Canada border has contributed to this outcome. The introduction of a rapid Covid-19 testing pilot project at all of our local land border crossings could significantly reduce the public health risks to the residents and border workers by eliminating COVID-19 carriers from crossing the border. With the pilot project at the Coutts, Alberta land border crossing as an example of using different tools to discover asymptomatic carriers demonstrates additional measures could be implemented successfully. Yesterday's comments by Minister Leblanc stating the government is open to explore all options that could be deployed at land border crossings is encouraging.

My riding of Windsor West hosts four border crossings including the Ambassador Bridge, the Windsor-Detroit Tunnel, the freight railway tunnel and the Detroit-Windsor Truck Ferry. These facilities provide access to the United States market on a 24/7 basis reaching over \$1 billion a day approximating 40 percent of the trade between our two

countries. Additionally, thousands of people cross the border daily during the pandemic who work Michigan as healthcare workers and in essential services such as power systems, railways, truck transport, ferries, and air crews. Furthermore, there are many dual citizens that reside on both sides of the border who legally can cross the border regardless of the land border restrictions.

On December 24th Windsor-Essex had highest number of cases in province per 100,000 population, at 484. The provincial average is 257. Toronto was second highest per capita at 448. This has continued to be the case for several weeks and has included outbreaks at several manufacturing facilities. On January 4, more Windsor-Essex residents lost their lives to COVID-19, in the deadliest 24-hour period of the pandemic to date in the region. There are many factors that contribute to this but one source that is entirely in the federal government's purview is the border crossings and the monitoring of the individuals who use it.

With thousands of people crossing daily into and out of Michigan, which has its own significant outbreak, an opportunity to monitor and isolate asymptomatic Covid-19 carriers with the deployment of rapid testing at the land border crossings between Windsor and Detroit could be an effective public health tool to address a source of infection in the area.

As there have been pilot projects for travelers at airports and border crossings in other parts of the country, establishing this rapid testing program at the Windsor-Detroit border further expands the methods and modalities to implement safer travel for future deployment while attempting to mitigate infection risk in the area immediately.

I understand that this is a challenging and complex situation but anticipating and engaging in all possibilities will strengthen public trust and confidence. This public health emergency requires all Canadians, people, businesses, civil society and all levels of government to work together and engaging in endeavours to make the situation less burdensome on all of us. It is an opportunity to demonstrate unity and perseverance in the face of this crisis.

I appreciate your time and attention to this request. I look forward to your response.
Sincerely,



Brian Masse M. P.
Windsor West
NDP Innovation, Science and Economic Development Critic

Brian Masse

Member of Parliament
(Windsor West)



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March 1, 2021

Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
Ottawa, ON K1A0A6

Honourable Patty Hajdu
Minister of Health Canada
House of Commons
Ottawa, ON K1A 0A6

Honourable Bill Blair
Minister of Public Safety Canada
House of Commons
Ottawa, ON K1A 0A6

Sent via email

Dear Prime Minister and Honourable Ministers,

I am writing today to share concerns coming out of my community and related specifically to the new border regulations for cross border workers who are deemed essential. Since the new rules have changed, many essential workers in my riding have been stopped upon their re-arrival to Canada, forced back into the United States in order pay for and to obtain Covid-19 tests, pay to stay in an American hotel until they receive their respective results, and then quarantine in Canada.

My first concern is that the new webpage with the *Order in Council* information was not made available to essential workers who cross the international border for work until the last minute. There was no public education campaign on the changes that were being made and these essential workers, who did cross the border over the past year, were then blindsided when returning home by CBSA and Public Health agents who gave them this information for the first time. These workers have crossed the border for eleven months without concern and were only informed of changes while trying to return home.

At the same time, the definition on "regular" crossing is extremely vague. Some workers cross daily, some monthly, and others a couple or several times per week. Our community is just coming out of grey lockdown for the first time since mid-December, and many of these workers responsibly

stayed home from work or were required to stay home while their children were home from in-person schooling, during that time period. To change the rules just as we moved into a more open stage, and to not have a clear definition of "regular" crossing, is unfair to workers who are just now returning to regular work.

Furthermore, there seems to be confusion around who has the final say at the border crossings. Some of my constituents are told CBSA officers have the final say and others are being told it is the Public Health Officials. I would appreciate a clear answer on this, and an explanation of the concerns I have laid out, to share with my constituents.

Lastly, I am taking the liberty of forwarding the emails from these workers to you. I respectfully request that you respond directly to them as well with answers to the questions that they have outlined. As you will see, there is frustration and confusion and these people rely on their cross-border jobs for their livelihoods and to support their families. I appreciate you taking the time to respond to them. I am also including a Windsor Star article from today that goes in more depth about how this is directly affecting our residents.

Our border community readily accepts that we are working together to fight against Covid-19, and we will do everything to help. However, for such significant changes to come into effect, which directly affect our families, workers and community, we deserve some consultation and education in advance rather than just being handed tickets and being turned away from returning to our own country. I thank you in advance for your time and attention to these concerns and I look forward to your response.

Yours truly,



Brian Masse
Member of Parliament, Windsor West
NDP Industry and Great Lakes Critic
Vice-Chair, Canada-US Inter Parliamentary Association

Brian Masse
Member of Parliament
(Windsor West)



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March 11, 2021

The Honourable Diane Lebouthillier, P.C., M.P.
Minister of National Revenue
7th Floor - 555 Mackenzie Avenue
Ottawa ON K1A 0L5

Dear Minister Lebouthillier,

I am writing today on behalf of my constituents who are Canadian citizens, yet who work in the United States, and pay federal taxes in both countries. This is a second attempt since February to receive a response on this urgent issue.

