



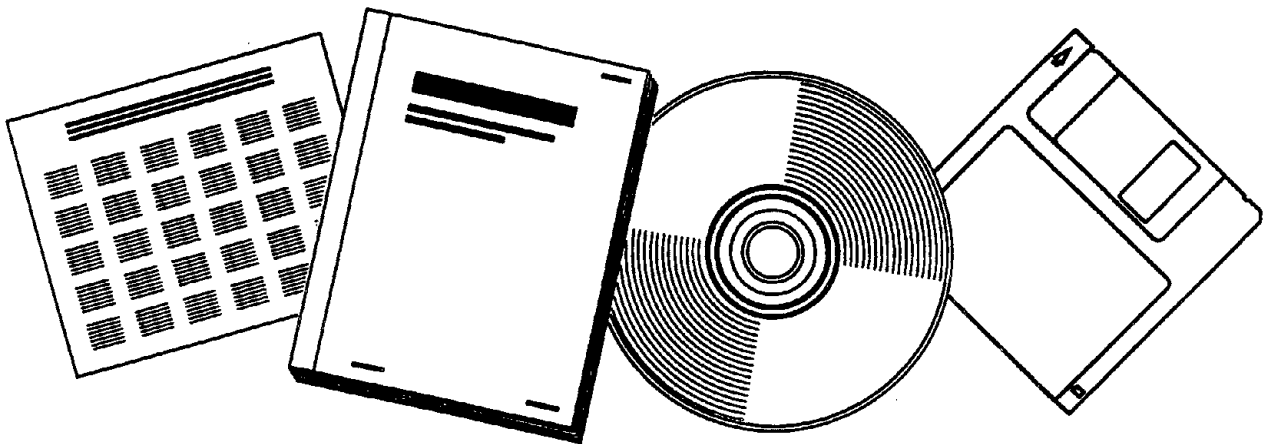
PB95-112223

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ASSESSMENT OF THE ADEQUACY OF U.S.-CANADIAN INFRASTRUCTURE TO ACCOMMODATE THE TRADE THROUGH EASTERN BORDER CROSSINGS - APPENDIX DESCRIPTIVE PROFILES OF MONTREAL SOUTH FRONTIER

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C.

FEB 1994



U.S. DEPARTMENT OF COMMERCE
National Technical Information Service





PB95-112223



U.S. Department
of Transportation

**Federal Highway
Administration**

*Intermodal Surface Transportation Efficiency Act
Section 6015 Study: Assessment of Border Crossings
and Transportation Corridors for North American
Trade (Northeast)*

An Assessment of the Adequacy of U.S–Canadian Infrastructure to Accommodate the Trade through Eastern Border Crossings

Appendix: Descriptive Profiles of Montreal South Frontier

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REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.

1.  PB95-112223		2. REPORT DATE February 1994		3. REPORT TYPE AND DATES COVERED Final Report August 1992-January 1994	
4. TITLE AND SUBTITLE An Assessment of the Adequacy of the U.S. Canadian Infrastructure to Accommodate Trade through Eastern Border Crossings: Appendix 2 Descriptive Profiles of Montreal South Frontier				5. FUNDING NUMBERS HW476/H4027	
6. AUTHOR(S) Amy C. Flanagan					
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) U.S. Department of Transportation Research and Special Programs Administration John A. Volpe National Transportation Systems Center Cambridge, MA 02142				8. PERFORMING ORGANIZATION REPORT NUMBER DOT/VNTSC-FHWA-94-3.B	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) U.S. Department of Transportation Federal Highway Administration 400 7th Street, S.W. Washington, DC 20590				10. SPONSORING/MONITORING AGENCY REPORT NUMBER FHWA-PL-94-009-07	
11. SUPPLEMENTARY NOTES					
12a. DISTRIBUTION/AVAILABILITY STATEMENT This document is available to the public through the National Technical Information Service, Springfield, VA 22161				12b. DISTRIBUTION CODE	
13. ABSTRACT (Maximum 200 words) The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 calls for a study of U.S. international border crossings. The objective of the study is to identify existing and emerging trade corridors and transportation subsystems that facilitate trade between the United States, Canada, and Mexico. This appendix contains a series of border crossing profiles covering the major crossings and in some cases minor crossings in the border frontier. The frontier itself is a definition created for the 6015 Study to aid in the analysis of trade and traffic flows. The crossings included in this discussion include all commercial ports in the frontier, all ports identified as having infrastructure needs, and most of the smaller ports if traffic volumes warranted. These latter predominantly serve local needs.					
14. SUBJECT TERMS Intermodal Surface Transportation Efficiency Act (ISTEA), Port of Entry, Border Crossings Inspection Facilities				15. NUMBER OF PAGES	
				16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT Unclassified	18. SECURITY CLASSIFICATION OF THIS PAGE Unclassified	19. SECURITY CLASSIFICATION OF ABSTRACT Unclassified	20. LIMITATION OF ABSTRACT		

SI* (MODERN METRIC) CONVERSION FACTORS

APPROXIMATE CONVERSIONS TO SI UNITS					APPROXIMATE CONVERSIONS FROM SI UNITS				
Symbol	When You Know	Multiply By	To Find	Symbol	Symbol	When You Know	Multiply By	To Find	Symbol
LENGTH					LENGTH				
in	inches	25.4	millimeters	mm	mm	millimeters	0.039	inches	in
ft	feet	0.305	meters	m	m	meters	3.28	feet	ft
yd	yards	0.914	meters	m	m	meters	1.09	yards	yd
mi	miles	1.61	kilometers	km	km	kilometers	0.621	miles	mi
AREA					AREA				
in ²	square inches	645.2	square millimeters	mm ²	mm ²	square millimeters	0.0016	square inches	in ²
ft ²	square feet	0.093	square meters	m ²	m ²	square meters	10.764	square feet	ft ²
yd ²	square yards	0.836	square meters	m ²	m ²	square meters	1.195	square yards	yd ²
ac	acres	0.405	hectares	ha	ha	hectares	2.47	acres	ac
mi ²	square miles	2.59	square kilometers	km ²	km ²	square kilometers	0.386	square miles	mi ²
VOLUME					VOLUME				
fl oz	fluid ounces	29.57	milliliters	mL	mL	milliliters	0.034	fluid ounces	fl oz
gal	gallons	3.785	liters	L	L	liters	0.264	gallons	gal
ft ³	cubic feet	0.028	cubic meters	m ³	m ³	cubic meters	35.71	cubic feet	ft ³
yd ³	cubic yards	0.765	cubic meters	m ³	m ³	cubic meters	1.307	cubic yards	yd ³
NOTE: Volumes greater than 1000 l shall be shown in m ³ .									
MASS					MASS				
oz	ounces	28.35	grams	g	g	grams	0.035	ounces	oz
lb	pounds	0.454	kilograms	kg	kg	kilograms	2.202	pounds	lb
T	short tons (2000 lb)	0.907	megagrams (or "metric ton")	Mg (or "t")	Mg (or "t")	megagrams (or "metric ton")	1.103	short tons (2000 lb)	T
TEMPERATURE (exact)					TEMPERATURE (exact)				
°F	Fahrenheit temperature	5(F-32)/9 or (F-32)/1.8	Celcius temperature	°C	°C	Celcius temperature	1.8C + 32	Fahrenheit temperature	°F
ILLUMINATION					ILLUMINATION				
fc	foot-candles	10.76	lux	lx	lx	lux	0.0929	foot-candles	fc
fl	foot-Lamberts	3.426	candela/m ²	cd/m ²	cd/m ²	candela/m ²	0.2919	foot-Lamberts	fl
FORCE and PRESSURE or STRESS					FORCE and PRESSURE or STRESS				
lbf	poundforce	4.45	newtons	N	N	newtons	0.225	poundforce	lbf
lbf/in ²	poundforce per square inch	6.89	kilopascals	kPa	kPa	kilopascals	0.145	poundforce per square inch	lbf/in ²

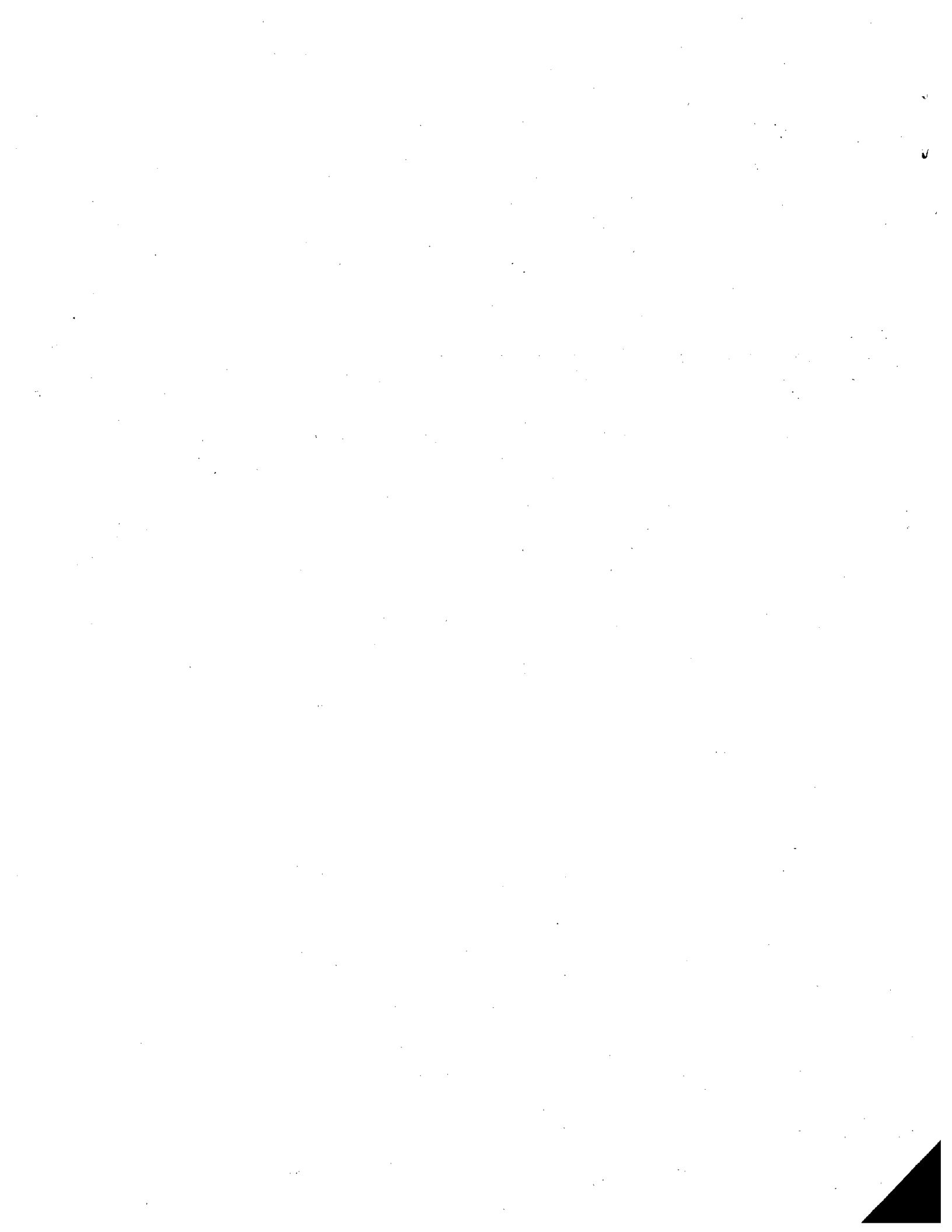
* SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380.

**An Assessment of the Adequacy
of U.S–Canadian Infrastructure
to Accommodate the Trade
through Eastern Border Crossings**

**Appendix:
Descriptive Profiles
of Montreal South Frontier**

Sponsored by the
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Federal Highway Administration

August 1994



PREFACE

Congress, under Section 6015 of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), mandated an international border crossing study regarding trade and transportation between the United States, Canada, and Mexico. Specifically, the study's objectives were to identify existing and emerging trade corridors and transportation subsystems that have been facilitating trade between the three countries. This study was conducted by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

In the conduct of the Section 6015 study, available data were collected from Canadian, U.S. and Mexican public and private sources. The study team undertook an extensive outreach effort to bring local and state interests into the process. Shippers and carriers participated in meetings across the country to identify issues and to provide recommendations and suggested solutions. Meetings were held in Canada and Mexico to gain a more comprehensive understanding and perspective on border related concerns.

For practical purposes, the study was divided into several regional activities. This was to reflect separately some of the concerns and problems presumed to be unique to those regions. The John A. Volpe National Transportation Systems Center (Volpe Center) was tasked to perform the assessment of the adequacy of the border infrastructure, both physically and operationally, and its ability to accommodate current and future trade and transportation needs throughout the northeastern U.S. region, from Sault Ste. Marie, Michigan to Calais, Maine.

This document is one of five containing infrastructure inventories of facilities along the eastern U.S.-Canadian border. This work, conducted by the Volpe Center and Wayne State University, draws upon previous studies and data collection efforts. These sources were augmented by data from border crossing authorities, facility operators, and the federal inspection services, and from on-site visits to border crossing facilities. The effort of this study, is a first step in the development of a more comprehensive understanding of trade and traffic flows in North America.

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INTRODUCTION

This appendix contains a series of border crossing profiles covering the major, and in some cases, minor crossings in the border frontier. The frontier itself is a definition created for the 6015 Study to aid in the analysis of trade and traffic flows. The crossings included in this discussion include all commercial ports in the frontier, all ports identified as having infrastructure needs, and most of the smaller ports, if traffic volumes warranted. These latter predominantly serve local needs.

Information for these profiles was collected from available reports and summary statistics; responses to data requests from the General Services Administration (GSA), U.S. and Canadian Customs Services, Immigration and Naturalization Services (INS), Bridge and Tunnel Authorities and Operators, and State Transportation Departments. Discussions and on-site visits were conducted with these agencies for most of the border crossings.

The profiles provide information on ownership and operation, traffic and activity levels, physical infrastructure and associated problems, and staffing levels. Where available, maps, site plans, and photographs are included. It should be noted that customs and INS residences, where indicated on the site plans, no longer exist.

The profiles contained in this appendix are all in the St. Albans, Vermont district. They are listed below by border groups as used in the study, with the U.S. Customs port codes indicated.

Montreal South Frontier Border Crossings

1. Derby Line, VT (10209)
 - a. Derby Line Interstate 91 Crossing
 - b. Derby Line Route 5 Crossing
 - c. Beebe Plain
 - d. North Troy

2. Norton, VT
 - a. Norton (10211)
 - b. Beecher Falls (10206)
 - c. Canaan (10206)
 - d. Pittsburg, NH (10206)

3. Highgate Springs, VT
 - a. Highgate Springs (10212)
 - b. Alburg/Noyan (10212)
 - c. Alburg Springs (10212)
 - d. Morses Line (10212)
 - e. Richford (10203)
 - f. East Richford (10203)
 - g. Pinnacle Road (10203)
 - h. West Berkshire (10203)

4. Champlain-Rouses Point, NY (10712)
 - a. Champlain
 - b. Rouses Point
 - c. Overton's Corners
 - d. Mooers
 - e. Cannon Corners

**U.S./CANADIAN BORDER PORT PROFILE
PORT: DERBY LINE, VERMONT
CROSSING: DERBY LINE INTERSTATE 91, VERMONT**

PROFILE

Port Code: 10209 **Customs Region:** Northeast

Customs District: St. Albans, Vermont

Collateral Duties: Derby Line, Route 5, North Troy, and Beebe Plain stations.

Total Staff: **Customs:** 24
 INS: 16 (including 3 special operations)

Nearest U.S. Port: Derby Line Route 5, 1/2 mile east

Contact: Timothy Moran, Assistant District Director, Inspection and Control Division,
U.S. Customs Service

Address: Interstate 91, P.O. Box 476

Phone: (802) 524-6527

Modal Activity: Highway, Pedestrian, Rail

Hours of Operation: 24 Hours

Seasonality: Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 5 lanes

Commercial: 1 lane outside canopy, equipped for line release commerce.

Private Vehicles: 4 lanes under canopy

Secondary Inspection: 6 lanes

Processing Time: 20 seconds per vehicle for automobiles

Capacity: 600 autos/hour
60 trucks/hour

Administration Building: See Exhibit

Secondary Garage: 2 enclosed bays; 1 with vehicle lift

Date of Construction: 1965 **Last Renovation:** 1989

Brokers: 6 brokers on-site

Canadian Port: Rock Island, Route 55, Province of Quebec

Canadian Facility: The Rock Island facility is owned by the Canadian government and the approach is owned by the Quebec government. The station, built in 1955, is open 24 hours daily. The number of vehicles entering through Rock Island, Route 55 for the 12 month period ending was 439,043. The percent of traffic going through line release is 12.5%.

Canadian Customs report an average secondary processing time of about 7 minutes. Nine spaces are available for secondary parking.

Canadian Staff: For 1992, 15 inspectors, 4 manager/supervisors, 3 clerical staff.

Traffic: ENTERING THE UNITED STATES

PORT	YEAR	AUTOMOBILES	TRUCKS
DERBY LINE	1989	855,107	65,469
	1990	873,285	63,037
	1991	1,115,968	63,941
	1992	1,101,936	71,239

ENTERING CANADA¹

PORT	YEAR	AUTOMOBILES	TRUCKS
ROCK ISLAND	1989	228,902	36,357
	1990	299,771	49,725
	1991	385,792	51,594
	1992	389,821	60,705
ROCK ISLAND 143	1989	284,080	785
	1990	357,824	1,244
	1991	437,819	1,189
	1992	446,397	592
BEEBE	1989	66,940	2,214
	1990	90,180	1,525
	1991	127,071	1,004
	1992	122,470	897

¹All 4 Canadian ports correspond to the Derby Line port

U.S./Canadian Border Study

HIGHWATER	1989	62,740	3,323
	1990	97,864	3,955
	1991	118,570	3,204
	1992	119,811	3,091

**U.S./CANADIAN BORDER PORT PROFILE
PORT: DERBY LINE, VERMONT
CROSSING: DERBY LINE INTERSTATE 91, VERMONT**

BACKGROUND

DESCRIPTION

The Derby Line Interstate 91 border facility is made up of a single story contemporary style structure, housing both Customs and Immigration and Naturalization Services (INS) personnel. The facility was built in 1965, and is in good operational condition. It is owned by the General Services Administration. The facility is a year-round 24 hour per day operation.

LOCATION

Derby Line is a land border Port of Entry located at the United States/Canada border at the intersection of U.S. Interstate 91 and Canadian Highway 55. The Port of Derby Line covers approximately 30 miles of the international border in Orleans County. The nearest major population center is Montpelier, Vermont, which is approximately 59 miles southwest via Interstate 91, and Vermont State Highway 14.

ACTIVITY

Most commercial cargo releases in the St. Albans district occur at the Derby Line Interstate 91 crossing, which is a designed commercial port of entry. The major import categories at Derby Line are wood, paper and printed material, metals and metal products.

The Interstate 91 crossing is near the Tomitobia River as the river crosses the U.S.-Canadian border. The source(s) of the Tomitobia are Beaver Pond and Turtle Pond in the U.S. Watercraft headed for the U.S. are inspected at this crossing.

Derby Line I-91 is a commuter corridor with about 1.1 million private automobiles crossing in 1992 versus 71,000 trucks. The activity also reflects seasonal variations; lighter in winter and heavier in summer.

HIGHWAYS

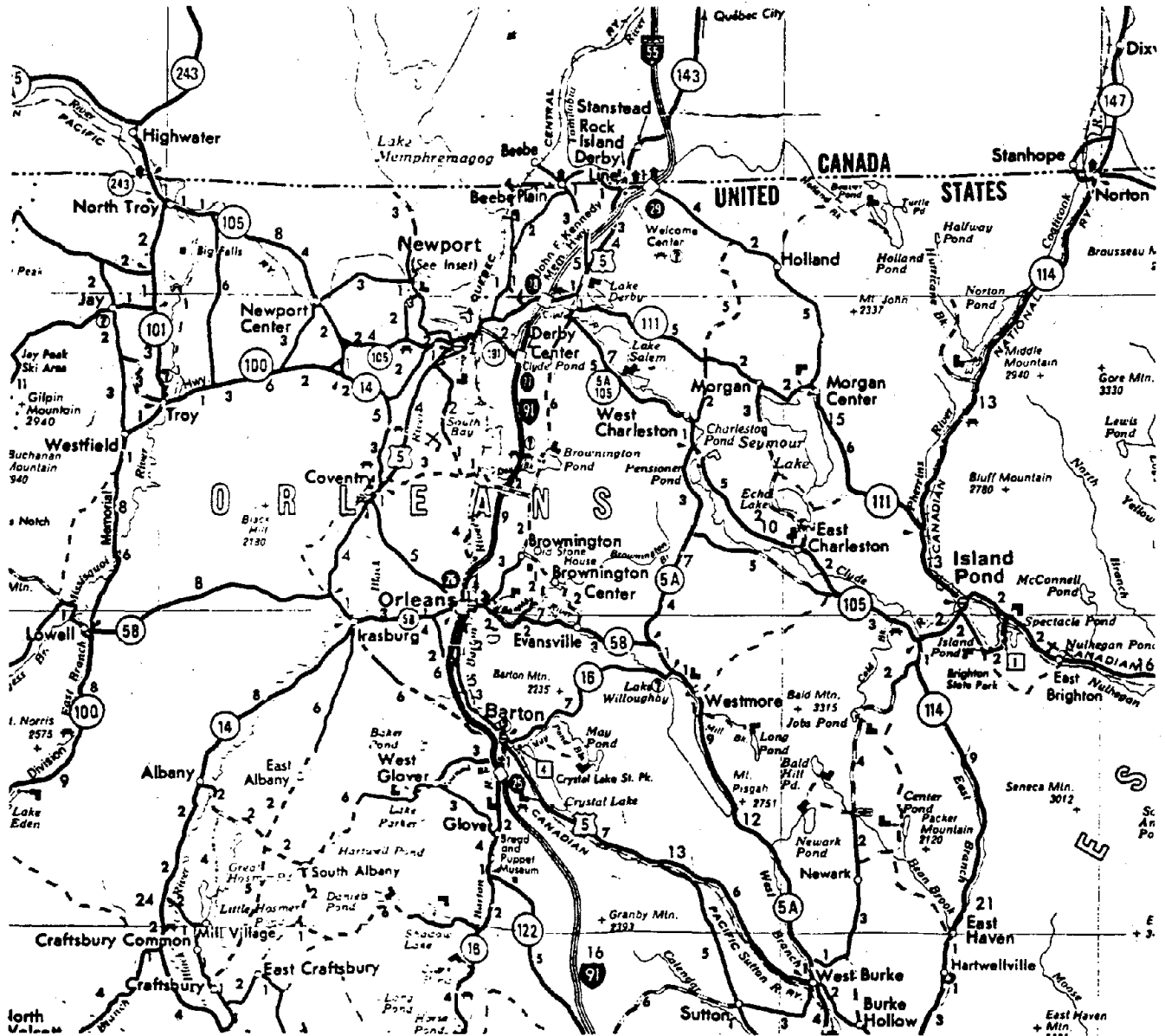
Both U.S. Interstate Highway 91 and Canadian Highway 55 are major four-lane divided highways capable of supporting vehicles with a maximum gross vehicle weight of 80,000 pounds.

CONGESTION

At the present time, the border station at Derby Line I-91 operates with little to no problems of congestion. Traffic typically moves unimpeded through this port of entry.

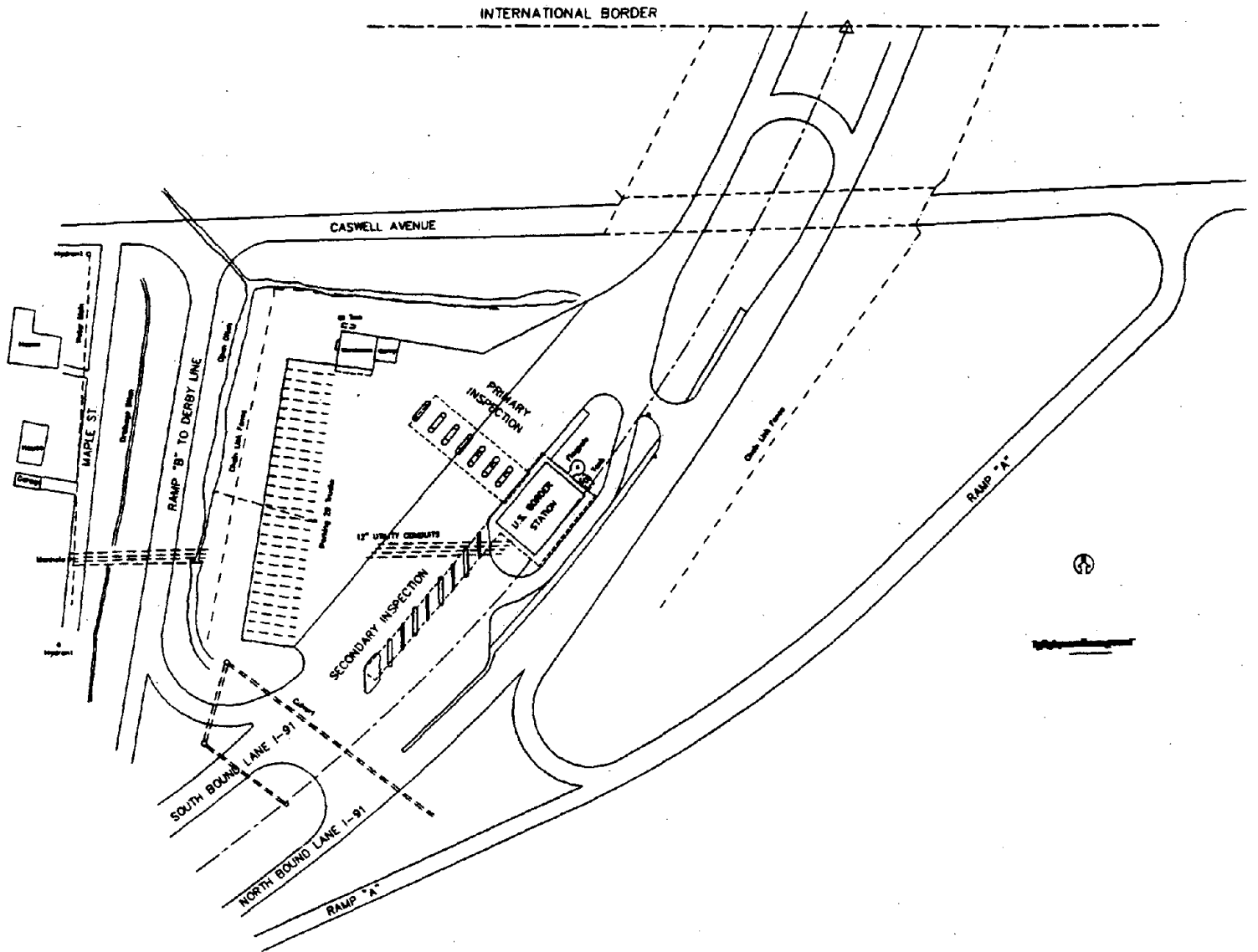
IMPROVEMENTS

Plans include the accommodation of border cargo selectivity for commercial activity.



Port of Derby Line, Vermont

Reprinted from the Official State of Vermont Map, with permission.



