

## **BRIDGE TALK**

# SECOND DETROIT-WINDSOR BRIDGE FACES OPPOSITION

STEVEN CHASE

OTTAWA — Globe and Mail

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66 comments

coolman

11:08 PM on July 14, 2011

The whole thing is a nightmare and a disgrace. All the truck traffic between the two countries is forced to stop and go from one traffic light to another right through the busiest street and business section of Windsor. Congestion, noise pollution and delays are the order of the day. For what? That a private Billionaire continues to rake in the toll over the Ambassadors bridge. Another example how the benefit for one individual overrides the the better good for all us citizen. What kind of system is that. Roads and its related infrastructure have to be controlled by all of us, meaning the state. Plain and simple. The age of the robber baron has long past I thought. But there is Hwy 407 another example of it.

rg0057

12:43 AM on July 15, 2011

The road situation is the fault of Windsor and Ontario. They had decades to improve it, and did nothing at all. Perhaps this resulted in slightly more gasoline wasted per car, and more gasoline purchases in Ontario. Maybe some visitors gave up and decided to buy something in Windsor, since they couldn't simply drive through.

Further, when the bridge company did want to improve the bridge itself, the government (at all levels from municipal to federal) got in the way, resulting in terrible neglect of neighbourhoods. That's the true disgrace.

With this kind of management, why do we want the governments in two countries messing with a bridge at this important crossing? It's crazy.

CanuckinTor

6:30 AM on July 15, 2011

Have you crossed at the bridges in the Niagara region rg? All of them are owned by the governments and are maintained well and have easy highway access on both sides. They're even building a new bridge in Buffalo - with the only problem being agreeing on the final design because they want it to be a signature bridge. The cost is only \$3 - \$3.25 roundtrip.

**Robert from Ontario**

10:58 PM on July 14, 2011

Moroun should be tossed in jail! Read up on this shyster . . . a classic “mobster”

**realityseeker**

11:57 PM on July 14, 2011

The owner of the bridge is also punishing Canadians for daring to consider a new bridge. He charges a toll of \$4 US or \$4.50 Canadian. Also the Ambassador Bridge, built in the 1930's, was designed to last only 100 years and is now falling into disrepair. I have witnessed large chunks of concrete falling from it into the streets below.

**shannonhall**

11:42 PM on July 14, 2011

Further proof of why Michigan is a 3rd world state.

A state full of idiots willing to allow a rich guy to extort the people.

Our Government should threaten to put 200 dollar road tolls to go through Windsor.

Canada shouldn't negotiate with Terrorists

**BMO\_Sec 120**

10:51 PM on July 14, 2011

A cautionary tale for anyone living in a city with a Mayor who thinks that private funds will pay for new subways.

**Richard McAllister**

10:33 PM on July 14, 2011

If you build it, they will come.

**bread&circuses**

10:49 PM on July 14, 2011

Let's put those F-35s to good use, blow up the Ambassador bridge, and replace it with a bigger public one. That should solve the problem of eviction notices and misinformation from profiteers in one fell swoop.

**James123**

3:24 AM on July 15, 2011

As per Wikipedia:

“The bridge, over the Detroit River, had the longest suspended central span in the world when it was completed in 1929—1,850 feet (564 m). The bridge is owned by Grosse Pointe billionaire Manuel “Matty” Moroun (an American businessman of Lebanese descent ) through the the Detroit International Bridge Company, which holds a monopoly on commercial truck traffic. Moroun also owns the nearby Ammex Detroit Duty Free Store, which has a monopoly on duty-free fuel. Moroun bought the bridge from the Bower Family in 1979. It is now estimated to be worth between 1.5 and 3 billion dollars. A recent Forbes article listed him as the 321st richest American.

On 25 March 2010, it was announced that Moroun is suing the US and Canadian governments over the Detroit River International Crossing. He has sought to block construction of the new bridge as it competes with his own proposal for a second span of the Ambassador Bridge, which he would also own.[9] Critics suggest that Moroun's opposition is fuelled by the prospect of lost profits from duty-free gasoline sales, which are exempt from about 60 cents per gallon in taxes even though the pump price to consumers is only a few cents lower

as of May 7, the Ambassador Bridge toll rate for cars is \$4.75 CAD and only \$4 USD. although the Canadian dollar now trades at about USD\$1.03 “

**quadibloc**

11:20 PM on July 14, 2011

A businessman, running advertisements against a government policy that would cause him to lose a monopoly? I'm amazed anyone in Detroit even takes these advertisements seriously. Look how swiftly Canada dealt with the cigarette companies when they proposed to boycott Air Canada for its no-smoking policy! Of course, in the U.S., the Constitution - as ours should as well - protects property rights, and even in Canada, municipalities are like private individuals in many ways, for example, they can't pass bylaws taking away their employees' right to strike, and are bound by other contracts they sign, even with their own residents. Even so, a private businessman attempting to interfere with the decision-making of Detroit's city council would be doing so at his grave peril, one would think.

**Dominion Lad**

3:24 AM on July 15, 2011

Wow! This has \*just\* come to the attention of the G&M? Those of use in Eastern Canada, who have to suffer Robbers (Rogers) Cable, (Nfld to Ontario, and possibly points further west), who get Detroit TV as our US feed, have seen Muroon's ads for many months now. Yeah, I know - Toronto is "unique"; it gets its US feed from Buffalo, NY, though CRTC rules stipulate that feeds from the US are not supposed to be from a US source closest to the market in question.... but I digress..... In former days, Ottawa's US signal (where I live), was from Rochester, NY, until Rogers "decided otherwise", and subjected us to Detroit TV. Again, I digress... Muroon's gang are trying to protect their turf. Fair enough. But why isn't this bridge, like all others connecting the US to Canada, part of an international "Bridge Commission" (St Lawrence, Peace Bridge and Niagara Falls Bridge Commissions come to mind)? Why does a private company connecting traffic across an important, and Canada's most important commercial international border, get to dictate their profit stream? Last time I checked, it is 2011, not 1811....

**svenjolly**

1:23 AM on July 15, 2011

Michigan is broke. Ontario is even broker but we carry on like everything is swell and business as usual.

Private sector will build the thing (Matty Moron) - or government will build the thing with 2 billion taxpayer dollars.

Windsor wants another span because thousands of truck currently rumble through the city every day - Detroit has no such problem because the bridge and tunnel both empty onto freeways, so

their infrastructure is already quite good.

True: the log jam is customs not capacity - after 9-11 they use the border as a choke point to screen people for no particular reason, presumably searchin' fer terrorists or some stupid thing? Uneducated Mall cops with guns and attitudes at the border playing Dirty Harry, it's a pretty sad display, buncha halfwits.

True: the bridge is reaching the end of its lifespan.

So now you know the real issues.

Everything else is lies.

### BrindusaB

7:37 AM on July 15, 2011

The bridge and it's surrounding area, particularly in Detroit, is horrendous.

I was always puzzled by the fact that the highway stops in Windsor many km away from the bridge. Why? Then, after going through the border, which by the way, is no different than any other crossing into the US, you find yourself into a monstrous, war like, scene: everything is broken, bordered up. Coming back to Canada, via the bridge, is as annoying. The signs are Orwellians.

The bridge owners are blackmailing both the US and our Feds. Shame!!!

### CheeMiss

1:18 AM on July 15, 2011

quote: He acknowledged Ambassador has spent a "significant amount" to fight the project but said it's necessary to counter what he characterizes as disinformation from politicians bent on building a rival crossing that would steal customers. This guy does not give two hoots for the people of Michigan. All that money that he spent for his own personal interest could have helped a lot of needy families with children. OH, THE SHAME OF IT ALL.....decaying bridge, very costly tolls, traffic jams, pollution and not a care about safety of it's travelers. He is selfish & corrupt to the core! Imagine scaring people with threats of expropriation. These people should be locked up in jail and the key tossed into the Michigan River!

### b-dud

8:08 AM on July 15, 2011

Moroun's real plan is to open a 2nd span of the ambassador bridge. <http://www.dailytribune.com/articles/2011/02/24/news/doc4d66564ee5ac2884549325.txt?viewmode=2>

The government opening a new bridge would put a real kink in those plans, so it can be expected that he'd campaign against the new bridge to help preserve his position.

If you want an example of how well it's run now, just take a look at the tolls:

- \$4.75 Cdn.
- \$4.00 U.S.

The Cdn dollar has been worth more than the US dollar forever now and is still not adjusted to reflect that.

parklane

6:56 AM on July 15, 2011

So build it from Sarnia to Port Huron. And build that second bridge from Fort Erie to Buffalo.

Lancer

4:25 AM on July 15, 2011

it's going to be the world's biggest foot bridge unless they put rail lines on it (and it can support rail traffic.) Peak oil is here, the International Energy Agency, former senior execs of OPEC, Lloyds of London, Farm Credit Canada and so many others have acknowledged this reality. Traffic will continue to decline. It is my studied opinion that by 2013, most 2 car families in Canada will be 1 car families. Given the horrendous state of the US economy, that trend will occur even faster in the US. The price of oil will continue to rise as the supply declines (we need to find 4 new Saudi Arabias to stay in place, 6 to grow and that's just not going to happen.) Resultingly, transport truck traffic will decline until truckers strike over diesel prices and the transport truck ceases to be part of the landscape. I attempted to explain this to the power that were behind this project but you have two motor city mentalities and neither was willing to do more than listen politely and then ignore the advise given. This is a bridge to nowhere if its intention is to carry automobiles and transport trucks; it's only use will be that of a rail bridge if the design can withstand the weight and stresses of rail traffic, unfortunately, that isn't in the ptb's plans.

woodwizard

8:29 AM on July 15, 2011

This about MILLION\$ for the Moroun family! They want a second bridge--- ONLY they own and control it. Move the major truck traffic I'm sure the Sarnia/Port Huron would appreciate funding for major renovations for truck traffic.