As you are aware, this past year many of my constituents did the responsible thing, as requested by Prime Minister Trudeau, and stayed home in Canada for work rather than crossing the international border every day and working in their American offices. Now, these same constituents, are learning that they potentially face massive tax bills because the rules have not changed to adapt to the current Covid-19 border closure.

More specifically, in past years, anyone who physically worked in the United States and lived in Canada filed their US taxes and received credit in Canada for their income. However, because these workers have to follow the law and pay their taxes where they physically worked from – as opposed to where their company is located – they now face tax bills in two countries and neither country has given any of these constituents the information in order to proceed filing their taxes under the current system. They are concerned about what damage this may do over the long-term to their Social Security, Medicare coverage and 401K contributions in their United States plans on top of the tax implications.

These workers are asking simply to be allowed to file their Canadian taxes as they normally would. This is unfair to workers that were doing only what they were asked to do – stay at home for work, taxing them more for doing the right thing is not acceptable.

Moreover, I have been contacted by tax professionals requesting further information than what the Government of Canada has provided to date. They are unable to proceed with completing the files for these many cross-border commuters in my riding, and across Canada, without further information.

Therefore, I am requesting the following information from you as soon as possible on behalf of my constituents:

- Is your government in discussions with the United States federal government to ensure that these cross-border workers are not penalized for working from Canada, as they were requested to, but for American companies?
- Can you ensure that the Government of Canada information be shared with the tax professionals across Canada and individuals filing before the end of March 2021 so that they meet the US Tax filing deadline of April 15?
- Will the deadline for cross-border commuters be extended past April 30, 2021, if the information is not available in a reasonable amount of time?

I thank you in advance for your time and attention to this letter and I look forward to your response as soon as possible. Please do not hesitate to contact me directly should you require further information or wish to discuss this matter directly.

Yours truly,



Brian Masse MP
Windsor West

CC:

Right Honourable Justin Trudeau, Prime Minister
Right Honourable Chrystia Freeland, Deputy Prime Minister
Joe Comartin, Canadian Consular General – Detroit
Matthew Green MP, NDP National Revenue Critic
Irek Kusmierczyk MP (Windsor-Tecumseh)
Chris Lewis MP (Essex)

Minister
of National Revenue



Ministre
du Revenu national

Ottawa, Canada K1A 0A6



Mr. Brian Masse, M.P.
House of Commons
Ottawa ON K1A 0A6

MAY 31 2021

Dear Mr. Masse:

Thank you for your correspondence about the tax obligations of individuals who commuted to the United States for work before the COVID-19 pandemic. Thank you also for your understanding regarding the delay of this response.

You express concerns about the 2020 and 2021 Canadian income tax obligations of Canadian residents who were commuting to work in the United States before the pandemic but have since been working from home in Canada. On April 1, 2021, the Canada Revenue Agency (CRA) updated its administrative guidance on international tax issues related to COVID-19. In particular, it added section VII to the "Guidance on international income tax issues raised by the COVID-19 crisis."

The CRA developed this additional guidance through consultations both internally and with external income tax professionals. Subsection C of this new section offers additional guidance about the Canadian income tax obligations of Canadian-resident cross-border workers and provides a comprehensive and practical approach to the income tax issues experienced by these individuals.

In summary, this additional guidance simplifies the reporting responsibilities of a Canadian-resident cross-border worker who had to work from home because of COVID-19 travel restrictions. For example, if their employer continued to remit withholdings from the individual's employment income to the United States, the individual can choose to do one of the following when filing their 2020 Canadian income tax and benefit return:

- They can file as they did in prior years and claim a foreign tax credit for amounts withheld and remitted to the United States, as if their employment income continued to be sourced from the United States.
- They can file in accordance with the rules in the Convention Between Canada and the United States of America With Respect to Taxes on Income and on Capital and report their employment income as sourced from Canada because they performed their duties in Canada.

.../2

Individuals who file in accordance with the Canada–United States Convention may find it difficult to pay their taxes in Canada until they receive a refund of the withholdings remitted to the United States. In these situations, individuals can request relief from any penalties or interest that result from the late payment of Canadian income tax. Please note that individuals whose employer withholdings were changed in 2020 to align with the Canada–United States Convention must file their Canadian income tax returns in accordance with the Convention’s provisions.

You can find more information on this topic, including details on how to request relief from penalties and interest, at canada.ca/en/revenue-agency/campaigns/covid-19-update/guidance-international-income-tax-issues.

I appreciate the opportunity to respond to your concerns and trust the information I have provided is helpful.

Sincerely,

A handwritten signature in blue ink, appearing to read "Diane Lebouthillier". The signature is fluid and cursive, with the first name "Diane" being more prominent than the last name.

The Honourable Diane Lebouthillier

Ottawa

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Brian Masse

MP/ Député

May 26, 2021

Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
Ottawa, ON K1A 0A6

The Honourable Bill Blair, P.C., M.P.
Minister of Public Safety and Emergency Preparedness
Public Safety Canada
269 Laurier Avenue West
Ottawa, Ontario K1A 0P8

Dear Prime Minister and Minister Blair,

Today, I am writing you regarding the situation regarding the COVID-19 pandemic and vaccine administration in Ontario.

We have passed a year with the land border between the United States and Canada having been closed to all but essential travel. In communities such as Windsor-Detroit, the integration of the region is not only of the economy but of families. These restrictions have had significant strains and difficulties on individuals and families in addition to the challenges for businesses on both sides of the border.

My riding of Windsor West hosts four border crossings including the Ambassador Bridge, the Windsor-Detroit Tunnel, the freight railway tunnel, and the Detroit-Windsor Truck Ferry. These facilities provide access to the United States market on a 24/7 basis reaching over \$1 billion a day approximating 40 percent of the trade between our two countries. Additionally, thousands of people cross the border daily during the pandemic who work Michigan as healthcare workers and in essential services such as power systems, railways, truck transport, ferries, air crews and our manufacturing supply chains.

