



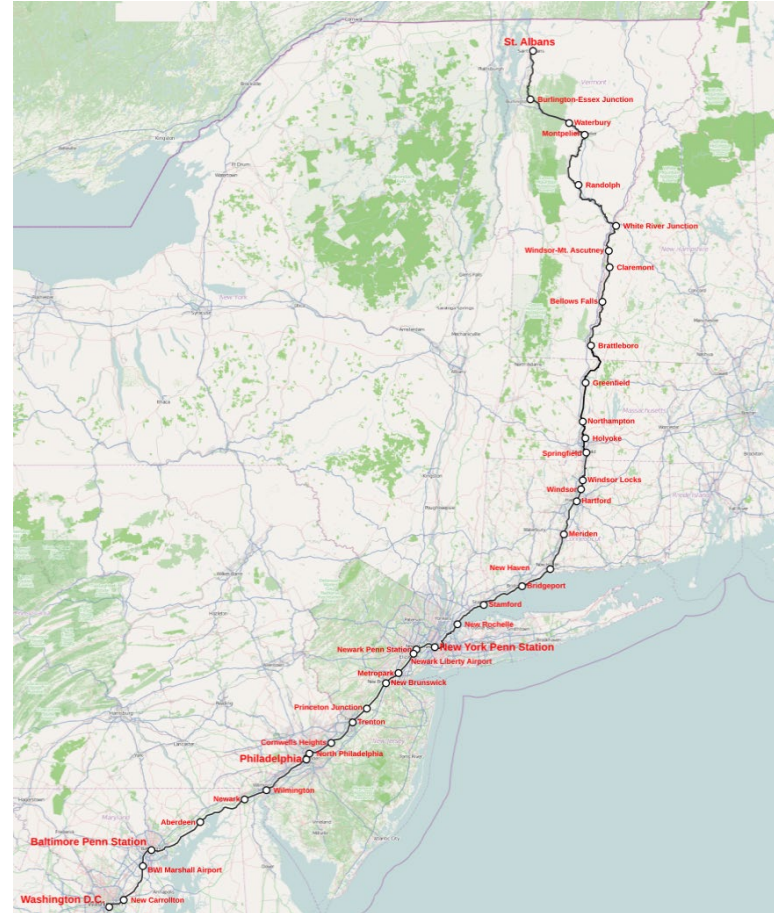
Building a customs facility at Montreal Central Station

Eastern Border Transportation Coalition

May 7th, 2025



- Existing service : Amtrak's *Adirondack* – NY-Albany-MTL
- Travel time = 10 to 11 hours including 1 hr minimum at the border (Lacolle/Rouses Point)
- More than 2/3 of passengers cross the border

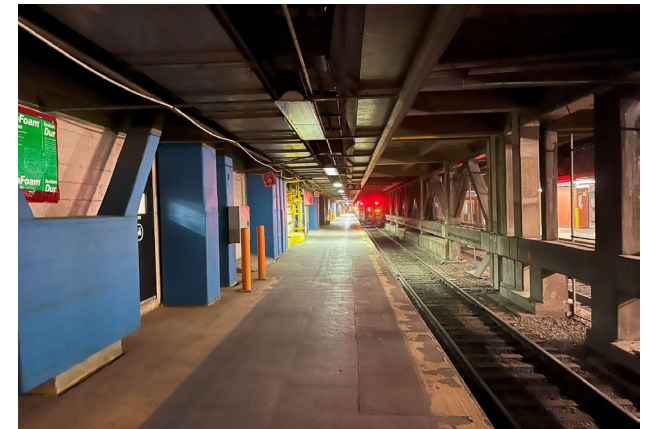


- Existing service : Amtrak's *Vermont* – Washington DC-Philadelphia-NY-Springfield-St. Albans
- Travel time = 14 hours
- Ran to MTL as Montrealer until 1995
- Service to MTL abolished: delays at border + crew changes

The Customs Facility project (US Preclearance+CAN Customs)