Paul Barry Karn

8:15 AM on July 15, 2011

I was just over the river a few weeks back. It's a frickin 10 minute detour to get back across. They need to sot that mess out!

joanb2

8:09 AM on July 15, 2011

AMBASSADOR BRIDGE between Windsor is more of an asset than the Champlain which benefits only Quebecers at all taxpayers expense. It is the source of transporting auto parts and many more exports and imports for Canada's economy.

This bridge is 100 years old and maintained with a \$5.00 toll each way. SAME OLD PROBLEM, QUEBEC THINKS WE OWE THEM SOMETHING FOR NOT BEING CANADIAN! Our bridge isn't in the greatest shape but has been maintained without government handouts-prayer keeps it safe as we cross.

steve in waterloo

4:17 AM on July 15, 2011

The infrastructure is quite good in Michigan? Exiting off the Ambassador bridge from Canada is like entering a third world country with crumbling highways and huge vacant buildings like the

ghotsly Michigan Central Terminal. That spot is a perfect symbol for the decline of the American Empire. Run for the benefit of the few of at the expense of the many. JK Galbriath must have been thinking about the Amabassador bridge area in Detroit when he wrote about the balance between private wealth and public squalor.

**BobM1**

7:52 AM on July 15, 2011

I lived down there for years. The Ambassador Bridge should not be expanded but should actually be dismantled because it does so much damage to Windsor by the ridiculous traffic overload on Huron Line. To think this situation will be fine for the next fifty or hundred years is pure madness. In Toronto terms, the Ambassador Bridge is like keeping a major factory at Yonge and Dundas rather than moving it to the boonies, so I certainly agree with the Robber Baron characterization of the owner of the Ambassador Bridge. The DRIC is a great idea for a new bridge, and will solve the traffic problems for the next hundred years. Everyone without a stake in the Ambassador Bridge agrees here that "Government is the solution to this problem" with their proposal for the DRIC. Ha, ha, take that, Ronald Reagan.

**joanb2**

7:55 AM on July 15, 2011

rhun bunny

We have a tunnel yet can't take care of all of canadas imports and exports and the many immigrant commuters living in Windsor and collecting paychecks in Michigan

**parklane**

7:43 AM on July 15, 2011

Perrin Beatty:

Know something about lobbying. You do not announce to the world, you do not complain. On D.C.'s K St. we view this as a failure. Don't complain. Do something about it. If it's obvious to you that something is wrong, do something about it. And you really wonder why Canada has such a tough time down here. Wake up Canada.

**TheHomebayboy**

4:01 AM on July 15, 2011

We need to be less connected to the US, not more. They are going down. Look to the Orient, young man.

**shannonhall**

11:39 PM on July 14, 2011

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I'm confused ... I thought this was a story about highway 407.

1 reply

BrindusaB

7:39 AM on July 15, 2011

Ha!Ha!Ha!

jmaw

6:38 AM on July 15, 2011

Gord:

How much do you have invested in the Ambassador bridge? Your comments are too funny. You're deluded if you think big business runs things more efficiently than government. Look at the cost savings in socialized vs. private health care, for example.

guymcc

8:11 AM on July 15, 2011

The Americans want the new bridge owned by one of their own...plain and simple.. DON'T LET THAT HAPPEN...an individual from any country shouldn't be ALLOWED to own a bridge connecting two countries...that is in a FEDERAL GOVERNMENT jurisdiction....so hands off Matty...

I hope our government has the guts to say NO to Matty.

Gardiner Westbound

5:56 AM on July 15, 2011

If U.S. authorities spent a fraction of the money a new bridge will cost rationalizing border screening a second one wouldn't be needed. The border Gestapo applies the same scrutiny to 96-year old, wheelchair-bound, seniors in diapers as swarthy, young men. How nuts is that?

BazzaRichie

6:09 AM on July 15, 2011

It's not 'nuts'.

The strutting, pimple-faced, twerp, with the bran new Glock bouncing on her hips has lost control of the Mexican border and with millions of illegals pulling strings in Washington it's easier to harass whitey on the northern frontier.

It's nothing personal, it's just the way that State Hirelings work out their frustrations.

The old geezers (mainly ex-service) had common sense and a sense of self worth;these maroons, don't.

Dominion Lad

6:27 AM on July 15, 2011

Interesting observations, but not germane to the topic - the private ownership of an international crossing....the Ambassador bridge should be owned by an international bridge commission. This does not mean "public" ownership, but it's a better stewardship of the crossing...

Vis: St Lawrence Bridge Commission; Niagara Bridge Commission; and the Peace Bridge Bridge Commission as examples...

kazazajua

7:43 AM on July 15, 2011

Soon, all Canadians will be in line for hours at the old bridge while the new bridge carries Americans speedily here, to the promised land: And yes, the rest of the new bridge will be reserved for getting our resources quickly down south to their owners.  
God bless our Canadian colony.

JoeBlog

6:35 AM on July 15, 2011

All these critics claiming the Bridge Company ads are “misinformation” yet no one has come forward to date with any information to prove them wrong. Canada has no desire to build a DRIC bridge. The Prime Minister told his Transport Minister to buy the Ambassador Bridge in a secret mandate letter. This entire DRIC exercise is just an effort to force Moroun to sell out cheaply. Mr. Beatty should hardly talk. His claim that Canada will provide a \$550M loan for the project is misinformation at its finest. Canada’s so-called offer to virtually bankrupt Michigan is nothing more than a letter of intent with more loopholes in it that one can drive a fleet of 18-wheelers through. It is merely an inducement---others have called it something much stronger---to get Michigan Legislators to pass a DRIC/P3 Bill that Canada wants passed without any commitment on Canada to pay anything. The Canadian Government in Canada calls the \$550M a loan but in Michigan it claims it is NOT a loan. I wonder why. Contrary to misinformed belief, Moroun is not a monopolist but rather is exercising the exclusive rights granted to the bridge owner by Governments and which the Governments are now illegally trying to take away. He is ready to build a second span at no cost to taxpayers while the Governments want to spend billions on an unneeded bridge that they have not proven to date is financially viable without massive annual taxpayer subsidies. Contrary to the misinformation spread by DRIC-ites, traffic is not increasing rapidly but has sunk 40% over the last decade. Any new Government bridge would have to steal traffic from the other regional crossings thereby putting the Ambassador Bridge, the Detroit/Windsor Tunnel and the Blue Water Bridge into financial difficulty. Michigan cannot pay for the bridge, the US Government has no money for northern border crossings as can be seen with the Peace Bridge in Buffalo recently and the P3 market has collapsed. Who then will pay for the multi-billion dollar boondoggle? Moroun was encouraged by the Governments a decade ago to build his second crossing and after spending a half a billion dollars of his own money, Governments are now trying to put him out of business. Who wouldn’t try and oppose that kind of disgraceful behaviour. Thank goodness that Michigan legislators have so far refused to go along with Canada. But for them, CANADIAN taxpayers would be on the hook for hundreds of millions of dollars. The real question to ask is why the Opposition has not stood up for citizens in the case of this Government extravagance and waste when we should be demanding that every single tax dollar spent be spent wisely. It’s time for the Auditor General to look at this farce which has already cost us over \$30M in consultants’ fees alone!

rhumbunny

4:59 AM on July 15, 2011

A tunnel would make a lot more sense.

**Dominion Lad**

5:40 AM on July 15, 2011

Windsor already has tunnels - both road and rail...

**BrindusaB**

7:26 AM on July 15, 2011

NO!!!

**Troyboy1971**

3:15 AM on July 15, 2011

Offering to pay \$550 million on the Canadian side for a bridge that will cost almost \$3 billion is an insult to our American neighbors. So our government is expecting the US government to flip the other \$2.5 billion? Washington is practically defaulting on their \$14 trillion debt in less than 2 weeks. Either Ottawa better flip some more cash for this project, or this bridge is going nowhere.

**James123**

3:33 AM on July 15, 2011

Not as unfair as you think. US gets the ongoing tolls... Canada only gets paid back what they put in from these tolls. Are you sure you are Canadian. Once then your comments remind me of traditional Fiberal business prevention departments stunts, excuses, or witch hunts. This will create much needed jobs too than only fuel the few pigs at the trough. These pigs are powerful and can influence the serious decision makers in Michigan, these monopolists just spent a cool million in lies to misinform the public that elects them. read the article again

**Dr. Shart**

7:50 AM on July 15, 2011

the \$550 million Canada offered to pay was Michigans share of the cost. I would imagine the government is also paying their own share.

**Gord787**

3:36 AM on July 15, 2011

The government wants to take over a cash cow since the revenue from casinos and lotteries isn't enough for our greedy overlords. Build another bridge and govt will still make us wait with even more ridiculous security. And if the government owns the new bridge, rates to cross will go through the ROOF!!

**Dominion Lad**

3:48 AM on July 15, 2011

Let's sell Niagara Falls as well - in your \*world\*, everything has a value, and the modern-day nobility (those with the deepest pockets), can own everything and anything. Perhaps the Vatican treasures (open to the public), should also be within your grasp? Forever hidden, by you, as a "private person"?