As the vaccine rollout has accelerated in the US, with the Biden administration increasing the pace to vaccinate all their citizens, the Canadian public has raised the valid issue of when they can be vaccinated and if border communities can be assisted

by the US administration. Additionally, a further inquiry will be whether the US administration will help Canadians get vaccinated after their population has been, accelerating our own timeline. Both concerns need to be addressed in a comprehensive way with clearer and more precise communications and new initiatives than has been deployed previously during this pandemic when it involved border communities. As I have written to you both previously many times during pandemic, most recently on February 11, March 3, and April 21 where I raised this issue specifically.

As you are aware the Province of Manitoba and the State of North Dakota announced they have established a joint project, the Essential Workers Cross-Border Vaccination Initiative, where The State of North Dakota will provide COVID-19 vaccine to fully immunize Manitoba-based truck drivers during their routine trips to the U.S. over the next 6-8 weeks. The priority, according to Manitoba, "is to vaccinate as many people as possible, as quickly as possible." Alberta has followed this model with the State of Montana. Additionally, the Government of Ontario has also been engaged with the State of Michigan on other possible opportunities.

I am requesting that you examine the possible partnership of assisting Canadians to be vaccinated in the United States. As you are aware there have been several recent confusing policies regarding the possibility of Canadians being eligible to enter the United States receive vaccinations and return to Canada. For communities like Windsor-Essex these complexities are difficult to understand and unfortunately are not historic as our two nations and adjacent communities have always helped each other from our very origins. Engaging the consideration of possible opportunities to help each other with vaccines is a natural extension of this ongoing relationship.

For the Windsor-Detroit Region I would suggest a unique opportunity exists due to our control of the Windsor-Detroit Tunnel. This facility is owned by the City of Windsor and City of Detroit as well as the running of the facility. Given this specific opportunity and control I am asking you to immediately contact the Mayor of Windsor Drew Dilkins to investigate and evaluate the feasibility to use the facility to assist in any present or future health care initiative to deal with the pandemic. In addition to the public ownership structure, it is also the only international provider of public transit in North America running regular bus service on a day per day schedule, and special events. These trained professionals offer unique skill sets and knowledge on safe transportation logistics in a facility that is completely controlled

Additionally, I am reiterating my request that a Safe Border Task Force be set up to bring in more than just the Prime Minister, Cabinet and Orders in Council to bring about the best practices to deal with complex border issues. It should be constituted of business, labour, local elected officials as well as administrators from relevant public agencies on both sides of the border to consult and develop a land crossing reopening plan well in advance of the scheduled reopening of the border, whenever it is deemed safe to so by public health officials. This would help build public confidence and as well as discover intricate and nuanced challenges and issues that have arisen throughout this pandemic regarding the border. What I have learned over 25 years representing a border community is that governments often do not have all the expertise knowledge and solutions to make our borders safe, secure, or efficient. Stakeholders involved in logistics, travel, health, trade, non-government organizations, Chambers, Labour Councils are among several organizations who can provide regular, consistent and supports needed prior to the pandemic and most importantly now. A focal point in this

coordination of this task force could be Canada's Office of the Consul-General in Detroit, Michigan.

Although the original decision to close the border was to keep everyone on both sides safe as the situation warranted, it seems increasingly challenging today, with the vaccination programs becoming more robust and an increasing number of our residents are vaccinated that we keep it closed in same manner as at the start of the pandemic. I ask again for the full consideration of a Safe Border Task Force and suggest this unique opportunity in Windsor-Detroit allows for a pilot program to be implemented to be able to consider and address the complexities, variables, and anomalies of our border.

Since my letter on March 3, I appreciate the loan of 1.5 million doses of AstraZeneca vaccines, more must be requested. Public communication on this subject will allay concerns and reduce the questioning and consternation that has been apparent, and well reported on in the media, while demonstrating our two countries long tradition of cooperation.

I understand that this is a challenging and complex situation but anticipating and engaging in all possibilities will strengthen public trust and confidence. This public health emergency has required all Canadians, people, businesses, civil society, and all levels of government to work together and engaging in endeavours to make the situation less burdensome on all of us.

I appreciate your time and attention to this request. I look forward to your response.
Sincerely,

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

Brian Masse M. P.
Windsor West
NDP Innovation, Science and Economic Development Critic

Cc: Hon. Marc Garneau, P.C., M.P., Minister of Foreign Affairs
Hon. Patty Hadju, P.C., M.P., Minister of Health

Brian Masse

Member of Parliament
(Windsor West)



HOUSE OF COMMONS
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brian.masse@parl.gc.ca

October 15, 2021

Minister Chrystia Freeland
House of Commons
Ottawa, Ontario
Canada
K1A 0A6

Dear Minister Freeland,

I am writing today about the recent announcement of the Canada-United States Border reopening on November 8, 2021. This news comes with great relief for many in my border-city community as our region has been hit significantly by this pandemic both socially and economically. Families and businesses in my community of Windsor West have been impacted by border closures for the last 18 months causing great hardship on relationships, business and in particular families.

I want to bring to your attention a significant issue for most families and businesses. The federal government announced that fully vaccinated Canadian citizens and residents must show proof of negative test when returning to their home country. These tests cost approximately \$150-300 depending on where it is done and how quickly results are needed. For the average family of five crossing into the US to reunite with members of their family that they have not seen in 18 months, this would cost them \$750-\$1,500. This is unattainable for many families in my community and across this country.

During your recent trip to Washington the media reported comments attributed to you that appeared to be very insensitive to the hardship of time, financial resources, and emotional duress the current process makes families endure. I do not want to imply this is how you felt but wanted to address this issue as I have held countless conversations with your fellow Canadians struggling with this problem and resulting in mental health issues, family relation break downs, and individual relationships either destroyed or scarred forever.

