

18th. April 2015

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THE AMBASSADOR BRIDGE ENHANCEMENT PROJECT

Public Consultation

"No Enhancement. No Second Span ! "

It reads like an Environmental Horror Story, a political nightmare. Cover-ups. Cronyism. Corruption. The reports that Transport Canada have produced, over the course of the last four years, are scandalous. The misrepresentations & omissions, can only be characterized, as weasel words. I have no problem saying, that the executives of the (ABC) Ambassador Bridge Company and those reports, are deliberately criminally deceptive.

I have asked this question before, in reports, at forums, & in editorials, "Is Transport Canada, really unaware of the misery & environmental impact, going on here? Or are they in denial?"

The Ambassador Bridge Company, believes it is above the law, and people question my right, to use the word, TREASONOUS !

In the words of one Canadian Judge, he found the bridge company's actions, "...malicious intent!" While another judge stated, there was a glaring "abuse" of the court system itself. In the coming days, THE CABINET will have all information, from the NAFTA Tribunal decision, regarding the \$3.5 Billion (dollars) the bridge company executives, were trying to extort from Canadian Taxpayers. I doubt I'll ever see a full transcript of those proceedings, and the reasoning behind the decision. But any individual, shouldn't be surprised if my comments here, mirror anything coming out of Washington.

How many times do we have to repete ourselves? The Ambassador Bridge Company, (a.k.a.) the Canadian Transit Corporation, is not to be trusted. Their predatory business practices, are a threat to

our economy and our national sovereignty. Any further incursions into my neighbourhood, by ABC and their partners, associates & assignees, will result in the complete eradication of Historical Olde Sandwich Towne. We have all the proof we need, and to believe Transport Canada & the RCMP, doesn't have the same evidence, would be over-whelmingly shocking. Health risks, security risks, economic racism, and cultural genocide --- are just a few of the "mitigating" factors, Transport Canada's Bureaucrats, have left unresolved. So it's no small exaggeration, to say, we're being stripped of our homes, our heritage, and our citizenship --- all in the name of greed. I'm not over-stating the facts, when I say, government bureaucrats, have literally given instruction, on which wall, to line-up citizens, who won't leave the area. Buried deep in the report, is the installation of a deadly X-ray machine, the size of 2 city buses. Strange how the omission of lethal levels of radiation, coursing through the neighbourhood, might be viewed as criminal indifference.

The anger on the street is obvious. No one takes Transport Canada serious. How could we? The words, "no significant adverse environmental effects," is a joke. Maybe one day, a cabinet member would like a tour of Indian Road, to see the damage already done, from sheer exploitation, and a flawed consultation process.

The social activist, the late Jane Jacobs, found the strategic methods of the block-busting process (here) very disturbing. Not only because of the threat of having 15,000 people displaced in the long run, but also having a public relations campaign, to manipulate the media. It's easy to buy-into-a-lie, when you don't have the full story.

Personally, I want full disclosure, on the operations of the ABC ---- if only to expose the partners, the critics, and their wayward complicity. The citizens in my neighbourhood, have almost been silenced, because the free-flow of information has almost dried up. (Transparency, should be a government priority.)

My friends & neighbours, have real concerns.

\*\*\* 40 trucks per day, of Toronto's unregulated trash,  
bound for Michigan ?

\*\*\* between 6000 & 9000 violations annually (estimated by  
Transport Canada) go unenforced/ignored ?

- \*\*\* the illegal transport & clearance of toxic, hazardous, & dangerous cargoes? Volatile chemicals & other questionable shipments?
- \*\*\* uninspected food shipments, released from the plaza ?
- \*\*\* We need a "stop" to the illegal practice to alleviate back-ups --- known as "flushing".
- \*\*\* What percentage of transport trucks crossing this bridge, are actually owned by subsidiaries of the ABC?  
(Conflict-of-Interest)
- \*\*\* What percentage of unenforced violations, are ABC owned transport trucks and vehicles ?  
(Conflict-of-Interest)
- \*\*\* spillage of harmful chemicals & fuel, on the plaza ?
- \*\*\* where is the environmental engineering, for holding-tanks, catchment basins, & haz-mat barriers ? These safety features, were supposed to be installed in 2007.

According to Transport Canada, these are only, points of mitigation, and within their report, it says, the ABC has the option, TO DO NOTHING !!! (I did not misread this.)

I believe, this is where Transport Canada, needs a complete over-hauling. My Citizenship, my heritage, my neighbourhood, my life, is not negotiable !!!

This is exactly what the executives of the ABC want, the Canadian Government, to rollover & play dead. They want 140 acres, to create their own country. They want the CABINET, to give them embassy status, so they can continue to tyrannize, the people on the border (here), now & in the future. Even the New Preclearance Agreement between Canada and the United States, mentions the Canadian Charter of Rights and Freedoms. The Beyond the Border Action Plan, specifically evaluates, "where & when", such facilities, make-sense-to-do-so. Well, over-top the population of 15,000 people, has never been the right place, to do so.

The Ambassador Bridge, is a foreign owned, private company. Consequently, its wings must be clipped. Even people in Michigan, feel this is the right thing to do, for business in general.

Where is the Government's Power ?

Amended last in Dec. 2012, the International Bridge & Tunnel Act

states in Chapter 9 : ".....if the bridge owner fails, with an order made, the government may remove & destroy the bridge --- or sell or give-away, and otherwise dispose of the materials contained in the bridge or tunnel"

Sadly, it's the ABC lawyers, which have said in public, they should have the right under eminent domain, to dispose of Sandwich Towne in whatever manner "they" see fit. Their reasoning is, they own more land, than any one else, in the community.

And they've said, "they're doing a favor for ---  
our government!"

In the United States, for over 20 years, the ABC got away with calling themselves "...an instrumentality of the federal government!" Saying it, didn't make it so, but it terrorized people, just-the-same. A little over 2 years ago, I believe the American Administration sent a cease and desist order, to the bridge executives, in order to stop any confusion.

When they're backed into a corner, by serious officials, the owners of the bridge, say to the government, quote "...put down the sword," only to continue their shameful actions, beyond the interference & scrutiny of government reprisal.

I believe, the U.S. Logan Act, prevents corporations & individuals from acting as proxies for the United States Government. Does Canada have such a law? Because the ABC arrogance, and their thug-in-a-truck intimidation tactics, are becoming irksome.

#### MONOPOLY MENTALITY

It's time the Canadian Government, puts-an-end to the illusion, that the ABC/CTC has a perpetual monopoly on the Detroit River. The Trojan Horse tactics and legal wrangling, should have concluded long ago, but Transport Canada, was determined to look the other way.

Have government bureaucrats, been aware, that Wayne County, sold their shoreline-rights, to various real estate holdings, owned by the ABC ? Conversely, our new DRIC Bridge, might not have a touch-down spot, on the American Side ?!!!