WayneCrockett

7:50 AM on July 15, 2011

Government handles security on the Ambassador Bridge already.

rg0057

12:27 AM on July 15, 2011

There's no need for an extra bridge at Windsor-Detroit, as anyone who lives on either side of the border here can tell you. The existing bridge, and the owner's proposed replacement for it, already supply enough capacity. Indeed, even a bridge with just one lane in each direction would be sufficient. That's important to note, because you need to understand where the bottleneck actually is. The only bottleneck is the border guard booths on either side. Increase these, and the problem goes away. The bridge is irrelevant, as far as speed goes. The extra government bridge and the road to it is a massive boondoggle, designed to make politicians look like they are spending money in Windsor and Detroit. Too bad they aren't spending it on anything we actually need. Let's not paint all the opposition with the same brush. I have no connection to the bridge. I'm just a citizen who doesn't like taxpayer money wasted.

BcB

2:20 AM on July 15, 2011

"There's no need for an extra bridge at Windsor-Detroit, as anyone who lives on either side of the border here can tell you." I live in Windsor and I don't agree with that statement at all. Remember during 9/11 when the truck traffic into the USA backed up 15 miles and split the city of Windsor in two? Remember the loss of sales to all those businesses unfortunate enough to be located on Huron Church Road (the road that leads to the bridge) during 9/11 - everyone stayed away from that mess! Remember the haze of diesel smog that wafted over the west side of the city? Do a Google search on "9/11 truck traffic pollution" to read about the negative health consequences that occurred. Truck traffic still regularly backs up for miles. Ask the manufacturers on either side of the border if a new bridge is needed - all the automakers are strongly in favour of a new bridge. Imagine a truck coming from the south, bypassing downtown Detroit and the mess (14 traffic lights) on Huron Church Road in Windsor, and the amount of fuel and time that would save. Ask a trucker if a new bridge is needed. Adding border guards (customs inspectors) and booths to the existing bridge will not solve these problems. The Ambassador Bridge was located in an appropriate location ... 75 years ago before Detroit and Windsor expanded. Now it makes more sense to bypass Detroit/Windsor and let the trucks shoot straight up the 401 directly from I-75 in south Detroit. Matty Moroun and the Ambassador Bridge will lose a lot of traffic and profit to the new bridge and I can understand him fighting against it ... wouldn't you? But times change and as cities expand it is sometimes necessary to reroute traffic patterns. Personally, I am looking forward to bypassing Windsor/Detroit when I travel to the USA - it will save me and others time and gas. Besides, I would prefer to pay my tolls to the government than to "Matty Moroun The Troll Under The Bridge" - again, do a Google search. Even the right-wing, pro business, Forbes Magazine considers the guy to be a not-so-nice person.

rhumbunny

4:49 AM on July 15, 2011

Given the obvious disconnect between what is really needed and what the pols have the intent

to provide, boondoggle sounds like a good description. The story about a new bridge crossing at Niagara Falls is even more obtuse with each new design that meets with American approval conveniently containing many technological features that are only available from American based makers.

**Gord787**

3:38 AM on July 15, 2011

There is already a legitimate private sector business which runs the Ambassador Bridge. We surely don't need any more government nincompoops bungling up security screening at two bridges instead of just one. Only one bridge is needed if the govts got their security act together. Just watch, if the govt runs these bridges, the cost to cross the bridge will probably be \$20 or more.

**Gord787**

3:33 AM on July 15, 2011

The government is trying to destroy a private businessman's investment so that the government can jack up fees like the gouging they do to all air travellers. If the government wants to build a second bridge, they should be forced to compensate the legitimate Ambassador Bridge owner big time.

**Gord787**

3:43 AM on July 15, 2011

The government wants to push a profitable private business out of business so that the government can monopolize the crossing fees for itself (and promise bridge contracts to their buddies). Crossing the Ambassador is cheap at present. With govts running it, it will probably cost at least \$20 to cross. No thanks!!

**Dominion Lad**

6:12 AM on July 15, 2011

Why, pray tell, should an international crossing be privately owned? Spare us your small-L platitudes (if you even understand the concept). We're no longer living in the 18th century... Governments on both sides of the border established international "bridge commissions" eons ago. How did the Ambassador Bridge "escape" this? I was born and raised in Niagara Falls, and the bridge commissions (Niagara and Peace Bridge) have, and continue, to serve the public quite well. I again ask - why is the Ambassador bridge in "private" hands? Ka-ching!

**BazzaRichie**

6:13 AM on July 15, 2011

Cheap my arce.

The Blue Water bridge is cheap - it's owned by Government.

The Windsor bridge is twice the going rate because the owner has to keep the Michigan Senate on the payroll.

Dominion Lad

6:20 AM on July 15, 2011

Oh, and, by the way, bridge commissions are not “government owned”. But, I digress.... Gord787 is, proverbially speaking, out of his....lower oriface...

jmaw

6:31 AM on July 15, 2011

Sure Gord, everything the government does is poorly managed including health care. Wait a minute, health care is run privately in the US and it costs 20% more than in Canada; 30% of US citizens are not covered, but the rich don't have to wait. Get off your neo-con soap box dude. Taxes are good for the little people.

## THIS SECRETIVE BILLIONAIRE FAMILY OWNS THE AMBASSADOR BRIDGE

Published On Tue Feb 16 2010 TORONTO STAR

MITCH POTTER

Washington Bureau

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Comments (32)

Um

Ok, I'll be honest; I did not finish reading the entire article: they sort of had me at : “Ambassador bridge is privately owned” and I sort of went into shock thereafter. I don't get it; do the governments pay “rent” to this corporation to allow the service of entering and exiting the country ? I understand that we riders/drivers must pay tolls, and such; but if the corporation is charging fees to the governments, and this has been going on for God knows how long, then W%\*&^&\*^\*&T&&()\*()\*F ? is this even fair? I might be coming off as envious, but, really, that's not it; I just can't fathom how any government of the past, both in US and Canada, could allow this to happen, and to continue; it's almost as if the Maroun family are above the law, in that they are making money from the free movement of people - and technically, only the government is allowed to do that - LOL .

niki\*

Feb 16, 2010 8:43 PM

Outragious!

Private families cannot own public utilities, that is just wrong on so many levels. Our gov't must work with the michigan gov't to get that new bridge built and put these greedy capitalists out of business. We need to enact laws to stop this from happening again. And while we are at it, we need to take the 407 back as a public road! Toll roads in Canada?, really, we are so much better then that.

Rowan Kelly

Feb 16, 2010 6:37 PM

Keep that bridge under private ownership

The Canadian government has a disgraceful record at managing businesses. We need to look no further than the disaster that Minister Lisa Raitt caused. She shut down the Pickering reactor which supplies of 80% of the world with medical isotopes used for X-rays to detect cancer people. That enormous blunder made Canada the joke of the scientific community

Very Smart Person

Feb 16, 2010 5:42 PM

Private Ownership is good

The Ambassador bridge has always been privately owned. So what is the big deal, your commenters make like Windsor is a garden city of pristine parks and gardens. In reality, it is a grimmy heavy industry city.

curls

Feb 16, 2010 4:34 PM

Simple solution

Using infrastructure money from all levels of government build a new bridge or tunnel. It will create jobs and in the long run be cheaper meanwhile after a few years governments will be able to buy it on the cheap and congestion will be reduced.

Truthbedared

Feb 16, 2010 4:18 PM

I lived in Windsor most of my life

That bridge is kewl but its right down town. You can't live around it without getting all the pollution falling down on you. They have been buying up the land around it and started construction with out permits. That about sums it up right there. They don't care what happens to the people that live around the bridge, they just care about the money. Building a bridge further from the down town area is a great idea. There are way less people their and more open land. And connecting it to the 401 is even better.

Skip

Feb 16, 2010 3:33 PM

Well I would imagine any billionaire would have enemies but let's look at the upside "the family has built a trucking empire with 5,000 employees on both sides of the border. And an insurance division that operates in 42 states".

[proud canuck](#)

Feb 16, 2010 3:33 PM

I need a bit more detail here

How does a corporation decide on border control? Ie, shouldn't the government/border services decide which trucks get in first? Can you really buy the ability to make that decision?

[GS](#)

Feb 16, 2010 3:33 PM

Private Ownership not the Problem

The problem with the Ambassador isn't that it's privately owned. The problem is the road leading to the bridge goes right through the city with all its traffic lights. Twinning the current bridge doesn't solve the problem only increases it. The new bridge needs to be connected to the 401. Now as for Maroun building ramps and bridge abutments without permits and a duty-free store on city owned land, that's his problem to clean up.

[iw\\_shawn](#)

Feb 16, 2010 3:28 PM

A lot of people have tried to buy the Brooklyn Bridge...

but the Ambassador Bridge is obviously not for sale. The Marouns had better take care. Their bridge is decrepit and a direct 401 link across to Michigan will wipe out much of their revenue. They may be billionaires, but, the governments look at them as "pocket change". Their bridge could become redundant sooner than they think.

[jb@toronto](#)

Feb 16, 2010 2:09 PM

Still secretive

Was the interview so devoid of comments regards their position that about the only thing revealed was: "That is the kind of effort that should be on our scorecard. Was this not in Canada's best interests?" Sure, and yours as well!

[etobicoke\\_taxpayer](#)

Feb 16, 2010 2:08 PM

Ambassador Bridge

This bridge is not an "Ambassador". It has always been in dis-repair. I once walked across it and there were chunks missing in the pavement where you could see the river below. I always used the tunnel to cross, and although submerged, felt much safer. The unfortunate thing is that

the Detroit River International Crossing which should be a vast improvement, will take years to complete, if ever. But stopping Moroun from twinning his bridge is as easy as preventing him from securing anything to the riverbed, which the Crown owns. In the end, is there a quick solution? They took out the train tunnel, stopped the ferries, perhaps we could “launch” the trucks across.

**Binger**

Feb 16, 2010 2:08 PM

@qwavel

If it was your company, would you not go to extremes to protect your interests? And like, rico07, not sure that you understand what a monopoly is? Everyone is seeing this company as the big bad wolf, yet you seem to forget that they employ hundreds of employees that would potentially be out of a job should the Canadian government get their wish to build a new bridge.