Canadian families and businesses have sacrificed many things during this pandemic to follow public health and federal government mandates. I am asking again that you consider the creation for a *Safe Border Task Force* to ensure the rules in place are being evaluated for protection of residents and communities of cross-border cities. I will continue to work to reunite families. My office has heard from many families worried about the costs associated with reuniting with their families. This is creating significant financial barriers for many families and businesses in my community.

Please take these concerns into consideration as we move forward together and welcome the Windsor-Detroit border opening. I thank you in advance for your time and attention to this matter and would be pleased to discuss this further at your convenience.

Respectfully submitted,

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

Brian Masse
Member of Parliament, Windsor West

Brian Masse
Member of Parliament
(Windsor West)



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February 9, 2022

Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
Ottawa, ON K1A 0A6

Honourable Chrystia Freeland
Deputy Prime Minister and Minister of Finance
House of Commons
Ottawa, ON K1A 0A6

Honourable Omar Alghabra
Minister of Transport
House of Commons
Ottawa, ON K1A 0A6

Honourable Bill Blair
Minister of Emergency Preparedness
House of Commons
Ottawa, ON K1A 0A6

Honourable Marco Mendicino
Minister of Public Safety
House of Commons
Ottawa, ON K1A 0A6

Dear Ministers,

I write to you today with urgency about the current state of affairs in the trade corridor of the Windsor region. As you are aware, this area is the most heavily used corridor for vehicular traffic to the United States, having crossings via the Ambassador Bridge, Windsor – Detroit Tunnel and the Windsor – Detroit Truck Ferry.

Traffic disruptions along the road corridor to the Ambassador Bridge are not uncommon and were part of the reasons I started in 1998 as a Windsor City Councillor to advocate for the development of a new border crossing. After decades of meetings, planning, investments we were able to win the new crossing known as the Gordie Howe Bridge. We further obtained improvements in infrastructure beyond EC Row, as this inter-connection highway was needed due to poor planning, and Provincial – Federal jurisdictional wrangling that resulted in the 401 ending without connecting to a crossing. However, recent events have become even

more precarious as demonstrations in Ottawa have escalated and now transferred to include traffic blocking this corridor beyond just demonstration activity.

Obviously this disruption has significant repercussions on the local, provincial and federal economies, but also is causing significant problems that now put the residents of my community in harms way with disruptions, noise, and most importantly, they are literally cut off from emergency services.

Furthermore, many industries did not prepare for this disruption and US elected officials have contacted me personally to inquire to the status of this area and Ottawa.

Please know that I appreciate the immediate contact with myself and local leaders including Mayor Dilkens. However, I want to stress the importance to listen and provide resources to the City of Windsor including additional federal resources. It is imperative that:

1. The Prime Minister meet with Mayor Dilkens as soon as possible
2. Provide resources for immediate policing needs as it is the Federal crossing causing these issues
3. Provide federal support services for the RCMP and other complimentary services for public order and safety
4. Use the Windsor-Detroit Truck Ferry to provide truck traffic redundancy
5. Begin and invest in a real Emergency Preparedness Plan for future disruptions
6. Help facilitate federal projects of investment to ensure law abiding citizens know and understand the Federal Government is at the forefront of positive improvements in their quality of life given the border causes cost, complications, stress and consequences on their quality of life

Time is of the essence, and the consequences of not taking action are dire. I look forward to working together with you to resolve this and please feel free to contact me at your convenience to ensure that we can work together to protect our residents and ensure that the flow of trade between Canada and the United States does not further jeopardize the flow of goods and damage our economy any further.

Yours truly,



Brian Masse MP
Windsor West

CC: Mayor Drew Dilkens, City of Windsor
Jagmeet Singh MP, NDP Leader
Irek Kusmierczyk MP (Windsor -Tecumseh)
Chris Lewis MP (Essex)

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Brian Masse
MP/ Député

March 3, 2022

Honourable Dominic Leblanc
Minister of Intergovernmental Affairs, Infrastructure and Communities
House of Commons
Ottawa, ON K1A 0A6
Sent via email to: minister-ministre@infcc.gc.ca

Dear Minister Leblanc,

I am writing today regarding recent reports that foreign raw materials are being considered for two parts of the construction to the new Gordie Howe International Bridge in my riding of Windsor, Ontario. Reports have stated that consideration of foreign materials, including iron and steel, are under review for both the Canadian customs plaza and Canadian approach bridge. I am firmly opposed to this option and fought for years, alongside steel producers and workers across North America, to ensure that the construction of this bridge and supporting infrastructure would use only North American steel.

For years, as this bridge was still under consideration, the Government of Canada assured us that Canadian and American resources would be used in the construction of this international bridge. I also called for a guarantee that workers on this project were North American, and preferably local, as much as possible. It is absolutely vital that we work together and stay in the guidelines of what was agreed to at the beginning – a commitment to North American steel. This should be utilized for the whole project and not just the areas falling under the 2012 Buy American waiver. Any flexibility in this provision should have obviously looked towards Canadian steel not overseas materials especially jurisdictions with suspect labour, human rights, environmental and trade practices.

Respectfully, I am calling on you and your government to ensure that this whole construction project, on both sides of the border, is built with North American raw materials and labour. I would be happy to discuss this with you further, at your convenience, to ensure that we can come to a resolution that meets the promises made by the Government when this project was initially approved. The case was strong at that

time, and only has become more evident given past and recent decisions to forgo Canadian steel, workers, projects under the banner of protectionism. I look forward to your response.

