

PUBLIC ORDER EMERGENCY COMMISSION CANADA BORDER SERVICES AGENCY INSTITUTIONAL REPORT

I. AGENCY OVERVIEW

A. Mandate and Role

1. The Canada Border Services Agency (CBSA) was established by the *Canada Border Services Act*, S.C. 2005, c. 38 and is an integral part of the Government of Canada's Public Safety Portfolio, which is responsible for national security, emergency management, law enforcement, corrections, crime prevention and border management operations. The CBSA is responsible for providing integrated border services that support national security and public safety priorities and facilitate the free flow of persons and goods, including animals and plants, that meet all requirements under the program legislation.
2. The CBSA's mission is to ensure the security and prosperity of Canada by managing the access of people and goods to and from Canada.
3. The CBSA manages 117 land border crossings and has a permanent presence at 13 international airports. 24/7, service is available at 61 of the land border crossings and 10 of the international airports. Border Service Officers (BSOs) perform operations at 26 rail sites and carry out marine operations at major ports, the largest being Halifax, Montréal and Vancouver, and at numerous marinas and reporting stations.¹

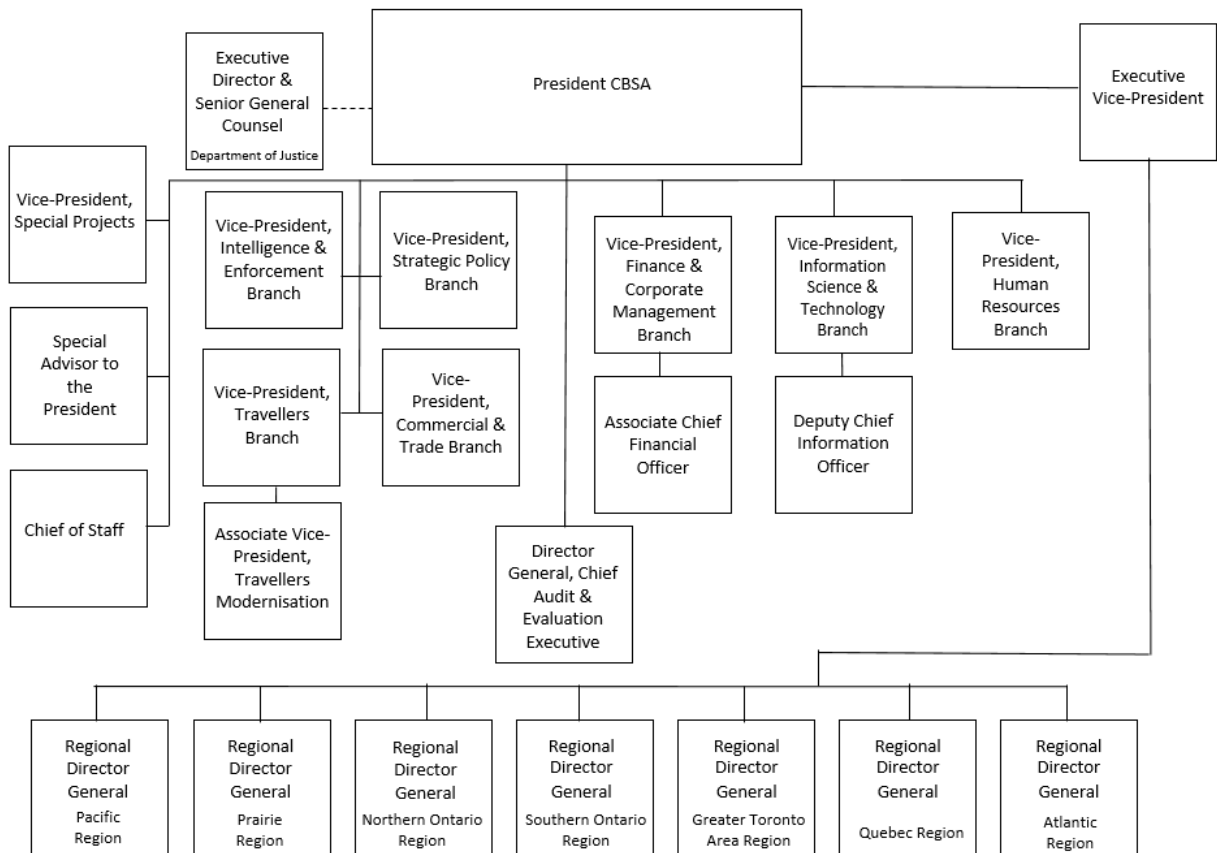


¹ CBSA Website - <https://www.cbsa-asfc.gc.ca/agency-agence/menu-eng.html>

- Major responsibilities of the CBSA include: administering and enforcing legislation that governs the admissibility of people and goods in and out of Canada; identifying, detaining, and removing people who are inadmissible into Canada; ensuring compliance with Canadian laws in a border-related context; detecting non-compliance and interdicting illegal goods at Canada’s border; classifying goods according to the *Customs Tariff*; assessing the value for duty and collecting any duty and taxes owed on imported goods; protecting food safety, plant and animal health, and Canada’s resource base; administering trade legislation and agreements, including the enforcement of trade remedies that protect Canadian industry; and, administering a fair and impartial redress mechanism.²

B. Organizational Structure

- The CBSA is comprised of seven major branches (Intelligence and Enforcement; Travellers; Commercial and Trade; Strategic Policy; Finance and Corporate Management; Human Resources; and, Information, Science and Technology) and seven regions (Pacific; Prairies; Greater Toronto Area; Southern Ontario; Northern Ontario; Quebec; and, Atlantic).



Regional Directors General are functionally accountable to Vice Presidents of Travellers, Intelligence & Enforcement, or Commercial & Trade for activities within those areas of responsibility

² CBSA Website - <https://www.cbsa-asfc.gc.ca/agency-agence/what-quoi-eng.html>

C. Key Partners

