



Amtrak International Operations to Canada



*Eastern Border Transportation Coalition
May 25, 2011*

Brief History

- **First Amtrak operations to Canada and Mexico ordered by Congress 1972**
 - Seattle – Vancouver – *“Pacific International”*
 - Washington – Montreal – *“Montrealer”*
 - Ft. Worth – Laredo – *“Inter-American”*
- **Later additions**
 - New York – Detroit – *“Niagara Rainbow”*
 - Chicago – Port Huron – Sarnia – Toronto – *“International”*
 - New York – Toronto – *“Maple Leaf”*
- **Only one operating today in original form**

Current Operations

- ***“Amtrak Cascades”***
 - Portland – Seattle – Vancouver BC
 - First train since 1995; second train since 2009
- ***“Maple Leaf”***
 - New York – Niagara Falls – Toronto
 - Since 1981 replacing a former VIA Rail Canada connection
- ***“Adirondack”***
 - New York – Rouses Point – Montreal
 - Since 1974
- **All are current or prospective state corridor trains under Section 209 of PRIIA**
- **All but second Vancouver train pre-date 9/11**

Potential Future Operations

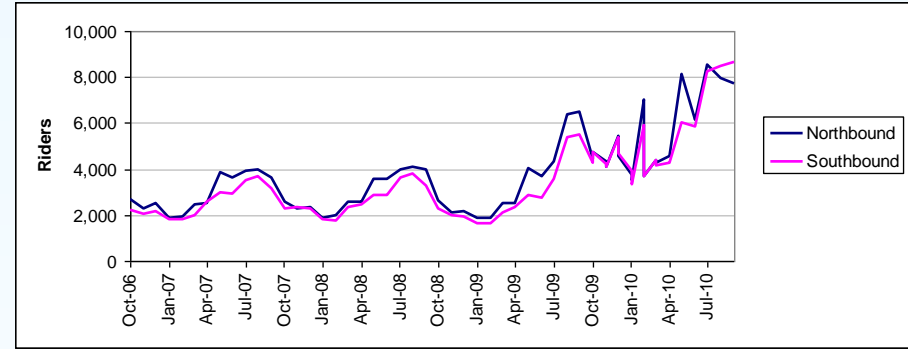
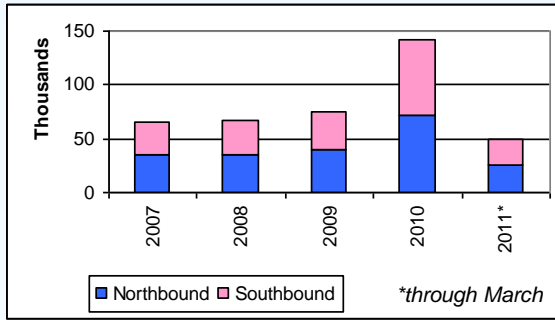
- **“*Vermont*” extension north of St. Albans to Montreal**
 - Tentatively late 2012
 - High priority for Vermont Governor Peter Shumlin
 - Would reconstitute former “*Montrealer*” but on a daytime schedule
- **Continental Rail Gateway**
 - New Detroit – Windsor tunnel – After 2014
 - Potential Chicago – Detroit – Toronto – Montreal combined Amtrak / VIA Rail Canada corridor

International Ridership

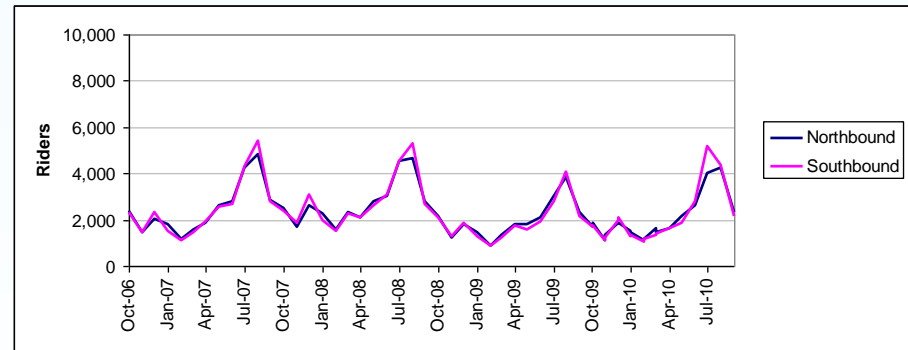
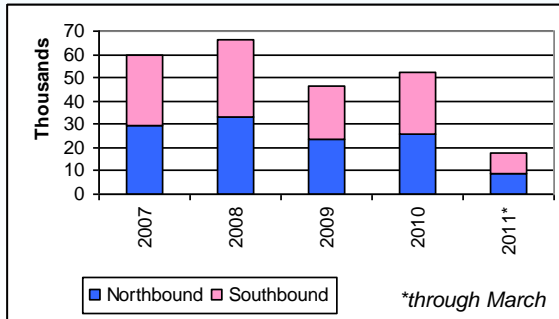
Annual

