

**United States Senate**  
WASHINGTON, DC 20510

June 10, 2004

The Honorable Robert C. Bonner  
Commissioner, U.S. Customs & Border Protection  
1300 Pennsylvania Avenue, NW  
Washington, DC 20229

Dear Commissioner Bonner:

We are writing to you regarding the phase out of the Border Release Advanced Screening and Selectivity (BRASS) program at the Detroit Windsor Tunnel.

The Detroit Windsor Tunnel is the busiest passenger border crossing on the United States-Canadian Border. Most of the Tunnel's traffic is passenger in nature, however, 7% of the Tunnel's business is commercial. This means that approximately 700 trucks pass through the Tunnel each day. The cargo passing through the Tunnel generally originates in the Windsor area and ends in the Detroit area, or vice versa. Beginning December 12, 2003, the Bioterrorism Act of 2002 banned agricultural traffic from the Tunnel. This has had a significant economic impact on the Tunnel.

Currently, the Detroit Windsor Tunnel relies on the paper-based BRASS line release system to monitor commercial traffic. We understand that BRASS will be phased out by Fall 2004. This rapid phase out could result in the Detroit Windsor Tunnel having to ban all commercial traffic because it does not currently have the space to implement the new electronic monitoring system. The Detroit & Canada Tunnel Corporation (DCTC), operators of the Detroit Windsor Tunnel, will need to retrofit the Tunnel's traffic plaza so that it will be able to employ the electronic Automated Commercial System (ACS) or the Pre-Arrival Processing System (PAPS), but this activity will take time and resources. DCTC is committed to safeguarding the cargo of the United States to the fullest extent possible, however the rapid transition to the ACE or PAPS systems will place a complex burden on the Tunnel.

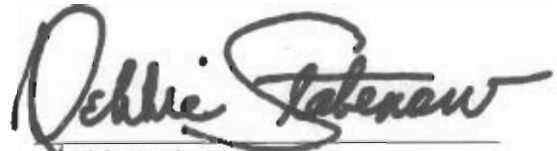
Because these federal regulatory changes will have an adverse impact on the Tunnel and its ability to screen commercial traffic, have you considered a phasing in of the electronic system so that DCTC can make the necessary infrastructural changes to enable it to use the PAPS system? Are there other options to assist the Tunnel in making the transition from the BRASS monitoring system to an electronic monitoring system so that the Tunnel does not lose all of its commercial traffic? Without the ability for some commercial traffic to pass through the Tunnel, other drivers will incur increased congestion and waiting times, creating significant traffic problems.

We look forward to working with you on this important issue. We hope that you can find ways to assist the Detroit Windsor Tunnel to make the transition to the electronic cargo monitoring system.

Sincerely,

A handwritten signature in dark ink, appearing to read "Carl Levin". The signature is fluid and cursive, with the first name "Carl" being more prominent than the last name "Levin".

Carl Levin

A handwritten signature in dark ink, appearing to read "Debbie Stabenow". The signature is fluid and cursive, with the first name "Debbie" being more prominent than the last name "Stabenow".

Debbie Stabenow