U.S. Border Station, Derby Line I91
Site Plan, 1964

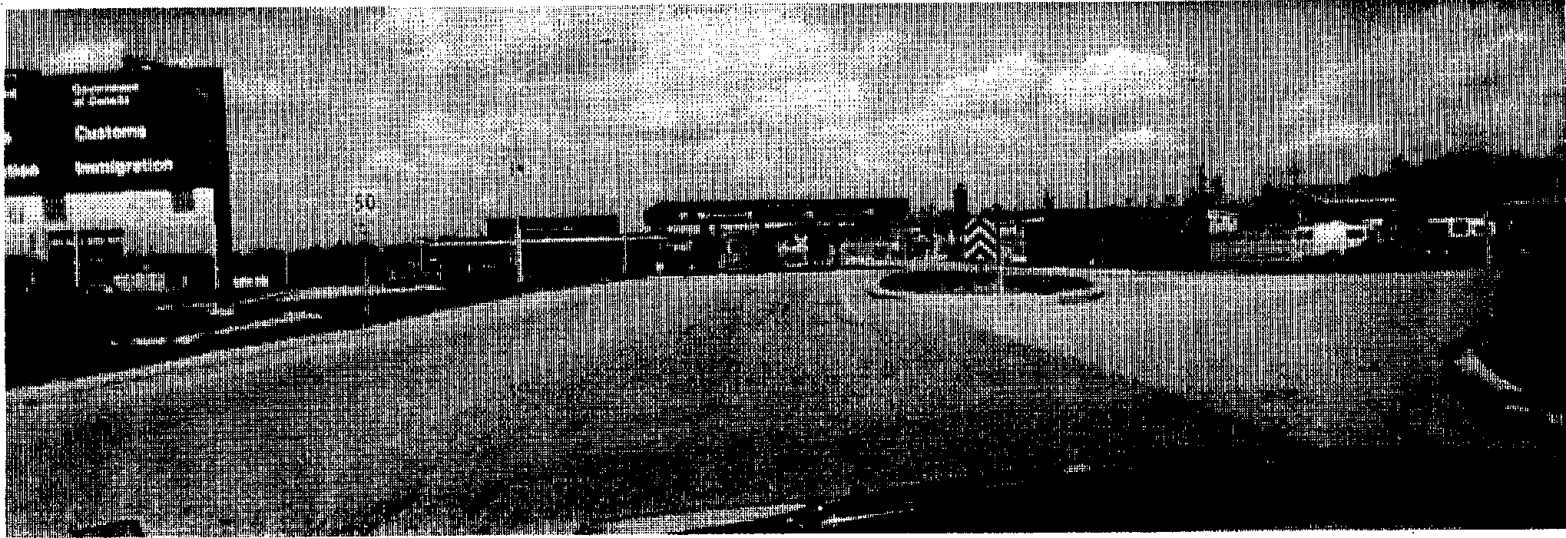


6

Derby Line 191: Primary inspection lanes, 4 auto; 1 truck

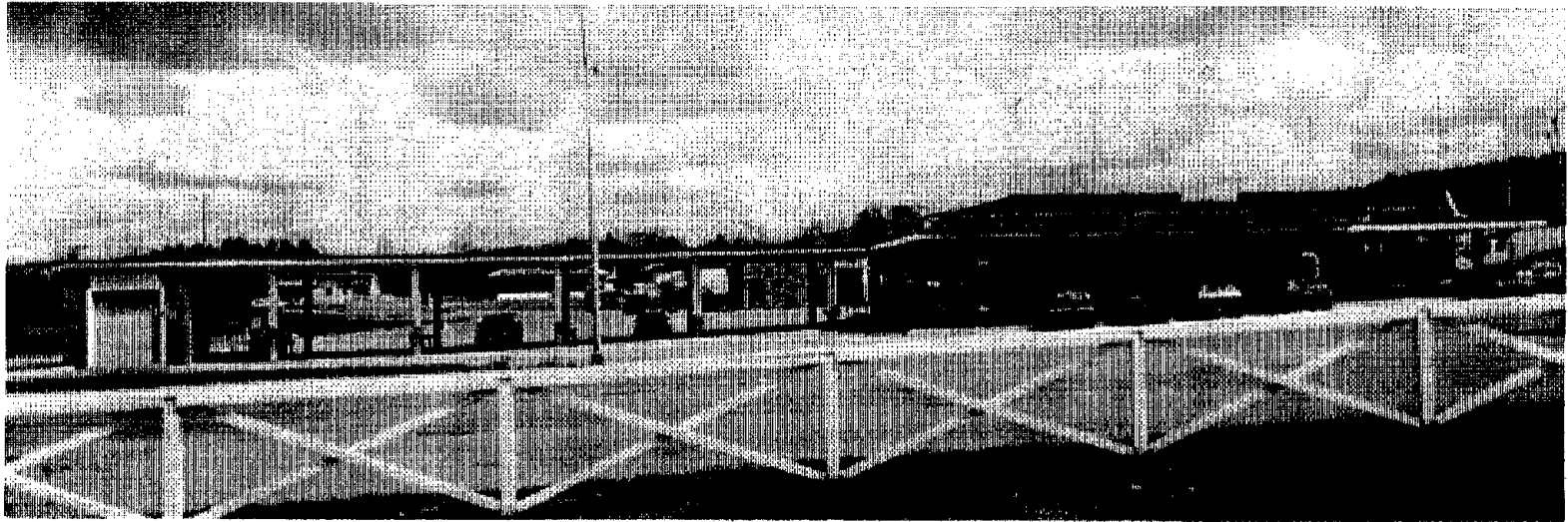


Montreal South Frontier



10

Rock Island: Above, approach to primary inspection; below, Customs/INS admin. building and secondary inspection.



**U.S./CANADIAN BORDER PORT PROFILE
PORT: DERBY LINE, VERMONT
CROSSING: DERBY LINE, ROUTE 5, VERMONT**

PROFILE

Port Code: 10209

Customs Region: Northeast (Boston)

Customs District: St. Albans, Vermont

Total Staff: Staffed out of the Derby Line, Interstate 91 Port of Entry.

Nearest U.S. Ports: Derby Line, Interstate 91 - 1/2 mile east
Beebe Plain - 2 miles west

Contact: Timothy Moran, Assistant District Director, Inspection and Control Division,
U.S. Customs Service

Phone: (802) 524-6527

Modal Activity: Highway, Pedestrian

Hours of Operation: 24 Hours

Seasonality: Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 1 lane

Secondary Inspection: Secondary area is parking lot and is exposed to attached post office traffic.

Pedestrian Inspection: 1 booth

Processing Time: Average 30 seconds per vehicle for automobiles

Capacity: 120 autos per hour

Administration Building: See Exhibit

Date of Construction: 1931

Last Renovation: 1989

Brokers: None at this station; six are located at Derby Line I-91.

Traffic: See Derby Line I-91 Profile.

Canadian Port: Rock Island, Route 143, Quebec

Canadian Staff: 8 customs inspectors

U.S./CANADIAN BORDER PORT PROFILE
PORT: DERBY LINE, VERMONT
CROSSING: DERBY LINE, ROUTE 5, VERMONT

BACKGROUND

DESCRIPTION

The border facility consists of a 2 story brick Colonial style building owned by the General Services Administration. It was built in 1932 and is listed on the National Register of Historic Sites. The facility operates 24 hours a day, year round.

LOCATION

The Derby Line Route 5 facility is located on Main Street, otherwise known as U.S. Route 5, which is the chief thoroughfare through the town of Derby Line. It becomes Highway 143 in Canada.

ACTIVITY

Private passenger vehicles constitute the vast majority of traffic entering through this station. In FY92, for instance, the U.S. side of this station processed 473,258 privately owned vehicles and 252 trucks. Ninety percent (90%) of the traffic crossing through this station is local, where local is defined as having a destination within 10 miles of the crossing.

Derby Line Route 5 does handle all commercial imports of livestock. A USDA shed is located in back of the administration building. Livestock inspections are held one day a week, on Wednesdays, when the USDA veterinarian is at the facility, or else by appointment.

HIGHWAYS

The Route 5 crossing is accessible via Interstate 91 in the United States, and Route 143 in Quebec, Canada.

CONGESTION

This station does experience problems of congestion and traffic management, particularly on weekends. Location of the facility can be attributable to these problems for a couple reasons. One is that confusion exists among the travelling public because, entering the U.S. from Canada, travellers do not reach the U.S. Inspection Station until after they have passed

several retail stores. Another problem with the location is that, being on the main thoroughfare, local traffic cannot enter or exit from the stores along each side of the road when border crossing traffic is backed up. The Post Office is also located in same building as the inspection station, and this becomes inaccessible when traffic is backed up.

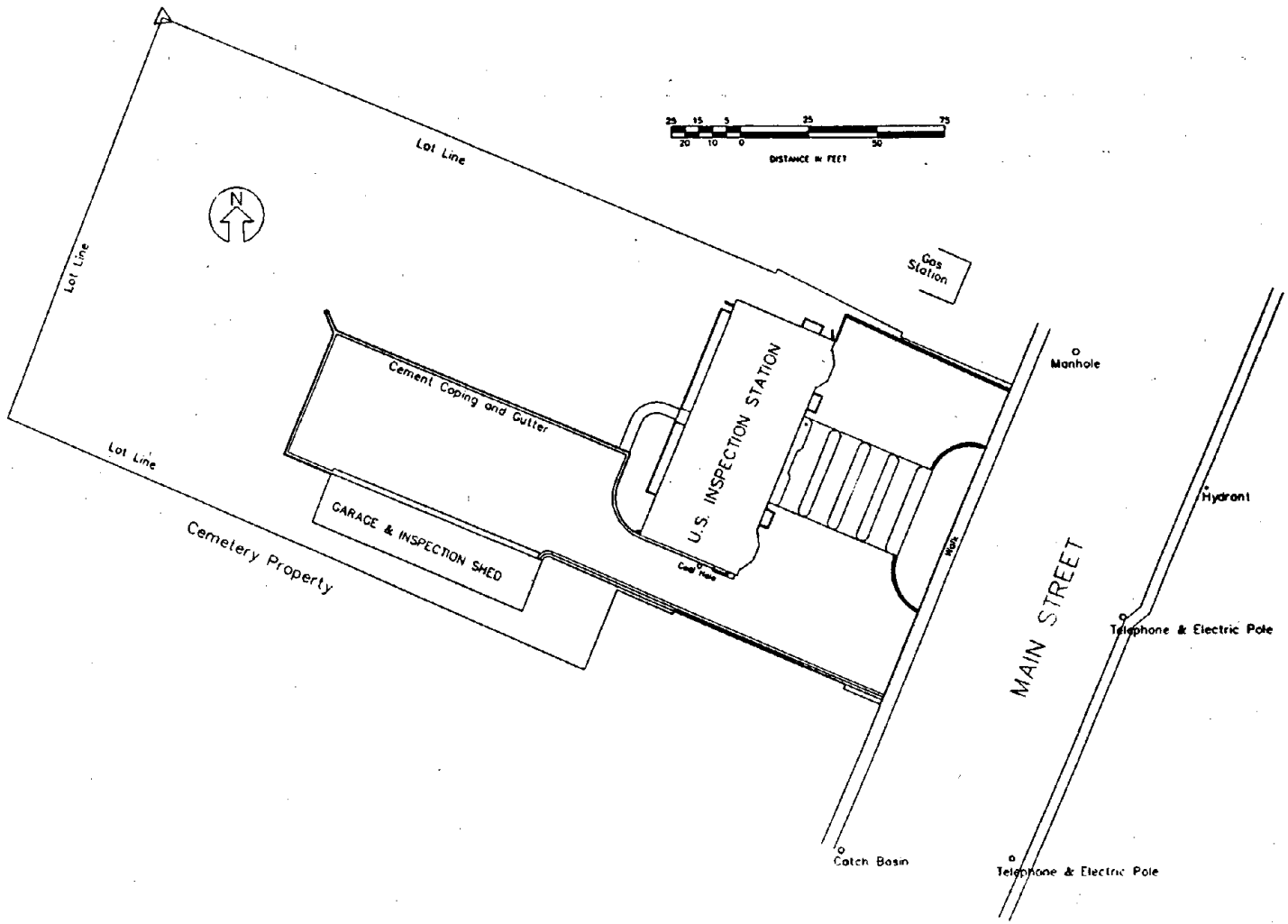
It is typical for traffic entering Canada at the end of a long weekend, to be backed up past the U.S. station. On these holiday weekends and other times when traffic is at its peak, State Police are required to reroute traffic to the Derby Line Interstate 91 crossing.

IMPROVEMENTS

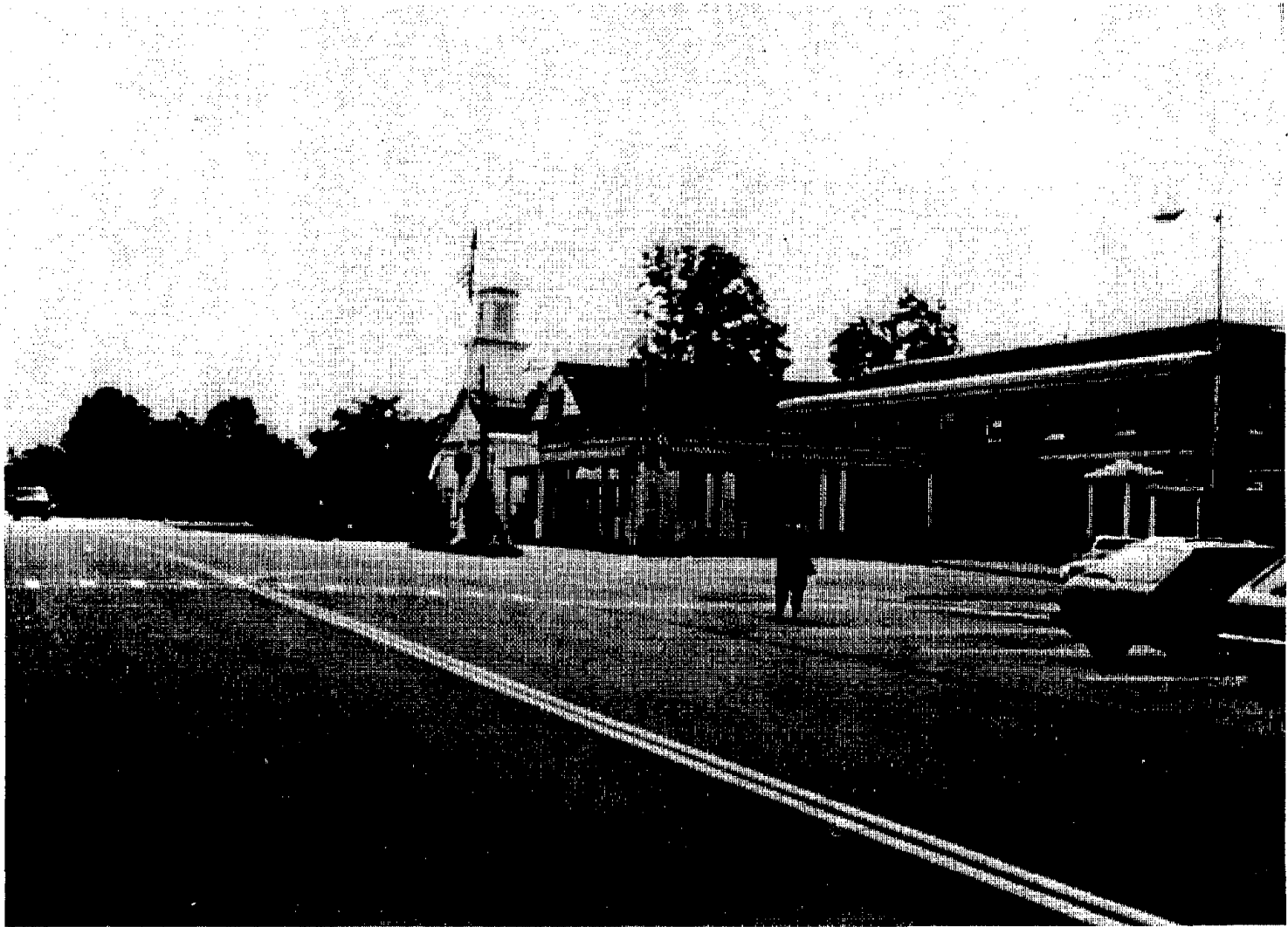
Canada has initiated preliminary planning studies to replace this station. Construction is planned for 1994/95, subject to funding availability.

GSA replaced the canopy roof and installed an elevated truck inspection booth at this facility.

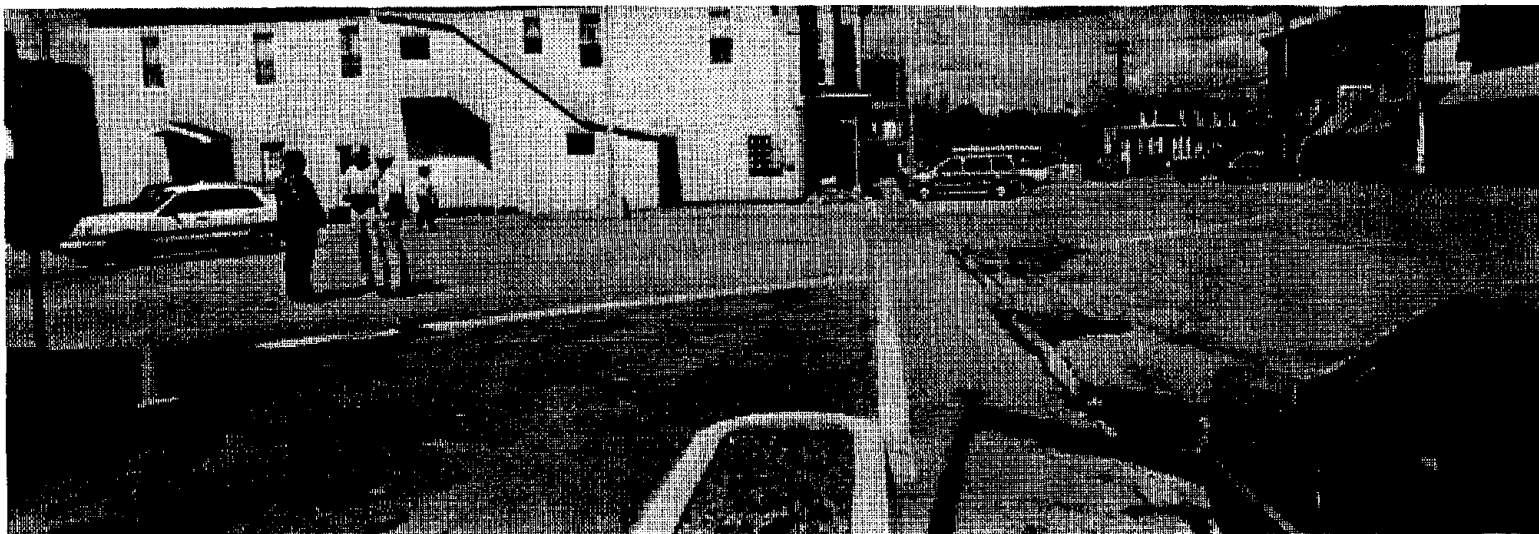
Due to the congestion at this crossing, and its close proximity to the Derby Line Interstate 91 crossing, suggestions in the U.S. have favored closing this facility. Annual cost is \$250,000 for Customs staff salary and rent for this station which is only 4/10 mile away from Derby Line I-91. It is anticipated that travellers would not be overly inconvenienced if they were rerouted to I-91.



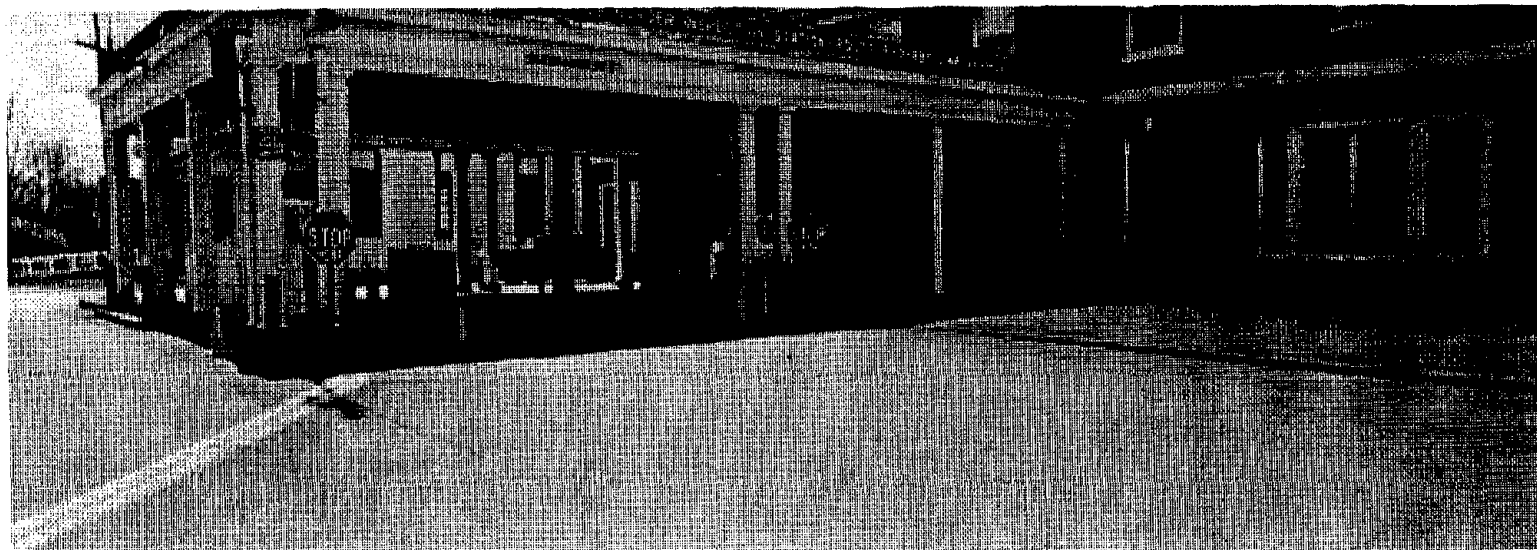
U.S. Inspection Station, Derby Line Rte 5
Approach Plan, 1931



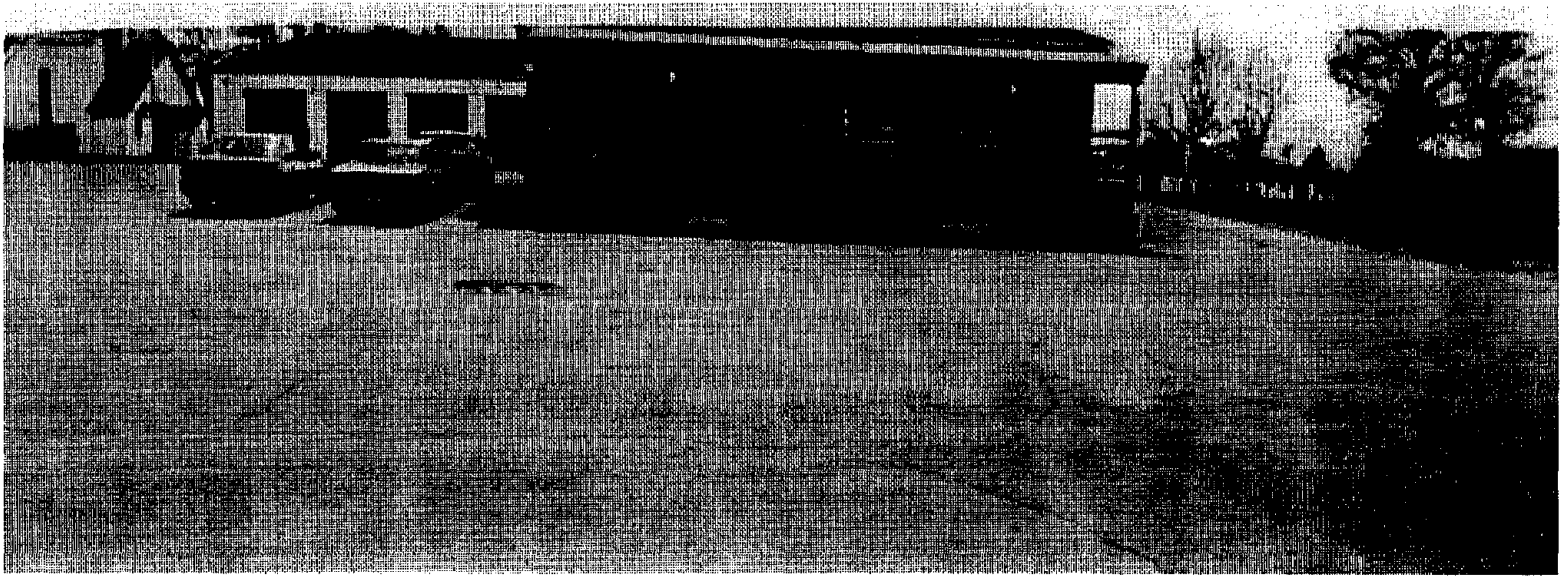
Derby Line, Rte. 5: Approach, administration building and primary lanes



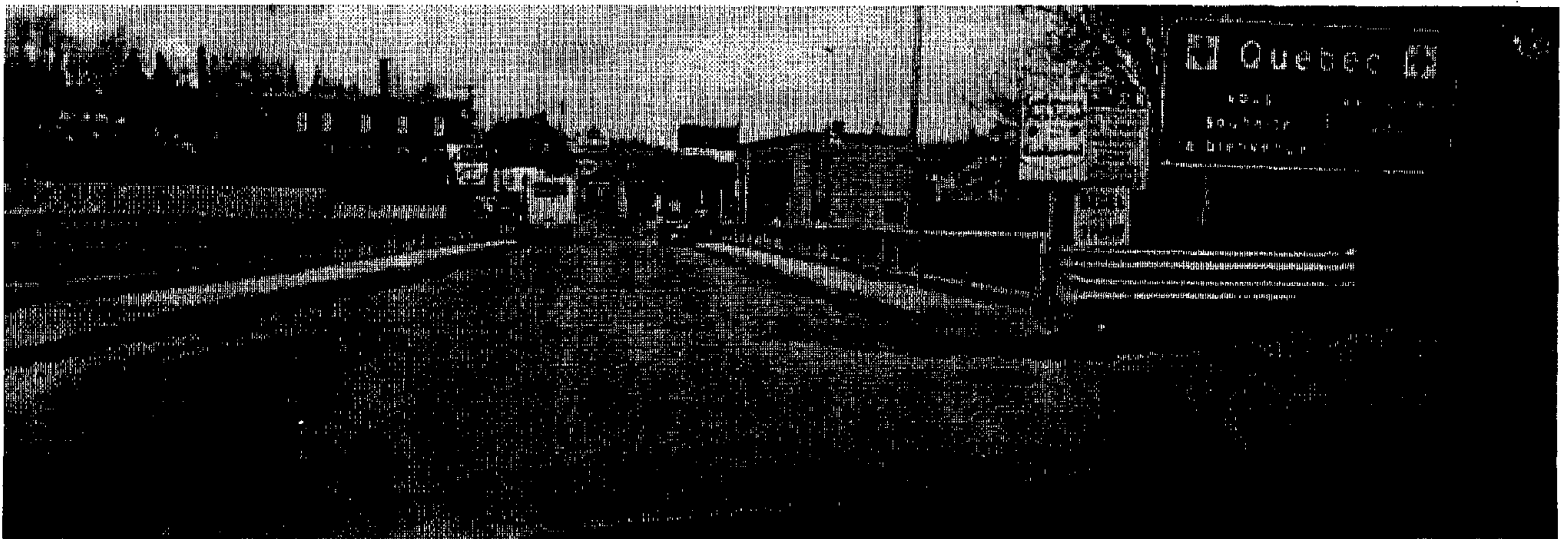
Derby Line, Rte. 5: Above, approach to primary inspection and below, primary inspection



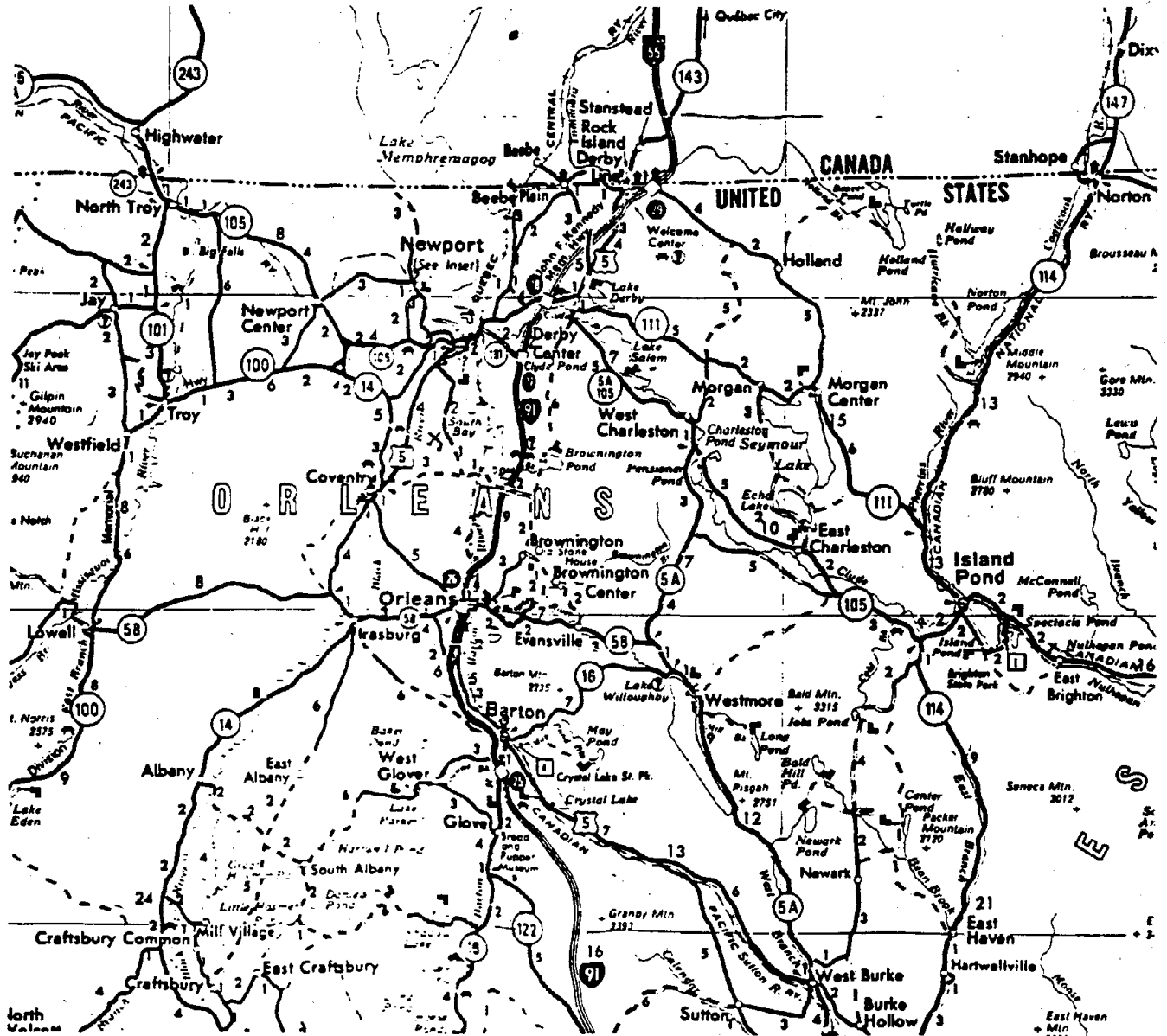
Montreal South Frontier



Derby Line Rte. 5: Above, livestock inspection; below, entering Rock Island, Quebec



Montreal South Frontier



Port of Derby Line, Vermont

Reprinted from the Official State of Vermont Map, with permission.