**golfnugget**

Feb 16, 2010 1:35 PM

Ex-Windsor resident

As an ex-Windsor resident for 5 years through out school and work, I know first hand what a mess that bridge is. Not only do trucks idle for a very long time on the bridge and on the street, it runs directly beside the University. The noise from engine braking trucks is excessive as is the pollution. The bridge needs to be moved down river to by-pass the city to avoid all these troubles I just stated. The number of university and private houses the Moroun family has bought up to build the new customs plaza and bridge ramp is ridiculous. Also, the tunnel is a join Detroit-Windsor crossing and the bridge should be as well. Every international crossing and highway should be government owned. Period.

**anth72**

Feb 16, 2010 1:35 PM

Same Rules

I believe that what we have is a Prime Minister that has run up against somebody who plays by the same rules, but better. As far as “monopolies” are concerned, don’t make me laugh. Canada is world renowned for it’s monopolies. Bell Telephone, CN/CP, cable companies, Ontario Hydro (until recently), you name it, we’ve monopolised it. Twin bridges being a terrorist threat? Oh for the love of Mike. That has to be one of the stupidist suggestions yet. The real issue here is that the government does not have power over this bridge. If and when they do, the crossing charge will double and the traffic will half and they will run and hide. The great Canadian past time, whine and snivel.

**Uncle Peter**

Feb 16, 2010 1:35 PM

Simple solution

Legislate that critical infrastructure cannot be owned by corporations or private citizens. Pay the

family the fair market value of the bridge and two years worth of tolls for the trouble. Legislation that prevents private ownership of critical infrastructure would solve bridge issue and we'd get the 407 back into public hands....

**Aaron B**

Feb 16, 2010 1:35 PM

the ambassador bridge is in rough shape. twining it is a terrible idea. compared to the bluewater bridges the Ambassdor is badly maintained. I saw lots of cracks in the concrete last time I was on it. Plus having to drive through town to use it is nuts.

**mbr1967**

Feb 16, 2010 1:00 PM

Not enough info

Limited to what the article says, it seems the biggest problem is the lack of planning by the Canadian and US governments. They could have bought this bridge, they could have planned development better so the main access point wasn't through the town of Windsor and they seem to want to pick on the guy who had the vision and foresight to make a shrewd business decision. Why shouldn't he fight for everything he has? If the respective governments had bought the bridge when they had the chance this would not be an issue. It seems that these legislators that are fighting this family are doing so to cover up their own mistakes for not taking over the bridge when they could.

**William Young**

Feb 16, 2010 1:00 PM

Gov't Wanted to buy Back 407 Too!

Who is the monopolist here, them or the government? Even with this most dire article, they come up clean, a proven people's asset, and this lack of control like guns worries politicians who oversaw record surplus while the masses saw record debt. At least the Morouns contribute or take away after found to be profitable! We need more people like this, our yesteryear's leaders of integrity are gone it seems. What's the big deal about private ownership than government controlled anyway. Fear a paranoid government, not good people like the Morouns!

**jamez123**

Feb 16, 2010 1:00 PM

@ rico07

You should probably look up the word monopoly in the dictionary before accusing the Morouns of having one. Owning one of 26 bridges is pretty much the complete opposite of a monopoly. I really don't care who builds the bridge, however I lean towards the Morouns as they are more likely to complete the project within my lifetime and less likely to waste my taxpayer money paying highly inflated prices to handpicked government contractors.

[golfnugget](#)

Feb 16, 2010 1:00 PM

Very scary

The article provides a good example of the lengths that a company will go to prevent change and protect a monopoly, and of the harm that this can do. Now think about the recent US supreme court ruling that overturned the limits on US corporations ability to spend money buying elections and politicians. Very, very scary!

[qwavel](#)

Feb 16, 2010 12:27 PM

to rico07

Is "enough money for a hundred lifetimes" enough? NO. Most of the super rich are NOT rich enough, EVER, and they own people in Administrations and Governments everywhere...even our own CRAP/Republican gang is so beholden- don't hold your breath some sense of shame will cause ANYBODY to do what is best for either City or either Nation.

[larrb](#)

Feb 16, 2010 12:27 PM

Fascinating

I had no idea such a critical piece of infrastructure is privately owned. I have heard that more trade goes across that one bridge than most other countries entire trade. Definitely the truck traffic going through downtown Windsor is shocking. The Canadian plan makes much more sense to have a truck bypass although I'm not sure how it will link up on the Detroit side. The Ambassador dumps right onto all the major expressways.

[JohnQ](#)

Feb 16, 2010 12:27 PM

Where could this go?

The irony of an UBER-free market Dubya Harper now FORCED to talk in more “social” terms with a free- marketeer...they should print tickets. I’d feel better if a functioning Government with a less RABIDLY Ideological leader were present at these meetings. When Profit comes up against the people- I don’t trust our Dubya or his gang...I wonder if the bridge owners are also members of the Republican Party...maybe that could help...lol...

[larrb](#)

Feb 16, 2010 12:27 PM

Isn’t this the same spot ...

that Stockwell Day thought was north of Detroit. In any case, if were going to play Bridge with our best Partner, then we better have a good hand from the dealer!

[serf4](#)

Feb 16, 2010 11:43 AM

Re: No Monopoly’s

It seems the Canadian gov’t is the one that almost has a monopoly. This guy owns ONE bridge and is hoping to build another making it TWO. There are far more boarder crossings owned by the Canadian gov’t.

[Christo](#)

Feb 16, 2010 11:43 AM

Additional comment...

Interestingly, this family has been acquiring land on the US and Canadian side where it feels the new bridge will be built. Since there are limited areas where a new bridge can go, they have quickly amassed a large real estate portfolio along the border in order to stifle or capture development in the area. In fact, development in Detroit has been slowed due to these large tracts of land with old decaying buildings sitting there waiting for the Marouns to do something. I would urge the Canadian government to spend a little more in order to avoid having to deal with this group.

[Robert987654](#)

Feb 16, 2010 11:39 AM

Windsor perspective

It is pretty clear that Mr. Burns...er, I mean...Mr. Moroun has sensed that he is on the wrong side of history with his bridge and is now looking to cut the best deal possible. There is no way that a new highway will be built to his bridge from the Canadian side, so twinning the span will not be economic. All of his legal bullying (and it is a shame the article did not dwell on this more) is now aimed at leveraging a settlement out of Canadian governments and DRIC: either compensation payments to his company in perpetuity or purchase of the bridge itself.

Boffito

Feb 16, 2010 11:39 AM

No Monopoly's

The Morouns should know that this type of monopoly is wrong , and this is not a time to prevent the making of jobs. They should also know they have enough money for a hundred lifetimes and that there are no ATM's in Heaven and to be careful as the Detroit river is very big. Some people just like Russian roulette I guess. Good luck to all.

rico07

Feb 16, 2010 10:38 AM

Yes! Build one, build both!

I find myself agreeing with both sides, but leaning towards the Moroun family more. Strictly wearing my International Business hat, they (Morouns) aren't going anywhere. No one can deny what they did for the 9/11 snare ups was in the best interests of both parties (US & Canada). This is a free market economy and these people add considerable wealth to both of our economies. So what if they're secretive. Adam Giambrone should have taken an apprenticeship with the Moroun family, instead of his digs in Yemen, then. Humour aside, I can't recall hearing vociferous opposition to the Rainbow Bridge twinning (I don't know if they're both still up), that project took a looong time to complete, and it was a terrorist target. All these arguments the proponents/opponents put forth fall flat on their face, once you remove politics from the picture. Let these guys continue to add wealth to our economies. Windsor could always build a "Gardiner expressway" through downtown. Details, details. Things to do, thing

Peregrine1234

Feb 16, 2010 10:38 AM

Overlooking the obvious

Instead of cow-towing to the trucking lobby and the industries that want to use our public roads as warehouses, the real solution is to push industrial transport onto rail links. Railway is more fuel efficient, safer and can even be managed more securely, with the right investments. Trucking should be a short haul option only. Unfortunately, transport policy in this country, at least, is too shortsighted and we continue to subsidize the wrong solution through road building and maintenance. Think of how much safer and in better condition the 401 would be without as many heavy long haul trucks. Even the City of Toronto is too ignorant to ship it's garbage by rail!

[an individual](#)

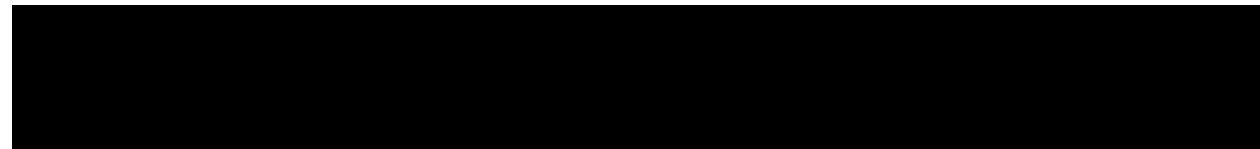
Feb 16, 2010 10:38 AM

Kudos Mr Potter

An excellent, informative, well written and balanced article - this is the type of writing that I think the Star should have more of. It will be interesting to watch this play out in the coming years.