- Clearance currently located at the US-CAN border in Lacolle
- Goal: move customs operations to Montreal Central Station, adjacent to platform 23 underneath the Waiting Hall
- Gains:
 - Accomodate both customs agencies - US CBP and CBSA
 - Offer a favorable environment security wise
 - Reduce travel time
 - Facilitate potential return of the Vermonter service to Montreal
 - Allow better connections to VIA Rail's services in Kingston, Ottawa, Quebec City and Halifax
 - Increase rail services in the Montreal/ Northeast region





The Project - 2

- Why preclearance?
 - It is important to note that preclearance is unanimously recognized as a means of reducing delays, improving service, providing predictability in journeys and consolidating rail as a means of transport in the region and positioning it in North America
- Who are the main partners in this project:
 - VTrans, NYSDOT, MTMD and Amtrak
- Other stakeholders:
 - US CBP, CBSA, owners of the buildings and rails, CN, US and Canada Gov.



Steps to get there - 1

- 2014 – Finalization of the 1st study on the establishment of customs services at Montreal Central Station
 - Canadian customs clearance and U.S. preclearance
 - Shared space
 - Feasible and affordable
- 2015 – Signing of the CAN + U.S. treaty on preclearance
- 2019 – Treaty comes into force
- 2024 - Completion of the 2nd feasibility study (greater detail) under the management of Société québécoise des infrastructures (SQI)
 - Location and work to be done
 - Costs



Steps to get there - 2

- Realization of an opportunity analysis, including a building evaluation, including a verification of the need for seismic upgrading - (where we are right now)
 - Finalization of the siting parameters and confirmation of the preferred option;
 - Duration: 1 year
- Cost-sharing agreement between the parties involved
- Agreement between U.S. and Canadian Customs
- Subject to the conclusions of the opportunity analysis, development of the concept, preliminary plans and specifications to complete the business case

Steps to get there - 3

- Reaching agreements with owners of the Montreal Central Station and the selected adjacent building
- Beginning of construction subject to final commitment by all partners, including customs authorities, to occupy and operate the site in Montreal Central Station

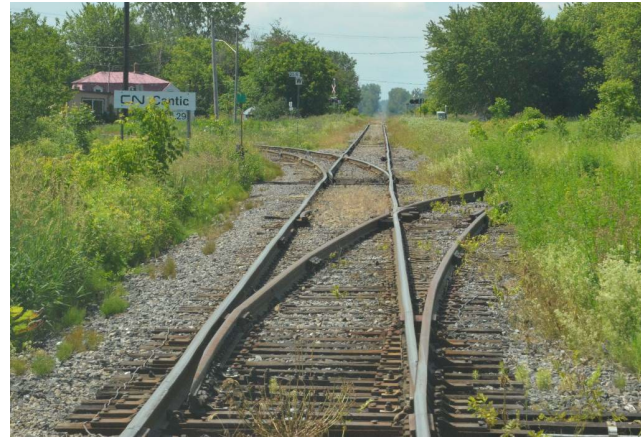


Conditions for success of the project

- Budget availability
- Commitment of US CBP and CBSA to occupy and operate the facilities
- Collaboration of all partners and costs sharing engagement
- Approval from owners of buildings and rails to proceed
- Long-term vision and involvement required for a project for which there are few or no precedents in terms of: infrastructure, transportation, security, partnerships, agreements, etc.

Potential further steps to improve cross-border rail services 9

- Railway infrastructure improvements on CN tracks
 - Swing bridge to be automated
 - Switch to be automated
 - Rails to be welded to prevent warping
- Agreement between Amtrak, CN, CDPQ-Infra, VIA Rail for the return of the Vermonter, including maintenance



Working Group on the project

- A working group dedicated to this project has been created
 - VTrans, NYSDOT, Amtrak and MTMD
- Monthly Teams meetings scheduled to coordinate, discuss options to move the project forward and share the latest developments

- Thanks to EBTC for giving to the MTMD the opportunity to present this project
- EBTC helped to advance the Customs project at Montreal Central Station
- EBTC sent letters to the Canadian and American governments requesting increased support for the project
- Through its influence and commitment, EBTC helped advance this strategic initiative to improve the efficiency of cross-border rail transportation in the region
- EBTC is an interesting vehicle for soliciting the participation of partners and informing stakeholders



Thank you!