**U.S./CANADIAN PORT PROFILE
PORT: DERBY LINE, VERMONT
CROSSING: BEEBE PLAIN, VERMONT**

PROFILE

Port Code: 10209

Customs Region: Northeast

Customs District: St. Albans, Vermont

Total Staffing: **INS:** 1 full-time
2 shifts rotated between INS and Customs personnel staffed out
of Derby Line Port of Entry

Nearest U.S. Ports: North Troy - 20 miles west
Route 5 Derby Line - 2 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Address: U.S. Customs Port of Entry, Beebe Plain, VT 05823

Phone: (802) 524-6527

Modal Activity: Highway, Pedestrian

Hours of Operation: 24 hours **Seasonality:** Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 1 lane for vehicles, and 1 booth for pedestrians

Secondary Inspection: Paved, open area; no overhead shelter

Processing Time: 30 seconds per vehicle for automobiles

Capacity: 120 autos/hour

Administration Building: See Exhibit

Date of Construction: 1939

Last Renovation: 1989

Canadian Port: Port Beebe, Quebec

Traffic: See Derby Line I-91 Profile for traffic entering at Port Beebe.

**U.S./CANADIAN PORT PROFILE
PORT: DERBY LINE, VERMONT
CROSSING: BEEBE PLAIN, VERMONT**

BACKGROUND

DESCRIPTION

The Beebe Plain border facility consists of a brick administration building that accommodates both Customs and Immigration and Naturalization Services (INS) personnel. The facility was built in 1939 and is listed on the National Register of Historic Sites. No inspector booths are located at this facility.

LOCATION

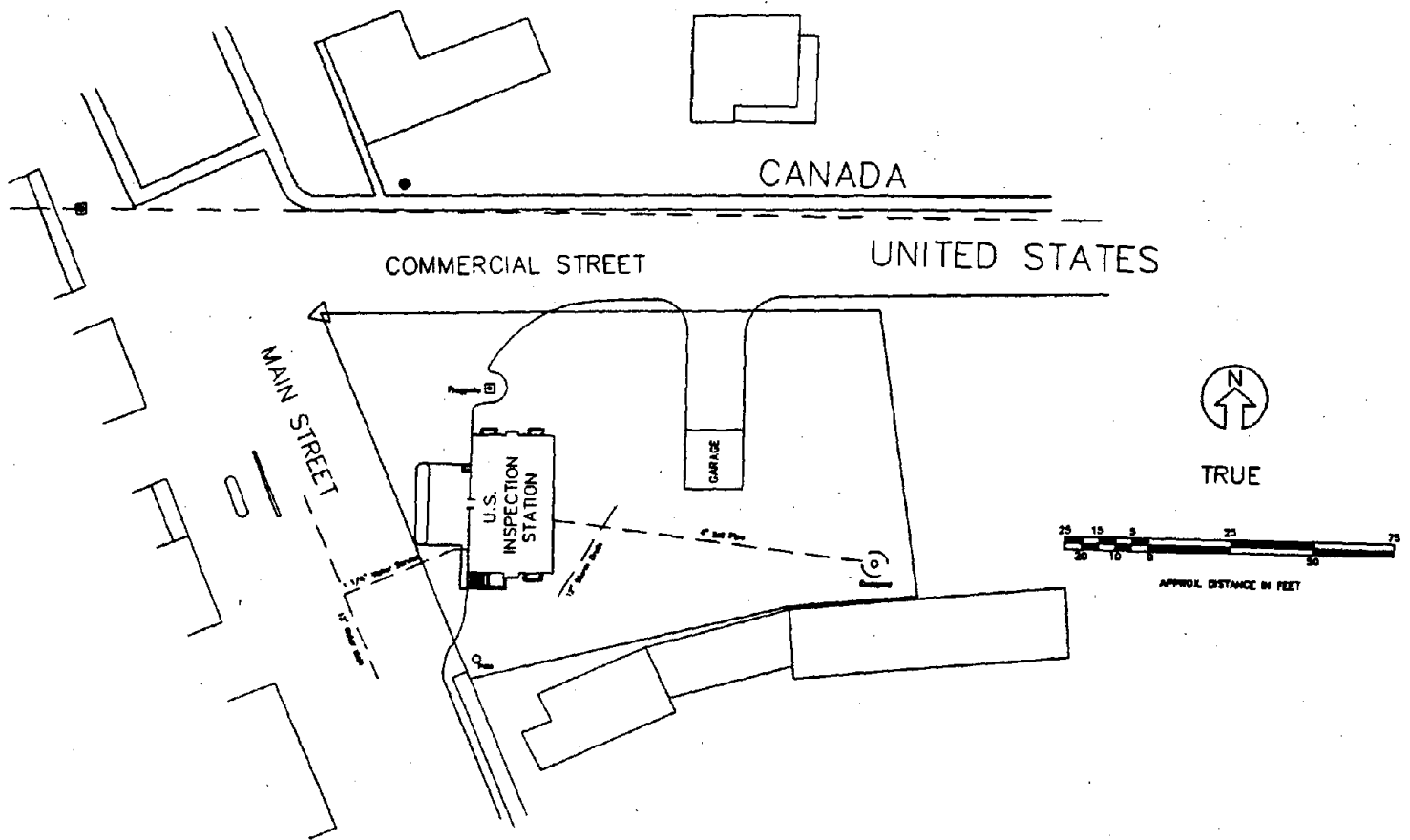
Private residences are located behind the facility and between the facility and the border. This situation causes difficulties in differentiating between local residential traffic and traffic originating in Canada.

ACTIVITY

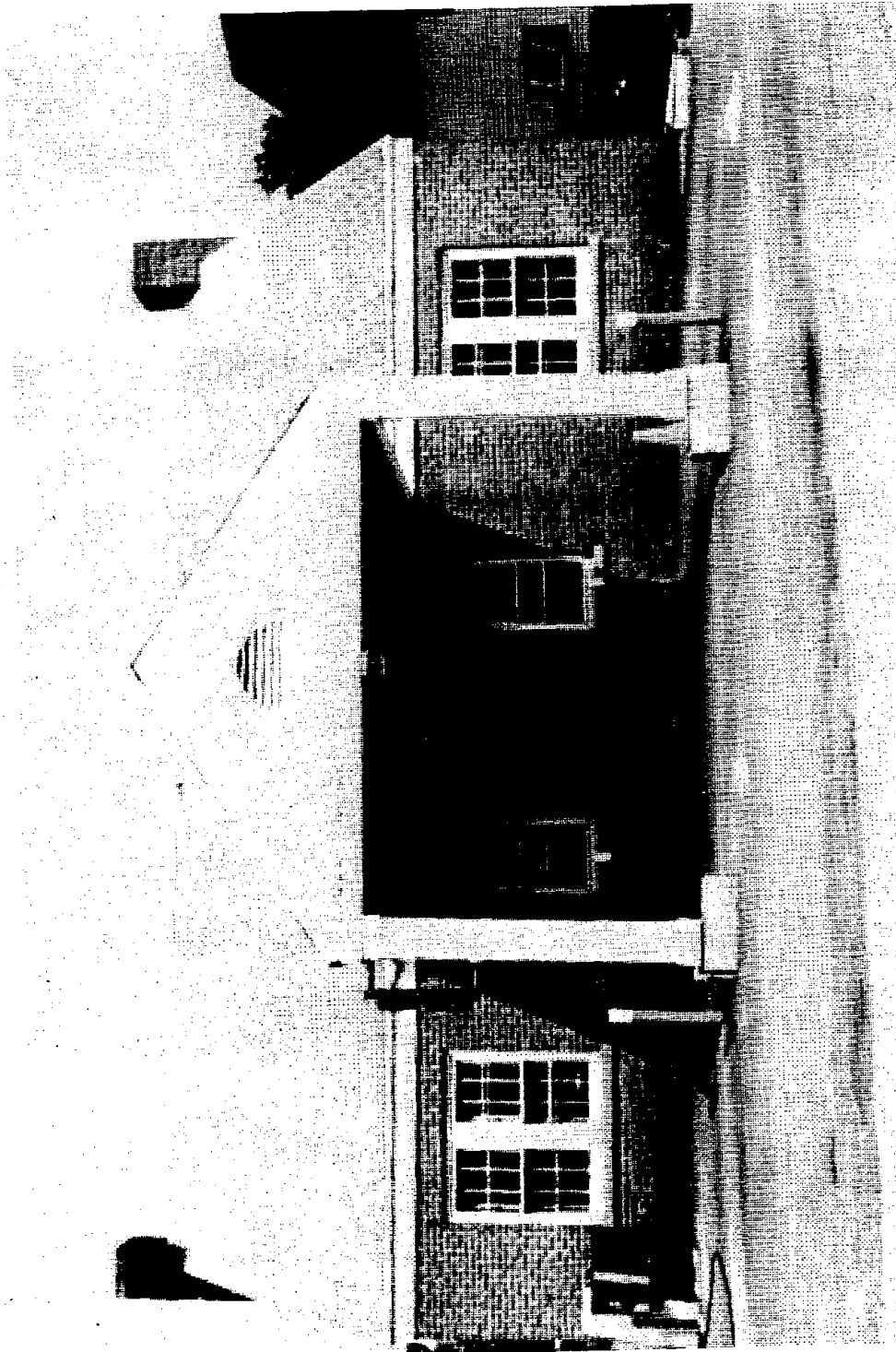
The crossing handles mostly local traffic and experiences an increase in the summer months from travelers who have cottages on nearby Lake Memphremagog. Additionally, Canadian residents walk across the border to use facilities such as the post office on the U.S. side.

HIGHWAYS

The Beebe Plain border station is accessible via a Class 2 Town Highway from Derby Line.



U.S. Inspection Station, Beebe Plain
Approach Plan, 1936



Beebe Plain: Administration building and primary inspection

**U.S./CANADIAN PORT PROFILE
PORT: DERBY LINE, VERMONT
CROSSING: NORTH TROY, VERMONT**

PROFILE

Port Code: 10209

Customs Region: Northeast

Customs District: St. Albans, Vermont

Total Staff: Customs: 3 full-time staff
INS: 2 full-time staff

Nearest U.S. Ports: East Richford - 18 miles west
Beebe Plain - 21 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Address: U.S. Customs Port of Entry, North Troy, VT 05859

Phone: (802) 524-6527

Modal Activity: Highway, Rail

Hours of Operation: 24 Hours

Seasonality: Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 1 lane

Secondary Inspection: Secondary inspections are usually performed in an open area that can accommodate 3 vehicles. One of the garages are available for inspections.

Processing Time: 30 seconds per vehicle for automobiles

Capacity: 120 autos/hour

Administration Building: See Exhibit

Date of Construction: 1937

Last Renovation: 1989

Canadian Port: Highwater, Quebec

**U.S./CANADIAN PORT PROFILE
PORT: DERBY LINE, VERMONT
CROSSING: NORTH TROY, VERMONT**

BACKGROUND

DESCRIPTION

The North Troy border facility consists of a brick administration building flanked by a 3-bay wood frame garage on the left side of the building and a 4-bay wood frame garage on the right side. The facility was built in 1937 and is listed on the National Register of Historic Sites.

LOCATION

The facility is located on Vermont State Highway 105/243, a two lane state highway, at the Canadian border. Security is a concern at this location since police response time is reported to be 45 minutes to the border crossing.

ACTIVITY

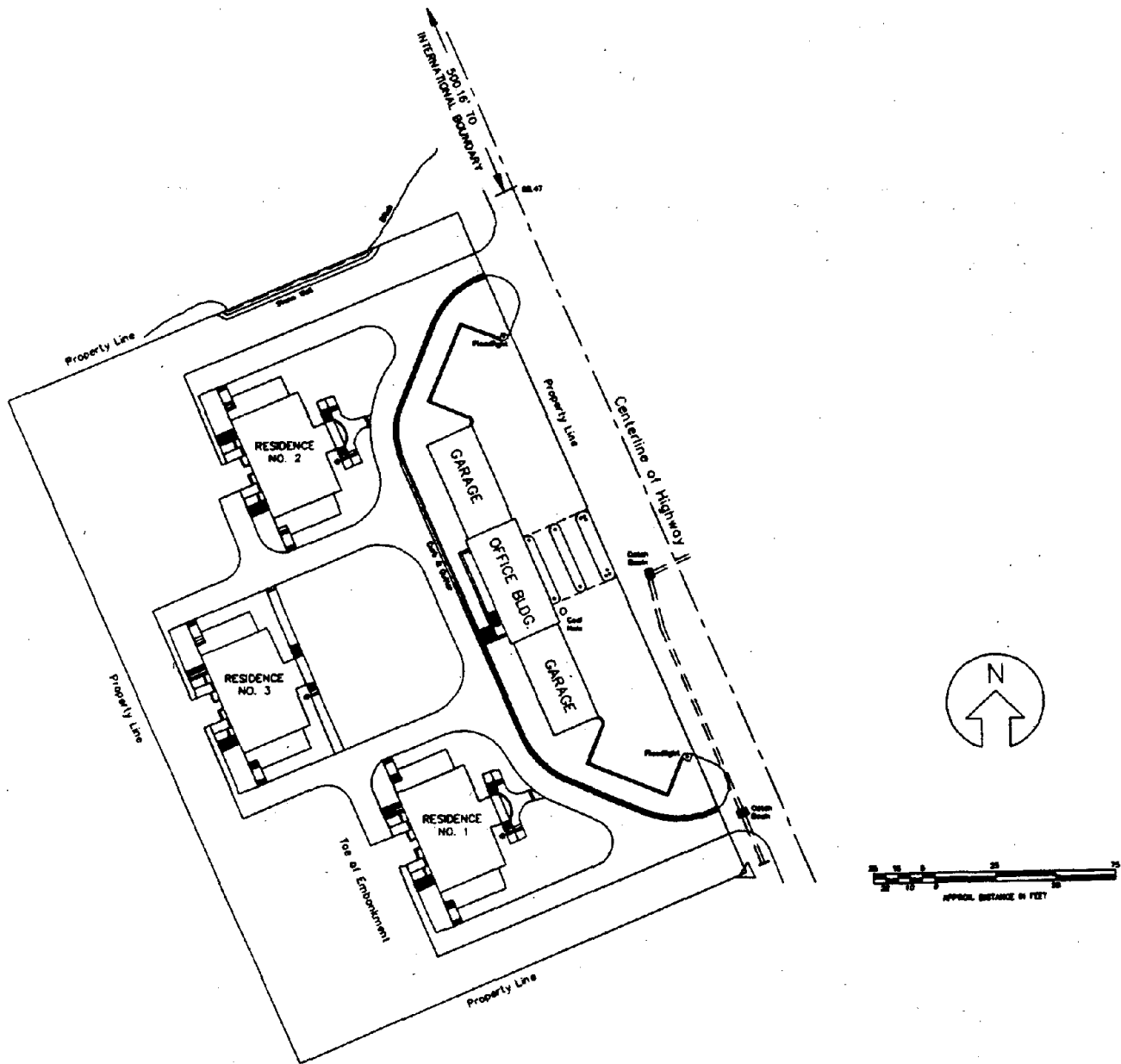
North Troy is a permit port for commercial cargo releases. Since it is near the Jay Peak ski area, the facility experiences relatively heavy traffic from Canada during the winter and requires relief from Derby Line personnel (usually a combination of 2 or 3 INS and Customs personnel for 3 hours Saturday and Sunday mornings).

HIGHWAYS

North Troy is accessible via Vermont State Highways 101 and 105 from the south. Vermont State Highway 243 originates in the town of North Troy and heads north into Canada.

RAIL

The Canadian Pacific railroad crosses the U.S.-Canadian border 1 mile from the North Troy facility. Inspections are performed on rail freight.



U.S. Inspection Station, North Troy
Approach Plan, 1934



North Troy: Primary inspection egress and administration building

**U.S./CANADIAN BORDER PORT PROFILE
PORT: NORTON, VERMONT
CROSSING: NORTON, VERMONT**

Port Code: 10211

Customs Region: Northeast

Customs District: St. Albans, Vermont

Collateral Duties: Canadian National Railroad

Total Staff: Customs: 4 journeymen
2 senior inspectors
1 supervisor
INS: 1 examiner
3 inspectors
1 special operations inspector
1 supervisory inspector

Typically, one person staffs the morning and evening shifts and two people staff the day shift. In addition to the above full-time positions, INS has 3 temporary inspector position.

Nearest U.S. Port: Canaan, Vermont

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Phone: (802) 524-6527

Modal Activity: Highway, Pedestrian, Rail

Hours of Operation: 24 Hours **Seasonality:** Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 3 lanes

Passenger Vehicles: 2 lanes under canopy

Commercial Vehicles: 1 lane outside canopy

Processing Time: 30 seconds per vehicle for automobile primary inspection.

Capacity: 240 autos/hour

Administration Building: See Exhibit

Secondary Warehouse: 2 bays for truck inspections

Date of Construction: 1933

Last Renovation: 1991

Brokers: 3 offices on-site

Canadian Port: Stanhope, Quebec

Traffic: ENTERING THE UNITED STATES

YEAR	AUTOMOBILES	TRUCKS
1989	169,051	11,704
1990	177,574	12,129
1991	214,434	11,284
1992	201,640	11,479

ENTERING CANADA

YEAR	AUTOMOBILES	TRUCKS
1989	143,494	6,735
1990	174,764	9,866
1991	208,401	9,217
1992	193,264	9,463

**U.S./CANADIAN BORDER PORT PROFILE
PORT: NORTON, VERMONT
CROSSING: NORTON, VERMONT**

BACKGROUND

DESCRIPTION

The Norton Port of Entry consists of a Gambrel style building servicing both Customs and Immigration and Naturalization Services (INS) personnel. The station was built in 1933 and is owned by GSA. Two structures in the rear, as depicted in the original plot plan, were used for many years as residences for Customs and INS personnel, but no longer exist.

This border station is a designated commercial port of entry, operating 24 hours a day, year round. One line release lane is available to process commercial vehicles.

LOCATION

The Port of Entry at Norton is located in the northeastern part of Vermont, approximately 14 miles west of the Vermont-New Hampshire state line. The station is situated on State Highway 114 in a sparsely populated farming and lumbering area. Entering Canada the highway becomes Route 147.

HIGHWAYS

The Port of Entry at Norton, Vermont is accessible via U.S. Highway 114, and Canadian highway 147. It is a designated commercial port for a wide variety of goods. The major import categories at Norton are wood, paper and printed material, metals and metal products, and chemicals and related products.

Some of the leading commodities, in terms of the dollar value of imports entering through the Norton Port are: electronic integrated circuit assemblies, constituting \$1.3 million; printed circuits yielding \$941 million; newsprint, \$318 million; aircraft parts, \$234 million, and wood, \$147 million.

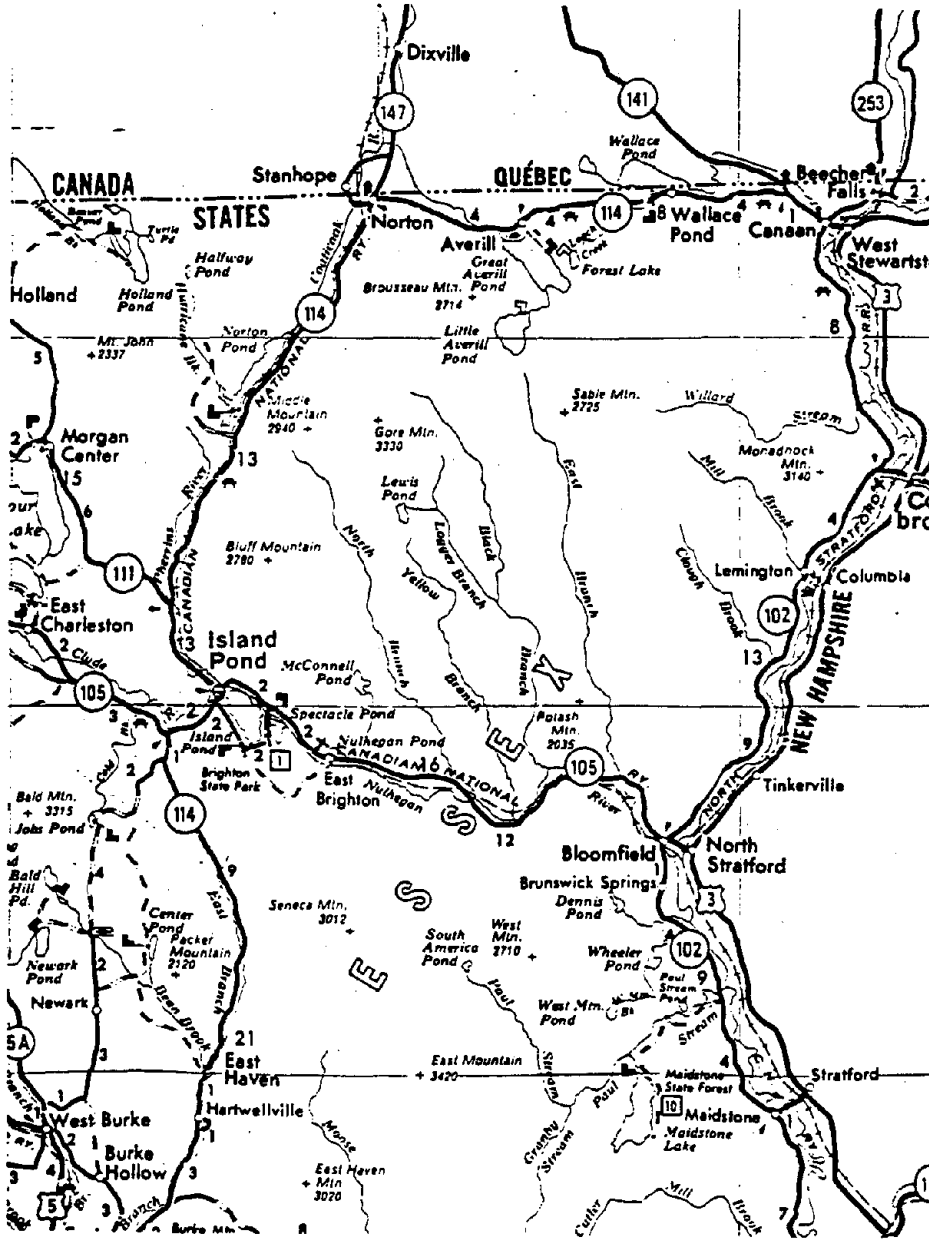
Almost 95% of the activity through this port is attributable to passenger vehicle traffic, largely due to local commuters. Tourist traffic increases between May and September.

RAIL

The Canadian National Railway runs through the Port of Norton, and is inspected by staff from this port.

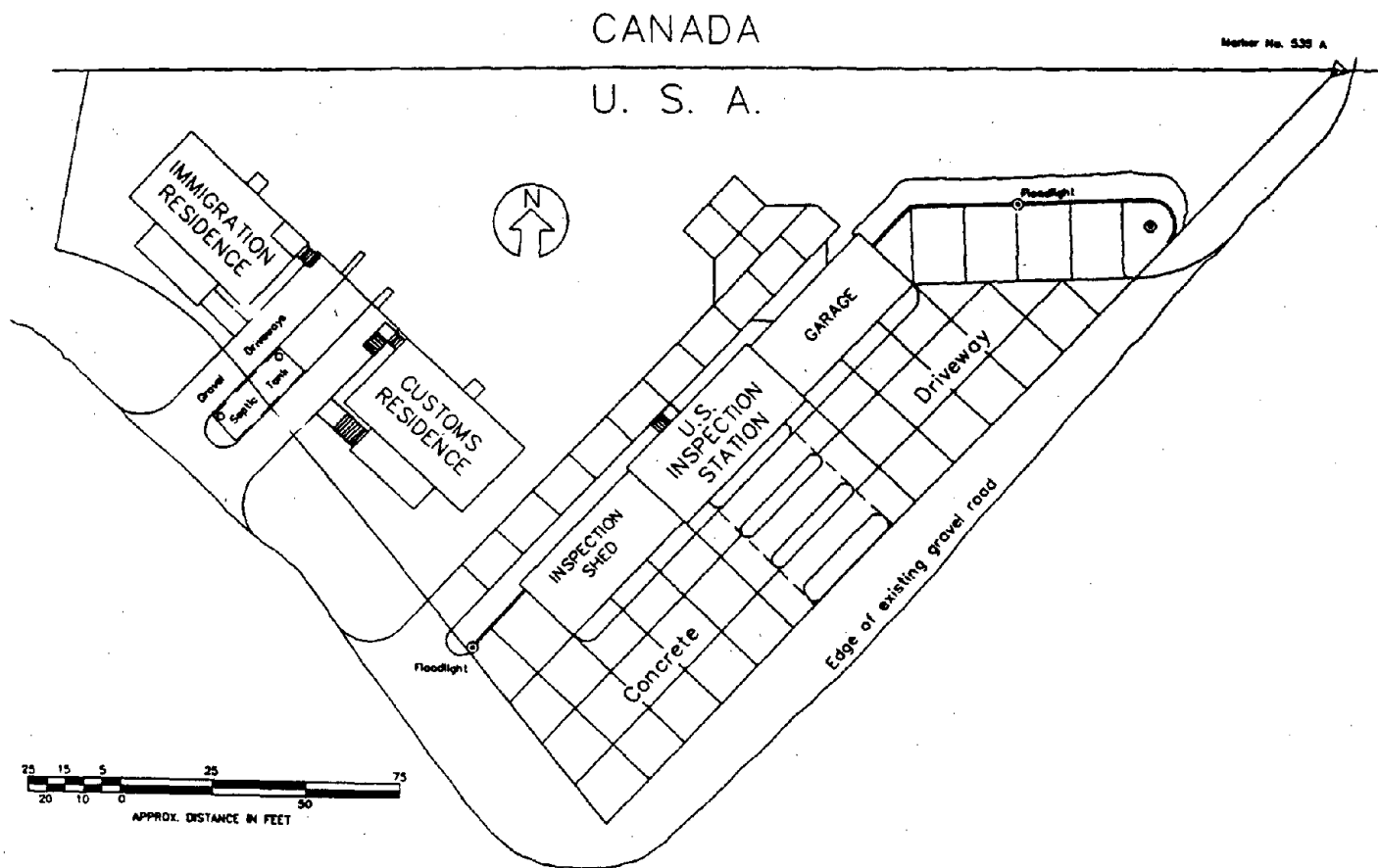
CONGESTION

Congestion does not present a problem at this port of entry.



Port of Norton, Vermont

Reprinted from the Official State of Vermont Map, with permission.