Monthly

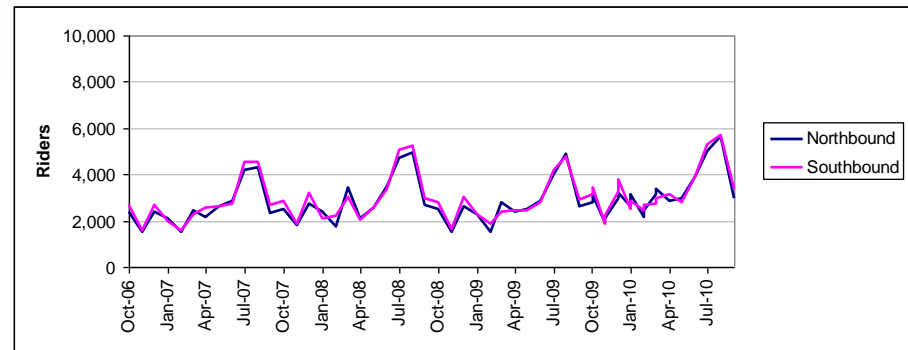
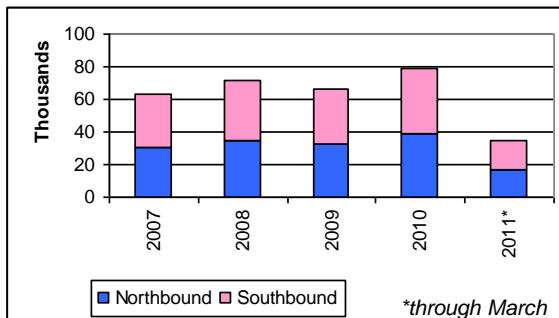
Cascades (Vancouver)



Maple Leaf (Toronto)



Adirondack (Montreal)



Lack of Process for Border Security

- **Customs and Immigration inspection processes evolved locally and independently following 9/11**
- **Before 9/11 informal on-train screening was satisfactory**
- **Passenger rail does not fit air or highway models**
- **Issues other than terrorism**
- **On train inspection no longer satisfactory from the perspective of border agencies**
 - **Canada Border Services Agency (CBSA)**
 - **U.S. Customs and Border Protection (CBP)**

Agency Issues with On-Board Inspection

- **Lacks the privacy to properly interview travelers especially about sensitive issues**
- **Inability to clearly match every item of baggage to its owner**
- **Poor connectivity with agency information technologies**
- **Safety and security risks with potentially unruly passengers and officer firearms**
- **Inability to inspect a completely empty train**

Amtrak Issues with Enroute Off-Board Inspection

- **Serious inconvenience to passengers**
- **Unsafe at low platforms especially in bad weather**
 - Elderly and ADA passengers
 - Passengers carrying infants and small children
- **Long border dwell times cause longer trip times**
- **All passengers must wait until the last passenger has cleared**
- **Frequent delays would exacerbate poor on-time performance at down-line stations**
- **In conflict with intent of PRIIA to improve on-time performance**

Possible Solutions

- **End point customs and immigration processing in Canada with non-stop closed-door operation north of the border**
 - Vancouver
 - Montreal
- **New methods for on-board processing that mitigate concerns of border authorities**
 - Niagara Falls for Toronto

More Immediate Issues

- **“Amtrak Cascades” at Vancouver**
 - CBSA funding for the second train ends October 31
 - New funding must be obtained to avoid discontinuance
- **“Maple Leaf” at Niagara Falls**
 - Canadian National abandoning Whirlpool Bridge rights
 - Bridge Commission seeking agreement with new operator
 - Quick resolution needed before service must be discontinued
- **“Adirondack” at Montreal**
 - Both CBSA and Amtrak want to do C&I in Montreal
 - Tentative conceptual plan developed by Amtrak
 - Funding required to validate concept in Canada
 - Alternative could be a full offload of passengers and baggage at the border

High Speed Rail Overview

Federal Investment Highlights (2009-2011)



HIGH-SPEED INTERCITY PASSENGER RAIL PROGRAM

Federal Investment Highlights (2009-11)



Summary of Federal Investments (2009-2011)



HIGH-SPEED INTERCITY PASSENGER RAIL PROGRAM Summary of Federal Investments (2009-11)