I'd hate to think, we Canadian Taxpayers, are going to get blind-sided with another legal miscalculation.

(Article: Bloomberg News Dec.2005)  
(Author: John Lippert "Moroun Eyes 2nd Bridge")

The Scoop March 2014

# Letters



800 years, and would be grateful for the return of our ancestors someday - if only we had a museum of our own.

We already welcome over 200,000 tourists annually. Yet the sad reality is, Sandwich Towne is under a death sentence - to remove the people, to bulldoze the homes and pretend there wasn't anything of significance here to begin with, but these 15,000 people aren't going anywhere!

Personally I refuse to be a prisoner to politics, a prisoner to pollution or a prisoner to poverty. Here in Sandwich Towne we recognize corporate tyranny, economic injustice and cultural genocide and we will continue to put a spotlight on those issues so our fellow citizens can fight along beside us.

**Terrence Kennedy**  
**Olde Sandwich Towne**

People who don't know the real value of historical Olde Sandwich Towne are aiding and abetting fraud. And they themselves are being deliberately manipulated, in order to exploit their blind indifference to the character and treasures of the West End Community.

There is an agenda, a political and corporate agenda that just wants Sandwich Towne to go away: to ignore the legacy, ignore the heritage, by-pass the law, violate rights and vilify local objections.

My ambition, my personal mission, is to show people what is unique about this neighbourhood - what makes her tick and why she commands the unlimited respect so richly deserved.

Come explore the murals. Come hear our stories. Come enjoy our restaurants. The Sandwich Towne motto is, "Promote, Entertain and Educate".

I'd like to believe we were the first multicultural community in North America. Even Saint Jean de Brebeuf recognized it in 1641: "...a land of freedom for all peoples." Of course, he called it L'Assumption. And by the time Harriet Tubman arrived in the 1840's, Sandwich Towne was "more than the sum of its parts". Historic figures like Simon Girty walked these streets, as well as Sir John A. MacDonal, Chief Tecumseh, Chief Pontiac, the Barrymore's and Sir Isaac Brock.

In small-town America, "tourism" is solely based on a single historical figure or event. In contrast, Sandwich Towne's heritage is scattered across the world - Paris, London, Rome, from the hills of Peru to the Lake District of Scotland.

We can even trace the bones of our First Nations Brothers, back some



Maybe this perspective, in the defence of Heritage, will give you a better understanding --- of who I am.

Tel: 519-252-7558

**Terrence Kennedy**

Historical Researcher  
Storyteller

3248 Baby Street

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Louis  
Riel.

A thorough investigation (of ABC) should have been done by a qualified independent third "party", to point out the glaring transgressions, or the historic business misoperations, that have impacted our neighbourhood.

- \*\*\* criminals running into Canada (on foot)
- \*\*\* human smuggling & human trafficking
- \*\*\* estimates of 85% of all contraband, goes through this border-crossing
- \*\*\* immigrants (illegally) jumping on to the under-carriage of transport trucks

\*\*\* In 2002, a high-jacked truck of cyanide, from the U.S. came into Canada, at this border crossing. Nobody knows where it went. So why should my neighbourhood, be made to feel we're on a TERRORIST WATCH LIST ? It's because (DND) the Department of National Defence, systematically runs emergency scenarios, in case a "dirty bomb" actually explodes here. Is the Government Cabinet aware of the concept ? The estimate of lives lost, is somewhere between 16,000 and 30,000 because the radiation cloud will drift through the city. Unfortunately, most reports only zero-in-on the 8 to 12 day disruption to the Canadian economy, rather than focussing on the rotting corpses, who once lived here. Consequently, within Transport Canada's EA Report, the citizens of Sandwich Towne, are literally reduced to, nothing more than collateral damage. And we're not even dead yet.

Let me remind the government, originally (1927) , the bridge was dropped into the existing community. As late as the 1980's, the residents were still trying to prevent wayward & exiting trucks, from disrupting our area's, quality of life. So, in all honesty, the fight has never stopped.

The roll of government, is not to sell its citizens into slavery, or to abandon the governance of civil rights (civil liberties) --- for greed & profit. In no other place in the country, do residents have to worry about the diversity, inwhich the overseer, threatens or irresponsibly risks the public's well-being. So subsequently, the residents (here) ask, why would the government further demean us, by continuing this shameful process, or even grant the ABC , a questionable environmental permit? Realistically, the EA permits better have a sundown clause, because an open-ended

appeal process, is a denial of natural justice.

Clearly and more emphatically, the revoking of those permits, should be made public, so that residents aren't subjected to, or cruelly subservient to unsubstantiated rules in the future. I want the CABINET to tell the executives of ABC, that it's not going to be, "business-as-usual".

Those ABC executives (in a binding contract) :

- \*\*\* will acknowledge their illegal purchase of all homes, apartment buildings, & properties, in the Sandwich Towne Community.
- \*\*\* will restore all said homes, properties & buildings, to code (regardless of cost) within a 16 month period. The eminent sales of these properties, is meant to rejuvenate the exploited areas.
- \*\*\* will acknowledge (the powers of) the Sandwich Towne Heritage "legacy Document", known as Grandfather By-law 1641. (It has never been rescinded.)
- \*\*\* will acknowledge the \$10 million, owing to Our Lady of Assumption Church, in regards to the destructive pollution, the bridge has caused over the years. A \$10 Million cheque, will be given to the church's Heritage Restoration Fund.
- \*\*\* will fund an environmental project, in which real-time monitoring of air quality (pollution) on the plaza is implemented. This is to acknowledge the bridge corporation's commitment to safety, not only for the local residents, but also for its own dedicated employees.
- \*\*\* ....and will acknowledge that the Enhancement Project's encroachments into Sandwich Towne, were a mistake.

If these reasonable clauses are not agreed to, by the ABC/CTC, then enforcement & implementation of Chapter 9 of the International Bridge & Tunnel Act --- should be imposed immediately.

This is what I believe, the late JIM FLAHERTY meant by, "a virtuous CANADA!"

#### In Conclusion

So, what can be said about, Transport Canada's "Slash & Burn Approach?" Not much.

Their political expediency policy, is dangerous & alarming. 30,000 lives wiped-out, and they don't think they're the ones, who are going to get their hands dirty? Think again.

The government can't take that risk.

These reports are condescending, convoluted, incomplete, and deliberately deceptive. The arrogance, of passing off this ABC scheme, as a viable blue print for efficiency, is insane. Even one prominent minister, called the ABC mentality, "ludicrous". It's abundantly clear, "transparency" is taking a back-seat to greed. There's no accountability now, on this border-crossing. How do you think you're going to find it --- when you give him EMBASSY STATUS ?

Where is this going to end --- guard towers & gun turrets ?

To anyone living in my community, the RCMP should be called. It's obvious, these reports are meant to deliberately circumvent the law. And someone should be held responsible.