U.S. Inspection Station, Norton
Approach Plan, 1934



Norton: Administration building and primary inspection lanes

**U.S./CANADIAN BORDER PORT PROFILE
PORT: BEECHER FALLS, VERMONT
CROSSING: BEECHER FALLS, VERMONT**

PROFILE

Port Code: 10206 **Customs Region:** Northeast

Customs District: St. Albans, Vermont

Collateral Duties: Inspectional staff for this port covers the crossings at Canaan, VT and Pittsburg, NH.

Total Staff: Customs: 8 full-time
 INS: 3 full-time

Nearest U.S. Ports: Canaan, VT - 3 miles west
 Pittsburg, NH - 32 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Address: Route 102, Beecher Falls, Vermont 05902

Phone: (802) 524-6527

Modal Activity: Highway

Hours of Operation: 24 hours **Seasonality:** Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 1 lane

Secondary Inspection: 1 lane

Processing Time: 30 seconds per vehicle for automobiles

Capacity: 120 autos/hour

Administration Building: See Exhibit

Secondary Garage: None

Date of Construction: 1932

Canadian Port: Hereford, Quebec

**U.S./CANADIAN BORDER PORT PROFILE
PORT: BEECHER FALLS, VERMONT
CROSSING: BEECHER FALLS, VERMONT**

BACKGROUND

DESCRIPTION/LOCATION

The Beecher Falls border facility consists of a brick Gambrel style building flanked by a brick three bay garage on either side. One building accommodates both Customs and Immigration and Naturalization Services personnel. The facility was built in 1932 and is listed on the National Register of Historic Sites. It is owned by the General Services Administration, and operates 24 hours a day, year round.

The Port of Beecher Falls is located on Vermont State Highway 102.

ACTIVITY

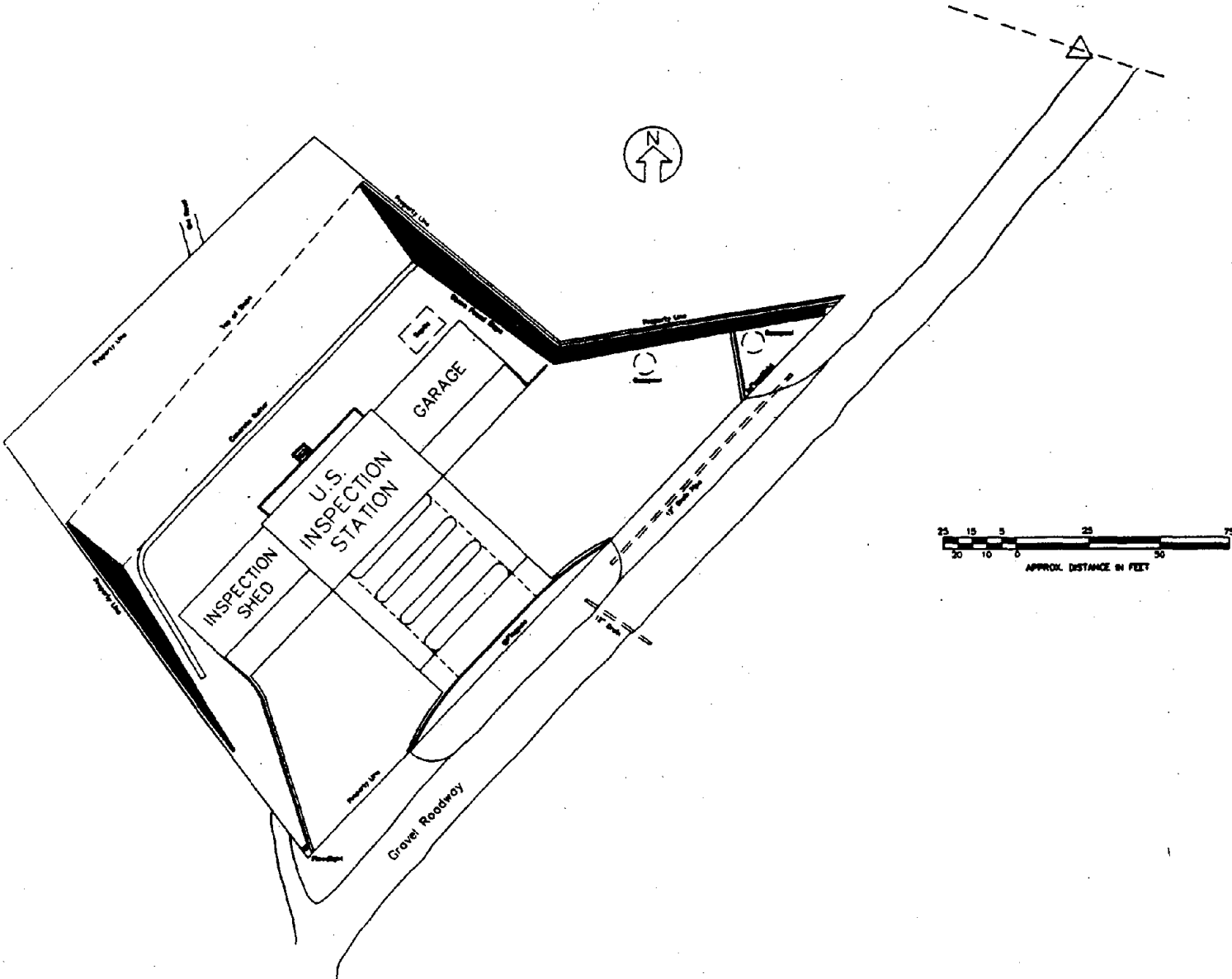
Beecher Falls provides access for industrial goods from southern Quebec to markets throughout New England. Commercial entries are by permit only, and imports include chemicals, cement, lime, and wood. Beecher Falls handles a large number of trucks returning from Canadian saw mills. Traffic is generally local in character with some seasonal increases during summer and winter months.

HIGHWAYS

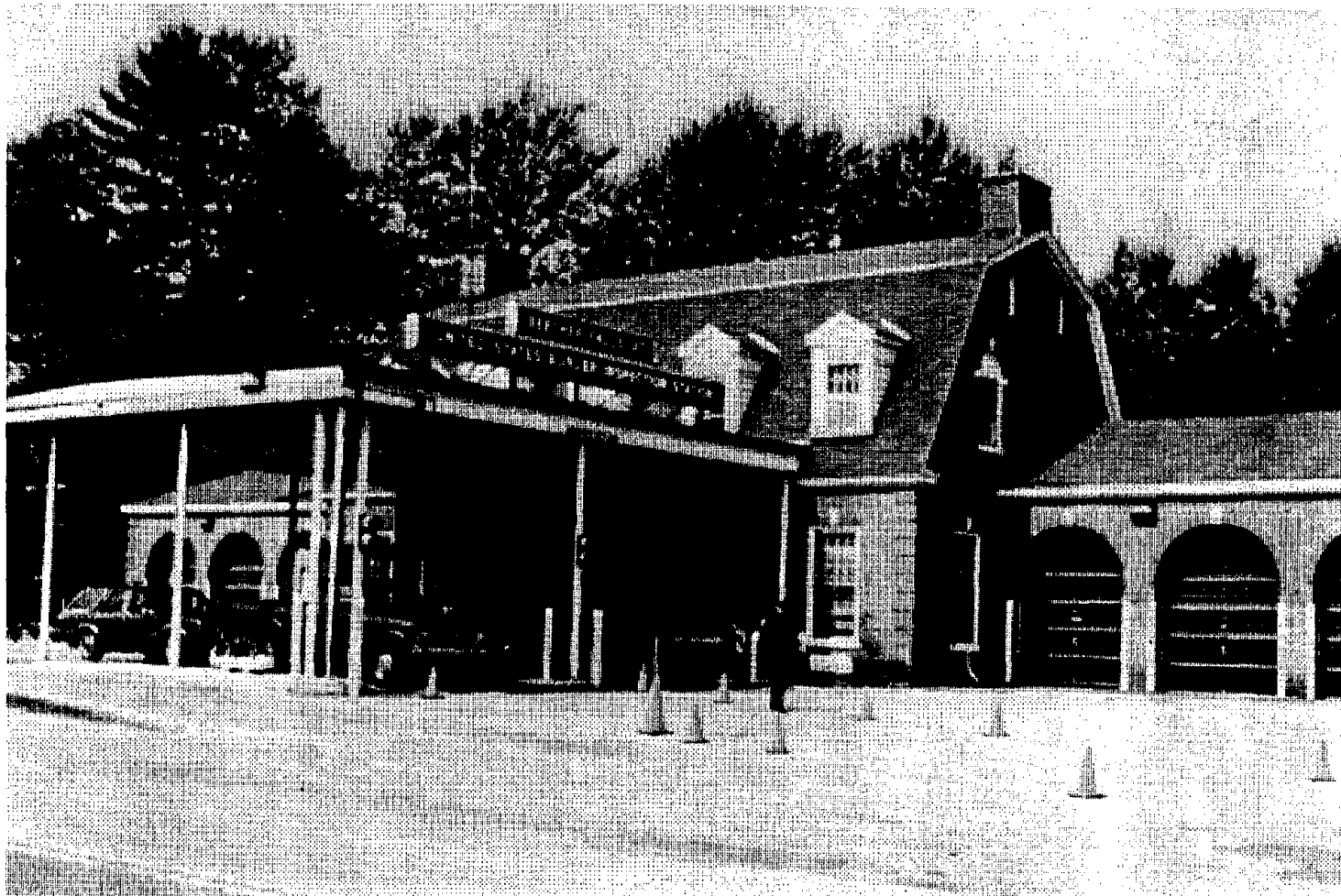
The Beecher Falls crossing is accessible via Vermont State Highway 102 from the south, Vermont State Highway 114 from the west, and New Hampshire State Highway 3 from the east.

RAIL

The North Stratford railroad parallels Route 102 from the south. It does not continue across the U.S.-Canadian border, but terminates in the town of Beecher Falls.



U.S. Inspection Station, Beecher Falls
Approach Plan, 1934



Beecher Falls: Administration building and primary inspection lanes

U.S./CANADIAN BORDER PORT PROFILE
PORT: BEECHER FALLS, VERMONT
CROSSING: CANAAN, VERMONT

PROFILE

Port Code: 10206

Customs Region: Northeast

Customs District: St. Albans, Vermont

Address: Route 114, Canaan, Vermont 05903

Total Staff: Customs: 7 full-time; staffed out of Beecher Falls Port of Entry
INS: 2 full-time

Nearest U.S. Ports: Beecher Falls - 3 miles west
Norton - 12 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Phone: (802) 524-6527

Modal Activity: Highway

Hours of Operation: 24 hours

Seasonality: Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 1 lane

Secondary Inspection: 1 lane

Processing Time: 30 seconds per vehicle for autos

Capacity: 120 autos per hour

Administration Building: See Exhibit

Secondary Garage: For storage only; not for inspectional use.

Date of Construction: 1932

Canadian Port: Hereford, Quebec

**U.S./CANADIAN BORDER PORT PROFILE
PORT: BEECHER FALLS, VERMONT
CROSSING: CANAAN, VERMONT**

BACKGROUND

DESCRIPTION/LOCATION

The Canaan border facility consists of a wood frame building with garages on either side for storage, not inspection. One building serves both Customs and Immigration and Naturalization Services (INS) personnel. The facility was built in 1932 and is listed on the National Register of Historic Sites. It is owned by GSA and is in good condition.

The Canaan border crossing is located on Vermont State Highway 114.

ACTIVITY

This border crossing serves as a link from Quebec to New Hampshire and Maine. Traffic is heavy during the summer months as this crossing is a direct route for Canadians bound for the Maine coast. Located adjacent to the crossing is an Ammex duty free store which is open from May to September.

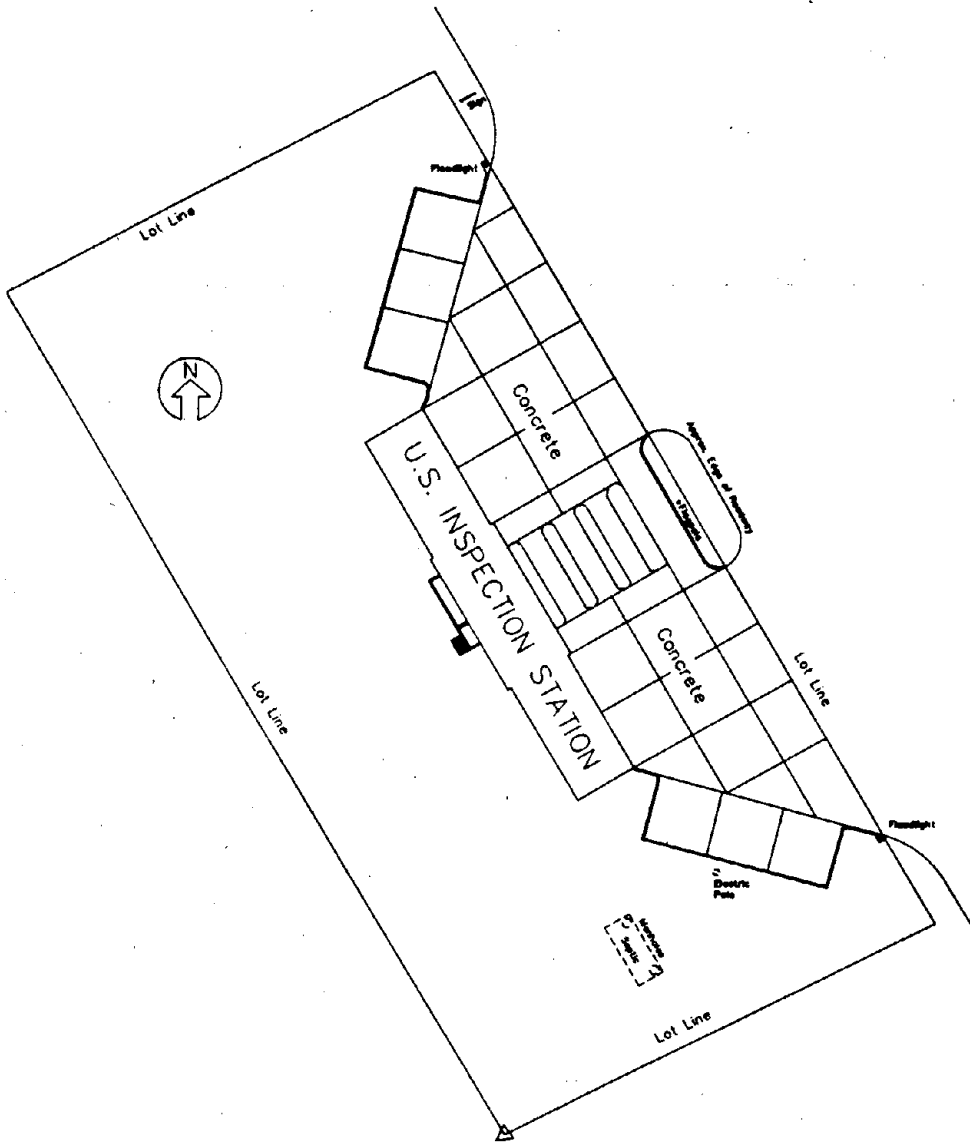
Canaan is a permit port of commercial entries. Major imports include lumber, wood waste, logs, cement, and agricultural equipment. The commercial traffic is heavier at the Canaan crossing than at most small crossings.

HIGHWAYS

The Canaan border crossing is accessible from the west via Vermont State Highway 114 and from the south via Vermont State Highway 102.

ISSUES

The road into Canada becomes a dirt road a few miles from the border. Pavement of the road has been discussed, as the current road condition diverts traffic to other crossings. Another concern at this crossing, as at many small crossings, is that the road passes in front of the station, rather than passing through the port. This configuration, coupled with no signage or other indications of the inspection station, often misleads travellers into proceeding through the border crossing without stopping for inspection.



U.S. Inspection Station, Canaan
Approach Plan, 1932



Canaan: Administration building and primary inspection lanes

**U.S. CANADIAN BORDER PORT PROFILE
PORT: BEECHER FALLS, VERMONT
CROSSING: PITTSBURG, NEW HAMPSHIRE**

PROFILE

Port Code: 10206

Customs Region: Northeast

Customs District: St. Albans, Vermont

Total Staff: Customs: Staffed out of the Beecher Falls Port of Entry
INS: 1 full-time position

Nearest U.S. Ports: Beecher Falls - 32 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Address: Route 3, Pittsburg, NH 03592

Phone: (802) 524-6527

Modal Activity: Highway

Hours of Operation: Winter, 8 AM - 4 PM
Fall & Spring, 8 AM - 8 PM
Summer, 8 AM - 12 PM

Seasonality: Year-round

Facility Owners

Land/Station: Immigration and Naturalization Service

Primary Inspection: 1 lane

Secondary Inspection: 1 lane

Processing Time: 30 seconds per vehicle for automobiles

Capacity: 120 autos per hour

Administration Building: See Exhibit

Secondary Garage: Yes

Date of Construction: 1960

Canadian Port: Chartierville, Quebec

**U.S./CANADIAN BORDER PORT PROFILE
PORT: HIGHGATE SPRINGS, VERMONT
CROSSING: HIGHGATE SPRINGS, VERMONT**

PROFILE

Port Code: 10212

Customs Region: Northeast

Customs District: St. Albans, Vermont

Collateral Duties: The port of Highgate covers the stations of Alburg, Alburg Springs, and Morses Line, in addition to the Highgate Springs crossing. Several bonded warehouses and a Foreign Trade Zone in St. Albans are also serviced by inspectors from Highgate Springs.

Total Staff: Customs:

- 1 Area Port Director
- 17 Journeymen
- 9 Senior Inspectors
- 5 Supervisory Inspectors

INS:

- 7 Permanent Inspectors
- 1 Examiner
- 4 Inspectors (spec opers)
- 2 Supervisory Inspectors
- 8 Temporary Inspectors

Nearest U.S. Ports:

- Alburg Springs - 20 miles west
- Morses Line - 20 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Phone: (802) 524-6527

Modal Activity: Highway, Rail, Pedestrian

Hours of Operation: 24 hours

Seasonality: Year round, with peaks in passenger traffic occurring mostly on weekends during the winter ski season. Commercial traffic fluctuates on a daily, rather than seasonal, basis.

Facility Owners

Land: A.N. Deringer
Station: General Services Administration

Primary Inspection: 7 lanes

Passenger: 5 lanes dedicated for automobiles.
Commercial: 2 lanes; one lane dedicated for trucks and one dedicated for buses. 1 lane is equipped with line release through which 50% of commercial is processed.

Secondary Inspection: 3 lanes and 3 secondary inspection bays.

Passenger: 2 bays, one with a lift, one without
Commercial: 4 bays, not full size.

Processing Time:

Primary Inspection: 20-30 seconds for automobiles
5-10 minutes for trucks, unless they are on line release which takes an average of 30 seconds.

Secondary Inspection: 5 minutes to several hours

Capacity: 600 passenger vehicles per hour if staffing availability permits simultaneous operation of all lanes, however staffing shortages typically prevent full operation of primary lanes.

Administration Building: See Exhibit

Secondary Garage: See Exhibit

Acres: Currently 2.27 acres, with approximately 6 additional acres being purchased from the brokers for a new facility.

Date of Construction: 1935

Last Renovation: No recent renovations, however, FY93 budget request estimated at \$6.4 million, included a new border station planned for completion in 1996.

Brokers: Several brokerage firms are located at this site.

Canadian Port: St. Armand-Philipsburg, Quebec

Canadian Facility: Canada Revenue and Excise (CAE) constructed a new facility in 1990. A spacious and modern compound, it consists of a large administration building with search and impoundment rooms, warehouses, and ample outside parking and storage areas. Two truck garages are on-site. One garage has two inspection lifts for small trucks, and a larger garage accommodates four trailer-size (18 wheelers) and 2 smaller trucks.

The approach to the Canadian compound has 3 lanes. Four primary inspection lanes are equipped with booths, two additional lanes are available to add booths in the future. One primary lane is dedicated to commercial vehicles. The average processing time for primary inspections is 40 seconds. Line release is used for about 10% of commercial traffic. Twenty spaces are available for secondary inspection of privately owned vehicles, and seventeen parking spaces for buses. CAE is discussing duty collection automation options.

Canadian Staff: 21 inspectors, 4 managerial/supervisory, and 6 clerical. A veterinarian is also located on-site. This staff has collateral duties at five smaller stations, or out-ports.

Traffic: ENTERING THE UNITED STATES

PORT	YEAR	AUTOMOBILES	TRUCKS
HIGHGATE SPRINGS/ALBURG	1989	533,528	83,323
	1990	582,034	74,797
	1991	659,460	74,840
	1992	603,843	74,934

TRAFFIC ENTERING CANADA²

PORT	YEAR	AUTOMOBILES	TRUCKS
ST. ARMAND	1989	325,850	60,340
	1990	429,483	67,943
	1991	469,040	72,399
	1992	476,433	89,116
FRANKLIN CENTRE	1989	9,575	1,306
	1990	12,845	1,492
	1991	21,676	1,528
	1992	18,808	1,780
MORSES LINES	1989	22,357	1,120
	1990	27,009	1,582
	1991	34,576	985
	1992	31,381	801

²All 3 Canadian ports correspond to the Highgate Springs /Alburg port

**U.S./CANADIAN BORDER PORT PROFILE
PORT: HIGHGATE SPRINGS, VERMONT
CROSSING: HIGHGATE SPRINGS, VERMONT**

BACKGROUND

DESCRIPTION

The existing border facility at Highgate Springs, Vermont, consists of a brick Gambrel style administrative building with two four stall wood frame garage wings that serves both the U.S. Customs and Immigration and Naturalization Services. It was built in 1935 and is listed on the National Register of Historic Sites. At the time of its construction, and for the following 30 years, the facility included two one story frame residences in the rear which were used by the Customs and Immigration and Naturalization Services (INS) Officers in charge at the station. The facility is operated by U.S. Customs and INS, 24 hours a day year round, and is owned by the General Services Administration (GSA). The facility is currently situated on 2.27 acres of land, although a new facility plan includes acquisition of an additional 6 acres.

For the past several years this port of entry has been a high priority on the Federal Inspection Services "top ten" list for border stations in need of physical improvements. Approximately \$800,000 has been budgeted for design and land acquisition to build a new facility.

LOCATION

The town of Highgate Springs is situated in the northwesternmost corner of Vermont. The Highgate Springs border crossing facility is located on U.S. Interstate 89, a four lane divided highway, on the eastern shore of Lake Champlain. The waterway at Highgate Springs is called the Missisquoi Bay.

Two of the four crossings at the port of Highgate Springs, Alburg and Alburg Springs, sit on a 27-mile-long peninsula which extends from the Quebec Province border down the middle of Lake Champlain. The Alburg station is jointly owned by U.S. and Canada.

ACTIVITY

This Port of Entry is a designated commercial port. It is primarily a land border port with no sea activity and very little air activity. It is a busy operation with a considerable amount of commercial traffic. Several bonded warehouses and a Foreign Trade Zone in St. Albans, Vermont is serviced by inspectional staff from Highgate Springs.

A wide variety of cargo, and increasing containerization, is characteristic of this crossing. The major import categories entering at Highgate Springs are metals and metal products, wood, paper, and printed matter. The port of Highgate Springs is the largest exporter of hazardous waste on the U.S./Canadian border.

Much of the non-local passenger traffic is due to travellers landing at Montreal International Airport and continuing into the U.S.A. Locally, there is heavy recreational boating on Lake Champlain during the summer months.

Operation Outlook, or northbound inspections, are being performed as mandated. The purpose of this export examination requirement is to seize drugs, money, stolen goods, technology, etc. At Highgate Springs, the principal confiscations are of money, drugs, alcohol and tobacco products being brought into Canada.

HIGHWAYS

The Highgate Springs crossing is accessible via U.S. Interstate 89 from the south and Route 133 from the north. As U.S. Interstate 89 represents a major gateway from Montreal to Boston, facilitation of traffic through this corridor remains vital. Shortly after Interstate 89 enters Canada and becomes Highway 133, the four-lane divided interstate in the U.S. becomes a two-lane rural route, with an additional bi-directional "suicide lane" in the middle. A highway transportation committee in Vermont is actively seeking funding options regarding the upgrade of the Canadian section of this corridor.

RAIL

The Central Vermont Railways, subsidiary to Canadian National, runs a cargo line from the east coast in Connecticut, through Vermont, and stops daily in St. Albans. Amtrak runs a passenger line that also stops in St. Albans to pick up inspectors who conduct inspections while riding from there to Alburg, Vermont.

IMPROVEMENTS

A new Highgate Springs border facility is still in the design stages, which are to be completed by December 1992. The station will be constructed adjacent to the existing site.

The new site will consist of approximately 8 acres, including the acreage from the existing site. The expected completion date is 1996-97. Current cost of design and land acquisition for this project is estimated at \$800,000. The total estimated cost for the project is estimate at \$6.4 million.

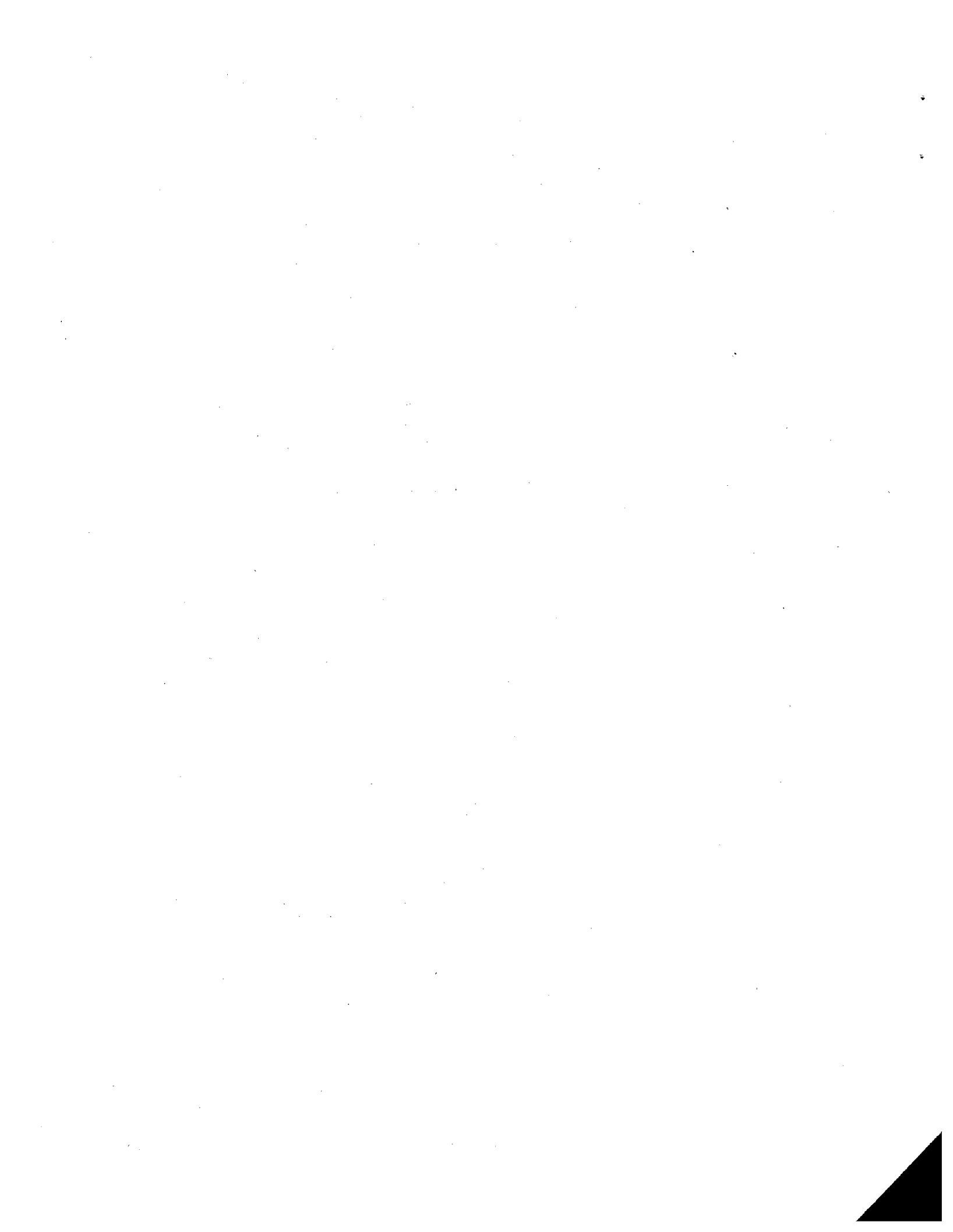
Two plans were fully considered, the two level bridge scheme and the two level parallel scheme. The major difference between the two plans is the use of the of the existing facility. The two level scheme required no demolition of the existing site. The parallel scheme requires that all existing buildings, with the exception of the main administration building, are removed. The building removal will allow a more direct truck route from the truck inspection area, through the existing site, back to U.S. Interstate 89 southbound. In addition, the parallel scheme will provide for truck parking and a hazardous materials area to be located on the existing site.