Yours truly,



Brian Masse MP
Windsor West
NDP Industry and International Trade Critic

CC: Honourable Filomena Tassi, Minister of Public Services and Procurement
Honourable Omar Alghabra, Minister of Transport

Brian Masse
Member of Parliament
(Windsor West)



Ottawa
1000 Valour Bldg.
House of Commons
Ottawa ON, K1A 0A6
brian.masse@parl.gc.ca

May 16, 2022

Honourable Dominic LeBlanc
Minister of Intergovernmental Affairs, Infrastructure and Communities
House of Commons
Ottawa, ON K1A 0A6
Sent via email: dominic.leblanc@parl.gc.ca

Dear Minister LeBlanc,

I am writing on behalf of Caldwell First Nation who have inherent, Aboriginal and Treaty rights through much of Essex and Kent County in Southwestern Ontario and beyond the Canada-United States international border to the south. The Gordie Howe International Bridge is well within their inherent Treaty boundaries and the land and water is part of their traditional territory.

Having worked closely with the Caldwell First Nation for years on issues of mutual concern in our region, the construction of the new Gordie Howe Bridge is a massive undertaking on their traditional land and water. They have been consulted at arms-length through some of the initial and latter portion of this process, but they were not included in any major decision-making processes or the Community benefits portion of the funding.

Therefore, I am respectfully supporting Caldwell First Nation's request to meet with you as soon as possible and their further asks in their letter of 9 May 2022. Please take the time to speak with Chief Mary Duckworth and her Members and should you have any questions or concerns, please do not hesitate to reach out to me directly. I would also be happy to meet with you at your convenience to discuss this request further.

Thank you kindly in advance for your time and consideration.

Yours truly,

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

Brian Masse MP
Windsor West

Brian Masse
Member of Parliament
(Windsor West)



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brian.masse@parl.gc.ca

June 21, 2022

Honourable Marco Mendicino
Minister of Public Safety
House of Commons
Ottawa, ON K1A 0A6

Dear Minister Mendicino,

I am writing today following up on my Question in the House of Commons last week requesting your government implement a Safe Border Task Force and to further reiterate the mounting concerns about the ArriveCAN App and the numerous calls to end its use due to the problems that it is causing for travelers, border officers, communities and tourism.

Since the beginning of the pandemic, my office has been inundated with complaints from constituents about the ineffectiveness, technical problems and delays that this has caused. The complaints were high right from the beginning as seniors in my community did not have the technology to utilize the app, as cross-border workers were delayed to their essential jobs, and as travelers were facing unwarranted fines because there were so many technical complications with the system.

Now, the border has re-opened further and travelers are facing even more problems crossing the border due to this app. Long lineups at Customs and border crossing are causing even Border Officers frustration and their call to end the use of this technology.

At my Standing Committee on International Trade last Wednesday, we heard testimony from Customs and Immigration Union (CIU) National President Mark Weber outlining the key struggles that his officers are facing due to the app. You can view his testimony at: <https://parlvu.parl.gc.ca/Harmony/en/PowerBrowser/PowerBrowserV2?fk=11749829> and his testimony begins at 18:03:25. He makes it very clear that the app directly affects his officers and says the app, "neither facilitates cross-border travel nor does it improve operational efficiency. In fact, it does exactly the opposite." He further states that processing times have skyrocketed with port of entry times changing from the previous 60 cars per hours processed to now about 30 cars an hour, if not less. He also states that travelers at land border are now waiting for hours and sometimes are being redirected to ports further away. At airports, travelers are "piling up" both inside and outside the Customs area.

Furthermore, border cities Mayors rallied last week to call for an end to the app because it's deterring tourism in border communities like mine from travelers not wanting to use the app.

Moreover, in an interview with the CBC last week, Mayor Bradley of Sarnia, Ontario, was quoted as saying about your government, "All the other things are disappearing, yet here we are, the prime entry points to Canada, and we're still being dismissed." On a personal note, I have known Mayor Bradley for decades and as a border city Mayor, I value his opinion and take his concerns on border matters very seriously.

Furthermore, my own City of Windsor Mayor Drew Dilkens stated, "I think it's fair to say we see the federal government making further changes to their entry requirements or their travel requirements in Canada and internationally as well. "Because we rely on that traffic, after two years of not being able to welcome people across the border, people start developing other habits. It's hard to bring them back," he said. "So, I think it's right and I join my fellow mayors in the call to say (to the) federal government, please review the ArriveCAN app. Is it really needed? We think there's a pathway for it to disappear and certainly send the signal to the tourism industry that they have a chance of surviving through this."

On this note, and considering the multiple concerns surrounding the ArriveCAN app, I think it's time to end the ArriveCAN app completely and revisit the idea of having a *Safe Border Task Force* which includes local, cross border Mayors and leaders, and those most involved in the day-to-day operations at these ports of crossing to understand and highlight the unique needs of our cross-border communities in the border re-opening strategy. Re-opening the border will require the voices within our communities to see that the federal government is working together with them and hearing the needs of the communities most affected by these days, technologies and restrictions.

I would be happy to discuss this further with you at your convenience, but I do know that this is the right time to meet with those involved and work together to devise a plan that is based on the needs of the communities who utilize these crossing daily for work, tourism, economic trade and family matters. Thank you kindly in advance and I appreciate your consideration of this task force.

Yours truly,



Brian Masse MP
Windsor West
NDP Innovation, Science and Industry Critic, International Trade critic including Canada-US
Border, and Great Lakes Critic
Vice-Chair, CAN-US Interparliamentary Group

Brian Masse

Member of Parliament
(Windsor West)



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Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
Ottawa, ON K1A 0A6

August 11, 2022

Honourable Chrystia Freeland
Deputy Prime Minister and Minister of Finance
House of Commons
Ottawa, ON K1A 0A6

Honourable Omar Alghabra
Minister of Transport
House of Commons
Ottawa, ON K1A 0A6

Honourable Marco Mendicino
Minister of Public Safety
House of Commons
Ottawa, ON K1A 0A6

Dear Prime Minister and Ministers,

In recent weeks there have been increased reports that the construction of the Gordie Howe International Bridge may face delays for several reasons. Prior to this, public dialogue seems to substantiate through many informal conversations and general word of mouth that I have heard in the community.