6. The Public Safety Portfolio consists of: Public Safety (PS), the CBSA, the Royal Canadian Mounted Police (RCMP), the Canadian Security Intelligence Service (CSIS), the Correctional Service Canada (CSC), and the National Parole Board. Within the Public Safety Portfolio, the RCMP is a key partner in border enforcement. The CBSA is responsible for controlling the movement of goods and people through Canadian ports of entry (POEs). Criminal investigations pursuant to the *Immigration and Refugee Protection Act (IRPA)* are generally led by the CBSA, although those involving organized crime, human trafficking or national security issues are led by the RCMP. At the operational level, the RCMP leads a number of integrated teams in which the CBSA actively participates. The CBSA also collaborates with CSIS on national security issues and CSC on the potential removal of foreign nationals serving a sentence of imprisonment.³
7. The CBSA works closely with its Public Safety portfolio partners as well as with: Immigration, Refugees and Citizenship Canada; Global Affairs Canada (GAC); the Public Health Agency of Canada (PHAC); the Canadian Food Inspection Agency (CFIA); Transport Canada (TC); the Department of Finance; the Financial Transactions and Reports Analysis Centre of Canada; Fisheries and Oceans Canada; the Canadian Coast Guard; Health Canada; and, the Communication Security Establishment.
8. Outside of the federal family of Departments and Agencies, in an operational context, the CBSA collaborates with municipal and provincial police services, health and welfare agencies, and provincial correctional institutions. These partners support the enforcement of the various Acts administered by the CBSA.

D. Legislation Administered and Enforced

9. The CBSA administers and enforces over 90 Acts, regulations and international agreements, many on behalf of other federal Departments and Agencies, the provinces and the territories. Some of the CBSA's key pieces of legislation are the [*Customs Act*](#), the [*Customs Tariff*](#), the [*Immigration and Refugee Protection Act*](#), the [*Proceeds of Crime \(Money Laundering\) and Terrorist Financing Act*](#), and the [*Special Import Measures Act*](#). Legislative authorities are generally administered and enforced at the border by BSOs and by inland enforcement officers for immigration enforcement.
10. Dealing with the presentation of persons upon their arrival in Canada and reporting of goods upon their import or export from Canada, the *Customs Act* is one of the primary

³ Public Safety Website - <https://www.publicsafety.gc.ca/cnt/bt/index-en.aspx>

pieces of legislation that the CBSA administers and enforces. Among other things, it sets out the legislative authority to control the importation and exportation of goods. The *Customs Act* gives BSOs the authority to, for example, search persons, examine imported or exported goods, and detain or seize goods in cases of non-compliance.