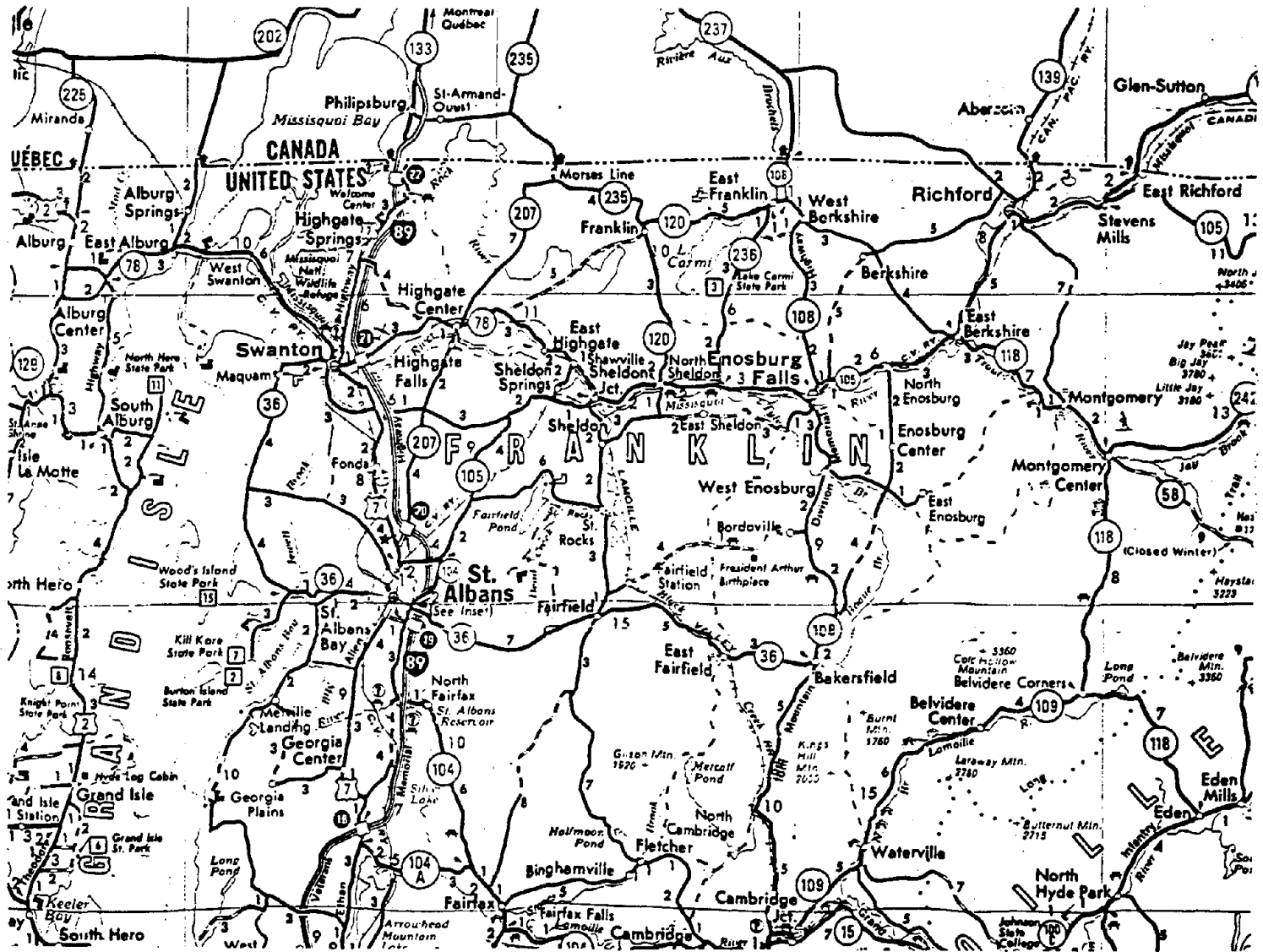
Currently it appears that the two-parallel scheme will be adopted. It will consist of an administration building to house both Customs and INS personnel, six primary automobile inspection lanes, five non-covered secondary inspection lanes, and five secondary inspection garage bays. A truck scale will be installed for the truck inspection lane. It is hoped that the new facility will be equipped with current technological advances such as license readers.

To accommodate the transportation of hazardous materials through this port of entry, it is proposed that a hazardous containerization facility be located on the outskirts of the compound. A single truck site is proposed, consisting of a concrete slab approximately 25' wide by 76' long, sloping from the sides to the center, and a containment pit with width/length/depth dimensions of 4' X 65' X 3'. Although U.S. measures are provided here, this entire facility will be the first to be built using the metric system.

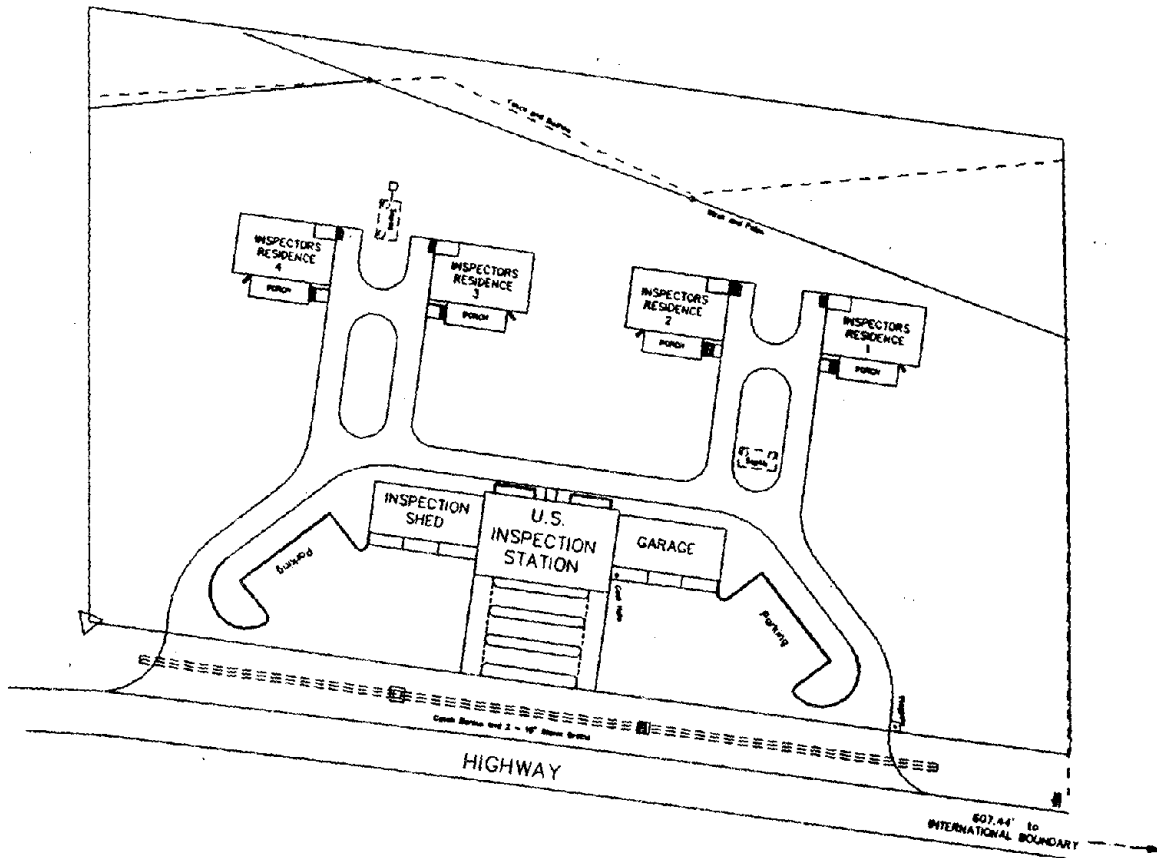
ANTICIPATED GROWTH

Customs officials anticipate increasing traffic over the next ten years. Total land activity in 1992 was about 640,000 vehicles. Traffic growth estimates suggest approximately 1 million vehicles per year crossing through this port in ten years.



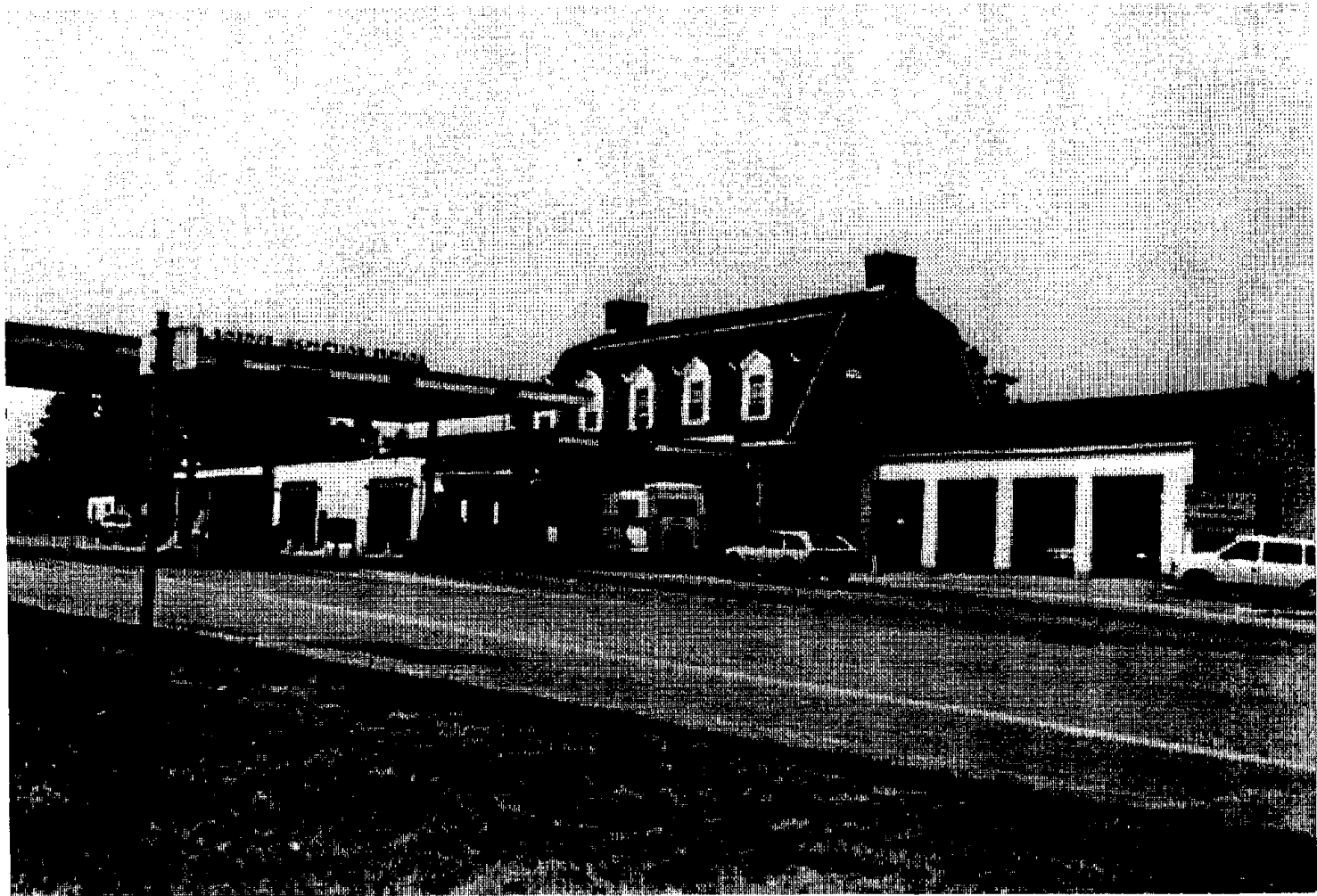


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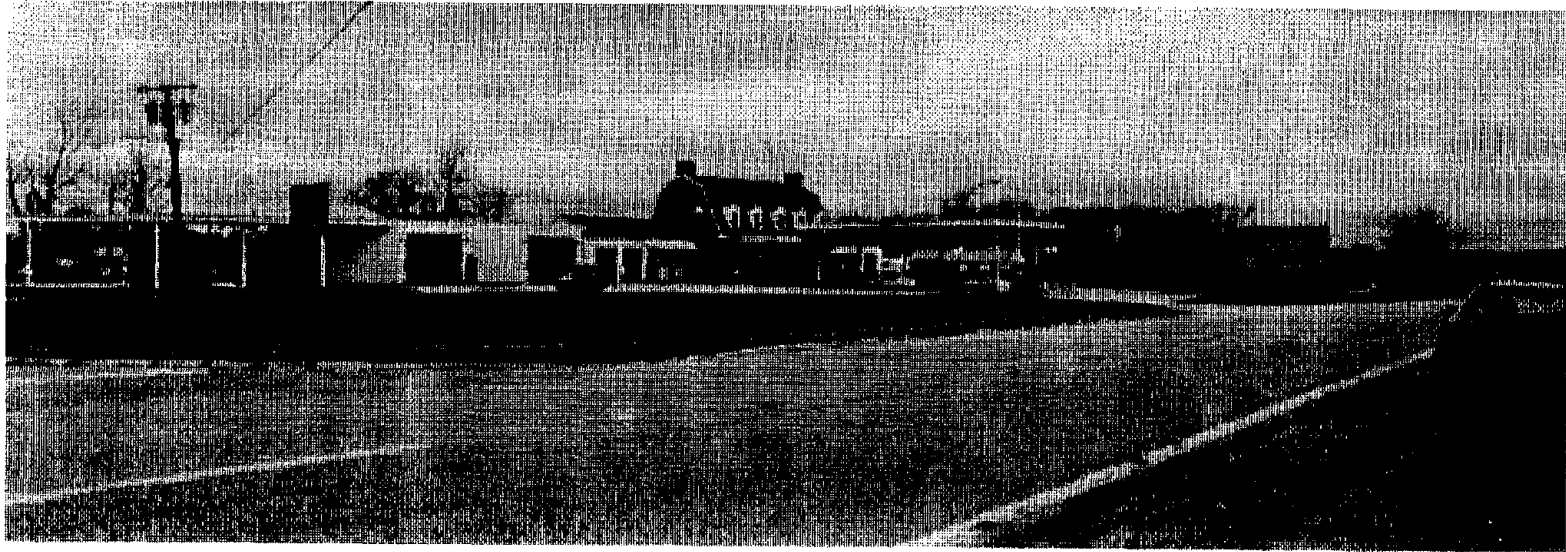


U.S. Inspection Station, Highgate Springs
Approach Plan, 1934

Montreal South Frontier



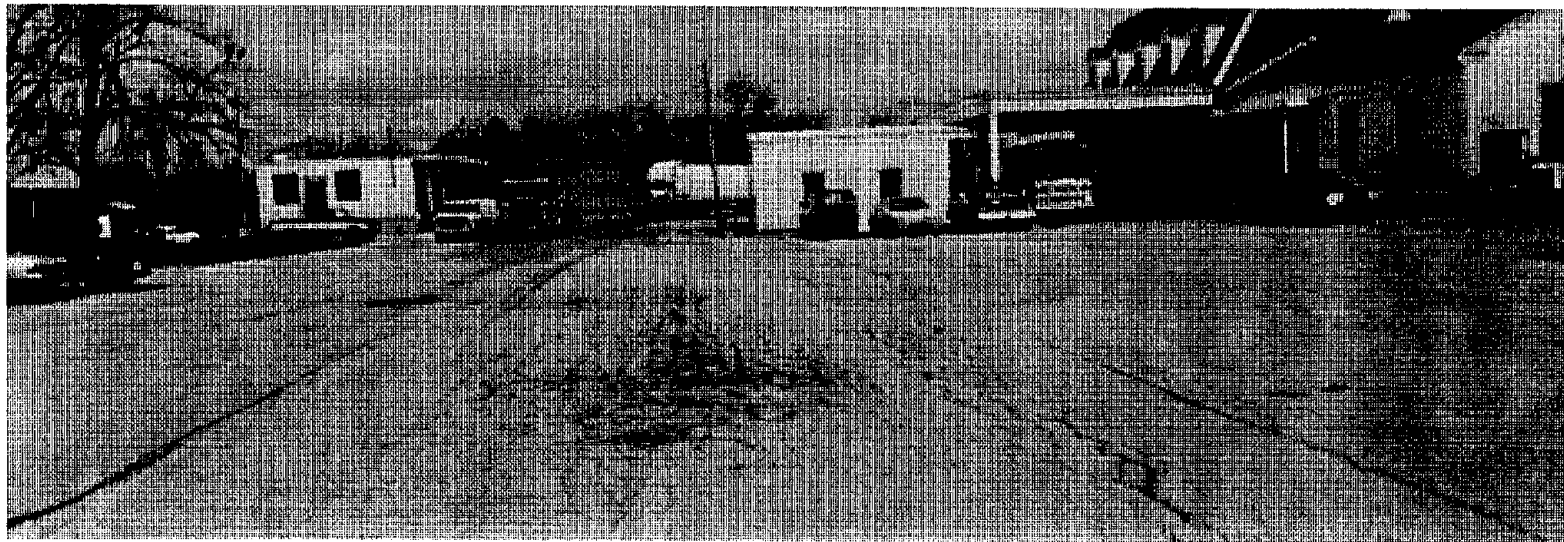
Highgate Springs: Existing Customs/INS administration building and primary inspection lanes



Highgate Springs: Above, 189, and egress from existing station; below, approach to inspection



Montreal South Frontier



Highgate Springs: Truck and bus inspection located in rear of existing building



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St. Armand-Philipsburg: Above, approach to primary lanes; below, egress from primary lanes and secondary inspection



**U.S./CANADIAN BORDER PORT PROFILE
PORT: HIGHGATE SPRINGS, VERMONT
CROSSING: ALBURG, VERMONT / NOYAN, QUEBEC**

PROFILE

Port Code: 10212

Customs Region: Northeast

Customs District: St. Albans, Vermont

Total Staff: Customs is staffed from the Port of Highgate. INS has 14 full-time positions that rotate between Highgate Springs and Morses Line.

Nearest U.S. Ports: To the west about 5 miles, Rouses Point, New York.
To the east, Highgate Springs.

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Phone: (802) 524-6527

Modal Activity: Highway, Pedestrian

Hours of Operation: 24 Hours

Seasonality: Year-round

Facility Owners

Land/Station: Jointly owned facility by the U.S. and Canadian Governments

Primary Inspection: 2 lanes

Processing Time: Average 30 seconds per passenger vehicle.

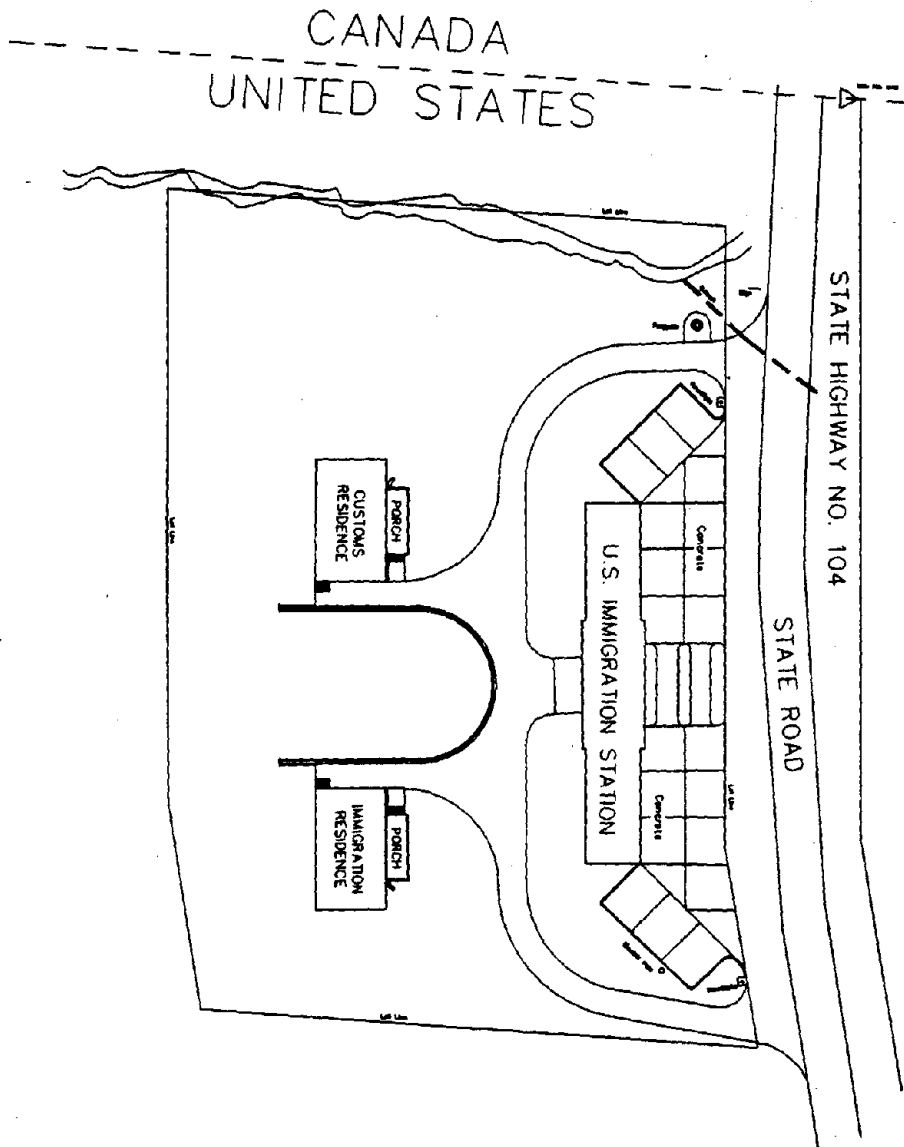
Capacity: 240 passenger vehicles per hour, if staffing permits all lanes to be open simultaneously.

Administration Building: See Exhibit

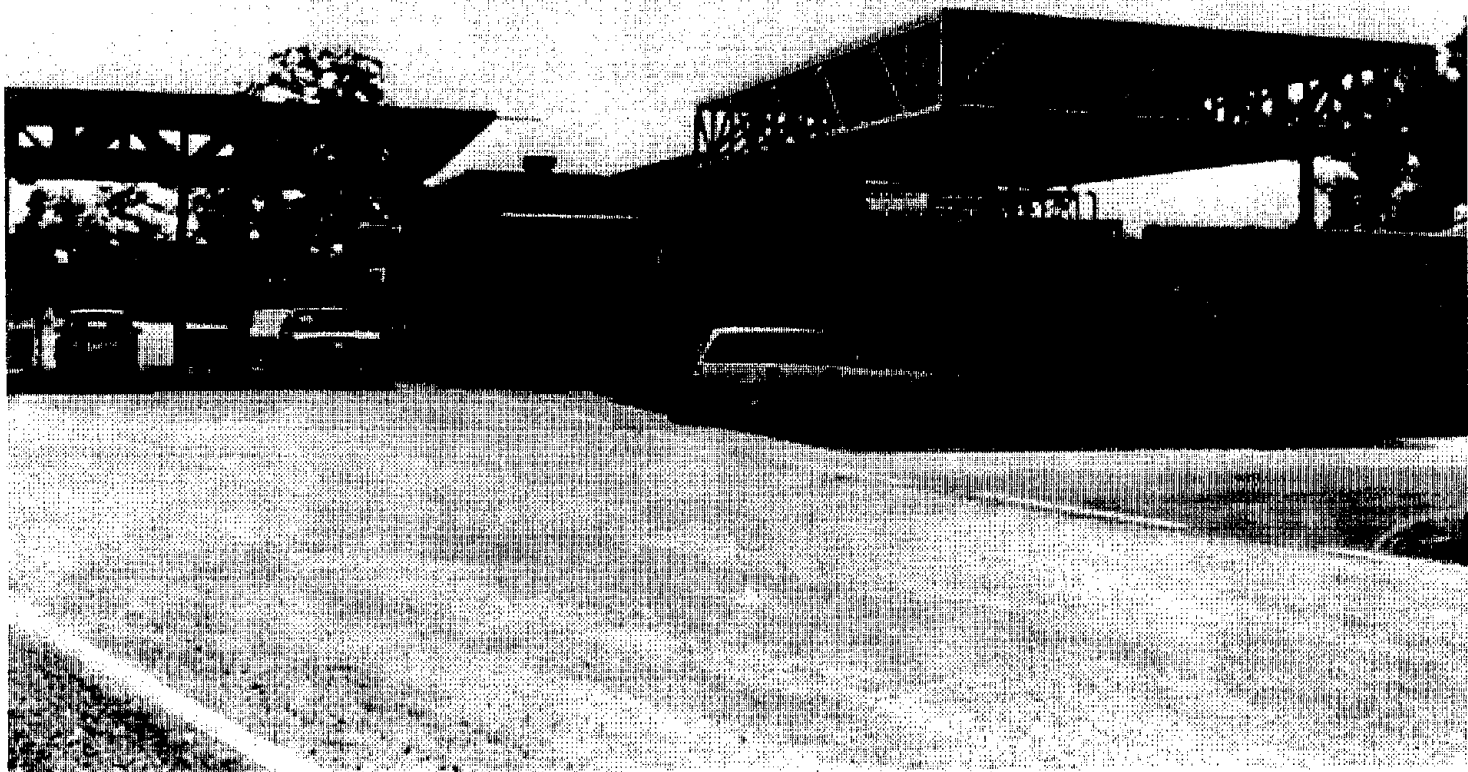
Date of Construction: 1990

Canadian Port: Noyan, Quebec

Canadian Staff: 5 inspectors



U.S. Inspection Station, Alburg/Noyan
Approach Plan, 1932



Alburg, VT/Noyan, Quebec: Jointly owned inspection station, and primary lanes

**U.S./CANADIAN BORDER PORT PROFILE
PORT: HIGHGATE SPRINGS, VERMONT
CROSSING: ALBURG SPRINGS, VERMONT**

PROFILE

Port Code: 10212

Customs Region: Northeast

Customs District: St. Albans, Vermont

Total Staff: Both Customs and INS are staffed out of the Highgate Springs Port of Entry

Nearest U.S. Ports: Alburg - 5 miles west
Highgate Springs - 12 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Phone: (802) 524-6527

Modal Activity: Highway

Hours of Operation: 8 AM - Midnight **Seasonality:** Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 1 lane