The application of the Ambassador Bridge Enhancement Project is unacceptable. It must be denied. There is no legal basis --- for selling-off , bits of CANADA. There was never meant to be a second span of the Ambassador Bridge --- a doubling --- a twinning --- a pairing --- or a replacement. We made our decision to accept the DRIC's, International FREEDOM Bridge --- because we all needed to be free, of the ABC executives.

Freedom, is what this Community's Soul is all about. A Free Conscience, is part of our heritage, and our foundation.

For the ABC executives, it was never about preserving conscience. For them, it was about preserving profits --- their profits --- at any cost.

Reject the Ambassador Bridge Enhancement Project, it doesn't have the "good of our country, at heart!"

Please send the Ambassador Bridge Officials packing.

With all due respect and concerns ---

Sincerely .

Mr. Terrence Kennedy

Tel: 519-252-7558

**Terrence Kennedy**

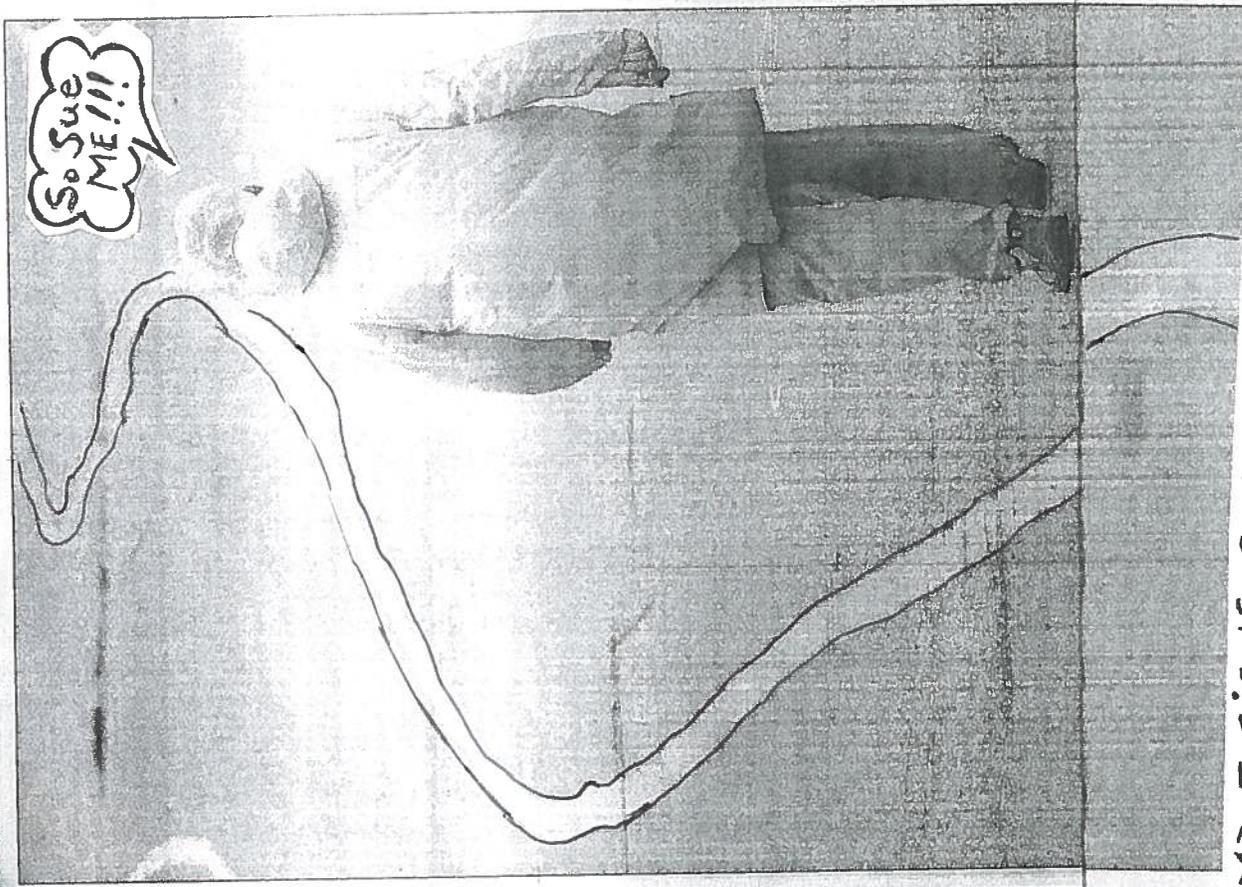
Historical Researcher  
Storyteller

3248 Baby Street

Windsor, Ontario

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**MDOT SIGNS CONTRACT WITH  
Moroun — to draw straight LINES.**

In Ottawa, the New Federal Government & The Supreme Court of Canada, will finally determine, if Canadian Citizens have any Rights & Protections under the law.

My Report (enclosed), was one of 400 submissions (last year), sent to Transport Canada, representing over 15,000 Sandwich Towne residents. Please take-note. Your decisions, also effect us.

Thank-you.  
*Terrence Kennedy*  
Mr. Terrence Kennedy

Home Phone: (519) 252-7558  
Feb. 9. 2016

As part of your investigation, the U.S. Coast Guard, should have made the effort to find out, how the Canadian Public in the Sandwich Towne Neighbourhood of Windsor, Ontario (feels and) has survived the Ambassador Bridge Company's threats and propaganda.

We have a unique perspective, because some of us were told, the MOROUN's ultimate goal is Embassy Status on the Detroit River. Are they above the law ?

The Coast Guard shouldn't be studying Canadian security methods --- they should be investigating, environmental safety, predatory business practices, economic inefficiencies, maintenance integrity reports, plus hazardous chemical & nuclear waste shipments. In 2002, the ABC, attempted to shut-down the Detroit River shipping-channels, because they deemed "their monopoly", gave them that right. Remind me again, what is the job of the United States Coast Guard ?

Here in Sandwich Towne, the law states, the ABC, is not entitled to a larger footprint. They can either operate, with what they have, or give-up their "CHARTER" or all permits to operate in Canada or the U.S. The bridge company executives, have the

Feb.10th. 2016

Dear Mr. Garneau, I'm sending you this SECOND submission, incase the larger envelope doesn't arrive in time. Regarding the 2nd. Ambassador Bridge span, over the Detroit River.

Please be, on the look-out, for the 8 page report & various cartoons. It represents the 15,000 citizens in (CANADA) the Sandwich Towne Neighbourhood, who are directly effected, by the Coast Guard's decision-making process.

Thank-you.

