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# *Fact Sheet - Fiche de renseignements*

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November 14, 2005

## **BORDER TRANSPORTATION PARTNERSHIP Why a new crossing in Detroit-Windsor?**

The governments of Canada, the United States, Ontario and Michigan are moving forward in a Border Transportation Partnership to implement a 30-year transportation strategy addressing the various challenges at the Detroit-Windsor Gateway, including free and secure trade, security, environmental concerns and community impacts.

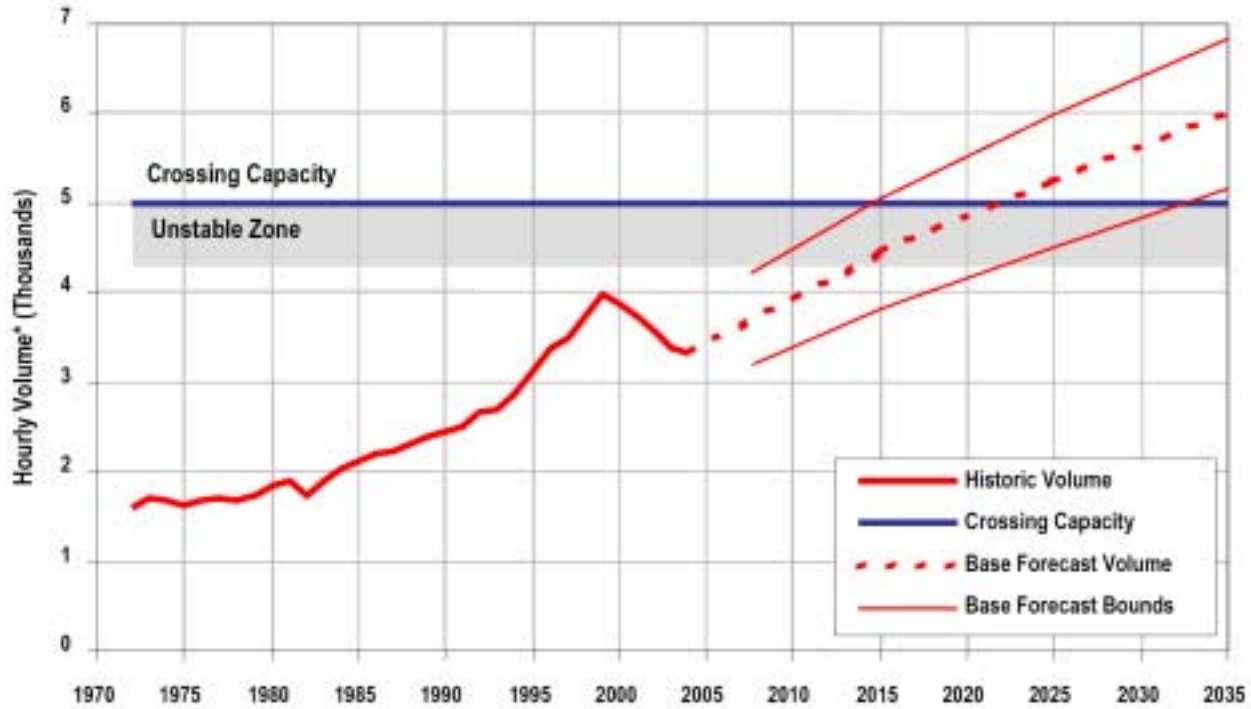
The Detroit-Windsor Gateway is vitally important to the national economies in both the United States and Canada. Businesses from coast-to-coast in Canada and the United States depend on a reliable and secure transportation network. Manufacturing production depends heavily on the fast and predictable trucking of components, parts and finished products across the border.

It is essential that the Partnership take appropriate action now, to ensure that this important Gateway remains efficient and secure, because:

- In 2004, the Detroit-Windsor crossings handled \$158.7 billion in trade. This represents 28 per cent of total Canada-U.S. trade;
- The value of trade between Ontario and Michigan represents over 60 per cent of total Canada-U.S. bilateral trade. The majority of truck traffic crossing the border at Detroit-Windsor originates from or is destined for Canadian and U.S. communities;
- The Ambassador Bridge between Windsor and Detroit is the conduit for over 40 per cent of Ontario-U.S. truck traffic;
- Over the next 30 years, trade between Canada and the U.S. is projected to increase significantly. Cross-border truck traffic is expected to increase by 128 per cent. Cross-border passenger vehicle traffic is also forecast to increase by approximately 57 per cent;
- Under high-growth scenarios, cross-border traffic demand could exceed the capacity of the present border crossings in the Detroit River area as early as 2015; and
- Unless steps are taken to address capacity at the Detroit-Windsor crossings, mounting congestion and delays will result in lost production, and ultimately fewer jobs in communities throughout both countries.

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## Future Detroit River Crossings Capacity Needs



Note: Peak hour is 4 to 5 p.m.; peak direction is U.S. to Canada.  
Note: Historic peak hour volume estimated from historic annual data.  
\* Volume in Passenger Car Equivalents.

Source: Exhibit 7.2 D p 132, Detroit River International Crossing Study Travel Demand Forecasts, Sept. 2005.

Through the Detroit River International Crossing study, the Border Transportation Partnership will identify a location for a new crossing by mid-2007. Environmental documentation, including preliminary design, will be submitted for approvals by the end of 2007. Construction is expected to begin in 2010, with a new crossing open for traffic in 2013.

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