Secondary Inspection: Performed in parking area

Processing Time: 30 seconds per auto

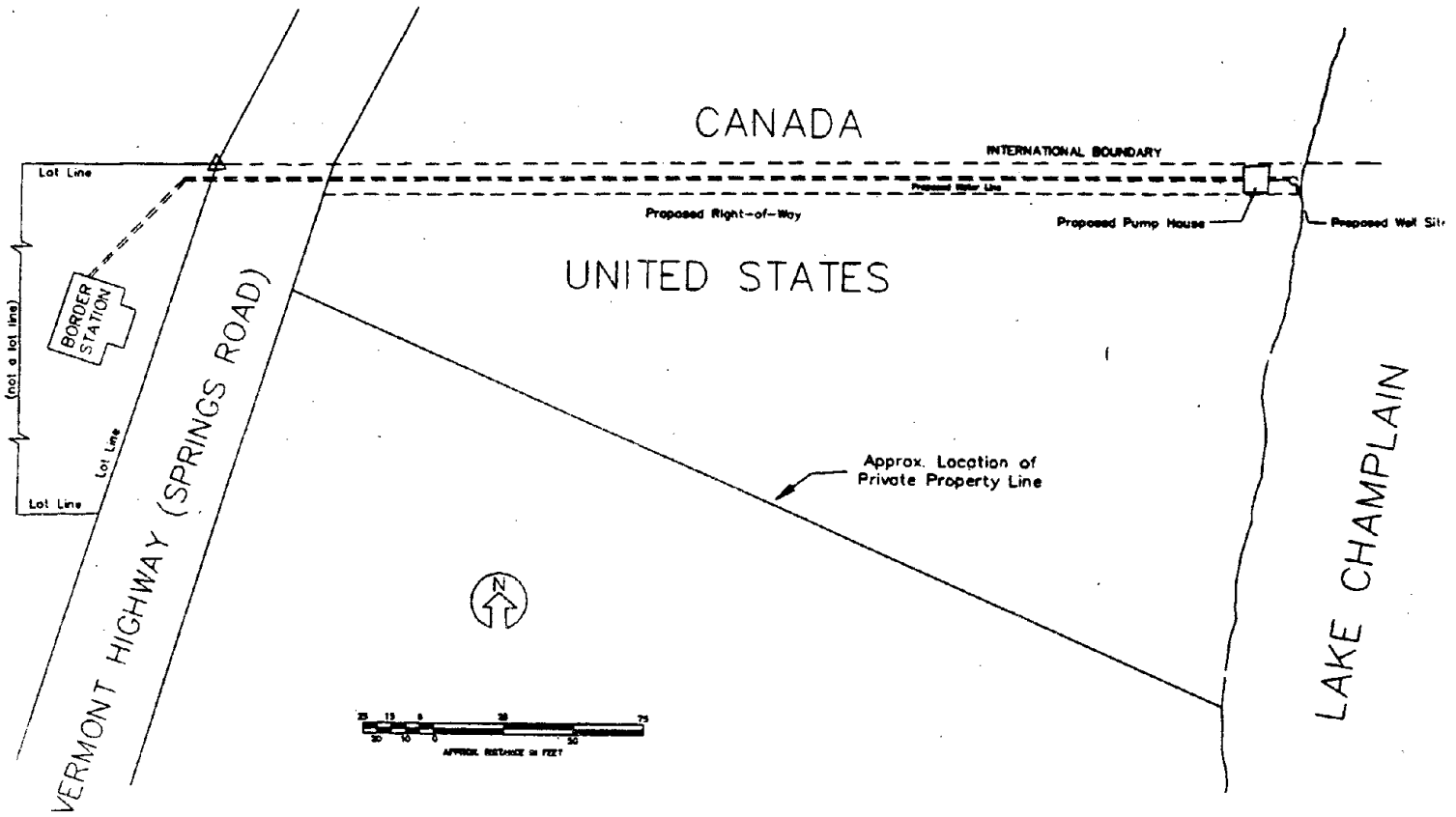
Capacity: 120 autos per hour

Administration Building: See Exhibit

Date of Construction: 1934

Last Renovation: 1991

Canadian Port: Clarenceville, Quebec



U.S. Inspection Station, Alburg Springs
Site Plan, 1938



Alburg Springs: Approach to inspection station and administration building

**U.S./CANADIAN BORDER PORT PROFILE
PORT: HIGHGATE SPRINGS, VERMONT
CROSSING: MORSES LINE, VERMONT**

PROFILE

Port Code: 10212

Customs Region: Northeast

Customs District: St. Albans, Vermont

Total Staff: Both Customs and INS are staffed out of the Highgate Springs Port of Entry

Nearest U.S. Ports: Highgate Springs - 12 miles west
West Berkshire - 10 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Address: U.S. Customs Port of Entry, RR1, P.O. Box 505, Franklin, VT 05457

Phone: (802) 524-6527

Modal Activity: Highway

Hours of Operation: 8 AM - Midnight

Seasonality: Year-round

Facility Owners

Land/Station: U.S. Customs Service

Primary Inspection: 1 lane

Secondary Inspection: Performed in parking area

Processing Time: 30 seconds per vehicle for automobiles

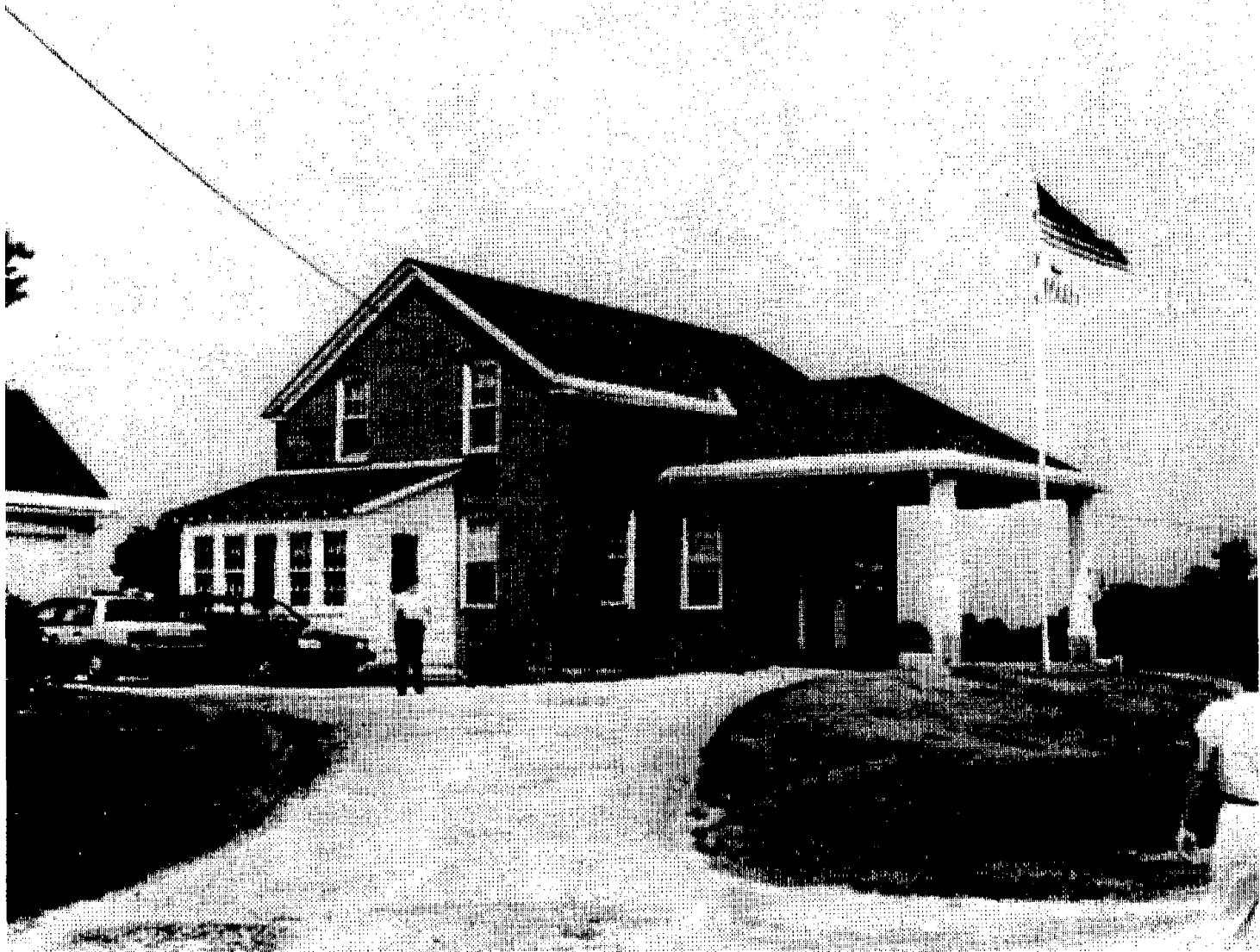
Capacity: 120 autos/hour

Administration Building: See Exhibit

Date of Construction: 1934

Last Renovation: 1991

Canadian Port: Morses Line, Quebec



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Morses Line: Approach to primary inspection and administration building

**U.S./CANADIAN BORDER PORT PROFILE
PORT: RICHFORD, VERMONT
CROSSING: RICHFORD, VERMONT**

PROFILE

Port Code: 10203

Customs Region: Northeast

Customs District: St. Albans, Vermont

Collateral Duties: Crossings at East Richford, West Berkshire, and Pinnacle Road.

Total Staff: Customs: 13 full-time rotating between crossings above.
INS: 12 full-time rotating between crossings above.

Nearest U.S. Ports: East Richford - 6 miles west
Pinnacle Road - 4 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Address: RFD 1, Box 40, Richford, VT 05476

Phone: (802) 524 - 6527

Modal Activity: Highway, Rail

Hours of Operation: 24 hours/day

Seasonality: Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 2 lanes

Secondary Inspection: Performed in an open area on the south side of the building.

Processing Time: 30 seconds per vehicle for automobiles.

Capacity: 240 autos/hour

Administration Building: See Exhibit

Secondary Garage: None

Date of Construction: 1934

Last Renovation: 1991

Canadian Port: Abercorn, Quebec

**U.S./CANADIAN BORDER PORT PROFILE
PORT: RICHFORD, VERMONT
CROSSING: RICHFORD, VERMONT**

BACKGROUND

DESCRIPTION/LOCATION

The Richford border facility consists of a brick building with two wooden 3-bay garages on either side of the building. The administration building houses both Customs and INS personnel. The structure was built in 1934, and is owned by the General Services Administration. The facility operates 24 hours a day, year-round. The highway inspection area has one booth serving two inspection lanes.

The facility is located on Vermont State Highway 105, approximately 2 miles from the U.S./Canadian border.

ACTIVITY

The Richford crossing is the busiest of the four stations in the Port of Richford. The major imports for this station are animal products, vegetable products and metals and metal products.

HIGHWAYS

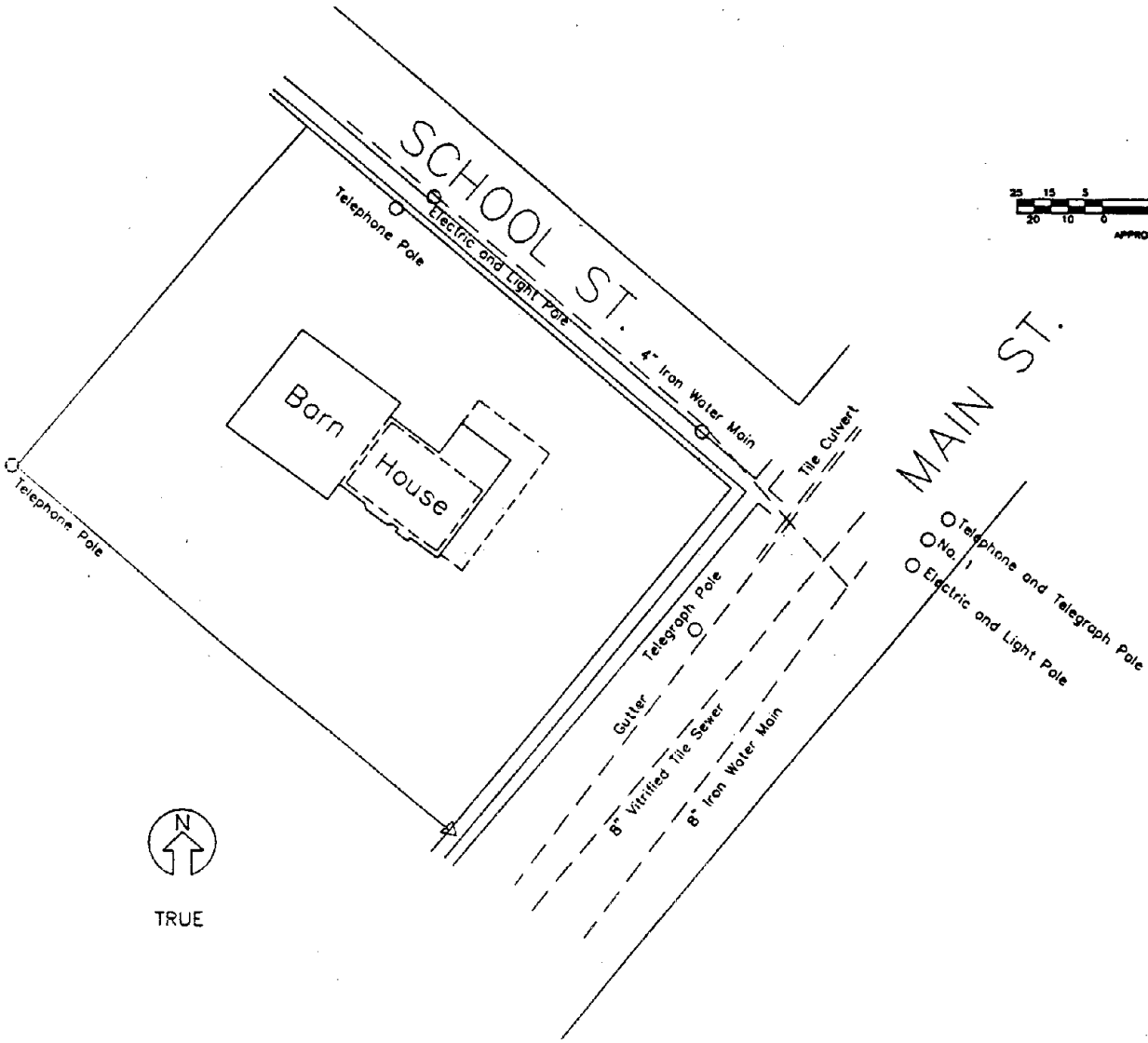
Richford is accessible from the south via Vermont State Highway 105. Route 105 is a two-lane state highway. Three routes leave Richford heading north. Route 105A, a two-lane state highway, brings travelers to the East Richford border crossing. Route 139, a class 2 town highway, brings motorists directly into Canada. Pinnacle Road, also a class 2 town highway, brings travelers to the Pinnacle Road border crossing.

RAIL

Richford services a Canadian Pacific rail inspection facility which is located about two miles away. This rail facility is limited to freight traffic.

CONGESTION

The Richford border crossing is the busiest of the four stations and handles the majority of commercial traffic. Most enforcement actions take place at this border crossing. Passenger traffic is heavy during the ski season and the summer.



U.S. Inspection Station, Richford
Approach Plan, 1909



Richford: Approach to primary inspection and administration building

**U.S./CANADIAN PORT PROFILE
PORT: RICHFORD
CROSSING: EAST RICHFORD, VERMONT**

PROFILE

Port Code: 10203

Customs Region: Northeast

Customs District: St. Albans, Vermont

Total Staff: Both Customs and INS are staffed out of the Richford Port of Entry.

Nearest U.S. Ports: Richford - 6 miles west
North Troy - 15 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Address: RFD 1, Box 1690, East Richford, VT 05476

Phone: (802) 524-6527

Modal Activity: Highway

Hours of Operation: 24 hours/day

Seasonality: Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 2 lanes and 2 booths capable of processing both private and commercial vehicles.

Secondary Inspection: Performed in an open area at the end of the covered primary inspection lanes which is the only location available with sufficient lighting.

Processing Time: 30 seconds/auto

Capacity: 240 autos/hour

Administration Building: See Exhibit

Secondary Garage: None

Date of Construction: 1931

Last Renovation: 1991

Canadian Port: Glenn Sutton, Quebec

**U.S./CANADIAN PORT PROFILE
PORT: RICHFORD
CROSSING: EAST RICHFORD, VERMONT**

BACKGROUND

DESCRIPTION/LOCATION

The East Richford border facility consists of a brick Gambrel-style building. There are two brick garages on either side of the building with at least one containing two bays. The facility was built in 1931 and is listed on the National Register of Historic Sites. The facility is owned by the General Services Administration and operates 24 hours a day, year-round. The highway inspection area has two inspection lanes. No outside booth for inspectors is located at this facility.

The facility is located on Vermont State Highway 105A, a two-lane state highway, at the Canadian border.

ACTIVITY

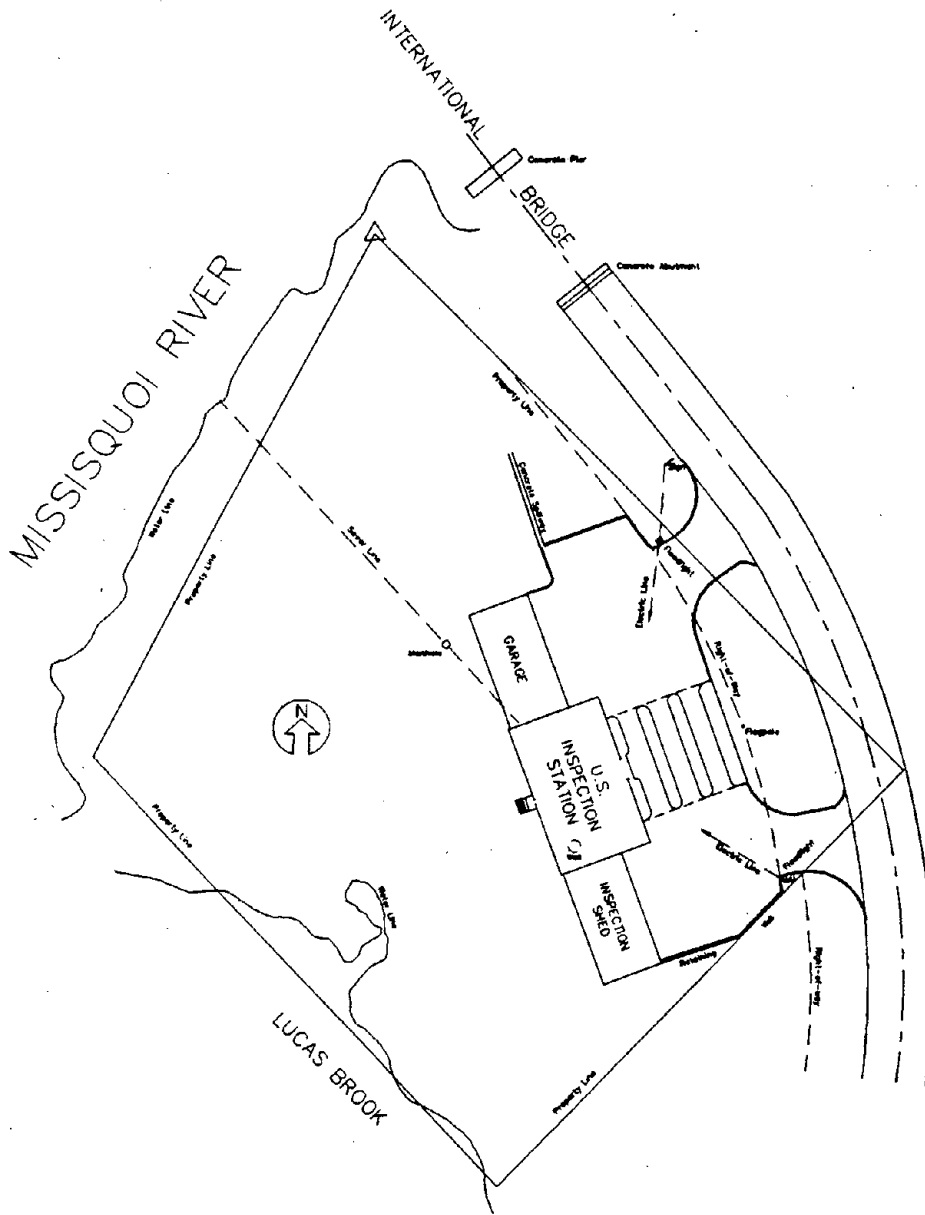
East Richford is not a commercial crossing. The East Richford site is a one-officer station with limited commercial traffic. While some seasonal and vacation traffic passes through the station, most traffic is local. Traffic is very light during the midnight shift.

HIGHWAYS

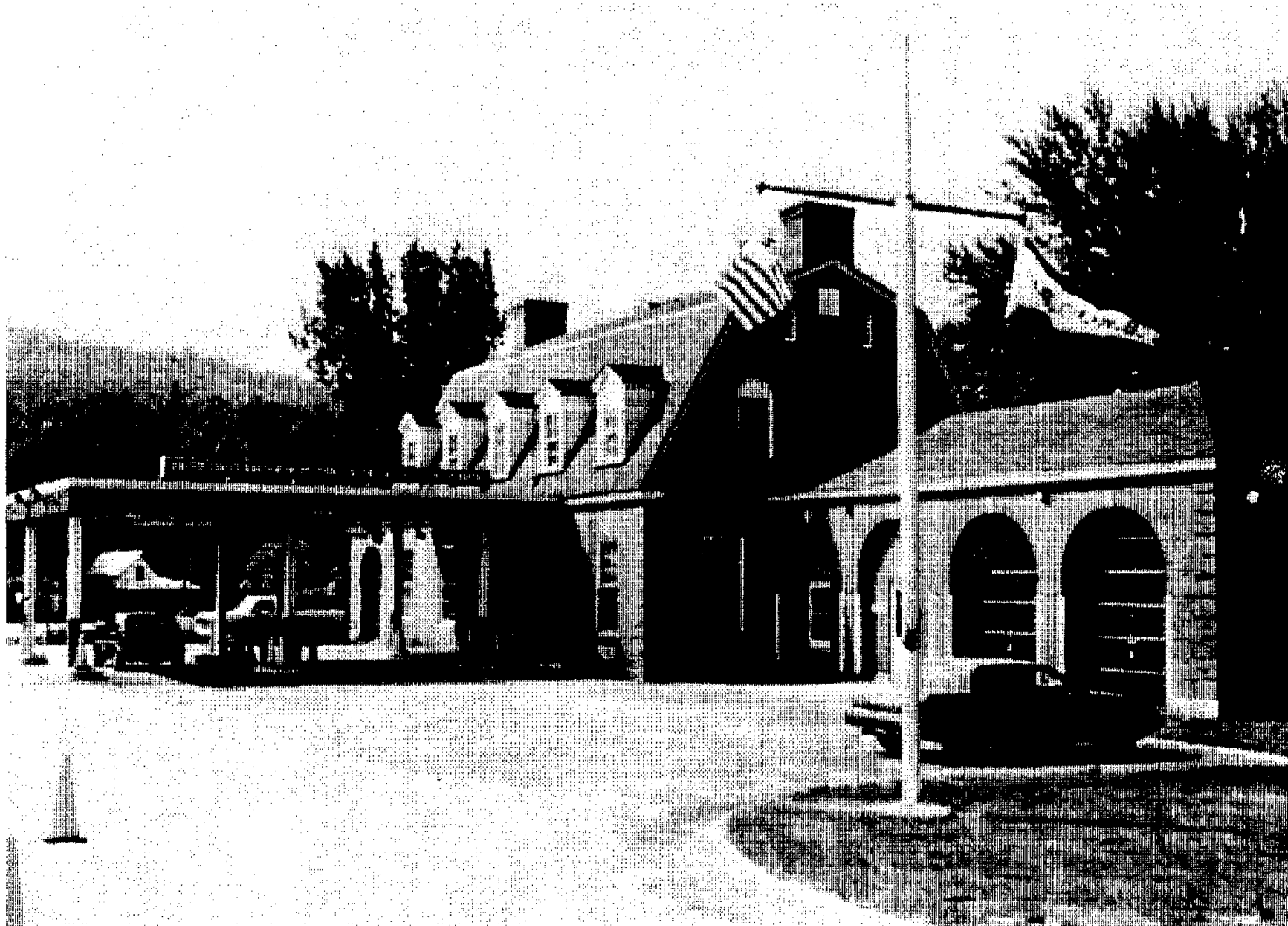
East Richford is accessible from the south via Vermont State Highway 105A. Route 105A continues into Canada.

RAIL

The Canadian Pacific railroad passes through the town of East Richford, and parallels Route 105A into Canada until they both turn south and return to the U.S. at North Troy, approximately 15 miles due east of East Richford.



U.S. Inspection Station, East Richford
Approach Plan, 1934



East Richford: Approach to primary inspection and administration building

**U.S./CANADIAN BORDER PORT PROFILE
PORT: RICHFORD, VERMONT
CROSSING: PINNACLE ROAD, VERMONT**

PROFILE

Port Code: 10203

Customs Region: Northeast

Customs District: St. Albans, Vermont

Total Staff: Both Customs and INS are staffed out of the Richford port of entry.

Nearest U.S. Ports: West Berkshire - 11 miles west
Richford - 4 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Address: RFD 1, Box 300, Richford, VT 05476

Phone: (802) 524-6527

Modal Activity: Highway

Hours of Operation: 24 hours/day **Seasonality:** Year-round

Facility Owners

Land/Station: U.S. Customs Service

Primary Inspection: 2 lanes and booths capable of processing private & commercial vehicles

Secondary Inspection: Performed in an open area on the south side of the building

Processing Time: 30 seconds per vehicle for automobiles

Capacity: 240 autos per hour

Administration Building: One building, photo not available.

Secondary Garage: None

Date of Construction: 1975

Last Renovation: 1991

Canadian Port: Freilighsburg, Quebec

**U.S./CANADIAN BORDER PORT PROFILE
PORT: RICHFORD, VERMONT
CROSSING: PINNACLE ROAD, VERMONT**

BACKGROUND

DESCRIPTION/LOCATION

The Pinnacle Road border facility was built in 1975 and is owned by the U.S. Customs Service. The facility operates 24 hours a day, year round. The highway inspection area has two inspection lanes. No outside booth for inspectors is located at this facility.

The facility is located on Pinnacle Road, a class 2 town highway, approximately 2 miles northwest of the town of Richford.

ACTIVITY

Pinnacle Road serves limited local and commercial traffic. An increasing amount of passenger traffic is occurring from the Montreal area to Vermont vacation areas. The Pinnacle Road site is not a commercial crossing. Some smuggling activity has been noted at this crossing

HIGHWAYS

The Pinnacle Road crossing is accessible from the U.S. via Route 105, a two-lane highway, and from Canada via Route 237, also a two-lane highway.

**U.S./CANADIAN PORT PROFILE
PORT: RICHFORD, VERMONT
CROSSING: WEST BERKSHIRE, VERMONT**

PROFILE

Port Code: 10203

Customs Region: Northeast

Customs District: St. Albans, Vermont

Total Staff: Both Customs and INS are staffed out of the Richford Port of Entry.

Nearest U.S. Ports: Morses Line - 10 miles west
Pinnacle Road - 12 miles east

Contact: Timothy Moran, Assistant District Director, U.S. Customs Service

Address: RRR 1, Box 1530, Enosburg Falls, VT 05450

Phone: (802) 524-6527

Modal Activity: Highway

Hours of Operation: 24 hours/day

Seasonality: Year-round

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 2 lanes

Secondary Inspection: Performed in an open area south of the office.

Processing Time: 30 seconds per vehicle for automobiles.

Capacity: 240 autos per hour

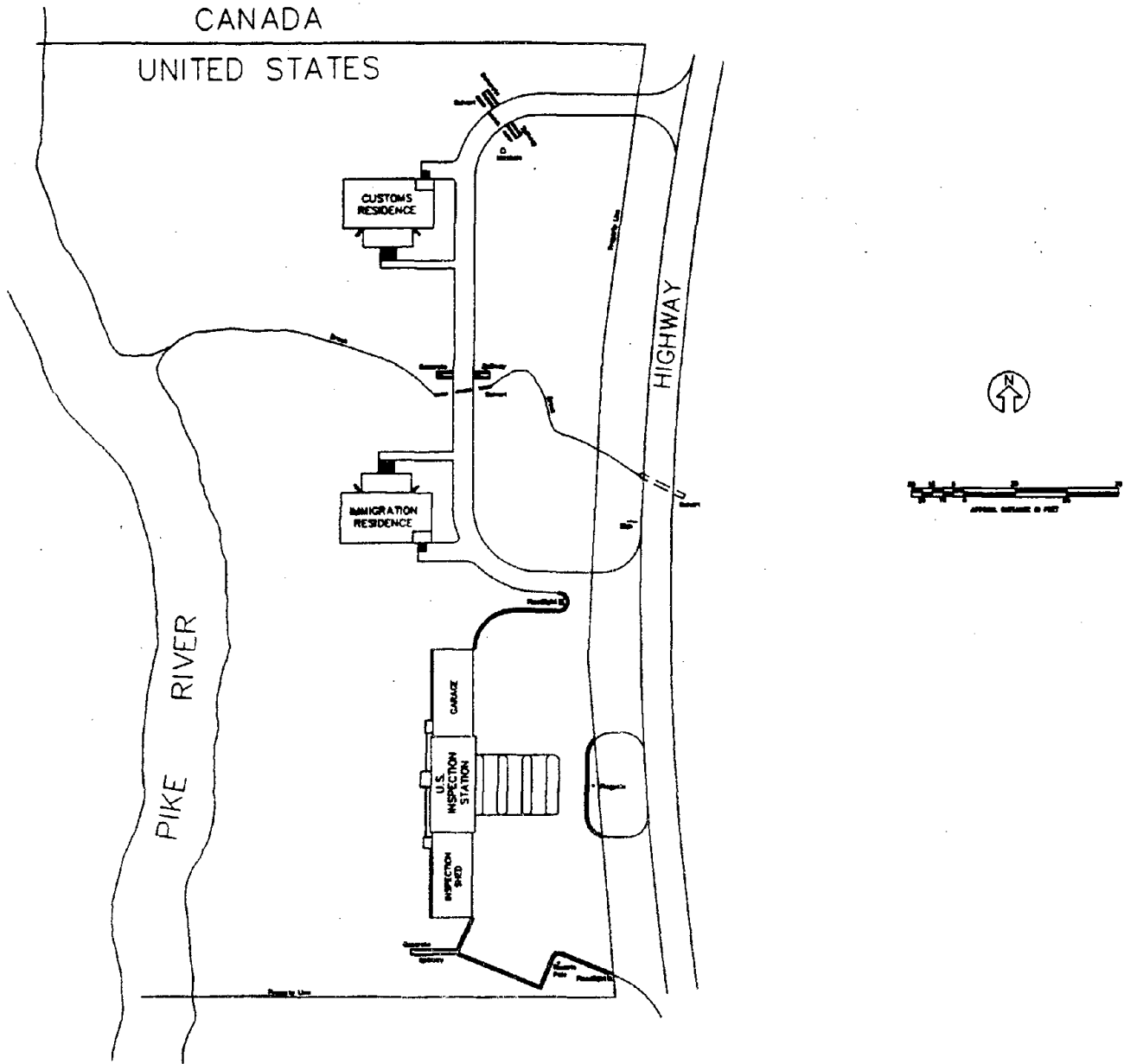
Administration Building: One building, photo not available.