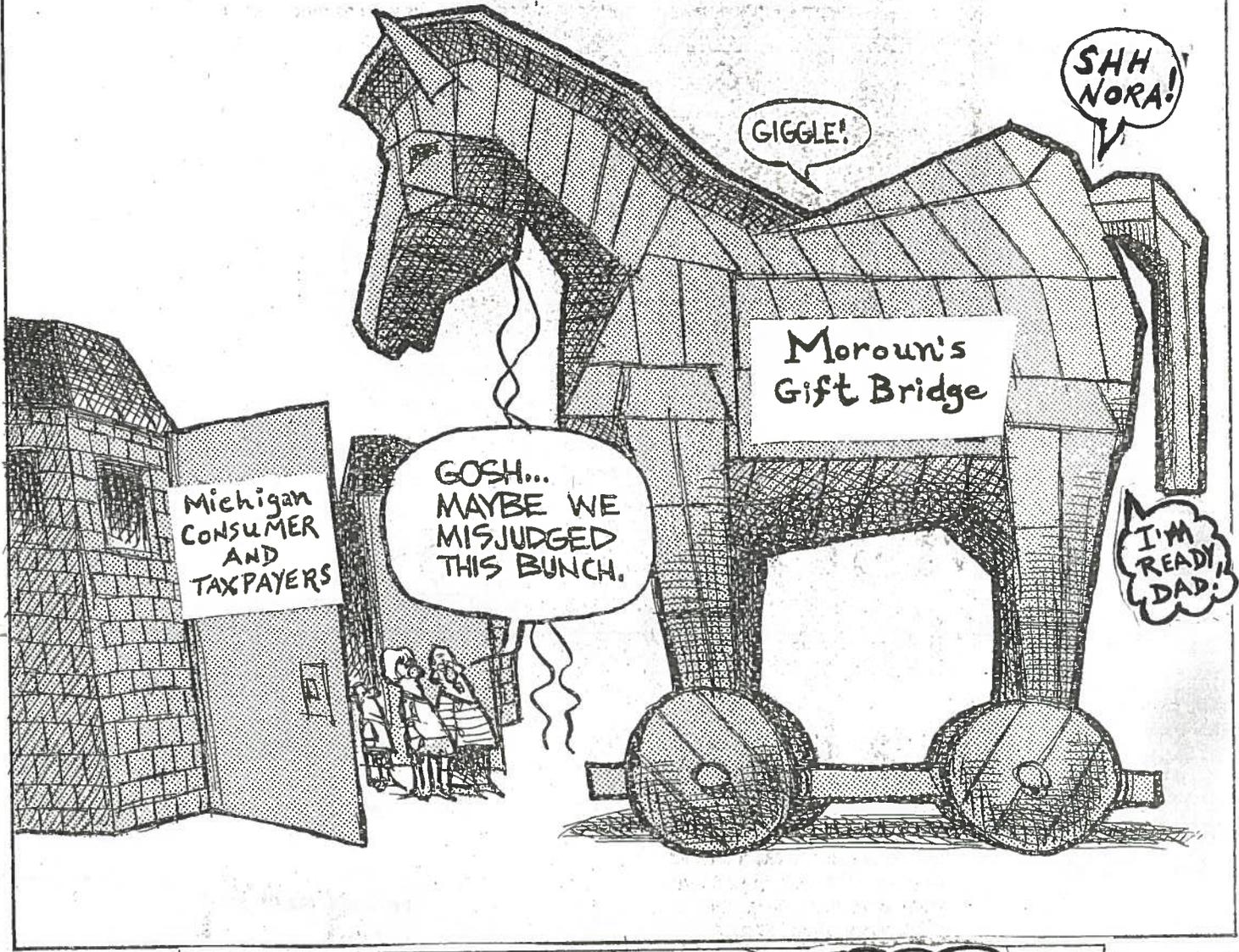
*Kennedy*

Mr. Terrence Kennedy

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~~THE WIZARD OF DRIC~~  
KINDER  
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THE WIZARD OF DRIC



# ARE WE?

Canada has not yet been attacked. Fully unprepared.



terrorism strategy she oversees. Her cabinet post was created in the aftermath of Sept. 11 to centralize Ottawa's strategy for trying to prevent a terror strike here—and also to prepare for the worst. Since 2001, the Liberals increased security spending by more than \$9 billion, on everything from hiring more intelligence agents to revamping airport procedures. But critics who have kept close watch since then, most prominently Senator Colin Kenny, the Liberal chairman of the Senate standing committee on national security and defence, say the money is inadequate and a sense of urgency is missing.

Following the nightmare scenes in the British capital, Kenny is hoping a surge in public pressure will force the federal government to get more serious. "Will London wake up Canadians?" he said. "Canada is the only country on the al-Qaeda list that hasn't been hit yet." He was referring to a document from the terrorist group that counted Canada, along with the U.S., Britain, Spain and Australia, as its top target nations. McLellan also alluded to that notorious hit list last week. But while Kenny views Ottawa's response to Osama bin Laden's explicit threat as lax in many ways, McLellan boasts that it has been comprehensive. Sorting out who's right—across policies ranging from electronic eavesdropping and stockpiling medical supplies to searching massive container ships and scrutinizing individual passports—is no simple matter.

A good starting point is the "Canadian Security Guide Book," produced late last year by Kenny's committee. The 315-page compendium alleges dozens of alarming shortcomings in Canada's security policies—suggesting coastlines are inadequately pat-

rolled, border crossings manned by undertrained part-timers, and airports staffed by employees who are not subjected to thorough background checks. Even McLellan's aides concede that the facts compiled by Kenny's researchers are generally accurate, although they dispute many of the more troubling conclusions his committee draws.

**ANY LOOK** at federal security policy needs to start by asking whether enough is being done to boost Canada's ability to stop terrorists before they strike. The fact that even the vaunted British intelligence services failed to pick up any advance hint of last week's bombings is a grim reminder of how tough that job is.

Kenny's committee charges that Ottawa is "cutting corners on intelligence" and that the Canadian Security Intelligence Service must expand "on a far larger scale than it has to date." The senators level that criticism despite a post-Sept. 11 hike of \$1.6 billion over five years for intelligence and policing. CSIS is using its share to expand by about 10 per cent. The Communications Security Establishment, which conducts electronic eaves-

dropping on suspected spies and terrorists, will by 2007-08 have seen its budget boosted by 57 per cent from before 9/11, to \$220 million. Even Kenny admits the main obstacle to expanding intelligence today isn't money, it's the time needed to recruit and train agents. "It takes about as long to get a CSIS analyst trained," he said, "as it does to get a neurosurgeon."

The range of vulnerable targets those intelligence analysts need to worry about is daunting. *Maclean's* talked to experts about three unsettling scenarios—the kind CSIS must try to find out about, and stop, before they happen.

Destroying or even temporarily cutting off the Ambassador Bridge, the busiest border crossing in North America would, in Kenny's words, "lay waste to Canada's political and economic future." The 555-m structure connecting Windsor, Ont., and Detroit is protected under an arrangement between the police, the Canadian and U.S. border services, the two countries' coast guards and the U.S. company that controls it. But even the owner, the Detroit International Bridge Company, acknowledges its majestic asset remains needlessly vulnerable—due primarily to Canadian stubbornness.

