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

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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 what 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 meagre \$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 creates 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 now be bordered 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 safety and 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 having 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