



Michigan House of Representatives  
The Honorable Lee Gonzales  
P.O. Box 30014  
Lansing, MI 48909-7514

May 28<sup>th</sup>, 2008

Dear Representative Gonzales,

It was a pleasure to testify in support of the Detroit River International Crossing (DRIC) project at the Detroit Regional Chamber on May 19<sup>th</sup>, 2008. The DRIC project is a key strategic initiative for both the State of Michigan and Province of Ontario and Chrysler has been a steadfast supporter of project since its inception.

Chrysler manages over 1,500 truck shipments over the Ambassador Bridge each day, which represents a significant portion of the total truck traffic. In order to insure the most flexible, efficient and competitive border crossing options it is imperative that the DRIC project move forward to completion.

The following three points summarize our positions regarding Detroit-Windsor border crossing issues:

- 1. Efficient Routing** - The Detroit River International Crossing (DRIC) project would provide direct access to the EC Row/401 Expressway - The current bridge requires a 1.5 mile diversion on Huron-Church Rd, which is slow and cumbersome.
- 2. Operational Flexibility** - When there is a delay or other significant issue at one crossing, traffic could be shifted to the other crossing in support of the just-in-time delivery windows to our various assembly plants on both sides of the border.
- 3. Competitive Alternative** - There is no viable alternative to the current bridge and we would prefer to have competitive alternatives to the current \$30 (approx - due to weight basis) one-way bridge crossing fee for a loaded tractor/trailer.

In addition, Chrysler maintains that the Ambassador Bridge second span project does not satisfy any of these three points of concern.

Best regards,

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