[TheNexus](#)

Feb 16, 2010 10:00 AM



## MOROUN ATTACK ADS TARGET MCGUINITY: PARKWAY PROJECT 'ROAD TO NOWHERE'

[DAVE BATTAGELLO](#)

The Windsor Star July 20, 2011

•  
Comments (68)

[Rick W](#)

2:46 PM on July 20, 2011

anon178023767 this has zero to do with Eddie ...the loan of 500 million ...and guess what, we get it back directly in tolls. Tolls that Matty is fighting to keep. Remember Matty didn't even build this bridge and just got control buying up the shares in 1980. Matty is all about money not for helping this area and he will run his bridge into the ground and never build one, leaving us in a bad way in the future. Why would he spend a few billion to rake in 60 plus million when he don't have to. Billionaires don't just spend money they protect it at all costs; and right now it is the

whole region that will suffer if Matty distorts the truth just enough to sway us the wrong way and buys enough people. One more thing Matty will never build another bridge without big government help he can't and won't build one in his lifetime!

**krazymo**

2:30 PM on July 20, 2011

McGuinty is an easy target. Moroun can smell that the Liberals are weak and is trying to capitalize on that. But, this bridge is supported by both Liberals and Conservatives so Matty is wasting his money and our time.

**marcus47**

2:26 PM on July 20, 2011

“Well people the giving away of 500 million\$\$\$ of Canadian dollars is completely Illegal.... Eddy just pulled this out of his hind end and said “yes we, re going to do this....It is Illegal!!”

First of all, it's NOT illegal. If it were illegal, they wouldn't be able to do it. (DUH!)

Secondly -- The \$500 million has NOTHING to do with our mayor.

Thirdly - the \$500 million was NOT “given away”. It is a LOAN that will be paid back out of Michigan's share of the bridge toll.

And lastly, try reading about this issue before jumping to such ill-founded conclusions.

**anon609800472**

1:10 PM on July 20, 2011

Why is the eddie star deleting all these posts?

**GTHAMI**

1:00 PM on July 20, 2011

Gordon Mann....the approaches you mention, especially on the US side were built without permits, without permissions, and as I understand, rests on property that Maroun does not own. Another point that bugs me totally is the fact that Maroun is raping Canadians with his outrageous tolls. \$4.75 CDN v/s \$4.00 US to cross. At today's exchange rate, noting that the US dollar is even lower, Canadians should be paying no more than \$3.88 to cross. He is clearly ripping every Canadian off and laughing all the way to the bank. One good thing, Matty is a VERY old man, very old, and his days are obviously numbered in the best of circumstances.

**anon178023767**

12:50 PM on July 20, 2011

This comment is hidden because you have chosen to ignore anon178023767. Show Details  
Biggies: Well people the giving away of 500 million\$\$\$ of Canadian dollars is completely Illegal. Your government just can,t say “wellllllll,,let's give the Americans 500 million \$ of the Canadian people, especially without any explanation to you the Canadian people...Eddy just pulled this out of his hind end and said “yes we, re going to do this....It is Illegal!!

And guess what; Snyder knows it!...It,s Illegal to give away Canadian Tax Money to foreign governments..Think!

mjacq4u2

12:46 PM on July 20, 2011

Natarelli and his people have given up trying to argue with the axe-grinders who insist on calling their baby a “road to nowhere.” If they don’t get it by now, they’re deliberately denying the obvious: Once this project is complete none of the 500,000 transport trucks that currently stop, start and idle away the day on Windsor’s west side will do so anymore.

Trucks will be gone from city streets.

By 2014, those trucks will trundle almost silently through the west end, below grade and mostly out of sight, half buried below 300 acres of landscaping, bike paths and new greenery.

mjacq4u2

12:41 PM on July 20, 2011

Cash Cow for Windsor. you can see the value of the DRIC, (completely bypassing Windsor), with No stops except customs, and the trucks are on the American I-75 ...

AND WE NEVER SEEN OR HEARD THEM OR SMELLED THEM ....we have enough smelly stuff allready with Zug Island and the likes. and WE GET TO KEEP THE TOLL MONEY ... 60 MILLION A YEAR... JUST ON THE CANADIAN SIDE, AND DON’T FORGET GAS AND TAX FREE STORES... (more big bucks) ... AND JOBS 10,000 of em.EH... and no more trucks on the city streets. or ... you can let Bugsie build a twin and route all the trucks down Huron Line through 17 stop lights and make a new highway down Prince road and Bloomfield and see how that works for ya...

mjacq4u2

12:37 PM on July 20, 2011

To the left and right of the highway linking the 401 to a new DRIC bridge will be 20 kilometres of trails designed with bridges and tunnels so you can start at Howard Avenue and make it all the way to Malden Road, 11 kilometres, without ever having to cross a street. And this new trail system will be linked at a number of points to the city’s existing trail system, known as the West Windsor Recreationway.

bleh

12:28 PM on July 20, 2011

Well put insider1 but you better watch out! You expressed an opinion that the paper does not like... Your comment will go under review!

Although medicm does bring up one good point, when has the government ever come in under or at budget? The only good point he or she made.

Oops I expressed an opinion that does not share intreats with this paper. Now this comment will go under review...

anon750797443

12:27 PM on July 20, 2011

This is a done deal and will take place. Yes people Matty dosen't want to give up his money and power. Hopefully the people of Michigan will vote smartly. No more idling trucks on Huron Line and constant construction of bridge that's always under construction. What a eyesore for both countries. I support our politicians and this project.Proud Canadian

Gordon Mann

12:20 PM on July 20, 2011

Don't worry...

Matty will get to build his bridge. The governments have been working with him on both sides to that extent. Hence the approaches already built on both sides of the border. Hence all of the new highway leads to his plaza in Detroit. Fact is, both bridges are going to be active. The DRIC will be used to support transcontinental/fretrade commercial traffic that fuels Mexico, the U.S. and Canada. One nice clean run all the way through. The AB will take commuter and local commerce destined for Windsor and surrounding areas.

Of course we won't see this happen until after the DRIC is completed. It will be completed. Probably sooner now than before since both Federal and Provincial governments are going to be Tory entities.

insider1

12:16 PM on July 20, 2011

@medicm

Not sure if the CTC is paying you? Points to ponder:

1. 4 govts (Can, US, Ont, MI) initiated a bi-national process to determine future crossing capacity and its location - it considered and REJECTED a twinned AB location, as well as 16 others. The twin AB won't get a permit on the Cdn side and will ultimately fail a full Ont environmental assessment;
2. One can be a capitalist and reject monopoly. Maroun doesn't want to compete, which is good for consumer and business. He wants to preserve a stranglehold over truck crossing capacity at the busiest border crossing so as to preserve his empire. In fact, his son is quoted as saying they want to get rid of the DRIC;
3. Maroun isn't offering a free bridge - we pay massively higher tolls for an 83 year old heap of scrap metal already. He won't have a toll-free bridge.

Of course Maroun won't air the commercials in Windsor where he is thoroughly known and disliked. He's earned his disfavour with the public here.

onion head

12:15 PM on July 20, 2011

Matty will build a new bridge with his OWN dough,not mine AND he bashes the DALTON

GANG. That's OK in my book.

Another windsorite

12:11 PM on July 20, 2011

I understand the government's reasoning - it's simple. Matty wants to build his own bridge but then wants the government to build new roads/highway to his bridge... costing taxpayers billions.... while matty profits.

I'm guessing the government of canda is aying, "If we have to spend billions for roads, why shouldn't we build a bridge and get a good return for our money?"

Matty is no better than Madoff - he takes but gives nothing in return unless it's coming from someone else's pockets, in the end

Charlie Harper

12:06 PM on July 20, 2011

Anything that will help get McGuinty out of there is welcome, even though he only runs a close second to Moroun as the most disliked person in Ontario. Then again you now have Greenpeace taking shots at Hudak, so welcome to the next election. One special interest group after the next will try to push their little agendas on the voters so one can only hope the people of Ontario have the intelligence to determine what's right. Personally, McGuinty and Moroun both need to go.

Rick W

12:02 PM on July 20, 2011

Matty Moroun will do anything to keep his cash cow. Matty sees the liberals are in trouble so they are probably are more using this a scare tactic for thier own politicians in thier pocket; saying if and when they lose it was because of Matty's influence.

You see people there will be a short service road over to the brigde to take the cars from Mattys bridge. So the road either way is needed to take the vehicles of the streets, Matty is just trying to pull the wool over our eyes with stories with half truths. And after half a century of the goverment not getting this road done does it matter we pay 1.5 or 2 billion for this project that all of Ontario will pay for. Or do we have all this congestion and let the rest of Ontario get funds like usual.

Matty knows that road is going to the new bridge and is spending millions fighting so it's not built.

anon917756463

11:49 AM on July 20, 2011

Forget the bridge already. We don't have traffic to warrant a new one to begin with. Why are we e-testing when the USA doesn't have to and yet they cross over with their pollution and we look the other way.

Take my tax dollars and fix what we have right here. Let Matty do what he wants. He's payin' for it. Who cares.

Name withheld

11:41 AM on July 20, 2011

This comment was left by a user who has been blocked by our staff.

11:32 AM on July 20, 2011

This comment was left by a user who has been blocked by our staff.

**IrateTechie**

11:29 AM on July 20, 2011

Medicm it sounds like you work for Moroun. It has nothing to do with free enterprise. And I would be all for spending tax dollars to move the trucks out of Windsor west side. It is a lot better than losing money to "E" health scandles or to other citys to fix there blunders... The only downfall to this is that it will not create all the jobs for Windsorites the way people think. Some company out of Toronto or out West will get the contract to build it and use their own people.

**hometown hero**

11:25 AM on July 20, 2011

10:59,11:05

all levels of gov,t are acting anti capitalist by their actions on this. it,s almost smelling of form of collusion.No environmental ok,s boarded up homes,residents are divided.the one,s who didn,t care took their money and ran others left seen their property values decrease..but don,t worry in exchange for all the commotion (rec centers closing,pools closing)They get a turnaround loop,these people would be content to have roads done.Pave the streets first than do all the attractive stuff in due time.If people get misguided around the turnaround loop they can tour our boarded up homes.

