



AMBASSADOR BRIDGE

THE CANADIAN TRANSIT COMPANY

780 HURON CHURCH ROAD *Windsor, Ontario* N9C2K2

August 13, 2014

Hon. Steve Blaney
Minister of Public Safety and Emergency Preparedness
269 Laurier Avenue West
Ottawa, Ontario K1A 0P8
Canada

Re: CBSA Staffing and Resource Issues

Dear Minister,

The Canadian Transit Company (CTC) and the local Canada and Border Services Agency (CBSA) management have worked together to mitigate the effects of long lineups entering Canada. We appreciate the efforts of the local CBSA management and quite frankly we know they do the best they can with what they have. The problem Minister is what they have. CTC has supplied adequate booths and lanes, but CBSA does not have the equipment or personnel to staff the current facility when traffic demands. As you are aware, the Ambassador Bridge is the busiest international crossing in North America even though traffic has continued to decrease over the last decade. The Ambassador Bridge is operating at less than 50% of capacity as available inspection booths are either not staffed by CBSA officers or the equipment required in the booths to properly inspect vehicles and individuals is not present. International vehicles rely on practical and predictable crossing times while entering Canada.

We are extremely concerned about the long delays being experienced this summer for both commercial and passenger vehicles crossing into Canada at the Ambassador Bridge. Our experience this summer indicates that the staffing of the primary inspection booths during peak periods is not at a level suitable for traffic in the Windsor Detroit Corridor. These delays affect not only visitors to Canada but are costly to the businesses that ship their products between the two countries. There is also an enormous safety issue with respect to long queues that extend from the CBSA inspections booths, across the bridge and on to the US Interstate Highways as a result of CBSA processing times while booths sit unused. On July 31, 2014 a serious motor vehicle collision occurred during a protracted delay for Canada bound cars and trucks. Three tractor trailers were demolished and serious injuries occurred as a result of a queue end collision. CTC had expressed their concerns to the CBSA about the high probability of such incidents the week before this occurred. Collisions such as these have occurred in the past as these queues occur in areas not normally subject to stopped vehicles in live lanes.

CTC constructed 6 additional truck inspection booths in 2007 with CBSA approval to be used during peak periods. These booths have never been utilized by CBSA as they lack the equipment required to make them operational. As we speak CTC is adjusting a crosswalk to satisfy CBSA concerns under the Canada Labour Code. Use of the 6 additional booths and larger queuing area would reduce the length of the backups onto the interstate highways which could eliminate the traffic safety concerns.

On a separate note, CTC has developed construction plans based on the CBSA Master Plan to repatriate the Commercial Secondary Inspection Facility (CSIF) from the current off-site location 4 kms from the plaza back to the bridge. The overall result will be improved national security, additional inspection booths, much better queuing which will better facilitate trusted traders and travelers in the FAST and NEXUS programs. The larger truck queuing area on the plaza will greatly reduce the dangerous situation of vehicles stopped on the US Freeways. CTC has also included a \$600 million twinning of the Ambassador Bridge in its' submission to Transport Canada. CTC has already received environmental approval for the above.

As you can see, CTC has taken appropriate action to maintain and "improve the border" consistent with our agreement with Canada to continue the Ambassador Bridge as the model border crossing. We are willing to work with officials in your Ministry in a cooperative manner to achieve the goal of a secure and efficient border. We request you ensure CBSA has sufficient staff and equipment to serve the public. We would be pleased to meet with you at any time to further discuss this issue.

Sincerely,



Stan Korosec
Director of Security, Canadian Governmental Relations
Canadian Transit Company