The problem: suspicious vehicles crossing from either country aren't searched until they reach the other side, where the respective countries have their customs booths. In the event of a terrorist attack, that's about 555 m too late. While the Bush administration has passed legislation that would allow Canada and the U.S. to simply switch ends, the Canadian government has been dragging its heels, citing sovereignty issues and the problem of having armed U.S. officers on its soil (Canadian border officers do not carry guns).

"This is a simple step, in our opinion," says Skip McMahon, special projects coordinator for the bridge corporation. Canada could simply agree to an exchange of land with the U.S., giving the border installations the same status as embassies, he suggests. The current system, says McMahon, "is like inspecting someone's luggage after they get off the plane."

Stunning, considering the importance of this single structure to Canada's financial welfare. With 3.5 million trucks and seven million cars crossing each year, the Ambassador Bridge is a cornerstone of our export-reliant economy. If a terrorist chose to detonate a

Bombing the Ambassador Bridge could be devastating to our economy

BILL PUGLIANO/GETTY IMAGES

(\$600 Billion, in Annual TRADE)

- Private off-shore Banks  
- Hold 2 Economies Hostage  
- STRANGLE INDUSTRIES WITH TOLLS

Their own Private Country!!!  
EXPLOIT AND MANIPULATE

# Letters



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In small-town America, "tourism" is solely based on a single historical figure or event. In contrast, Sandwich Towne's heritage is scattered across the world - Paris, London, Rome, from the hills of Peru to the Lake District of Scotland.

We can even trace the bones of our First Nations Brothers, back some

800 years, and would be grateful for the return of our ancestors someday - if only we had a museum of our own.

We already welcome over 500,000 tourists annually. Yet the sad reality is, Sandwich Towne is under a death sentence - to remove the people, to bulldoze the homes and pretend there wasn't anything of significance here to begin with but these 15,000 people aren't going anywhere!

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### Terrence Kennedy Olde Sandwich Towne

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tion to the Ambassador Bridge project.

Gretzky cited neighbourhood destruction already caused by the bridge company through its purchase of dozens of homes on Indian Road and other nearby streets that have been vacated and boarded up.

Gretzky also linked the closure a year ago of Forster Secondary School due to declining enrolment to the bridge company's buying spree of properties.

Should the twin span be allowed, it would lead to further erosion of quality of life in the

the process of urban decay already affecting the Indian Road corridor and will extend its footprint in Sandwich Towne," Gretzky said.

A year ago, the bridge company was able to secure required approval under the Canadian Environmental Assessment Act on this side of the border and the consultation phase was the next step for its proposal that features a six-lane cable-stayed bridge tying into the existing inspection plazas in both Windsor and Detroit.

Transport Canada will be required under the International Bridges and Tunnels Act to study the comments and assemble a final recommendation on the bridge company's plans.

The Transport Canada recommendation would then go to the federal government's cabinet for final discussion on the Canadian side.

"The (bridge company) will be given the opportunity to respond to issues raised through the consultations," said Melany Gauvin, spokeswoman for Transport Canada.

Input received through the consultations and the bridge company's responses "will be reviewed and will form recommendations to the government for consideration," she said.

Despite getting closer to possible construction of a new bridge, Ambassador Bridge owner Matty Moroun still requires a handful of approvals before he could actually begin construction — including U.S. Environmental Assessment approval.

The company says the proposed construction could be completed in three years, following final approvals, at a cost of \$500 million.

dbattagello@windsorstar.com

FEB 6th,  
2016  
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### Bridge comment period extended

The public comment period in the U.S. for the Ambassador Bridge's twin span proposal has been extended until the end of February. The U.S. Coast Guard responsible for federal environmental assessment approval for the bridge's expansion plans. The bridge company hopes to construct a new six-lane cable-stay span just metres west of its existing span. The original comment period was to end on Feb. 8, but the coast guard has now extend that until Feb. 28. A public meeting for residents to also provide feedback has been scheduled by the U.S. Coast Guard in Detroit. It will be held at the Greater Apostolic Faith Temple located at 4735 W. Fort St., in Detroit on Feb. 25 from 5 p.m. to 9 p.m. Those wishing to attend that meeting and speak must sign up at the meeting site beginning at 4:30 p.m. All oral comments will be limited to three minutes. All comments provided will be recorded and made part of the coast guard record. Written comments should be submitted by mail to Commandant (CG-BRG-2), U.S. Coast Guard Headquarters, Stop 7418, 2703 Martin Luther King Jr. Ave., Washington, D.C. 20593-7418 or by email to allen.m.garneau@uscg.mil.

Research by:  
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# Lots to say on Ambassador proposal

April  
29  
2015

## Twin-span idea nets hundreds of comments

DAVE BATTAGELLO  
*The Windsor Star*

The community feedback deadline passed Monday for people interested in responding to the Ambassador Bridge's proposal to build a twin span just metres away from the existing 85-year-old Windsor-Detroit crossing.

Transport Canada officials indicated Tuesday they received about 400 submissions during the 60-day response period.

The City of Windsor turned to high-profile Toronto environmental lawyer David Estrin to file its opposition to the project. The city remains concerned about environmental and traffic effects on neighbourhoods close to the bridge — especially should the current plaza and operations be expanded.

City council long ago endorsed the planned Detroit River International Crossing (DRIC) project which will provide a new Canada-U.S. span about two kilometres downriver in the industrial Brighton Beach corridor.

The DRIC bridge is scheduled to open in 2020.

Local federal MP Brian Masse (NDP - Windsor West) and provincial MPP Lisa Gretzky (NDP - Windsor West) were also among those to file submissions — both in opposition to the Ambassador Bridge project.

Gretzky cited neighbourhood destruction already caused by the bridge company through its purchase of dozens of homes on Indian Road and other nearby streets that

west end and Sandwich community, she said.

"The purchase of residential spaces along the Indian Road corridor and resulting closure of J.L. Forster Secondary School underscores a history of arrogance and neglect for the well-being of the community on behalf of the Ambassador Bridge Company," said Gretzky in her submission.

Transport Canada's approval of the project "will intensify the process of urban decay already affecting the Indian Road corridor and will extend its footprint in Sandwich Towne," Gretzky said.

A year ago, the bridge company was able to secure required approval under the Canadian Environmental Assessment Act on this side of the border and the consultation phase was the next step for its proposal that features a six-lane cable-stayed bridge tying into the existing inspection plaza's in both Windsor and Detroit.