Name withheld

11:19 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

Name withheld

11:10 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

**Medicm**

11:09 AM on July 20, 2011

This comment is hidden because you have chosen to ignore Medicm. [Show Details](#)

Further when have you ever seen a government or municipal project come in, ON or UNDER Budget

Examples please.....

Name withheld

11:07 AM on July 20, 2011

This comment was left by a user who has been blocked by our staff.

Name withheld

11:06 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

Name withheld

11:05 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

Name withheld

11:05 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

**Medicm**

10:59 AM on July 20, 2011

1. the government stopped his bridge plan, I would be upset too.
2. Windsor Council imposed a by-law preventing him from taking boarded up houses down. I would be upset too.
3. Moroun Paid for the infrastructure on the American side to connect the highways.
4. Moroun has provided a safe crossing that millions use every year.
5. My tax dollars are not spent on upkeep, repairs, wages or to give to Americans.
6. The Canadian Government is building something that is not a guarantee on the American side, even with giving them 500 million dollars.
7. If this is such a great idea, why are we giving the Americans 500 million of our tax dollars?
8. How many enterprises that the Government Runs run at a profit or efficiently?
9. We live in a CAPITALIST society. That means private citizens can and will maximize their income and wealth. If you don't like capitalism move to Libya.
10. What is wrong with trying to secure your future developments any way possible?

Name withheld

10:52 AM on July 20, 2011

This comment was left by a user who has been blocked by our staff.

**Wake Up Windsor**

10:51 AM on July 20, 2011

Hey Star, I will save you the time.

“This comment is under review”

I am not voting Liberal this election. Did you hear that Eddie F.  
Just stay and waste Windsor Eddie F. You all are doing a Great job.

Name withheld

10:46 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate. This comment was left by a user who has been blocked by our staff.

Name withheld

10:45 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate. This comment was left by a user who has been blocked by our staff.

harriet holmes

10:44 AM on July 20, 2011

I can't believe anyone would buy into Matty's malarkey. He must be getting desperate, it's zero-hour, and he's pulling out all the stops.

Del-Ray WANTS the bridge. It WILL happen. Matty is inflating the cost and inflating the price to taxpayers because he stands to lose his monopoly. Obviously, if he's freaking out about it, it WILL pay for itself.

And, don't expect the Cons to help, or even trust them to tell the truth. Harper wanted to abolish the law forcing news programs in Canada to tell the truth.

Yes, they are attack ads, because they are not factual.

<http://readersupportednews.org/opinion2/276-74/5123-fox-news-lies-keep>

Willy18

10:35 AM on July 20, 2011

Moroun is crying because he wants to twin his bridge and have no competition. He will not get approval and there will be no exit or entrance on the Canadian side.

GTHAMI

10:35 AM on July 20, 2011

Part 2. If the powers to be in Lansing can't get the new bridge crossing approved, I am positive that the State of Michigan will be taken out of the picture by Washington. This will eventually go to the President. Obama is fully aware of the shenanigans of the Maroun thug club and the money that they give to buy politicians. The new bridge will be built, guaranteed. Hopefully, we can find a better spokesperson than Dwight Duncan. We do not need a doofuss involved in something so important. Time for Harper to meet Obama and get this resolved. We need the jobs bad, we need a new bridge bad, we need to stop supporting a mafia-like organization such as the current bridge owners.

Name withheld

10:33 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

### GTHAMI

10:31 AM on July 20, 2011

Nice to see the comment by Fiona Lowther. Don't think for one minute that the people of Toronto would be swayed by a TV ad about Windsor. The Marouns are despised in Michigan, despised in Windsor, and had made themselves well known to the Democrats, the Republicans and all the parties of Ontario and those in Ottawa. Maroun and his band of thugs don't know that you catch more flies with honey. Maroun DOES NOT run Ontario, does not run Canada, even though he does run Michigan. We can tie up any permits, approvals, whatever is required for HIS bridge for decades if necessary. The Marouns are desperate and are cutting off the hand that feeds them.

### Venom8

10:30 AM on July 20, 2011

If the bridge doesn't get built maybe they could put ramps on either side and with a good head start jump the river!

Name withheld

10:23 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate. This comment was left by a user who has been blocked by our staff.

Name withheld

10:21 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate. This comment was left by a user who has been blocked by our staff.

Name withheld

10:21 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

Name withheld

10:15 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

### Fiona Lowther

10:13 AM on July 20, 2011

As a U.S. citizen, I know little about Mr. McGuinty; I do know about Mr. Moroun. Canadians should be ever-vigilant and aware of his M.O.: Buy public officials, subvert the democratic process, usurp public lands for private purposes, impede progress. destroy neighborhoods, clog the court system with frivolous lawsuits, cause mischief wherever possible and never tell the truth when a lie will do the trick. Canada rescued our diplomats from terrorists in Iran; we pray that Canada stands firm and saves us all from the insidious actions of a man who has privatized the Michigan Legislature, slapped Justice in the face, and is misusing U.S. television by means of ads filled with fraudulent and misleading claims. And now it appears that he is attempting to corrupt Canada's governmental/electoral processes by the same means. O Canada, continue to stand on guard and protect your rights and freedoms -- for all our sakes.

Name withheld

10:06 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate. This comment was left by a user who has been blocked by our staff.

Name withheld

10:05 AM on July 20, 2011

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10:04 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate. This comment was left by a user who has been blocked by our staff.

**Gordon Mann**

10:02 AM on July 20, 2011

Disrupting focus...

These ads serve no other purpose than to skew reader/political focus. Nothing more. Nothing less.

Lets not lose sight of the fact that the new crossing is predominantly a federal initiative. The Province is only charged with building the access road. For the moment Matty has the actual "crossing" issue wrist locked within the ranks of the Michigan Senate. This will change as soon as everyone who has taken campaign contributions from the Marouns show that they have payed him back in spades with the "good fight". He is nervous about the actual commencement of the approach highway because that progress has as much or more impact on decision makers as any rinky dink PR campaign he can muster. Bricks and mortar baby. At the end of the day all of the Canadian government levels are on board and on the same page (Feds, Province, municipality). So too is industry. Kicking up a storm at the end of a rope is just the knell.

Name withheld

9:57 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate. This comment was left by a user who has been blocked by our staff.

9:50 AM on July 20, 2011

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9:50 AM on July 20, 2011

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9:44 AM on July 20, 2011

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9:26 AM on July 20, 2011

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9:14 AM on July 20, 2011

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9:02 AM on July 20, 2011

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9:00 AM on July 20, 2011

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8:44 AM on July 20, 2011

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8:44 AM on July 20, 2011

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8:43 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

Name withheld

8:38 AM on July 20, 2011

This comment has been removed because it contains material which was deemed inappropriate.

This comment was left by a user who has been blocked by our staff.

[Twiztid666](#)

8:29 AM on July 20, 2011

This comment is hidden because you have chosen to ignore [Twiztid666](#). [Show Details](#)

Dalton and his party are already on the road to nowhere and the road ends next election NEXT STOP Loserville.

## AMBASSADOR BRIDGE OWNER TO CHALLENGE NEW LINK

[BRENT JANG AND TRANSPORTATION REPORTER](#)

Globe and Mail Update

Published Friday, Apr. 30, 2010 7:07PM EDT

Last updated Monday, May. 17, 2010 6:37PM EDT

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Comments (21)

Silver Cyclops

12:59 PM on May 3, 2010

I would be p\*ssed too if my lucrative monopoly was threatened.

[bob's yer uncle](#)

7:16 AM on May 18, 2010

Anyone who knows or has dealt with Matty Maroun over the years can not be surprised by anything he says or does on this topic.

Lets get the public bridge built and break up his decades-old racket at the Detroit-Windsor crossing.

### Serenity Now

12:13 PM on May 3, 2010

“Manuel (Matty) Moroun is upset at what he sees as Canada’s meddling in Michigan, said Patrick Moran, corporate counsel for the transport tycoon.”

Sounds more like he’s looking to continue his hegemony.

Again, why would someone...so close to death (let’s be frank at that age anything can happen) worry about making a few more million?

It’s so diseased to be wasting your last years making even more money...but I guess that’s all he’s used to.

### jossjoss

8:32 AM on May 3, 2010

clown

### LesGuv

12:07 AM on May 3, 2010

I’m always suspicious of anyone playing the race card. If that’s the best you have you have nothing. Nobody putting up this kind of money cares what race you are. You might as well claim to be Martian.

### Hydro Glen

5:16 PM on May 2, 2010

I’m in no way a Maroun defender but some of these comments are really out there...

A hundred square city blocks?--that’s a bit hyperbolic. The real total’s not even close to that.

Delusional--Maroun’s just acting like a monopolist out to maximize his return.

Bridge ready to collapse?--It is old but it’s well inspected and not in any danger of collapse.

Thames has the story that’s closest to true--bridge traffic is down but a second span is needed as a fail-safe.

Maybe Matty’ll have to sell the Michigan Central building if he can’t get clearance to build his 2nd span over the homes in Sandwich.

I’m a fan of the new government sponsored bridge.

### RichardRoma

2:08 PM on May 2, 2010

You go, Matty Moron! It’s time to pull out the race card (or any other dirt or other factors that can be used to muddy the waters on the situation) when your monopolistic position is threatened!

### Insight

10:05 AM on May 2, 2010

I guess Maroun could have invested into upgrading the bridge any time he wanted to and didn't mind the harm it was doing for 2 way trade. Maybe there is something to his claim regarding his wrongdoing on 9/11? Harming trade...harming western interests.