11. The responsibility for the administration and enforcement of *IRPA* is mainly divided between the Minister of Public Safety and Emergency Preparedness and the Minister of Citizenship and Immigration. Each minister has sole responsibility for some aspects of *IRPA*, while the two ministers share responsibilities for other sections of the Act. The Minister of Public Safety's specific responsibilities under sub-section 4(2) of the Act relate to: examinations at POEs; the enforcement of the Act, including arrest, detention and removal; the establishment of policies respecting the enforcement of the Act; inadmissibility on grounds of security, organized criminality or violating human or international rights; and, declarations referred to in section 42.1 of the Act.

II. LAND BORDER PORTS OF ENTRY

A. Overview

1. The CBSA manages 117 land-based POEs across Canada. Trade between Canada and the United States is crucial to the economy, with approximately 75% of Canadian exports going to the United States, generating approximately \$2 billion CDN in imports/exports per day and \$774 billion CDN in total trade between the two countries in 2021.⁴
2. Appreciable impacts on operations as a result of convoy activities were not experienced at POEs in the Territories, Quebec, or in Canada’s Atlantic provinces. Information on Canada’s busiest commercial POEs that were impacted by convoy activities, and their most commonly used alternate POEs in the event of service suspension/disruption, is summarized in this section.

B. Pacific Highway (Surrey, British Columbia)

3. The Pacific Highway POE is located in Surrey, British Columbia, approximately 30 kilometers south of Vancouver. Sitting opposite the Blaine, Washington POE in the U.S., the Pacific Highway POE is primarily accessed via Highway 15 in Canada, and Interstate 5 from the United States. The Pacific Highway POE provides both traveller and commercial processing and is open 24/7, year-round.^{5,6} The RCMP is the police of jurisdiction at this POE.



Pacific Highway (commercial) port of entry, primary inspection line (PIL)



Pacific Highway (traffic) port of entry, primary inspection line (PIL)
Far right is the lane for buses

