

The Voice of Canadian Business™
Le porte-parole des entreprises canadiennesSM

May 22, 2008

*Office of the President and
Chief Executive Officer*

*Cabinet du président
et chef de la direction*

Mr. Matt Marchand
Detroit River Tunnel Partnership
2597 Howard Ave.
Windsor, ON
N8X 3W4

Dear Mr. Marchand:

I would like to take this opportunity to express the Canadian Chamber of Commerce's support for the recommendation put forward by the Detroit River Tunnel Partnership to develop a new rail tunnel to expand capacity.

Given the importance of the Windsor-Detroit border crossings to the regional, provincial, and national economy, as well as the age, capacity, and vulnerability of existing infrastructures, there is need for a significant investment in border infrastructure in the Windsor-Detroit region. The Canadian Chamber of Commerce supports enhancing border crossing capacity in this region including the provisions put forward in Budget 2007 and Budget 2008 to support the development of a new bridge and corresponding connecting infrastructure such as the access roads. Furthermore, we support the initiative being put forward by the Detroit River Tunnel Partnership to enhance rail tunnel capacity.

The Canada-U.S. relationship facilitates the largest bilateral trading relationship in the world with approximately \$1.5 billion USD in two-way trade crossing the border on a daily basis, with Windsor-Detroit handling approximately 40 percent of this traffic. The benefits flowing from this relationship are significant, including approximately 7.1 million jobs in the United States and 3 million jobs in Canada.

Trade between Canada and the United States has climbed at nearly double-digit rates each year since the implementation of NAFTA. While the Canada-U.S. relationship has created millions of jobs in both countries, infrastructure constraints are hampering further growth. With the amount of crossings per day expected to continue increasing, enhancing capacity is a necessity.

The existing Detroit River Rail Tunnel has been in operation since 1909. It currently carries over 400,000 rail cars a year. However, the current tunnel cannot handle the increasing demands of industry. The Detroit River Tunnel Partnership recommends building a new tunnel to facilitate the movement of double-stacked containers and auto-max railcars, both of which cannot fit through the current tunnel. The current

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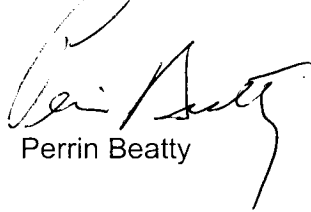
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tunnel can also remain operational providing an additional transportation option for freight and passenger rail traffic.

In addition to alleviating capacity constraints, a benefit to Canadian and U.S. manufacturers, the construction of the new tunnel will bring \$350 million of investment and approximately 1,700 jobs to the Windsor-Detroit region.

The Canadian Chamber supports the recommendation put forward by the Detroit River Tunnel Partnership to develop a new rail tunnel to enhance capacity and facilitate the movement of people and goods across the Canada-U.S. border.

Sincerely,

A handwritten signature in black ink, appearing to read "Perrin Beatty". The signature is fluid and cursive, with a large initial "P" and a long, sweeping tail that extends downwards and to the right.

Perrin Beatty