Pathetic is all I can say. Does he really think he can take on those 4 governments and win with these types of tactics? He should be grateful to the wonderful life this asset has given to his family. To think there is a person who actually owns the 'Brooklyn Bridge'. And squanders it.

### Outlook

10:06 PM on May 1, 2010

Maroun is an 82-year old billionaire. No doubt he achieved his fortune through monopolistic tactics that he continues to engage in today. So full of hate and greed, taking for himself whatever he can, in whatever manner, regardless of the impact on his competitors or the community. He is to be pitied. He never learned to enjoy life and will most certainly die a very unhappy man.

### Grampa4

3:25 PM on May 1, 2010

I guess he just wants more profit.

### Jteeth

11:51 AM on May 1, 2010

It's clear Matty Moron is not mentally stable when he is desperate by playing the terrorist card. What's even scarier is that he's in charge of an old bridge in disrepair that is falling apart, a bridge collapse is a possibility. I won't be driving on the Assesbassador bridge anytime soon.

### jim sevenson

10:15 AM on May 1, 2010

IS IT MATTY MORAN OR MATTY THE MORON How can this joker think his empire is above free enterprise.

the onlybad thing is some time downthe road when the bridge is built i'msure the Gov't will feel the pinch and then off load it to the loweist bidder probably Matty the Moron

### NORTHERN AVENGER 2

10:10 AM on May 1, 2010

Priceless, this is the same guy who wiped out a hundred square city blocks of old Detroit next to the Bridge entrance? I am sure all those poor folks got top bucks from this guy when they sold out?

### Kublah Khan

4:03 AM on May 1, 2010

It is ironical that Matty wants to use a "free trade" argument to protect his monopolistic situation!

Ross King

12:11 AM on May 1, 2010

There he does waving his nuts at everybody again.

glorious and free

9:14 PM on April 30, 2010

One more reason to take the tunnel, ferry at walpole island or Corunna. The bridge is old and needs to be torn down

Jteeth

8:23 PM on April 30, 2010

It's worth the 500mill just to see Matty Moran slaughtered.

Don Portz

8:12 PM on April 30, 2010

Boy! this owner of the bridge is sure worried that his Investment may not bring the returns he counted on. Anyone that thinks they can ultimately control any given market for any length of time is a fool.

Thames

8:04 PM on April 30, 2010

there are almost never significant delays (over an hour, in fact almost never more than a few minutes) at the Windsor-Detroit crossings anymore. So if you believe this is a recession induced lull that will end soon, it may be reasonable to build another bridge. If you think the economy is in a permanent change and the auto industry isn't coming back then building a new bridge is a waste of money. Sometimes I think one way, sometimes the other, but the feds should get that straightened out before sending a big cheque to Michigan.....

Jteeth

7:42 PM on April 30, 2010

The fact that he's using the terrorist card shows he's signalling to his comrades to attack if he doesn't get his way.

Jteeth

7:42 PM on April 30, 2010

It's clear Matty Moran is a dillusional.

# THE MATTHEW MOROUN INTERVIEW: ON SECOND SPANS, TRUCK TRAFFIC FORECASTS AND WHY THE AMBASSADOR BRIDGE COMPANY DOESN'T WANT TO OPERATE THE NITC

Published: Monday, July 18, 2011, 7:11 AM Updated: Tuesday, July 19, 2011, 10:11 AM  
Jeff T. Wattrick | MLive.com

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Comments (11)

[ineedataxi](#) July 18, 2011 at 9:21AM

How is it that gov't owns the tunnel and not the bridge? Who owns the Blue Water Bridge in Port Huron ?

[djfx](#) July 18, 2011 at 9:55AM

There are currently in use, two railroad tunnels between Port Huron/Sarnia, and Detroit/Windsor....the capacity of these tunnels are way more apparent than building a new overhead bridge. A 100 car train takes the place of 300 semis. A 100 car train takes about 10-15 minutes to clear the tunnel. How long will it take 300 semi's to clear on a bridge?

[copperstone7](#) July 18, 2011 at 10:13AM

Matthew wants to live the American Dream but doesn't want anybody else to. 7 million vehicles a year(3 million semis)cross the Ambassador. This private owner isn't going to pay for his 2nd span the people using his bridge will pay for it. And we'll also pay to fix the train depot and we'll also pay to grease palms in the legislature. That's why politicians are putting themselves in front of the public, they don't want to give up the cash cow, just ask Mike Bishop who took \$80,000 from the Marouns.Time to move Mi. forward and JUST BUILD IT

[erlenmeyer](#) July 18, 2011 at 11:01AM

Put a passenger rail crossing in. Chicago to Quebec City is one of the most heavily traveled routes in the world. I imagine it would be much cheaper to go on a train, and less congested at customs.

[greg](#) July 18, 2011 at 11:08AM

If you follow the money the Morouns have been greasing all our legislators palms for years or else this new bridge would of been a done deal long ago. Basically, the Canadians are the biggest benefactor of the new bridge and they are willing to absorb a majority of the cost but how do you get our legislators to change their minds when they have taken thousands of dollars from the Morouns. The Morouns main goal is to funnel all the cars and semis to there duty free shop prior

to crossing their bridge where they make huge profits on gas and stuff. Currently that's basically why MDOT is suing the Morouns because they are not complying with the agreed plan for better traffic flow by their bridge. Likewise, the new bridge just takes away from the Morouns profits and they are fighting tooth and nail by buying off our politicians so they can protect their own self interests.

Our government does not represent the people anymore but it does represent the almighty dollar and whoever has the most usually wins!

**phizzy** July 18, 2011 at 11:09AM

The Morouns are so misleading. He says "Detroit lost 25% of its population" from 2000 to 2010. Yeah, that is true, for the City of Detroit. However, the Detroit-Warren-Livonia Metropolitan Statistical Area, which is more than six times bigger than Detroit, only lost 3.5% of its population. The Detroit-Warren-Flint Combined Statistical Area, which is more than seven times bigger than Detroit, only lost 2.6% of its population. The state of Michigan only lost 0.6% of its population.

**MSG 4Ever** July 18, 2011 at 11:21AM

As hard as the Morouns and the Ambassador Bridge people are fighting against this new bridge, it MUST be a good idea for the rest of us. Thank God I haven't had to watch any of their propaganda ads on TV lately. I don't live anywhere near Detroit, but it sounds like a good idea to me.

**grhspartan** July 18, 2011 at 12:29PM

Moroun doesn't believe the New International Trade Crossing is necessary because he wants his company to build, own and operate a second span next to his current bridge.

**JohnofGB** July 18, 2011 at 2:46PM

His family owns the bridge and spends a ton on commercials railing against a new bridge. Seems like he does not want any competition and for his family to control one of the two Detroit crossings.

**truckingal01** July 18, 2011 at 7:05PM

Why dont you call Maroun's bull-puckey statements on bridge traffic, Jeff? The fact is, whether or not there's much manufacturing going on in Detroit doesnt much matter a whole lot to bridge traffic: the traffic is NAFTA traffic-and from all over the country other than the East Coast! And traffic coming in from Mexico, China or Asia-both from the California ports and via the Mexican ports- is UP and going higher every year, once again! The majority of that freight destined for Canada has to cross that bridge. Maroun KNOWS these facts . .the trucking companies under his control run regular routes to those NAFTA entry points every day (even have terminals there). And as long as he controls the only bridge, he can continue to charge a lower toll for trucks under his control than he does other carriers-undercutting their freight prices and pumping his growing trucking monopoly in the auto industry! Notice Maroun says if they build another span they will then close the current one and do repairs . . .so they dont intend for there to be a second span at all, at least not functionally. Ya gotta admit-the Marouns are slick . . .but then, they're used to lying to the public. They know that paying off Detroit politicians has worked for the last 40 years-and they're trying to keep up the tradition!

[jcardillo.canada](#) July 19, 2011 at 4:24PM

Maroun's a manipulating liar. If its so easy to remove the dozens of stop lights between his bridge and the 401 why doesn't he pay the \$1 Billion that the Ontario government has committed for connecting the 401 to the New International Trade Crossing or does he expect traffic between East and West Windsor to telleport accross his private flow of non-stop trucks?

## FUTURE TRAFFIC A KEY RUMBLE IN THE BRIDGE DEBATE

Jul 13, 2011, Detroit Free Press

[JOHN GALLAGHER](#)

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Comments (24)

[NovemberVoter](#)

4:01 AM on July 13, 2011

A prudent approach would be to delay any new bridge and, in the interim, then determine how much the current bridge traffic increases (or decreases...) and how rapidly. A second bridge should only be built if the crossings numbers warrant a second span. A new bridge will not increase the number of crossings unless the overall economy needs it. It seems rather obvious that Michigan's economy will never recover to its previous levels.

The game plan of building a new (likely unneeded) bridge primarily to provide short-term construction jobs is taken right out of the Democrat (Keynesian economics) playbook of the FDR 1930s.

That Snyder is pushing for a new bridge clearly demonstrates just how much of a RINO he is-- and out of touch with many in his own party.

[BigManRestles](#)

7:14 AM on July 13, 2011

Wow. Things are NEVER going to progress past where they previously were? Just look back at history. Things have always progressed, regardless of the low points. It's opinions like this that keep thing mired down. Things will get better eventually, they always have as long as people worked towards progress. Evolution is a fact of life, and we will evolve into something bigger and better. Perhaps not the same as before, but we will evolve and survive.

BigMal27

9:14 AM on July 13, 2011

Whenever transportation is involved, the rule is: "If you build it, [they] will come"! Just look at any highway project that added lanes -- the congestion stays as bad since people are drawn to the now-open & wider road (and are detoured away from other routes that take up the construction).

speakingout746

10:58 AM on July 13, 2011

The research has been done and show a new bridge is needed. Only Maroun and the GOP legislators he has bribed disagree. Why would we want ONE MAN to have a monopoly on the most used border crossing in North America? I bet if Maroun was Muslim or and Arab people would be singing a different tune. Rick Snyder is not a RINO, he's an honest politician focused on what's best for the state not some rich milionaire like so many others in the GOP.