Secondary Garage: None

Date of Construction: 1935

Last Renovation: 1991

Canadian Port: Freilghsburg, Quebec



U.S. Inspection Station, West Berkshire
Approach Plan, 1932

**U.S./CANADIAN BORDER PORT PROFILE
PORT: CHAMPLAIN, NEW YORK
CROSSING: CHAMPLAIN, NEW YORK**

PROFILE

Port Code: 10712

Customs Region: Northeast

Customs District: Ogdensburg, New York

Collateral Duties: Rouses Point, highway and rail (Delaware and Hudson), Mooers, Overton's Corners, and Cannon Corners. In addition, duties include Plattsburg and Champlain Foreign Trade Zones, a dozen duty free stores, and several bonded merchandise warehouses.

Total Staff: 8AM - 4PM 10 Customs and 7 INS inspectors
4PM - 12AM 11 Customs and 5 INS inspectors
12AM - 8AM 5 Customs and 1 INS inspector

Customs has a total of 70 inspectors for all collateral duties along with the Champlain port of entry. INS has 24 Full time; 19 other/temporary positions.

Nearest U.S. Ports: Rouses Point, 5 miles east
Overton's Corners, west

Contact: Tim Meschinelli, U.S. Customs Area Port Director

Address: 232 West Service Road

Phone: (518) 297-6681

Modal Activity: Highway, Pedestrian

Hours of Operation: 24 hours

Seasonality: Year-round with peaks in passenger vehicle traffic throughout July and August.

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 11 lanes

Commercial/Buses: 2 lanes

Private Vehicle: 9 lanes

Secondary Inspection: 4 lanes

Commercial/Buses: 2 lanes

Private Vehicle: 2 lanes

Processing Time: Approximately 30 seconds per vehicle for primary inspection.

Capacity: 1,200 vehicles per hour

Administration Building: See Exhibit

Secondary Warehouse: Commercial center with 8 functional overhead doors; 1 loading dock.

Date of Construction: 1973

Brokers: At least 12 brokers' offices are located on-site.

Canadian Port: Saint Bernard de Lacolle, Quebec

Canadian Facility:

The Canadian facility was constructed in 1951 and is owned by the Quebec government. It has one approach lane and seven primary lanes including one dedicated passenger lane. Revenue Canada Customs and Excise (CAE), owners of the Canadian Lacolle facilities, are completing major renovations estimated to be about \$12 million to rebuild this station in the next several years.

Canadian Customs Staff: 31 inspectors, 9 manager/supervisors, and 2 clerical positions.

Traffic: ENTERING THE UNITED STATES

PORT	YEAR	AUTOMOBILES	TRUCKS
CHAMPLAIN/ ROUSES POINT	1989	1,389,713	245,926
	1990	1,522,016	239,205
	1991	1,779,688	243,620
	1992	1,752,613	250,539

Traffic: ENTERING CANADA³

PORT	YEAR	AUTOMOBILES	TRUCKS
HEMMINGFORD	1989	120,269	3,689
	1990	167,811	4,120
	1991	232,661	3,274
	1992	183,255	3,624
LACOLLE ROUTE 223	1989	241,514	3,865
	1990	361,042	5,765
	1991	374,989	3,078
	1992	349,720	2,096

³All 4 Canadian ports correspond to the Champlain/Rouses Point port

Traffic: ENTERING THE UNITED STATES

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	1991	374,989	3,078
	1992	349,720	2,096

³All 4 Canadian ports correspond to the Champlain/Rouses Point port

LACOLLE ROUTE 221	1989	129,524	13,988
	1990	209,647	21,604
	1991	324,225	13,898
	1992	290,741	7,049
LACOLLE ROUTE 15	1989	818,584	0
	1990	921,512	0
	1991	953,829	0
	1992	1,010,028	0

**U.S./CANADIAN BORDER PORT PROFILE
PORT: CHAMPLAIN, NEW YORK
CROSSING: CHAMPLAIN, NEW YORK**

BACKGROUND

DESCRIPTION

The border facility at Champlain is a major commercial port of entry, with a main administration building that accommodates the port directors, supervisory, and operating personnel of both the Customs and INS services. A separate cargo facility houses the Commercial Operations Division, consisting of 55 employees, GSA offices and several investigators.

Customs brokers maintain modular offices in the parking area of the cargo processing center. An export control building with limited parking and dock space is also on-site for northbound examinations.

The facility services a four lane interstate highway. The Champlain port of entry has eleven primary lanes including two dedicated to commercial traffic only.

LOCATION

Champlain is situated on Interstate 87 and connects to Rouses Point via U.S. Route 11. Both Champlain and Rouses Point are small towns located on the west side of Lake Champlain. They are 5 miles apart from one another, 45 miles south of Montreal, Quebec, and 175 miles north of Albany, New York. Interstate 87 connects to Route 15 in Lacolle, Quebec. This corridor is a direct route from New York City to Montreal.

The Customs port office in Champlain is also located on Interstate 87. Border stations of this port extend east to west from Rouses Point on Lake Champlain to Cannon's Corners approximately 25 miles along the border.

ACTIVITY

The Port of Champlain is the designated commercial crossing for international commerce in this area. It is among the largest commercial ports on the U.S.-Canadian border. The volume of imports at this port is typically exceeded only by Detroit and Buffalo.

A variety of commodity categories enter through this port, the principal commodity groups being metals and metal products, and chemicals and related products. A significant amount of drug and currency seizures do occur at Champlain.

Private automobile traffic levels decreased by approximately 10% in 1993, after having steadily increased over the last several years. The year round average number of vehicles is 160 per hour.

PHYSICAL INFRASTRUCTURE

One problem with commercial operations is that commercial trucks have to cross from the right lane of the New York Interstate to the extreme left lane to drop off export papers to USCS and then cross back over a maximum of seven traffic lanes to reach the primary inspection area in Canada. As Route 15 is a major route to Montreal and Quebec City, the congestion caused by this activity has generated complaints at the national and local levels regarding unsafe and slow traffic flow at this site.

The Champlain facility is generally in poor condition and in need of extensive modifications and repairs. The primary booths do not provide the degree of safety and comfort required for the environment, nor are they functionally appropriate to fulfill the Customs requirements. The secondary inspection area also lacks shelter, privacy, and proper lighting.

When this facility became operational in the mid-seventies, the cargo facility had 12 commercial inspection bays equipped with automatic doors. Four of the automatic overhead doors in the warehouse became inoperable after ten years, primarily due to commercial vehicles accidentally backing into the cargo facility. The doors were subsequently boarded up, requiring trucks to proceed around the building to the doors on south end of the building. The south doors, which also opened automatically when they were new, must now be operated manually with a steel pulley. The examination process is more time consuming and laborious than it would be if the doors were repaired.

Other suggestions to expedite daily operations include repairs of the broken intercoms that used to provide communication between inspectors in the booths and officials in the administration building, and the non-functional document tubes that once transported paperwork, passports, etc., from the booths to the administration building and back.

Lighting and climate control at Champlain are inadequate in that they operate only by automatic timers which cannot be manually controlled. The lights do not adjust to actual lighting requirements, and therefore, on cloudy days for example, examination areas are virtually dark. Similar to the lighting problem, the heat is also operated automatically, and cannot be adjusted for comfort during unseasonably warm or cold days.

There is also a restriction prohibiting inspectors from using the freight elevator in the commercial center. Since the elevator can only be operated from within the elevator's four walls, this restriction renders the elevator useless.

IMPROVEMENTS

Customs has requested that a partition be erected in the secondary inspection area to provide some protection to the inspectors in the winter months from the bitter northeast winds. Construction has begun on this and it is nearing completion.

Customs has had \$30,000 appropriated to replace the lighting system. Some improvements have been made, but funds are still needed from this appropriation to complete the job.

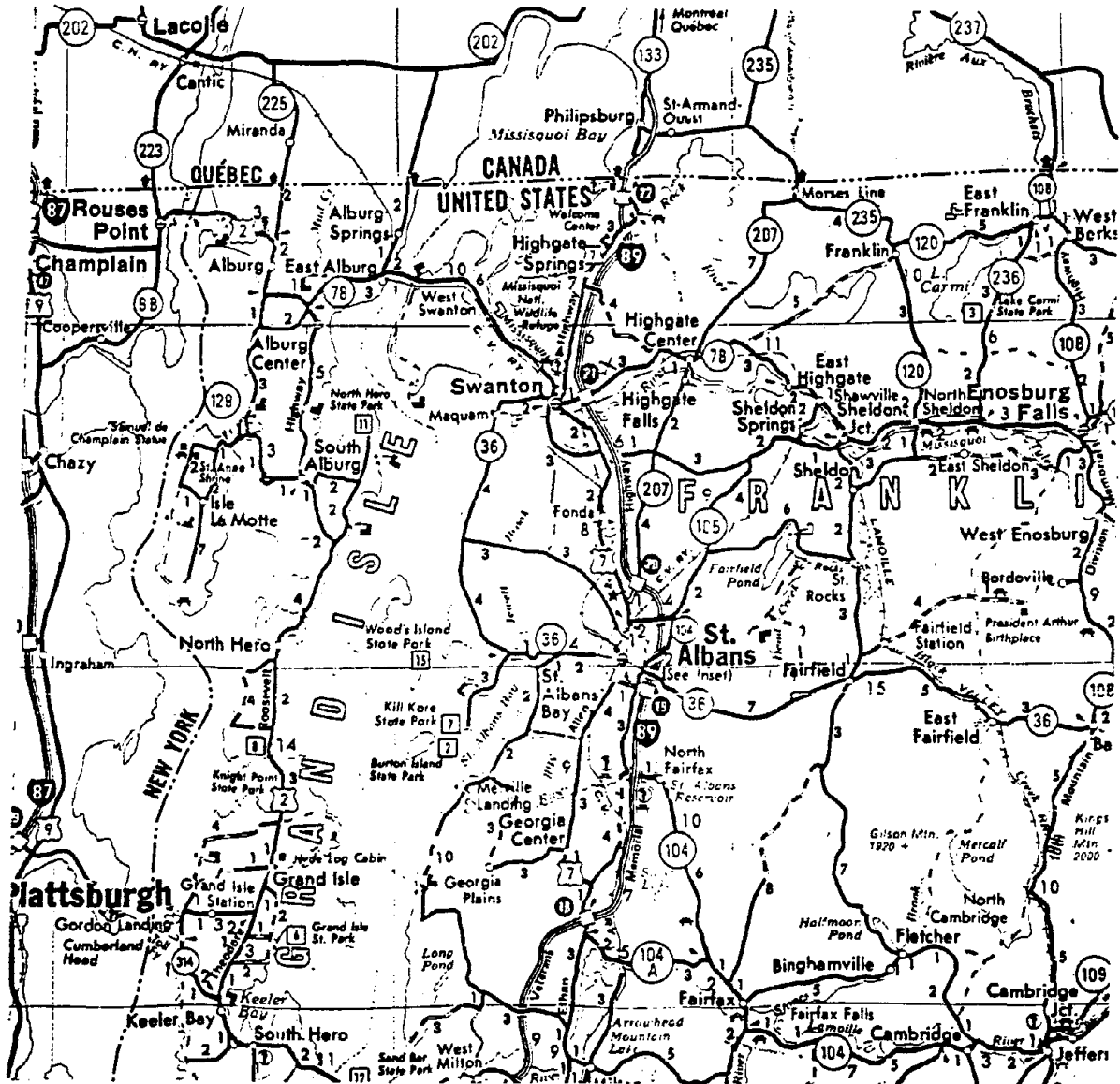
Traffic counters are needed, for which \$13,000 has been appropriated. A few other suggestions to improve traffic facilitation are the addition of another truck lane, commuter cards, and an express lane.

INSTITUTIONAL ISSUES

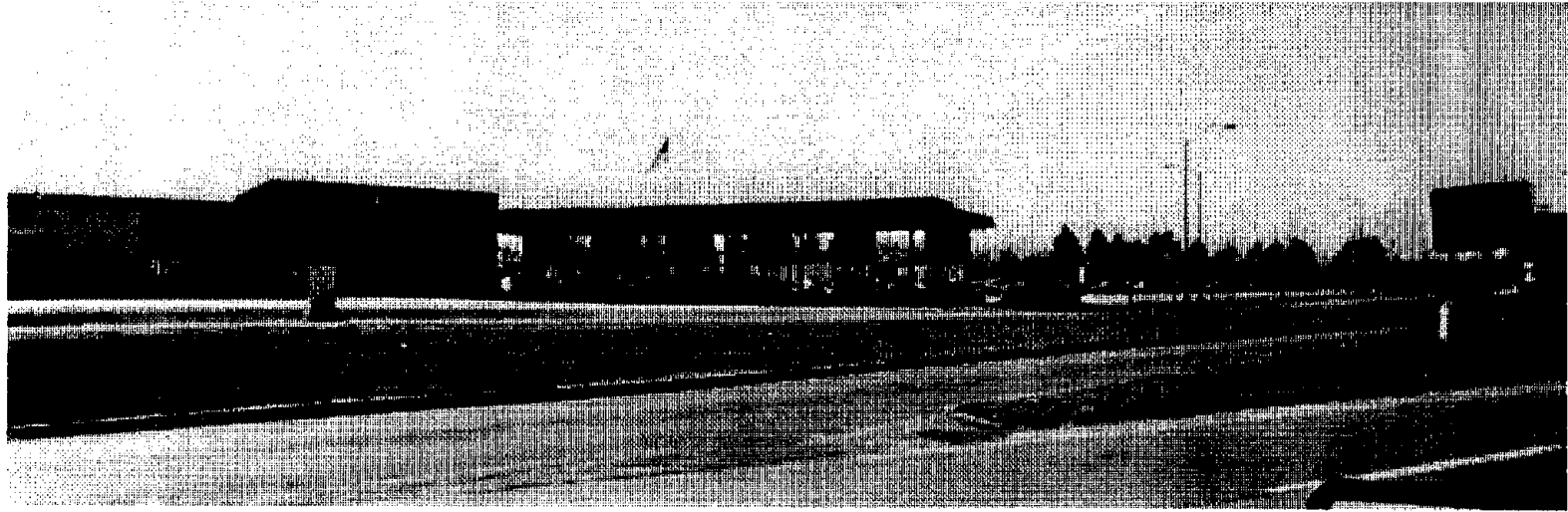
Since 1991, the Customs Omnibus Budget Reconciliation Act (COBRA) funding has worked out to create enough money for overtime hours, but it does not resolve staffing shortages. The same limited number of officials are working extended hours to the point of saturation, and overtime shift inspectors are less likely to be effective in accomplishing the goals of the Customs Service.

In addition to periphery/out-port assignments, difficult training requirements are mandated. Replacement staff are not provided to cover these requirements.

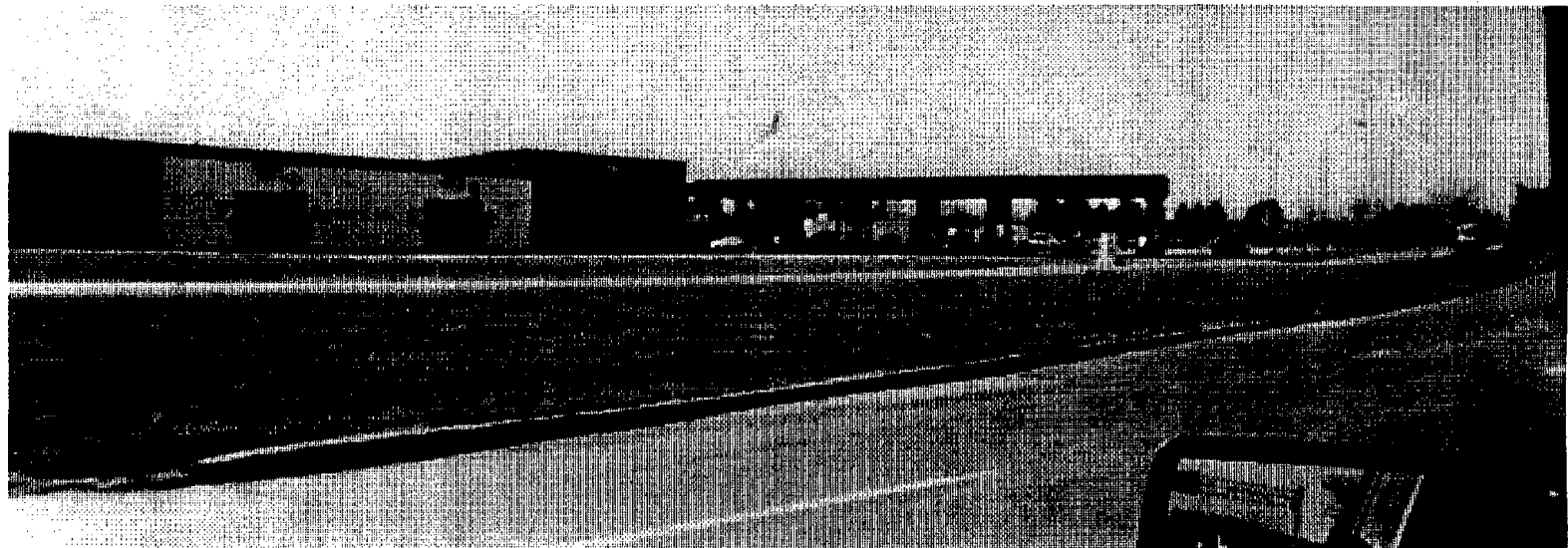
Two other requirements were noted: 1) interagency cooperation and communication is essential to successful operation of cross-border activities, 2) increased ability to fund equipment.



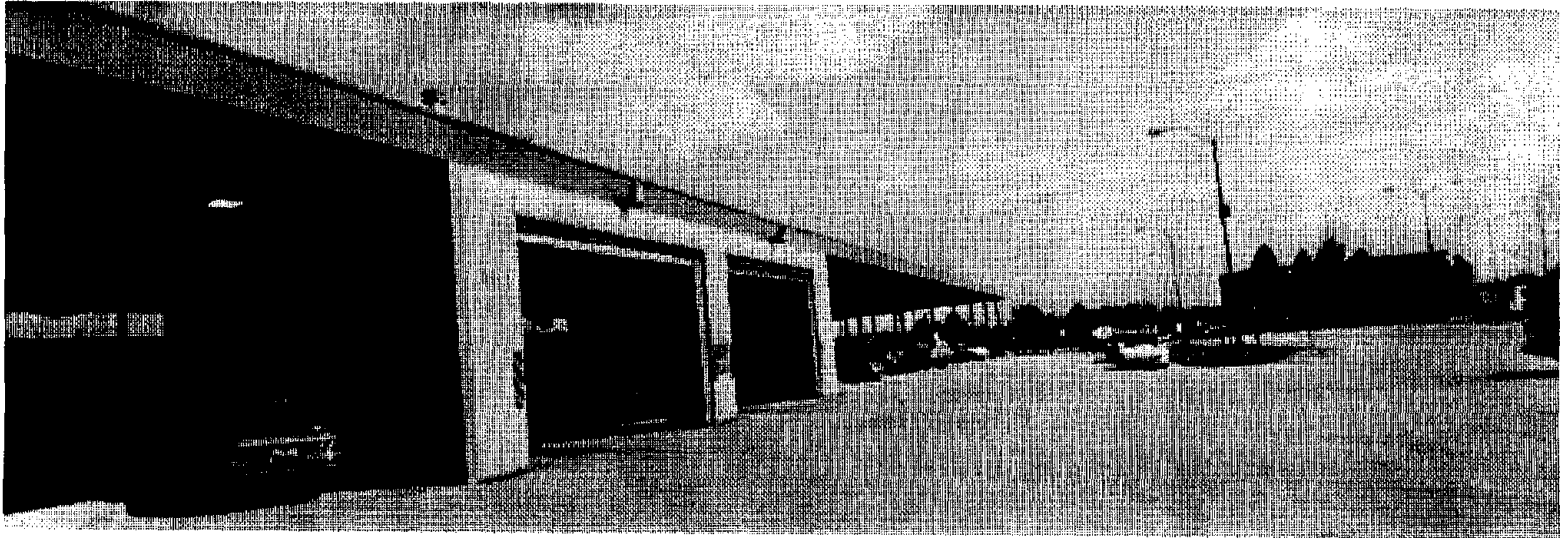
Reprinted from the Official State of Vermont Map, with permission.



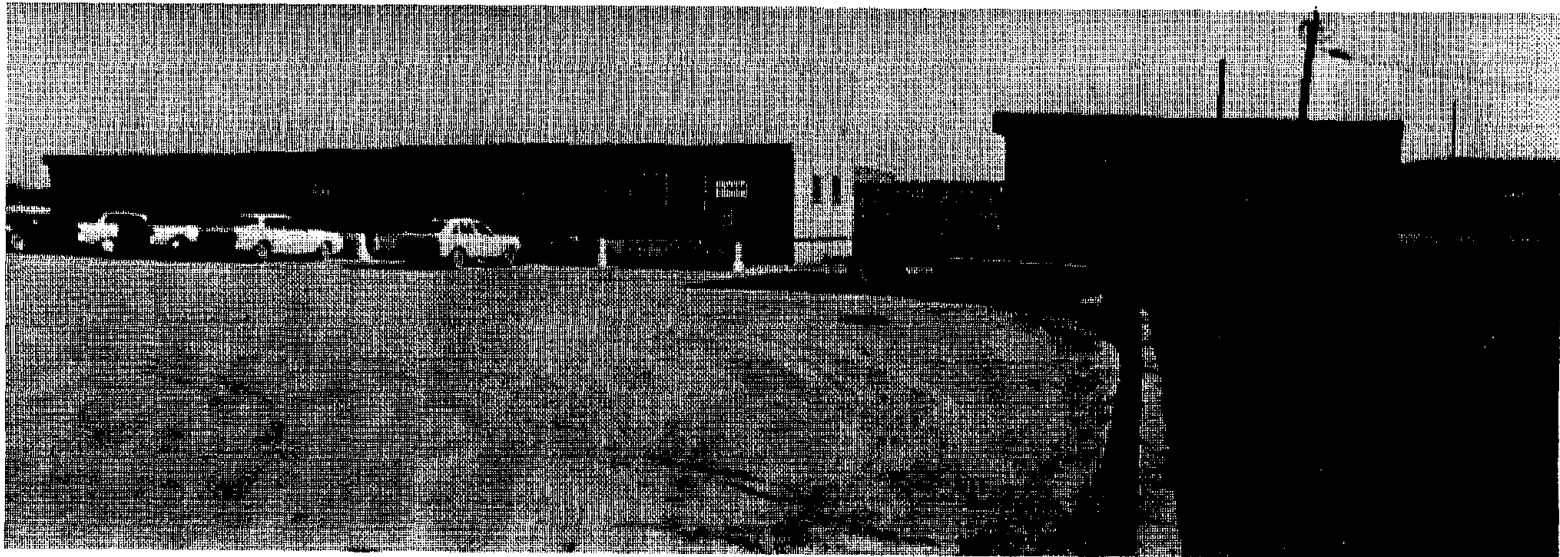
Champlain: Primary lanes (above and below) and auto secondary on bottom left



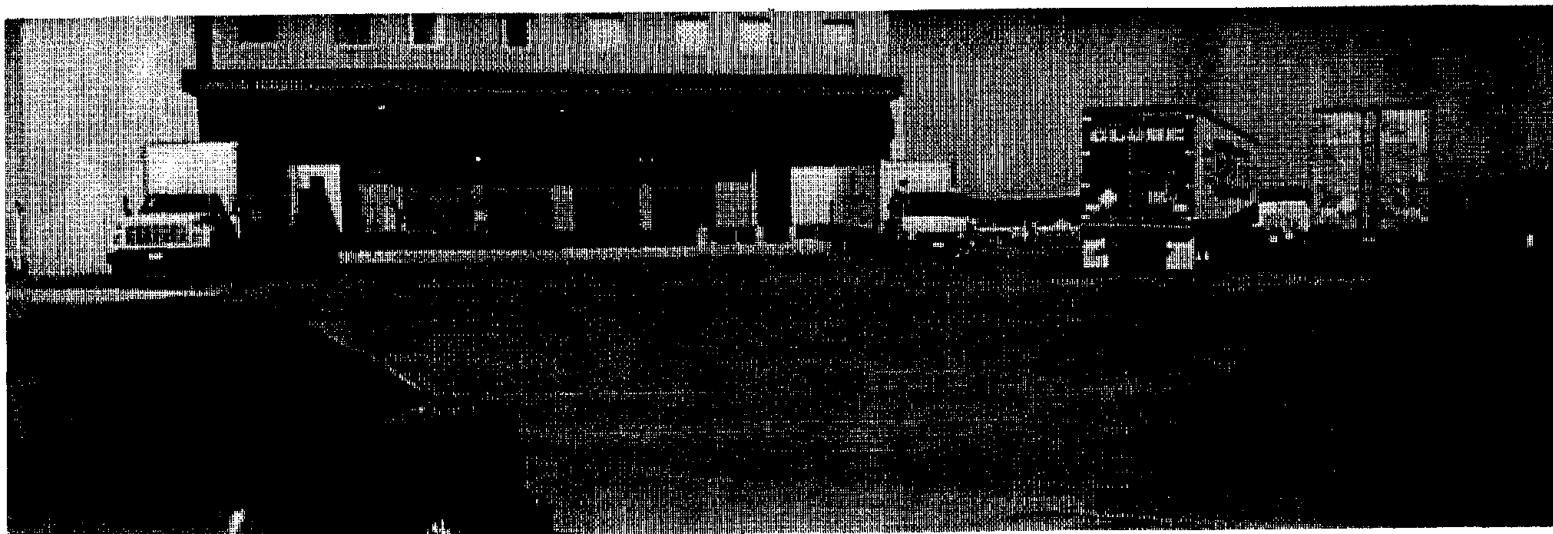
Montreal South Frontier



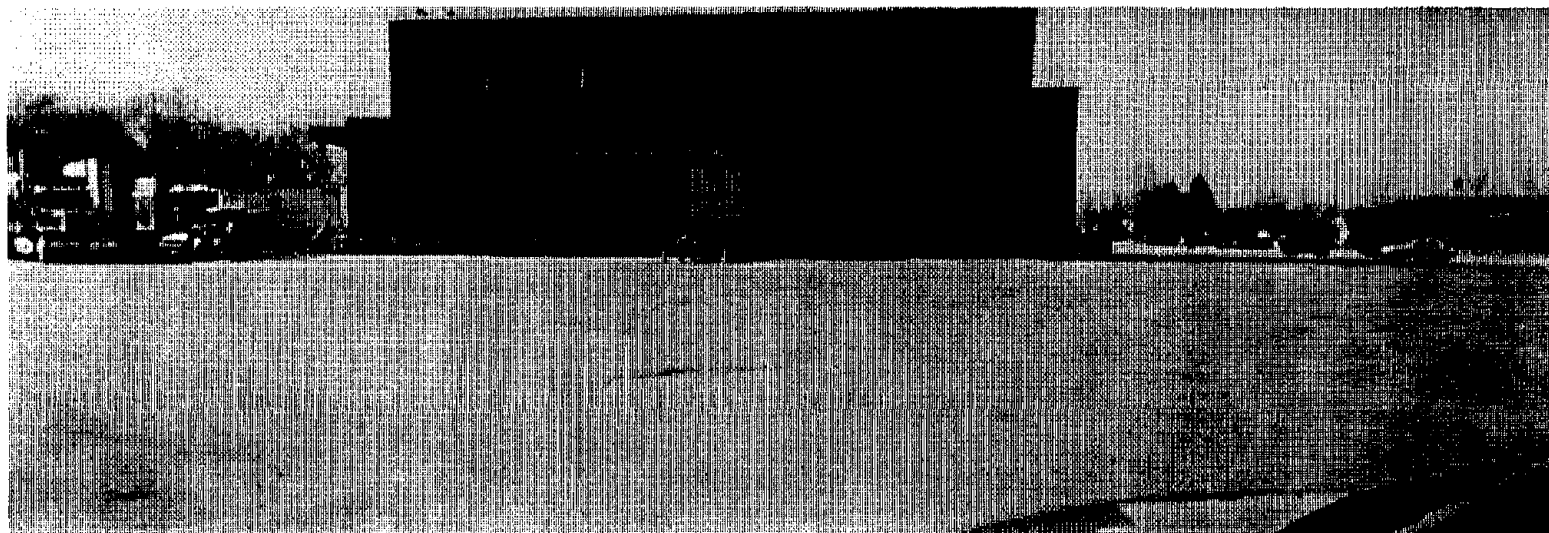
Champlain: Above, bus secondary inspection and auto parking area; below, brokers offices



