



Amtrak International Operations Update



*Eastern Border Transportation Coalition
September 17, 2013*

New York – Montreal “Adirondack”

- **Now distributing the I-95W forms in Central Station to save time at the border.**
- **E-ticket lift providing more accurate information to the border agencies.**
- **Continuing work on the prospective preclearance facility in Montreal with focus on business case.**
- **The architect’s report has been received:**
 - **Facility cost expected to be \$6.2 to \$6.4 million.**
 - **Time to construct is expected to be about eight months.**
- **CBSA has provided tentative concurrence for the proposed facility layout.**
- **CBP will not comment on the proposal until the preclearance treaty has been negotiated.**
- **MTQ study to increase speeds up to 100 MPH between Montreal and the U.S. Border expected in fall 2013.**

New York – Niagara Falls – Toronto “Maple Leaf”

- **Whirlpool Rapids Bridge railway operations now conducted by Amtrak for itself and VIA.**
- **Two phases of International Intermodal Facility completed:**
 - **Customs house reconstruction**
 - **Main Street overpass**
- **Phase 3 – Station expansion now underway.**
- **VIA has discontinued its other train to and from Niagara Falls.**
- **Amtrak and the border agencies will be filming a video for rail passengers on border crossing requirements.**

Prospective NEC – Montreal “Vermont”

- **Trip time recently reduced by 28 minutes as a result of track improvements.**
- **Prospective additional time savings of 20 minutes as a result of a planned reroute via Holyoke.**
- **Amtrak is running various scenarios for the service to Montreal to be discussed with Vermont once it becomes practical to extend north of St. Albans.**

Chicago – Michigan – Ontario – Toronto – Montreal

- **The most obvious international rail passenger “missing link”.**
- **No track capacity for passenger trains now due to Detroit River Tunnel freight congestion.**
- **Fortunately that gives us time to work on this because there are significant obstacles to overcome.**
- **New tunnel for double stacks to free capacity.**
- **Neither Amtrak’s Detroit station nor VIA’s Windsor station is on the route to the tunnel (relocate, suburban stops, or shuttle).**
- **“Winter Classic” planning reveals a VIA Rail trip time between Toronto and the border of 5:15.**
- **Amtrak’s Chicago – Detroit trip time is roughly the same but will be reduced somewhat by track improvements to achieve a more consistent 110 MPH.**
- **Customs and immigration could add an hour or more.**

Questions