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## Bridge comment period extended

The public comment period in the U.S. for the Ambassador Bridge's twin span proposal has been extended until the end of February. The U.S. Coast Guard is responsible for federal environmental assessment approval for the bridge's expansion plans. The bridge company hopes to construct a new six-lane cable-stayed span just metres west of its existing span. The original comment period was to end on Feb. 8, but the coast guard has now extended that until Feb. 28. A public meeting for residents to also provide feedback has been scheduled by the U.S. Coast Guard in Detroit. It will be held at the Greater Apostolic Faith Temple located at 4735 W. Fort St., in Detroit on Feb. 25 from 5 p.m. to 9 p.m. Those wishing to attend that meeting and speak must sign up at the meeting site beginning at 4:30 p.m. All oral comments will be limited to three minutes. All comments provided will be recorded and made part of the coast guard record. Written comments should be submitted by mail to Commandant (CG-BRG-2), U.S. Coast Guard Headquarters, Stop 7418, 2703 Martin Luther King Jr. Ave., Washington, D.C. 20593-7418 or by email to [allen.m.garneau@uscg.mil](mailto:allen.m.garneau@uscg.mil).

Notes:

Confirmation  
of Date

Ambassador Bridge Company's (Plaza Construction Crews) -----  
 remove top-soil, from possible-sites of Indian Burial Grounds,  
 on the Indian Road Corridor. (Windsor, Ontario).

The Canadian Environmental Assessment, failed to investigate the  
 bridge company's actions, but knew of the accusations.  
 The question for the U.S. Coast Guard is, has proper archaeological  
 tests been conducted (in Detroit) on the ANCESTRAL LANDS opposite  
 (Sandwich Towne) on the Pottowatomie Sites (on the Mail Boat Lands) ?  
 Which Tribes in Michigan, are aware of these violations ?  
 Tribal Chiefs & Councils, must be notified, as is the case on the  
 Canadian Side ----- to insure the integrity of Treaty Rights and  
 transparency. Who gave the Ambassador Bridge Company, the permission  
 to negotiate treaties (or ignore treaties) on behalf of the  
 United States Government ?

To the Office of Allen M. Garneau:

U.S. Coast Guard Headquarters  
 (CG-BRG-2) Stop 7418  
 2703 Martin Luther King Jr.  
 Washington D.C.  
 Zip - 20593-7418

Terry Kennedy  
 3248 Baby St  
 Windsor ON N9C 1K5  
 CANADA

Constructio  
CRUSHER

Temporary Back-road  
To SOIL CRUSHER

Debris Crusher  
in place --



Notes:

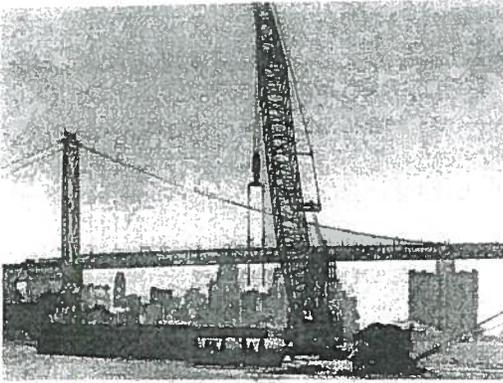
Confirmation of Date

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2007/04/27

easypix



COVER STORIES



DIANE WEISS/DFP

Detroit port officials want a review of a deal that gives a Moroun business control of port operations.

SEPT. 26.  
2015

# City port: Get us out of lopsided Moroun deal

## Officials vote to get legal opinion from AG Schuette

By Joe Guillen  
Detroit Free Press

Detroit port officials want the state's attorney general to review the legality of a decade-old deal that gives a Moroun family business sweeping control of port operations in addition to receiving other benefits.

The Detroit/Wayne County Port Authority board voted unanimously Friday to seek a legal opinion from Attorney General Bill Schuette's Office on the "legality and validity" of its controversial contract with the Morouns' Ambassador Port Co.

Port officials also want Schuette's office to represent the port in any ensuing litigation, according to the resolution passed at Friday's port board meeting.

The contract with the Ambassador Port Co., which could last another 90 years, has been a burden on the port, both financially and otherwise, as the Free Press reported in August. A central piece of the deal is a \$2.1-million loan from the Morouns, which the port has been unable to make a dent in paying off despite signifi-

See **PORT**, Page 5A

## PORT: Moroun deal review sought

FROM PAGE 1A

cant interest payments.

Port executive director John Loftus said Friday that he has low expectations about Schuette's review.

"This has been kind of one of those issues," Loftus said. "It's been a constant concern and I've just learned to not expect anything good."

A spokeswoman for the attorney general said the office has not yet been contacted by the port.

The contract, known as a "master concession agreement," stems from a deal that began in 2005 under former Mayor Kwame Kilpatrick's administration. The mayor's office and a Moroun family company negotiated the rescue of the Detroit Marine Terminals site, a 34-acre shipping dock on the Detroit River halfway between the Ambassador Bridge and Zug Island.

Moroun lent the Detroit/Wayne County Port Authority \$2.1 million to pay off the terminal's debts.

In exchange, he received sweeping control of the facility, favorable interest rates on the loan, tax exemptions, a new revenue stream and a right to buy any riverfront property the Port Authority might hope to sell.

Dan Stamper, president of the Detroit International Bridge Co. and the Ambassador Port Co., said he expects the contract to hold up to any legal review.

"Sure it will," Stamper said. "There's always people throwing stones at our company and I don't understand what that's all about other than personal issues."

Over the years, the deal has turned into a lopsided win for Moroun as the loan balance has grown to nearly \$2.2 million, despite \$1.3 million in payments thus far.

"The way this thing is structured, I don't know if I'll ever be able to pay off this debt," Loftus told the Free Press this summer.

Loftus said he has never seen an amortization schedule

bers began questioning the deal and its implications about a year after it was completed, after staffers for the council and U.S. Rep. John Conyers, D-Detroit, further questioned the contract.

A 2006 legal analysis of the contract by the council's legal staff questioned the legality of the deal and foreshadowed many issues with which the port's current leadership is struggling.

"In fact, the entire flavor of this Master Concessionaire Agreement gives 'preference' to one business entity for the benefit of paying off the \$2-million bonds," the report reads. "It also appears to render Detroit/Wayne County Port Authority nearly constructively powerless to independently exercise its legal rights, duties and privileges. The Concessionaire could build a bridge then bill the (Port) Authority."

The City Council became so concerned that it passed a resolution in August 2006 admonishing former Deputy Mayor Anthony Adams for signing the contract. Kilpatrick vetoed the resolution.

Now, although it owns the terminal site, the Port Authority generates practically no income from its operation.

Gross receipts of shipping activities, as defined by the deal, have generated more than \$50 million since 2005. The port is entitled to 2.5% of the money, or \$1.26 million. But before the Morouns' Ambassador Port Co. deducts loan interest and other costs, Loftus said.

The port hasn't collected any income aside from the first payment under the contract of \$13,635 from the Ambassador Port Co. in September 2005, according to a spreadsheet Loftus provided.

Stamper, of the Ambassador Port Co., pointed out that the port's payments on the loan are generated by operations at the terminal site, which are managed by the Ambassador Port Co.