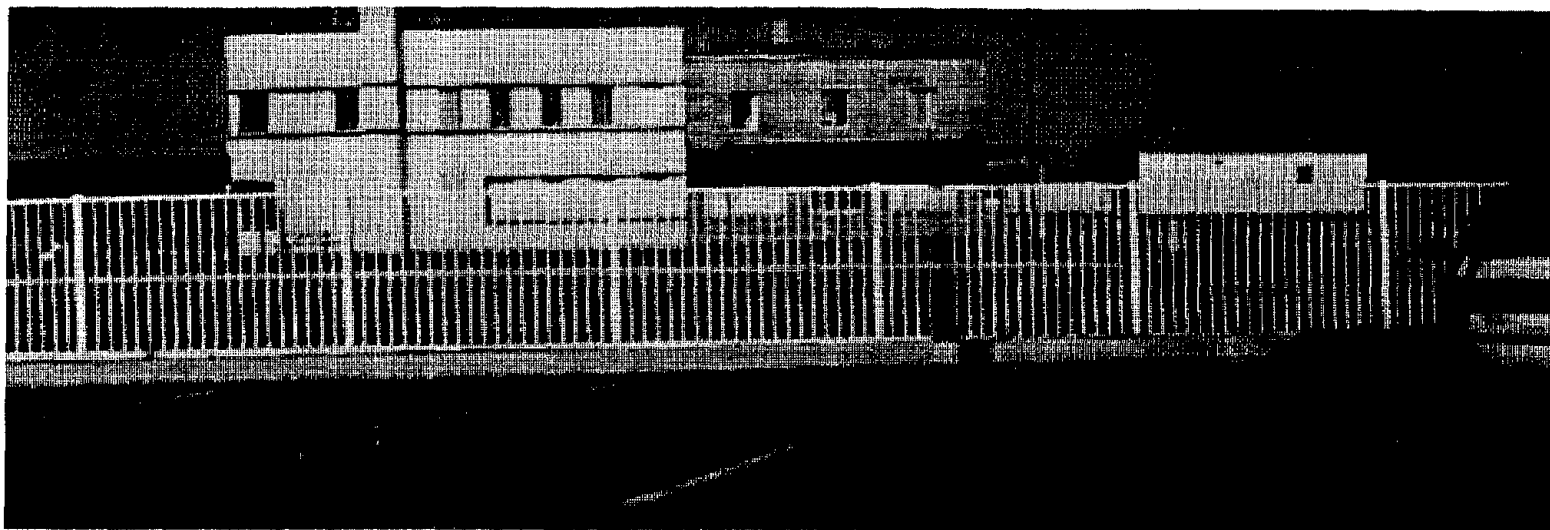
Montreal South Frontier



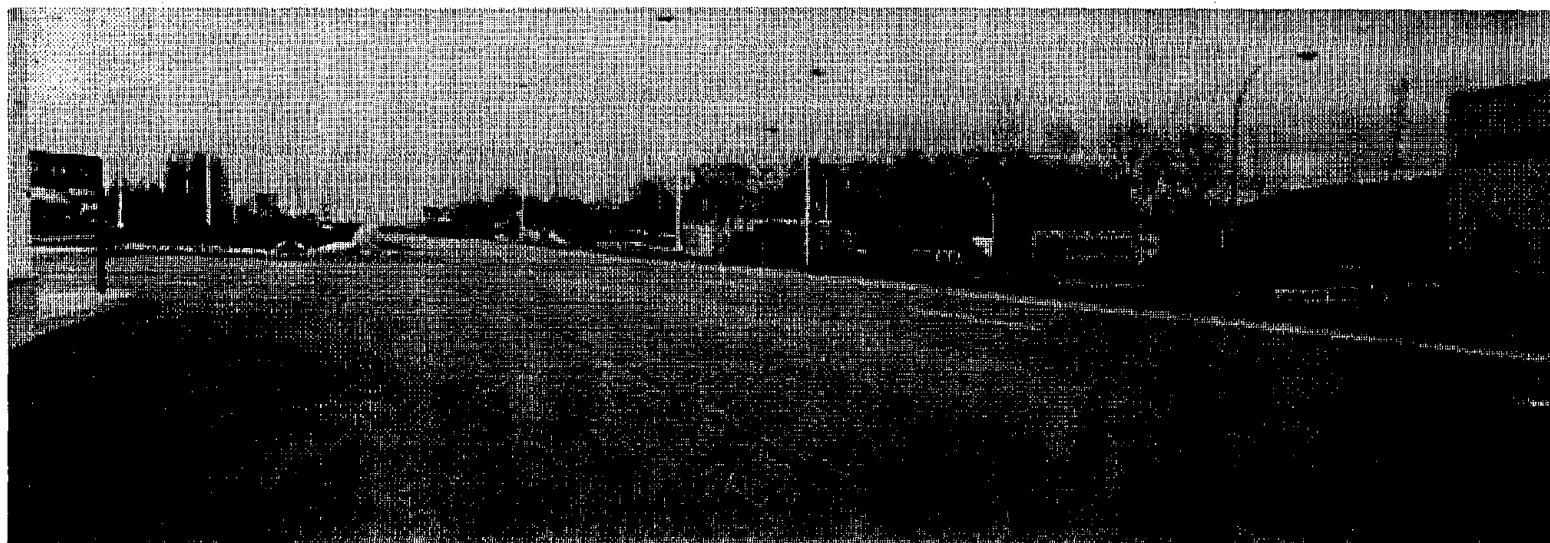
Champlain, NY: Commercial cargo center; below are the only doors that are operable



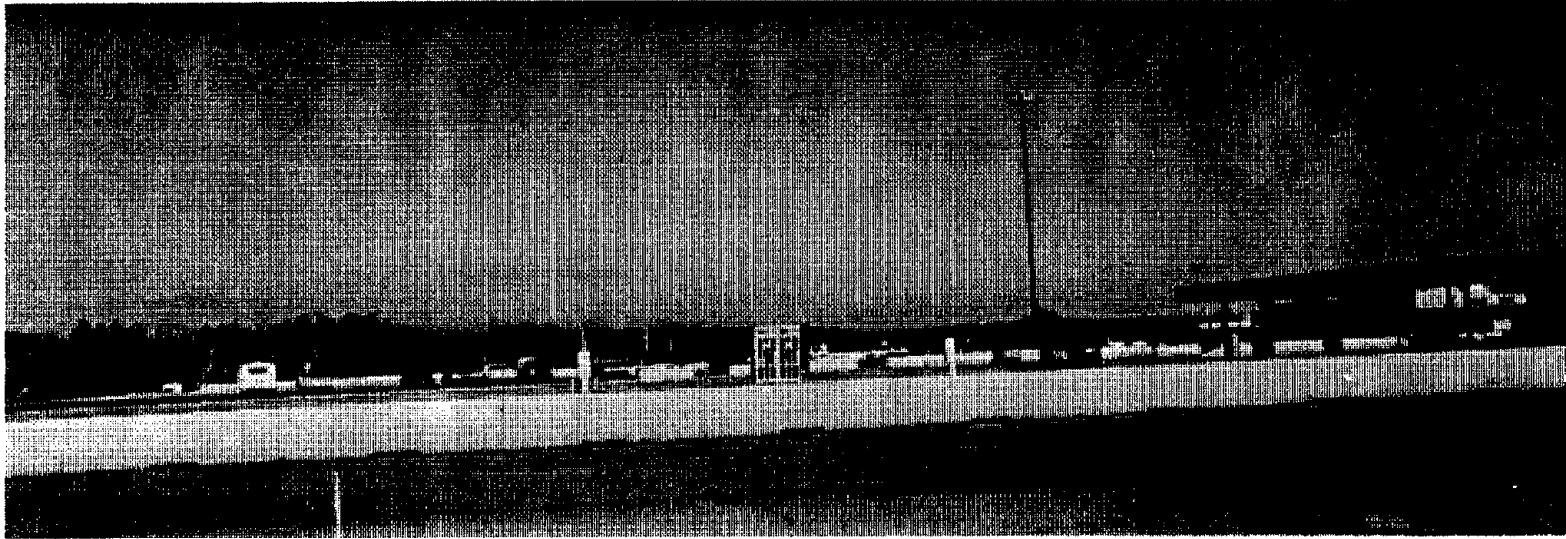
Montreal South Frontier



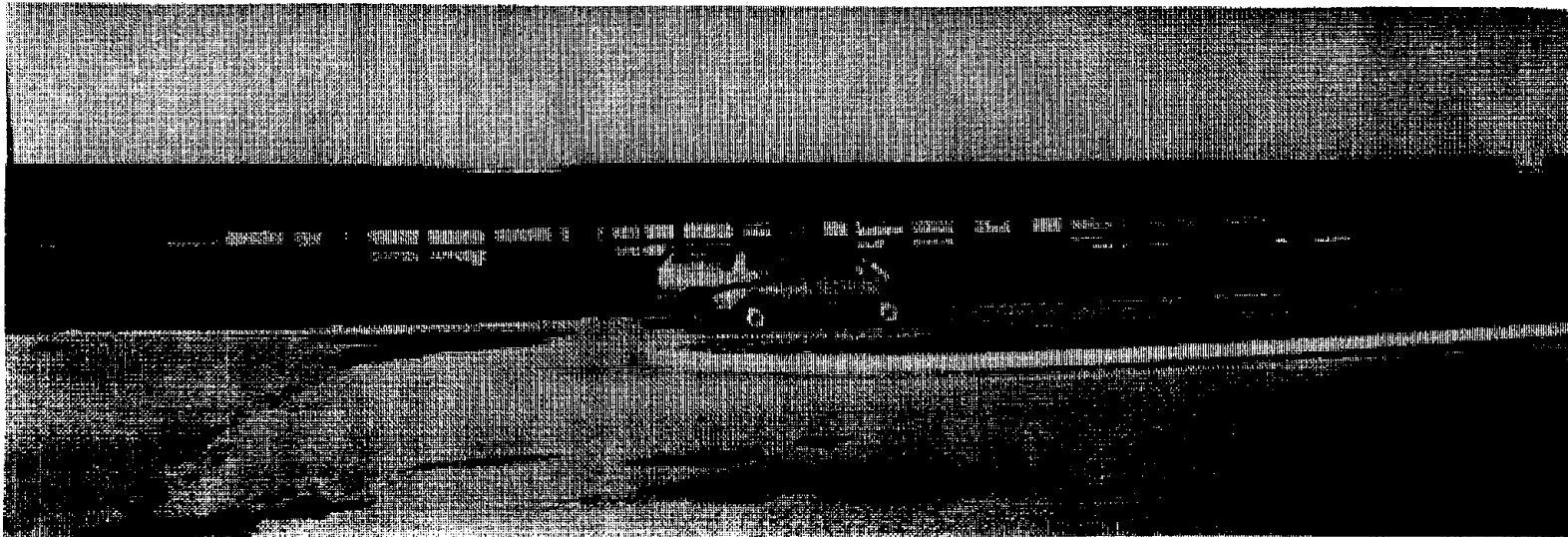
Saint Bernard de Lacolle: Above administration building; below, egress and cargo inspection



Montreal South Frontier



Saint Bernard de Lacolle: Above, parking area; below, auto secondary inspection



Montreal South Frontier

**U.S./CANADIAN BORDER PORT PROFILE
PORT: CHAMPLAIN, NEW YORK
CROSSING: ROUSES POINT, NEW YORK**

PROFILE

Port Code: 10712 **Customs Region:** Northeast

Customs District: Ogdensburg, New York

Collateral Duties: Champlain and rail activities at Rouses Point.

Total Staff: Customs staff rotates out of the Port of Champlain.

8 AM - Midnight 1 Customs inspector and 1 INS inspector.

Midnight - 8 AM 1 Customs inspector.

USDA: 3 officers: 1 located in Albany NY, 1 located at Rouses Point; and 1 rotational officer in charge.

Nearest U.S. Ports: Champlain, New York - approximately 5 miles to the west
Albany, Vermont - approximately 5 miles to the east

Contact: Jeff Walgreen, U.S. Customs Service

Phone: (518) 297-6681

Modal Activity: Highway, Rail, Pedestrian

Hours of Operation: 24 hours

Seasonality: Traffic is year-round with peaks in passenger traffic throughout summer months. Weekends and holidays, both U.S. and Canadian, generate the heaviest traffic. June 24 is the busiest day of the year, according to U.S. Customs officials.

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 3 lanes

Secondary Inspection: There are no enclosed secondary inspection facilities at this station.

Processing Time: Approximately 45 seconds for automobile primary inspections.

Capacity: Current capacity, if all three lanes are operational, is approximately 250 passenger vehicles per hour.

Date of Construction: 1945

Brokers: No brokers are located at this facility. Commercial traffic is by permit only.

Canadian Port Facility: Lacolle, Rte. 223, Province of Quebec

Canadian Customs Staff: 11 inspectors and 1 manager/supervisor.

Traffic: Traffic entering the U.S. at Rouses Point is in excess of 200,000 vehicles per year. Traffic volumes furnished by the U.S. Customs Service are consolidated with traffic entering at Champlain, in the preceding Champlain crossing profile. Traffic entering Quebec at this port is separately tabulated in that profile. In 1992, there were about 350,000 passenger and 2,000 commercial vehicles crossing at Rouses Point. The average number of vehicles per hour is 50.

**U.S./CANADIAN BORDER PORT PROFILE
PORT: CHAMPLAIN, NEW YORK
CROSSING: ROUSES POINT, NEW YORK**

BACKGROUND

DESCRIPTION

The Rouses Point station is almost 50 years old, and is owned by GSA. The administration building is in fair condition. The facility services a 2 lane highway with three primary inspection lanes. The Delaware and Hudson Railway, a subsidiary of CP Railroad, runs adjacent to the highway. Nearby there are four marinas and one International Seaplane base.

In addition to Inspection and Control (I&C), this building also houses the Office of Enforcement, Joint Intelligence Research Unit, Plant Protection Quarantine, and the Office of the Director of I&C.

LOCATION

Rouses Point is located about 5 miles to the east of Champlain, along the New York/Vermont border with Quebec. The station is located on New York State Route 9B which enters Canada via Route 223.

HIGHWAYS

From 1945 until the mid-seventies when the Champlain port of entry become operational, Rouses Point was the principal port of entry in this area. Today, the majority of traffic in the area crosses the border at Champlain. Since operation of the Champlain port of entry, commercial traffic through Rouses Point has been by permit only. The travelling public has been educated to use the Champlain crossing for fruits and other agricultural products which are prohibited from crossing at this location. Secondary inspections are at the rate of approximately 5% of traffic.

RAIL

The Delaware and Hudson Railway Company (DH) operates a rail line through Rouses Point, which connects to the Napierville Junction Railway Company (NJ) in Quebec. Both Railway Companies are subsidiaries of Canadian Pacific.

The Central Vermont Railway Inc. (CV), a subsidiary of the Grand Trunk Corporation, operates a 300 mile network linking Rouses Point and Alburg, Vermont with New London, Connecticut, running through New Hampshire and Massachusetts. CV handles intermodal freight from Quebec on Canadian National. Cargo destined for the U.S. is inspected by staff at Rouses Point.

IMPROVEMENTS

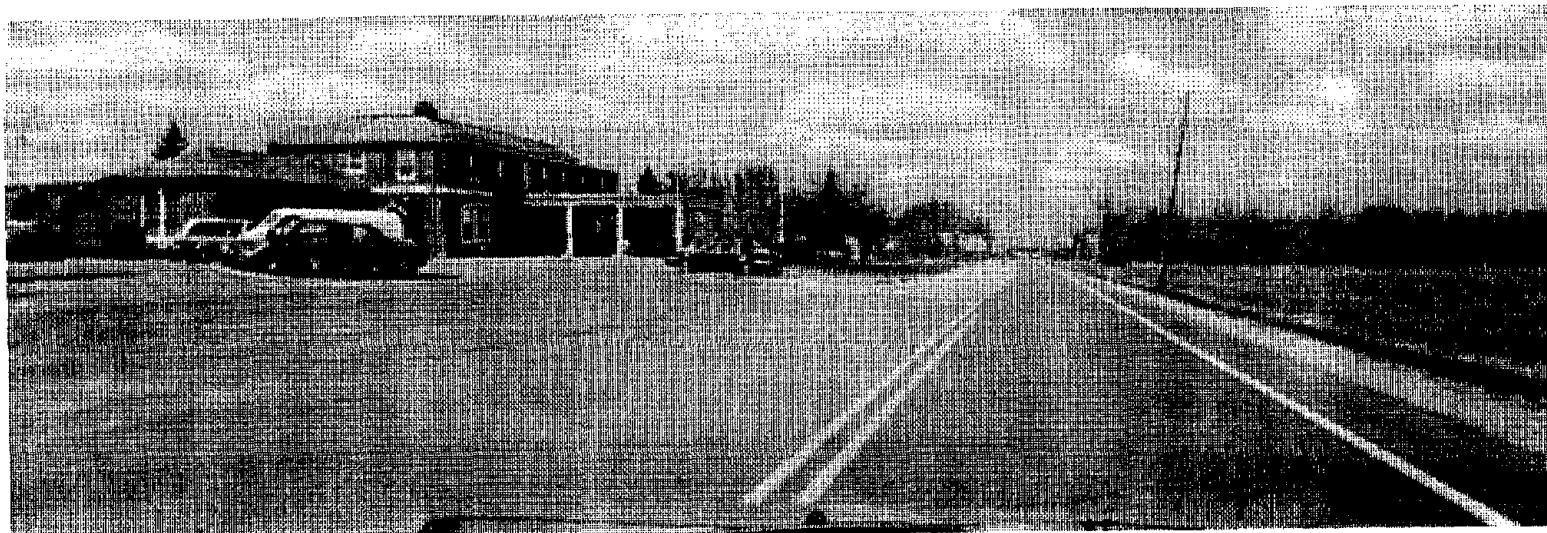
The shortage of inspectional staff is the principal need at this crossing. Customs officials reported that their staffing level is the same as it was in 1947.

The United States Department of Agriculture (USDA) still has an office at Rouses Point, although it was suggested that USDA would be better located at Champlain since it is the designated port of entry for agricultural products.

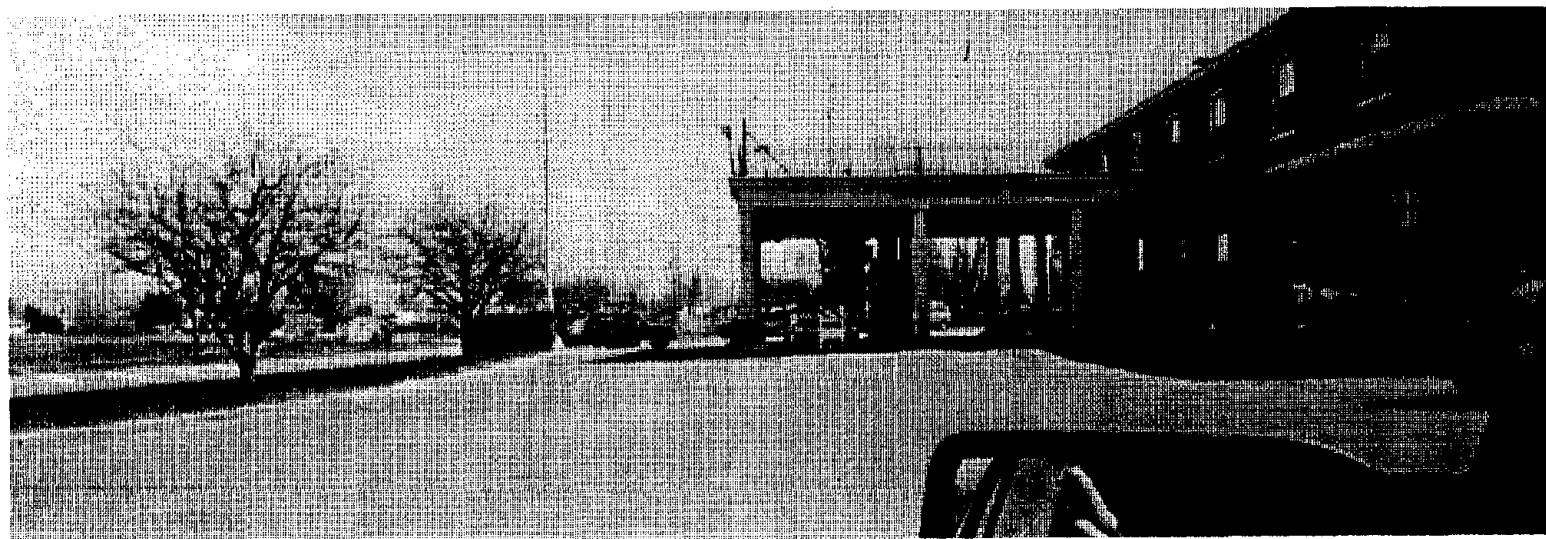
Suggested improvements to operations at Rouses Point include the implementation of license plate readers and use of commuter cards. In terms of repair needs, the roof of the administration building has several leaks and should be repaired or replaced.

CONGESTION

Congestion does become a problem at this station, mostly during the summer on weekends. Holidays and long weekends are always the busiest days of the year.



Rouses Point: Above, egress from primary lanes; below, approach to primary lanes



Montreal South Frontier

**U.S./CANADIAN BORDER PORT PROFILE
PORT: CHAMPLAIN, NEW YORK
CROSSING: OVERTON'S CORNERS, NEW YORK**

BACKGROUND

DESCRIPTION

The Overton's Corners Port of Entry serves a two lane highway. The majority of traffic consists of passenger vehicles. Commercial traffic is by permit only. Secondary inspections are at the rate of 5% of the traffic.

**U.S./CANADIAN BORDER PORT PROFILE
PORT: CHAMPLAIN, NEW YORK
CROSSING: MOOERS, NEW YORK**

PROFILE

Port Code: 10712

Customs Region: Northeast

Customs District: Ogdensburg, New York

Total Staff: 8AM - Midnight

1 Customs inspector

1 INS inspector

Midnight - 8AM

1 inspector, rotates between two services

Nearest U.S. Port: Champlain, New York

Contact: Tim Meschinelli, U.S. Customs Area Port Director

Phone: (518) 298-8341

Modal Activity: Highway, Pedestrian

Hours of Operation: 24 hours

Seasonality: Traffic is year-round with peaks in passenger traffic throughout summer months.

Facility Owners

Land/Station: General Services Administration

Primary Inspection: 2 primary lanes and 1 primary inspection booth.

Secondary Inspection: There are no secondary inspection facilities at this station.

Processing Time: Approximately 30 seconds for automobile primary inspections.

Capacity: Current capacity is 200 vehicles per hour. The average vehicles per hour is 40.

Brokers: No brokers are located at this facility.

**U.S./CANADIAN BORDER PORT PROFILE
PORT: CHAMPLAIN, NEW YORK
CROSSING: CANNON CORNERS, NEW YORK**

PROFILE

Port Code: 10712 **Customs Region:** Northeast

Customs District: Ogdensburg, New York

Total Staff: One Customs inspector per shift. No INS inspectors.

Nearest U.S. Port: Mooers

Contact: Tim Meschinelli, U.S. Customs Area Port Director

Phone: (518) 298-8341

Modal Activity: Highway, Pedestrian

Hours of Operation: Summer: 16 hours per day
 Winter: 8 hours per day

Seasonality: Traffic is year-round with peaks in passenger traffic throughout summer months.

Facility Owners

Station: U.S. Customs Service

Primary Inspection: 2 primary lanes, but no primary inspection booths.

Secondary Inspection: There are no secondary inspection facilities at this station.

Processing Time: Approximately 30 seconds for automobile primary inspections.

Capacity: Current capacity is 150 vehicles per hour. The average vehicles per hour is 10.

Date of Construction: 1981

Brokers: No brokers are located at this facility.

U.S./CANADIAN BORDER PORT PROFILE
PORT: CHAMPLAIN, NEW YORK
CROSSING: CANNON CORNERS, NEW YORK

BACKGROUND

DESCRIPTION

The Port of Entry at Cannon Corner's services a two lane country road. The administration building is approximately 13 years old and is owned by the U.S. Customs Service. Commercial traffic through the crossing is by permit only.

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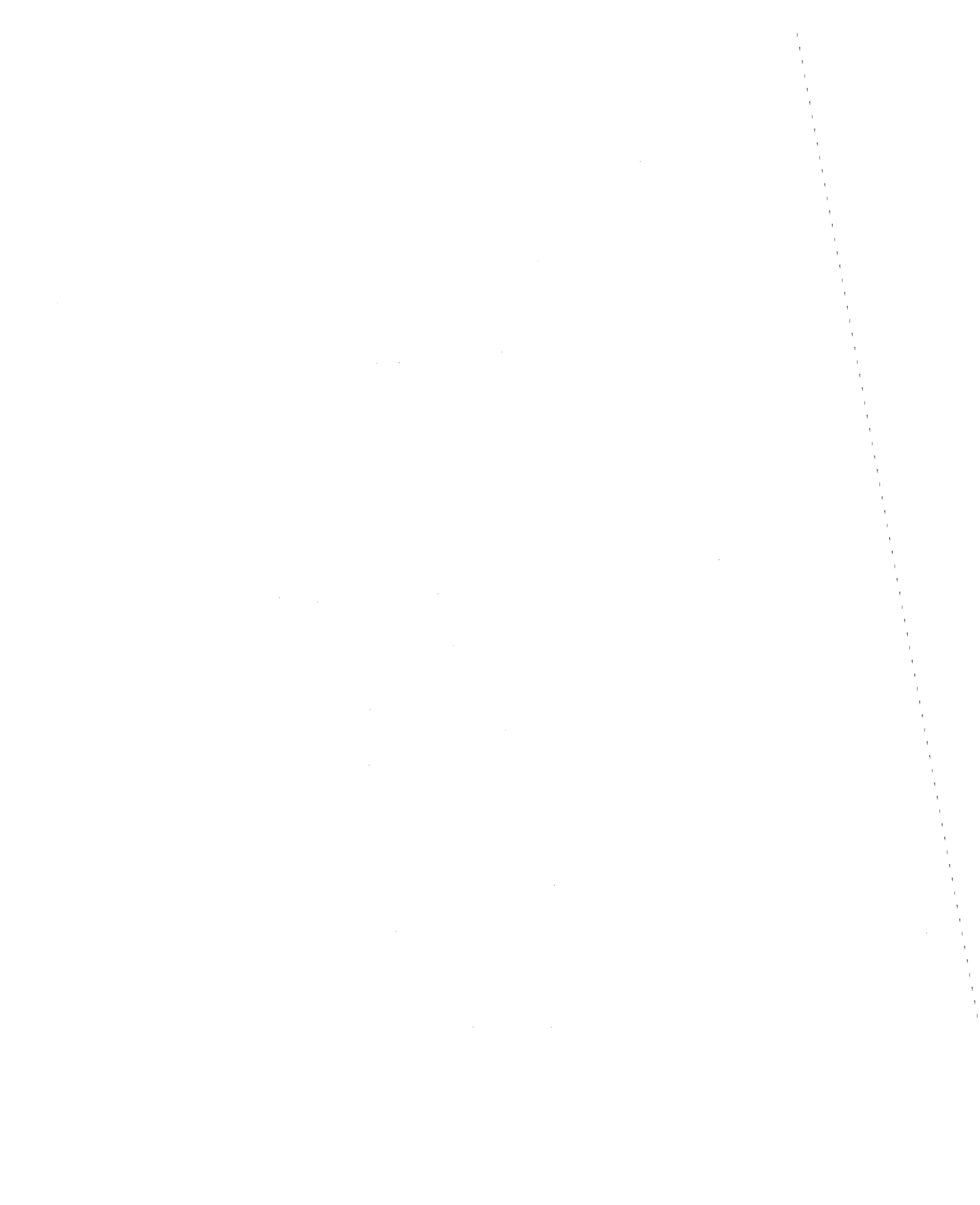
- The Federal Computer Products Center - offers software and datafiles produced by Federal agencies.
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