



The Detroit - Windsor Connection

America's and Michigan's Most Critical Trade Crossing

Without question, the Detroit - Windsor Corridor is the most important Trade Crossing between the United States and Canada. More than one-third of all U.S. Canadian Trade crosses between Detroit and Windsor, with more than 20 percent crossing the Ambassador Bridge.

There is also no argument that the Ambassador Bridge needs to be replaced. The current Ambassador Bridge is 83 years old, is too narrow for today's trucks, has plazas that are too small to handle future growth, and is built in the wrong location, -- dumping 8,000 trucks a day onto Windsor's streets and lacking a freeway to freeway connection.

Proposed Twinning Span is Not the Solution

While the proposed twinning span is certainly needed to replace the current Ambassador Bridge, it is not the long-term solution needed to provide 21st century infrastructure to grow our 21st century economy.

Adding six lanes of traffic, or even twenty lanes of traffic, in the same location, using the same plazas, and dumping traffic onto the same Windsor City streets would result in even longer back-ups and delays for Michigan and Canadian companies trying to get their products to market.

Building the twinning span without building the NITC would:

- Not provide the redundancy we need to protect our economic and national security
- Worsen the bottleneck on Huron Church Road and in the undersized plazas on both sides of the border
- Add to delays that are costing American and Canadian businesses billions of dollars every year in costs and lost productivity
- Severely damage Michigan's goal of becoming an International trade hub
- Will eventually lead to manufacturers building plants in areas where there is a more secure and reliable method of getting their products to market.

The Twinning Project is not a Viable Project

The proposed twinning span by the Ambassador Bridge is not a viable project at this time and may never receive the approvals needed to proceed. The lack of action by the Ambassador Bridge also raises questions regarding how serious they are about building this project. The twinning project:

- has no approvals on the U.S. side of the border. The application has been returned by the U.S. Coast Guard in 2009 as inadequate.
- has no approvals on the Canadian side of the border. The application was returned as insufficient in 2008 and just resubmitted in March 2011.
- needs to control the land in Riverside Park to proceed. The City of Detroit has no plans to convey the property that would eventually need Congressional approval.