During the lead up and decision to the process selection of this model of public-private partnership (P3), I advocated solely for a public model warning of the high potential of increased costs and delays that historically plague P3 infrastructure projects that are well documented in Canada and throughout the world. As you are aware, the costs of these delays and penalties accompany the proponent, Bridging North America. The only public benefit to the P3 model is the compensation requirement should the proponent not meet the contract obligations. The proponent received extra compensation financially

from the public for their personal profit for themselves and shareholders, and this is the only benefit for paying such a premium.

Furthermore, you are also aware that this project was accompanied by Community Benefits for the affected areas of the construction, disruption, and historic injustice of environmental, health and social consequences with the local community bearing the brunt of international truck and car traffic in historic volumes and with no senior level of government funding to help those communities. Although grateful to win this concession it was a merger \$10 million for the community for a multi-billion-dollar project that has several years of disruption.

For these reasons, I am writing to you today to insist that your government live up to the responsibility of agreement, and in good faith, transfer those funds for the duration of the construction delays, to the community to increase community improvements for the municipal area that will continue to be subjected to this disruption, and that the government not withhold those funds from our community. It makes for an opportunity to provide confidence not only for the residents, but also investments showing confidence in the affected community. In fact, I have called for a community legacy fund to ensure consistent funding to this community in perpetuity as the bridge will be a permanent fixture in this neighbourhood. Sandwich Town will be bordered now by both the Gordie Howe and Ambassador Bridge creating both opportunity and impacts over the long-term.

Moreover, you are also aware that your government provided the Ambassador Bridge an unprecedented *Order in Council* (OIC) to expand and replace their current operations. This privileged path for an American billionaire family avoided the scrutiny of the Parliament and Senate of Canada that has, as predicted, froze this community area in a state of blight for the past five years. This *Order in Council* injustice should not be extended, and I have written you, and the Prime Minister, numerous times on this and spoke in the House of Commons about the continued problems this has caused.

At the end of August 2022, the project time frame as per the *Order in Council* will conclude and I respectfully ask that you make amends to the community by investigating the expropriation and clean-up of speculative properties that the Ambassador Bridge has purchased in the lead up to construction and since the time of this privileged *Order in Council*. As you are aware, the City of Windsor and Ambassador Bridge have been in a dispute with regards to boarded up housing and other facilities that are in complete disrepair causing security issues and social economic repercussions to the residential, business, and other public institutions in the area. For these reasons, a plan and dialogue should begin with the City of Windsor to rectify this disastrous policy - restitution is a solution for all of us to move forward. It should also be recognized that this strategy off loaded legal responsibility to the City taxpayers to foot the bill for public servants and extensive legal services to deal with the complications of a Federally responsible International Border Crossing. If the Gordie Howe Bridge should provide an income

stream from penalties, then new funding sources may not even be necessary to find, but regardless, this was classic downloading I'm sure you are aware from Transport Canada officials and will want to participate in restitution.

During this past year, we all saw and experienced the effects of the illegal occupation of Huron Church Road and the blocking of the Ambassador Bridge traffic. Economists noted the billions it cost the Canadian economy. However, it was the local population that paid the heaviest price as it resulted in local businesses and the municipality incurring financial costs, residents losing work hours and social disruption including children not getting to doctor appointments. To date, we have never been made whole from this experience despite being the champions to end the illegal activity in a way consistent with dignity and respect - despite it often not being reciprocated by all those involved. The City of Windsor has also not received their requested amount of money as reimbursement for the costs associated with these events resulting in a financial burden as the City of Windsor has to make budget decisions that burden the local taxpayer with increased costs or reduction in services or public good investments. How ironic would it be that law abiding citizens would have to choose from services that includes those for children to pay for extra policing because they inherited a city road to connect an International Border Crossing to the 401. Historically there has always been some senior level of government recognition of this burden for infrastructure, and it is inconsistent when it comes to that national security problem to be hoisted on their shoulders from illegal activity.

For these reasons, I implore you to consider a future action plan like my work on a *Safe Border Task Force* and rewarding, not punishing, those who were, and continue, to be affected by this experience. Failing to do so only reinforces those who choose illegal actions and tells important community allies who follow the law and good order that they are expendable.

Please consider these requests instead of falling into poor or reactionary decisions. It would be advantageous to make an opportunity from poor decisions and choices bribing us back to a positive conclusion. Thank you kindly for your attention to these requests and I would be happy to meet with you to discuss this further. I look forward to hearing from you on these concerns.

Respectfully,



Brian Masse MP
Windsor West

CC: Windsor City Council

Brian Masse

Member of Parliament
(Windsor West)



HOUSE OF COMMONS
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Honourable Dominic LeBlanc, MP
Minister of Public Safety, Democratic Institutions and Intergovernmental Affairs
House of Commons
Ottawa, ON
K1A 0A6

November 21, 2023

Dear Minister Leblanc,

I am writing you today about the serious situation of the shortfall in the federal reimbursement to the City of Windsor for the costs incurred due to the Ambassador Bridge blockade in 2022.

As you are aware, the City of Windsor was promised that all the expenses the municipality incurred because of the illegal blockade of the bridge, which had a devastating effect on Canadians – causing layoffs, forcing plant closures and endangering our international reputation. Managing and clearing the blockade resulted in significant costs for the City of Windsor.