"The port has never paid a

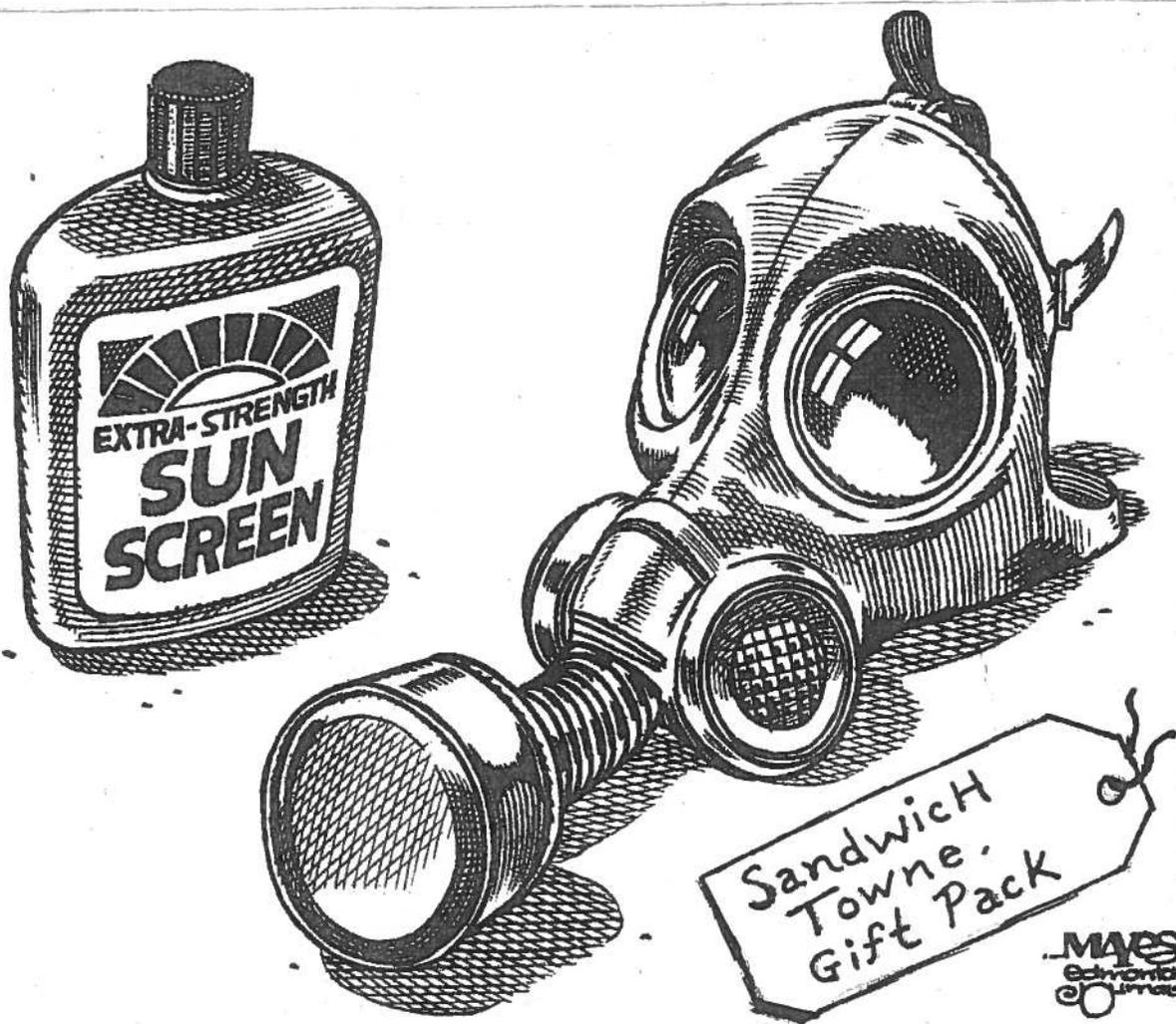


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By definition, isn't a "Port Authority" on International Waters (ie. Terminals & Dock) --- regardless of location, a Federally Regulatory Body ?  
Therefore, subject to all Federal Enforcement Guidelines & Laws --- including operation in accordance with legal provisions ? Isn't "deliberate interference", against the law ? And Law Suits, against Federal Authorities, nothing more than Judicial intimidation, or systematic judicial interference ?  
The Ambassador Bridge Executives, have been using these stale stalling tactics for years. I'm surprised, no one has caught-on, yet ?

TRANSPORT CANADA will Mitigate, the  
lethal radiation, coursing into Sandwich  
TOWNE, From the Ambassador Bridge's —  
Proposed NEW, DEADLY VACUS X-ray  
MACHINE.....



SOUVENIR ...



# Documentary to air on Moroun bridge saga



Luiza Ch.

now they perceive Canada as trying to expropriate their traffic. "I find (Moroun) to be such a fascinating figure," Savage continued. "He has this personal connection to the bridge. He's been so determined to fight and preserve what he's built. On the other hand, the Canadian government has been so concerned about the future of manufacturing and trade flows — and they've been equally determined. It's an incredible clash."

It took Savage about a year to make the documentary, which seeks to bring the story of the Ambassador Bridge and its on-

going controversies to national audiences. "We go through this battle that has taken place," Savage said. "It's something that people in Windsor are aware of, people in Detroit are aware of. But in the rest of the country, I don't think people know this full epic that's been unfolding."

In addition to making the documentary, Savage has authored a cover story on the topic for Maclean's magazine, due to hit news stands next week.

Among the people Savage interviewed: Michigan Gov. Rick Snyder; Canadian transport minister Lisa Raitt; Canadian diplomat Roy Norton; Canada's ambassador to the U.S., Gary Doer; former Windsor mayor Eddie Francis; MPs, reporters, truckers, residents, and many more.

The one key figure who Sav-

age was unable to interview was Moroun himself. Savage said she made attempts to contact him and his family, and an interview was agreed upon — but then there were time conflicts, and the Morouns ultimately declined to reschedule.

"They were always very nice about it," Savage said. "They just decided they didn't want to do media. It was frustrating, because we really wanted to have him tell his story in his own words. I don't think we've heard a lot from him as a person."

Savage said she grew interested in Windsor-Detroit during her time as Washington bureau chief for Maclean's. She describes herself as being "obsessed with Canada-U.S. relations over the last decade."

She sees parallels between the Ambassador Bridge saga

and the Keystone pipeline saga — another hugely problematic Canada-U.S. project.

"To me, these are two pieces of a bigger story: How does Canada go about building cross-border infrastructure?"

Savage said one aspect her documentary explores is how Canadian diplomacy has had to transform to deal with powerful business interests such as Moroun. In the past, diplomacy mostly took place at trade meetings, Savage said. Now, situations like Windsor-Detroit require confrontations with private owners and highly political campaigning.

