

High-speed Rail between Montreal and New York City; Analyzing and applying Chinese CRH Experience Aimed at Upgrading the Existing NYC-to-Montreal Corridors into HSR

Executive Summary

Since Canada is the only G8 country, which does not build high-speed rail (HSR), it becomes increasingly popular for the society to discuss the necessity of establishing HSR in Canada, or even across the border of Canada and the USA. This project discusses technologies and feasibility of applying HSR in the NYC-to-Montreal corridor, as well as analyzing and drawing experiences from the case of Chinese CRH in order to apply the recommendations in this corridor. In the final part of this article we provide the relevant financial analysis on the establishment of high-speed rail.

We conclude that the merits of the HSR establishment in the NYC-to-Montreal corridor outweigh the defects. The merits vary from safety and comfort, time and energy conservation to high competency of transportation. Additionally, the financial analysis illustrates the break-even point will occur in year 16, and after that the HSR can make considerable long-term profits.

The experience from Chinese CRH illustrates that separating the passengers and goods had been achieved by high-speed rail. This led to more efficient transportation of both passengers and goods, and also supported the development of the local economic and the development of lower power dynamic technology.

However, it is recommended that commercialization require a various levels of capital and policy support from different domains including the governments, the Departments of Transportation in New York State and Quebec Province, the attention of North-American society, etc. Therefore, society and the relevant government departments should adopt the establishment of high-speed rail in North America as a mode of transportation.