On December 29, 2022, in a news release from the Government of Canada, it stated, *“The Honourable Marco Mendicino, Minister of Public Safety, today announced that the Government of Canada will help the City of Windsor pay for the costs of addressing the blockade, with up to \$6.9 million in federal funding in 2022-2023. These funds will assist with the extraordinary and significant expenses incurred by the city in their efforts to restore public safety at the bridge and the areas surrounding it.”*

In a letter from you to the Mayor of Windsor, stated, *“Pursuant to an announcement made on December 29, 2022, I am happy to advise that Public Safety Canada will soon be issuing an ex gratia payment in the amount of \$ 6,094,915 on behalf of the*

Government of Canada to help the City of Windsor cover the extraordinary expenses incurred in dealing with and ending the illegal blockade of the Ambassador Bridge in February 2022.”

Unfortunately, this is a shortfall of \$ 900, 491 of what the City of Windsor submitted for reimbursement and what was committed to by the Government of Canada on December 29, 2022.

As the City of Windsor is entering its budgeting process for the new year, this shortfall, if not reimbursed by the Government of Canada, will result in cuts to municipal services that the residents depend on. It is imperative that the Government of Canada live up to its commitment made almost a year ago to cover all the expenses the City of Windsor incurred for the benefit of all Canadians and ensure that local taxpayers and residents are not negatively impacted by this service they did for our country.

Thank you for your time and attention to this issue. I look forward to your response.

Best Regards,

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

Brian Masse
Member of Parliament Windsor West

Brian Masse

Member of Parliament
(Windsor West)



HOUSE OF COMMONS
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Monica Monsma
Public and Involvement Officer
Michigan Department of Transportation
Environmental Services Section
425 West Ottawa St.
P.O. Box 30050
Lansing, MI 48909

December 14, 2023

I am writing today to express my concern with the Ambassador Bridge Company's attempt, yet again, to lift the ban on transporting hazardous materials on the Ambassador Bridge between Detroit and Windsor, which has been in place since 1929.

The Ambassador Bridge does not have the capacity to handle hazardous materials since it was not built with those capabilities. This why the ban has been in place for 94 years. The Blue Water Bridge in Sarnia does have the capability for hazardous material transport and the new Gordie Howe Bridge, which will open in less than 18 months, will have that capacity as well.

As has been the case for last several decades, hazardous materials transport between Detroit and Windsor have been required to use the Detroit-Windsor Truck ferry. This operation provided an effective and safe service over twenty years and were experts in the transportation of hazardous materials transportation. Due to a decline in demand for hazardous materials transport, the ferry service was closed this year as it was no longer economically viable. All remaining hazardous materials has been routed to Sarnia's Blue Water Bridge which has significant hazardous material transport capability. As soon as the Gordie Howe Bridge opens, hazardous material transport will be routed there, safely, and efficiently. Furthermore, none of the companies that transport

hazardous materials have had a problem using the Blue Water Bridge for their goods until the Gordie Howe Bridge opens.

As we have witnessed with the blockade of the Ambassador Bridge during the so-called "Freedom Convoy" cost the North American economy hundreds of millions of dollars a day. A hazardous materials accident on the Ambassador bridge or plazas would cost equivalent amounts per day to the economy of both our countries. The Windsor-Detroit corridor represents 25 percent of all the trade between Canada and the United States.

Additionally, a hazardous material accident would expose residents, on both sides of the border, to potentially dangerous health impacts, put at risk Great Lakes communities drinking water, and damage the local environment which is a hotspot for endangered species and species-at-risk . Each year for the past half century both of our nations have worked to restore water and environmental quality of the Great Lakes. A hazardous material incident or accident on the Ambassador Bridge, which has no capacity to handle such materials, would undermine the public funds and projects dedicated to restoring environmental quality which has been so essential for attracting business investment, expanding tourism, and reducing environmental contaminants that cause human health issues in the region.

Over the last several decades the Ambassador Bridge Company have attempted to have the ban removed and have failed every time since the bridge was not built to handle hazardous material. All governments in Canada, municipal, provincial, and federal, have opposed lifting the ban. Recently, the City of Windsor council passed a resolution calling for the ban to remain in place.

Over the past 21 years that I have represented Windsor West federally in House of Commons as a Member of Parliament, which hosting the Ambassador Bridge, I have opposed lifting the ban and submitted letters and communications to the State of Michigan reiterating my position and that of my constituents. There is significant opposition to lifting the ban by residents, businesses, environmental and community groups on both sides of the border.

Accordingly, I am recommending that the State of Michigan maintain the ban on hazardous materials being transported on the Ambassador Bridge. I appreciate your time and attention to this issue.

Best Regards,

A handwritten signature in blue 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
Member of Parliament
Windsor West



February 13, 2024

Honourable Chrystia Freeland
Deputy Prime Minister and Minister of Finance
80 Wellington St.
Ottawa, ON K1A 0A3
Sent via email: Chrystia.Freeland@fin.gc.ca

Honourable Dominic LeBlanc
Minister of Public Safety, Democratic Institutions and Intergovernmental Affairs
c/o Public Safety Canada
269 Laurier Ave. W.
Ottawa, ON K1A 0P8
Sent via email: ps.ministerofpublicsafety-ministredelasecuritepublique.sp@ps-sp.gc.ca

Dear Honourable Ministers,

We are writing today to highlight the need for increased funding and resources in Budget 2024 to the Canada Border Services Agency (CBSA) to address the urgent need of increasing the number of frontline CBSA officers, ensuring these officers have the proper working tools and facilities to do their jobs, and to request additional facilities for a new CBSA training centre in Windsor, Ontario.

The last decade has presented increasing challenges for our border officers. Since the former government significantly cut resources to CBSA, officers on the frontlines now work harder, with less staff, tools and resources, to do their jobs effectively. From increased trafficking of all types to asylum seekers coming in record numbers, and now automotive thefts across the country being shipped through the ports, additional supports and resources can no longer wait.