Moroun Asked which she thinks will be built first — Moroun's twin bridge or the new public crossing — Savage said she can't make any predictions. She recalled a phrase uttered

by Gary Doer: "You don't put your hands in the air until the puck is in the net."

As for her thoughts on the Canadian government naming its yet-to-be-built public crossing the Gordie Howe International Bridge, Savage said it's a shrewd move by Prime Minister Stephen Harper.

"I think the intent there is to personalize (the new crossing)," Savage said. "It's easier to be against something called the DRIC or the NITC. It's harder to be against Gordie Howe."

The Billionaire and the Bridge airs on CPAC (Ch. 70 via Cogeco Windsor): Friday, May 22 (9 p.m.), Saturday, May 23 (2:30 a.m.), Saturday, May 23 (6 p.m.), Sunday, May 24 (10 a.m.) and Sunday, May 24 (9 p.m.)

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I hope, you've all seen "the documentary".

By definition, isn't a "Port Authority" on International Waters (ie. Terminals & Docks)  
--- regardless of location, a Federally Regulatory Body ?

Therefore, subject to all Federal Enforcement Guidelines & Laws --- including operations,  
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Judicial intimidation, or systematic judicial interference ?

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tactics for years. I'm surprised, no one has caught-on, yet ?

Detroit River International Crossing Study  
River Crossings X-10 through X-14

15,000 Canadians Displaced  
if Moroun gets any more  
permits for Twin Span.  
The 400 year old Community of  
Olde Sandwich Towne to be  
demolished. The Towne where  
President Harrison + President  
Abe Lincoln once walked to be layed  
waste, for ugly parking Lot Plaza.

Moroun Must not have, Embassy Status.  
or the right to control, \$600 Billion in Trade !!!



Terry Kennedy (Research)  
3248 Baby St  
Windsor ON N9C 1K5  
CANADA

# Un accused of 'pay-to-play scandal'

rather than smart public policy, said Melanie Sloan, executive director of CREW.

Such actions are common in Washington politics, but nearly always by major corporations — such as drug companies — and not individuals such as Moroun, she said.

"What's also rare is this is an easy one for anyone to get," she said. "This is a clear example of how billionaires get better laws — and at the expense of the masses.

"I can't imagine how many people are impacted by this. We are talking about one guy versus all of Michigan, the U.S. and Canada."

CREW describes itself as a non-profit legal watchdog group dedicated to holding public officials accountable for their actions.

A spokesman for the bridge company on Wednesday described CREW as having "a well-known agenda" and is taking facts out of context.

"CREW has not considered the va-

riety of business and transportation interests our company has across the country and they seem to have overlooked the documented millions of Canadian dollars influencing American interests — border, trade and otherwise," said Mickey Blashfield.

"CREW may have to stretch to reach their desired conclusion, but the Morouns work hard every day to pay taxes, provide quality of life for the thousands of families employed and to provide competitive services to our customers which are the backbone of our country."

Moroun has also donated hundreds of thousands of dollars to state politicians and has spent more than \$5 million on television ad campaigns that opponents say spread misleading information about the DRIC project.

Moroun began a new television ad campaign Tuesday encouraging Michigan voters to sign a petition he is circulating to get the bridge issue on the ballot for the statewide election

in November.

The report said Moroun, his family members and executives have contributed \$495,900 to federal candidates during the 2012 election cycle.

His company's spending on federal lobbying also jumped 56 per cent between 2010 and 2011 — a period when the DRIC debate intensified.

Among the biggest recipients of the Moroun-related donations dating back to 2008 have been Rep. Tim Wahlberg (R — Mich) with \$82,700, Rep. Carolyn Cheeks Kilpatrick (D — Mich) with \$78,700 and Joe Knollenberg (R — Mich) with \$61,400. Both Kilpatrick and Knollenberg have since been defeated.

Rep. Thaddeus McCotter (R — Mich) with \$44,400 and Rep Candace Miller (R — Mich) at \$23,500 are also at the top of the list.

Nearly all the top recipients at some point have taken action or voiced opposition against the DRIC bridge — most in letters to the U.S. Department

of Transportation.

Moroun spent a night in jail in January after failing to comply for more than two years with a court order to properly fix his plaza in Detroit in accordance with an agreement he made with the state government for the \$230-million Gateway Project — designed to improve freeway connections to his bridge.

"It's clear the arguments for this (DRIC) bridge are strong and when you add to it the disaster the Gateway project became and his misconduct, it should be a no-brainer," Sloan said. "It seems we would not even be discussing this if the guy didn't have so much money. It's sad when the highest bidder can win."

Sloan applauded Michigan Gov. Rick Snyder for pushing to get the DRIC bridge built. A deal with Canadian federal leaders — known as an interlocal agreement — to launch construction is expected this month.

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Researcher:-

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CANADA



DAN JANISSE/The Windsor Star  
 Caroline Taylor, right, and Taajai Travis tour backyards on Indian Road Wednesday, protesting the government's approval of an environmental assessment for a twin span of the Ambassador Bridge.

# Bridge neighbours protest twin span

## Environmental impact disputed

3  
 Apr.  
 2014

CLAIRE BROWNELL  
 The Windsor Star

About a dozen west-end residents gathered on Indian Road Wednesday to protest the federal government's conclusion that a twin span of the Ambassador Bridge would not harm the environment.

Holding signs reading "Boycott this bridge" and "Moroun family see our families," the protesters walked up and down the east side of Indian Road, where bridge owner Matty Moroun has purchased and boarded up all the houses under the site of the proposed second span.

Organizer Mike Cardinal read a statement expressing concern about the blighted

## ONLINE

windsorstar.com

Video of Terrence Kennedy talking about the twin span of the Ambassador Bridge.

and tied up in court with the Ambassador Bridge."

It didn't take long for a representative of the bridge company to show up and observe the protest. Stan Korosec, the Canadian director of security and governmental relations, stood on the sidewalk and watched while demonstrators showed reporters the concrete barrier at Indian Road and Mill Street and posed for pictures with their signs.

Korosec said he was just there to keep an eye on things and encourage people to contact him if they would like accurate information.

He referred a request for comment on the protest to

environmental effects on everything from migratory birds to cultural heritage. Each of those reports would require additional public consultations and the federal government could pull the plug on the whole project if it found any of them unsatisfactory.

The environmental approval is based on the bridge company's proposal to take the existing 84-year-old bridge out of commission and replace it with the twin span.

Sandwich resident Terrence Kennedy said the public didn't have enough input on the environmental assessment approved in February.

He said the time period for comments was too short and that there should have been public forums.

Kennedy said he doesn't understand how the federal government could conclude there probably won't be significant

→ (2014)  
 only 23  
 Submissions.

→ (2015)  
 over 400  
 Submissions  
 which represents  
 over 15,000  
 citizens.