NovemberVoter

11:55 AM on July 13, 2011

The "if you build it, then they will come" mantra is typically chanted by radiclib dreamers for all of their boondoggles.

Another such pipe dream is the \$528 million Woodward streetcar project, which hopefully will not ever be built either. BTW, the M1 crowd that is expected to pony up a \$100 million donation for the streetcar construction does not desire that DDOT gets their money. M1 wanted a regional project--definitely without DDOT managing it. No love lost between the loser DDOT organization and M1. I wonder why the Free Press is so silent on that issue...

bdesigner

11:56 AM on July 13, 2011

Canada wants a new bridge, and will build one either here or in Buffalo, or one of the other site's they have in mind. They want to get the comercial traffic out of downtown Windsor. So why not build it here so we can benefit from new jobs, commerce, road money...Matty Moron is only fighting it to keep the money coming to his family. A private international crossing is not a good ideal.

BigMal27

3:46 PM on July 13, 2011

NovemberVoter: "The "if you build it, then they will come" mantra is typically chanted by radiclib dreamers for all of their boondoggles."

Maybe so, but 1) as applied to transportation projects, the effect has been studied and is actually expected in most cases, as if it's human nature; 2) I'm a radical moderate, not liberal -- trying to stay moderate is certainly a radical position these days; and 3) just ask the Metropolitan Council (Mpls/StPaul) how their light rail ridership is doing -- they've beat ridership goals for 2020 already, so they're currently building the next leg of what may become a whole system.

Yeah, the Twin Cities are certainly not Detroit, and I also believe light rail on Woodward is the

wrong solution for a problem that doesn't necessarily exist -- there are better locations. But as applied to DRIC / NITC, can put away the political labels and realize that even if the projections are wrong the end result -- it WILL get used -- may still be sustainable?

**weerallcrazy3**

8:15 AM on July 13, 2011

Hey Freep, why don't you let the Mackinaw Center comment on the DRIC bridge (new PC name NTIC)?

All you publish is one-sided information, from people who have dogs in the hunt, with the DRIC bridge.

Disclaimer for the terminally stupid: I have no financial interest in any bridge project or company. I receive no compensation from anyone regarding any bridge proposal. Anyone who believes a politician telling them "No taxpayer money will be used" is more than a fool.

**troyd5676**

4:05 PM on July 13, 2011

Can you not read? This article had opinions from both sides, and it also quoted experts who have no vested interest in either side. That is the direct opposite of "one-sided information from people who have dogs in the hunt". The person with the most at stake (therefore by your standards, the most biased opinion) is Matty Maroun and you seem to buy every word he says. Why is that? He has the most to lose, therefore the most reason to lie.

That would be why some might accuse you of working for Matty. I guess you don't really need to have a financial interest in the bridge to be wrong on the issue, but it is really hard to see how anyone other than Maroun could be against the downriver bridge.

About the traffic - ask yourself: Has traffic in this country ever gone down for an extended period, or has it always returned to an upward trend? Have we had to keep tearing out roads due to non-use? Or do we just keep building more and more and even then they still get jammed with traffic? Why would a four-lane bridge, with no other crossing within many miles away be any different?

**steeldrums**

8:33 AM on July 13, 2011

The article should have referenced this recent Bloomberg article.

<http://www.bloomberg.com/news/2011-07-08/too-many-public-works-built-on-rosy-scenarios-virginia-postrel.html>

**double55**

8:56 AM on July 13, 2011

8000 semis a day isn't enough traffic? The WORST thing this state could do is to create a double monopoly by letting the Marouns double their bridge with a twin span. The world's 756 richest person only wants it ALL, how much do you need? Time to make life easier for Michigan resi-

dents, there were those who didn't want I-75, the Mackinaw Bridge, the Zilwaukee Bridge where would we be without these gems? Just Build It!

[shadowdawg](#)

9:26 AM on July 13, 2011

The truth is, an increase in traffic will come with the completion of the NAFTA Highway. The Detroit-Windsor crossing is a key element of its unrestricted trade goals between Mexico and Toronto. Nobody sees the need for the bridge except the people behind the NAFTA project. Why do you think the "Gateway" project was undertaken? Step-by-step, the NAFTA Highway is being put in place, and most of the ignorant don't see it or realize it. It doesn't matter if you are "for" or "against" the NAFTA project. Just understand that is a reality that will be part of all our futures. Wake up and open your eyes!

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[Kiaudhuieldzapzz](#)

9:39 AM on July 13, 2011

Bridge crossing numbers are skewed, because people refuse to pay a dime to some load like Moroun - even if they have to swim across. The new bridge needs to be built regardless - the Morouns have flouted and abused their unique and fortuitous power at every opportunity

[HannibalSmith](#)

9:56 AM on July 13, 2011

Maybe if Maroun spent some of his riches developing businesses in southeast Michigan he wouldn't have such a poor outlook for the future of our state economy. Sad that such a rich man has no love for the area.

[winwilloe](#)

10:24 AM on July 13, 2011

Morounistas and Morounlings are still beating on the same rusty old anti-progress, anti-Union, anti-NITC drum. You guys need a new Party Line that makes some sense. As Lincoln said, You can't fool all of the people all of the time. And fewer and fewer people are paying any attention to your empty and misleading claims.

[speakingout746](#)

10:52 AM on July 13, 2011

the debate over this bridge needs to end and the DRIC should be approved. The debate and delay is only because of the GOP legislators in Lansing that have been bought and paid for by Matty Maroun. All other federal, state and local officials including Snyder are in favor of the DRIC. Canada is fronting all the money and guaranteeing the project. Canada has also said they will not allow Maroun to expand the Ambassador Bridge. Again. why is this being debated. It's time for Maroun's monopoly to end and he can take his decrepit old bridge with him.

[DetroitOlympics](#)

12:33 PM on July 13, 2011

Build the new bridge down river right away. Its needed. It will help to make the area a destination with greater access. Have confidence. It would also help with a summer Olympics bid. The

American auto companies are doing fantastic. The traffic volume will follow as the auto industry rebounds and it will allow for expansion of tourism traffic downtown. There is great potential for increased tourism downtown. Downtown should have an very large aquarium to attract more tourists. It would also draw new business to the area. A positive outlook will expand the economy.

JoeBlog1

2:24 PM on July 13, 2011

No mention that DRIC consultants' estimates to date have been overly optimistic. The DRIC projections of total traffic at the Ambassador Bridge for 2010 was 14,613,000 vehicles when the actual total traffic amounted to 7,219,503.

No one takes into account that technological changes at the border eg FAST and NEXUS, pre-clearance away from the border can increase traffic throughput significantly without spending a penny on a new bridge eg FAST will result in a truck being cleared in 30 seconds rather than 2 minutes thereby quadrupling border throughput!

[gopboogieman](#)

3:44 PM on July 13, 2011

The story doesnt mention if car traffic is up at the Bluewater, and the Tunnel since Matty's slum lord ownership style has been revealed in the press.

I know when I go to canada I dont use Matty's slum lord bridge, I use the Tunnel or the Bluewater bridge.

Get the stats on the traffic at the bluewater, and the tunnel.

To reward the slum lord with another monopoly doesnt seem like a good idea.

[chiliwilli](#)

6:57 AM on July 14, 2011

More lies from the MORON camp



# AMBASSADOR BRIDGE OWNER SAYS COMMERCIAL TRAFFIC CONTINUED TO DECLINE IN JUNE

Crains Detroit Business

MICHELLE MUÑOZ

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Comments (2)

FourGs wrote:

If traffic is down so much, then why does he want to 'twin' his existing bridge? It's all about him losing his golden goose.

7/11/2011 2:42 PM EDT

TIMOTHY DINAN wrote:

Oh, so sorry Mr. Moroun. We did not realize your financial needs would not be met if the DRIC is built. By all means, I apologize for not being more understanding of your monopolist status. By all means, please educate us with your enriching and thought-provoking television ads. And make sure to paper Del Rey with empty eviction threats so that local residents can carefully consider your position. When it is convenient, please let us know how else your needs can be better met.

7/7/2011 4:46 PM EDT



## TROUBLED BRIDGE OVER WATER

8:19 PM, Jul. 9, 2011, Battel Creek Enquirer

ERIC MURRAY

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Comments (2)

winwilloe

7:24 AM on July 10, 2011

Mr. Murray will give himself a hernia if he keeps trying so hard to be clever and cutesy about a situation that could make or break Michigan. It isn't funny, it isn't clever, it isn't cute. We can either pull the state from the rim of disaster or leave it to become a wasteland. The difference in these two sons of "self-made" men is that Gov. Snyder is trying to do something for Michigan and its citizens whereas Matty Moroun is trying to do something for Matty Moroun and his pock-

etbook. The pros and cons of the two proposed bridges have been discussed ad nauseam. The bottom line is that Moroun is standing in the way of progress by every fair or foul means possible, including filing frivolous lawsuits that have cost Michigan and Ontario taxpayers hundreds of thousands of dollars to fight. The fact that these lawsuits keep getting thrown out of court doesn't deter him. We've gotten rid of Saddam Hussein and Osama bin Laden; it's time to retake our state from the legalistic terrorism of Matty Moroun, and get the NITC bridge built.

funnyprof

12:50 PM on July 10, 2011

I just can't agree with you, you Bengali poet you. What Mr. Murry say's is true. it made me smile and chuckle too. you Bengali poet you.