To better protect our communities, the priority of the government should be increased staffing. The Customs Immigration Union (CIU), representing our CBSA officers, estimates that we currently lack as many as 3,000 border officers across the country. This means that border crossings are consistently operating with reduced staff who just do not have the time, means or support to effectively search for illegal firearms, contraband, stolen vehicles and work with asylum seekers.

Moreover, these same officers are being moved around the country to handle critical needs, leaving important gaps in border services elsewhere. Yet at present, hiring rates barely cover normal attrition. Travelers face frustrating delays, and the officers are in a never-ending cycle where current forces are stretched too thin and are completely exhausted. **It's time to do better for our officers.**

CBSA officers lack the proper tools to do their jobs. For example, for train operations, there are no facilities or equipment and not enough resources to complete rail examinations. At marine facilities, mainly in Ontario, where much of the border falls on waterways, it is next to impossible to keep track of the comings and goings. On the most recent concerns addressed about auto thefts — namely at the Port of Montreal — the on-site space available for officers to perform expected inspections is severely limited, and there are

only eight officers to search the containers intended for exports. This is to say nothing of the broken x-ray scanner at the Port, which has resulted in a scanner having to be sent from Windsor, taking away from officers in the Southern Ontario region. This is shameful and unacceptable.

Proper tools are only part of the solution. To use the tools, we need to hire the people and train them. CBSA is currently limited by the number of officers it can train at its College in Rigaud, Quebec. Part of the solution to fixing our border lies in opening new training facilities. This is where it would make sense for the government to consider opening a training facility for officers in Windsor, Ontario – at the busiest border crossing in the country.

From past discussions we know there have been limited number of Duty Firearm Courses (for both new recruits and recertifications for officers) offered in the past. I understand that requests have been submitted from arming managers in Windsor to CBSA requesting investment in Windsor facilities that highlight the basic needs to set up such a facility. Overall, this training centre – even if established as a pilot project – would at minimum increase the number of CBSA graduates while still facilitating qualifications of officers from all over Ontario.

After decades of cuts to our border services, and with ever-increasing workloads for our officers, it is absolutely vital that the Government starts increasing funding to CBSA to properly staff and provide the necessary resources to protect our borders and Canadians. CBSA officers can no longer wait for additional resources and staff, especially after having worked so diligently in recent pandemic years on the frontlines. Budget 2024 provides an opportunity to deliver on these needs.

Thank you in advance for your time and attention to this important matter. We would be happy to meet to discuss these concerns with you further.


Yours truly,



Brian Masse MP (Windsor West)
NDP Industry, Border and Automotive Critic
Vice-Chair, Canada-US Inter-Parliamentary Group



Mark Weber, National President
Customs and Immigration Union



Peter Julian MP (New Westminster-Burnaby)
NDP Public Safety Critic and Canadian Heritage
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April 3, 2024

Honourable Chrystia Freeland
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Honourable Dominic LeBlanc
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Dear Honourable Ministers,

I am writing today, following a recent meeting of all-party Members of Parliament representing border constituencies to address urgent issues at land border duty-free stores. It was clear following our meeting that the challenges confronting these small, Canadian, locally owned, independent duty-free enterprises need immediate attention and support.

Land border duty-free stores serve as exclusive export markets, catering solely to travelers crossing into the United States (U.S.). These establishments play a pivotal role in fostering local tourism, employment, tax revenue, and economic development throughout Canada. Additionally, they have significantly bolstered the economic vitality and social fabric of remote rural areas in provinces bordering the U.S.

It is crucial to recognize that duty-free shop sales are deemed exported by the Canada Border Services Agency (CBSA), with all transactions meticulously verified and approved as exports by CBSA. Duty-free stores are formally designated as the exporter by CBSA, underlining their integral role in facilitating cross-border trade.

Duty-free shops operate under licenses granted by CBSA and are regulated by the *Customs Act*, obliging them to adhere to strict regulations governing site management, inventory control, reporting, and storage to ensure compliance with export regulations. However, despite these rigorous standards, the main hurdle these businesses face stems

from interacting with different government departments - some of which may lack a comprehensive understanding of the export-only operations of duty-free shops. This discrepancy results in conflicting interpretations among various government entities regarding the export nature of these businesses.

Consequently, duty-free stores are increasingly subjected to domestic regulations that place them at a competitive disadvantage next to their U.S. counterparts. This results in substantial sales lost to U.S. retailers at the expense of Canadian businesses and border communities.

A notable instance of this disparity is the recent imposition of domestic excise taxes on vape products sold in Canadian duty-free shops. This marks the **first time a domestic tax has been applied to the Canadian duty-free industry** and this application of domestic taxes on goods destined for export has created an unjust competitive landscape, driving sales to U.S. retailers while failing to mitigate vaping consumption. Importantly, duty-free establishments are the sole export industry affected by this domestic tax scheme. Furthermore, this misapplied domestic tax directly contradicts the fundamental principles of the entire land border duty-free model.

The remedy to this issue lies in a **Ministerial Directive to all relevant Governmental Departments**, unequivocally affirming that land border duty-free stores are **EXPORT** businesses and must be treated as such in all regulatory matters. Such a directive would ensure consistent interpretation and treatment across government agencies, alleviating burdens on duty free enterprises and empowering them to thrive in a competitive marketplace and repatriate sales to Canada as mandated in the creation of the CBSA Duty Free Program.

Ultimately, the disparity needs government attention and duty-free businesses should be allowed to compete on equal footing with their U.S. counterparts. I thank you in advance for your time and attention to this matter and I would be happy to meet with you should you have any questions or concerns. Looking forward to your response.

Yours truly,



Brian Masse MP
Windsor West
NDP Industry, Canada-US Border and Great Lakes Critic
Vice-Chair, Canada-United States Inter-Parliamentary Group