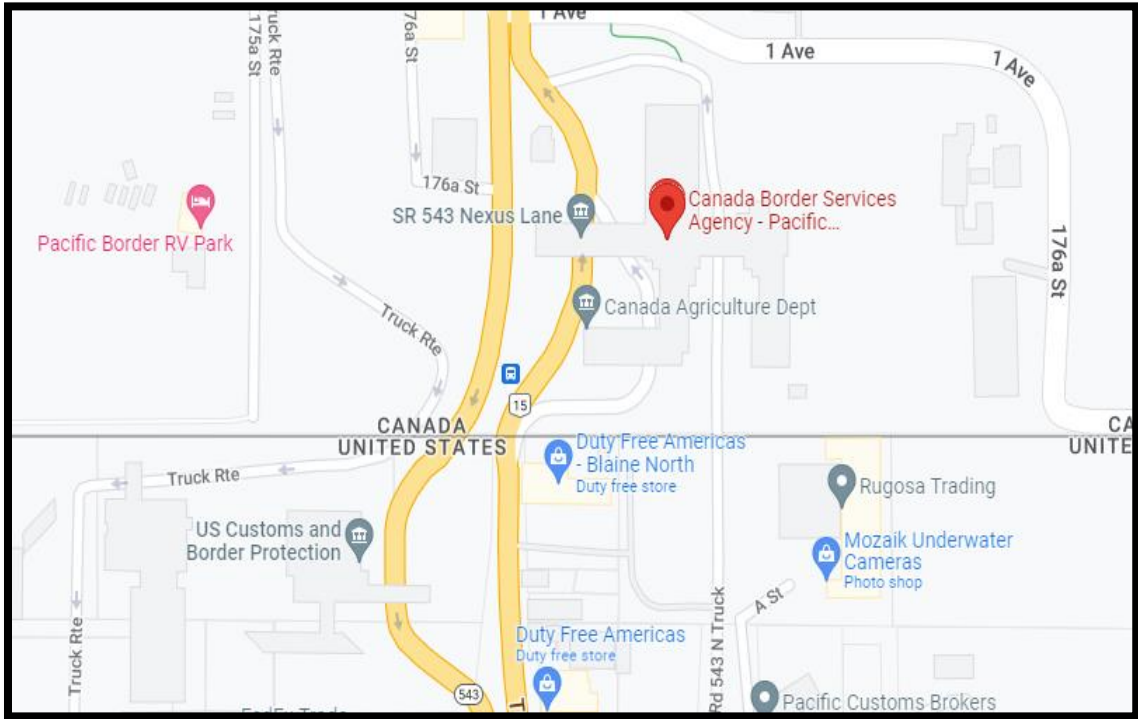


Pacific Highway (traffic) port of entry, primary inspection line (PIL)

⁴ Global Affairs Canada, State of Trade 2022 - https://www.international.gc.ca/transparency-transparence/state-trade-commerce-international/2022.aspx?lang=eng#a1_3

⁵ PB.NSC.CAN.00009536_REL – Pacific Highway (Travellers) Port Profile

⁶ PB.NSC.CAN.00009535_REL – Pacific Highway (Commercial) Port Profile



4. Nationally, the Pacific Highway POE is Canada’s fifth busiest commercial land border crossing⁷ and one of only three Designated Commercial Offices in the CBSA’s Pacific Region. As a Designated Commercial Office, the POE offers 24/7, dedicated commercial processing.⁸

Pacific Highway POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	14
Commercial Stream Primary Inspection Lanes	3
Mixed (Traveller or Commercial) Primary Inspection Lanes	0
Traveller Stream Secondary Examination Capacity	16
Commercial Stream Secondary Examination Capacity	18
Traveller Stream Secondary Examination Bays	8
Commercial Stream Secondary Examination Bays	6
Traveller Stream Conveyances 2021-22	232,323
Commercial Stream Conveyances 2021-22	393,867

⁷ PB.CAN.00001557_REL – Commercial Conveyance Data, 2021-22

⁸ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/services/dco-bcd-eng.html>

C. Aldergrove (Langley, British Columbia)

5. The Aldergrove POE is located in Langley, British Columbia, opposite the POE in Lynden, Washington. The Aldergrove POE is primarily accessed via Highway 1 and Highway 13 in Canada, and Interstate 5 and State Highway 539 from the United States.⁹ During the period of time in which convoy activities affected the operations of the Pacific Highway POE, Aldergrove was identified as an alternative processing site for commercial traffic.¹⁰ Unlike Pacific Highway, Aldergrove is not a Designated Commercial Office and as such does not typically offer 24/7, dedicated commercial processing.¹¹ Instead, Aldergrove normally offers both traveller and commercial processing from 8:00 to midnight. The RCMP is the police of jurisdiction.



Aldergrove port of entry, primary inspection lane (PIL) and secondary area

Aldergrove POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	5
Commercial Stream Primary Inspection Lanes	2
Mixed (Traveller or Commercial) Primary Inspection Lanes	0
Traveller Stream Secondary Examination Capacity	10
Commercial Stream Secondary Examination Capacity	
Traveller Stream Secondary Examination Bays	1
Commercial Stream Secondary Examination Bays	
Traveller Stream Conveyances 2021-22	58,709
Commercial Stream Conveyances 2021-22	53,856

⁹ PB.NSC.CAN.00009531_REL – Aldergrove Port Profile

¹⁰ PB.CAN.00001557_REL – Commercial Conveyance Data, 2021-22

¹¹ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/services/dco-bcd-eng.html>

D. Abbotsford-Huntingdon (Abbotsford, British Columbia)

6. The Abbotsford-Huntingdon POE is located in Abbotsford, British Columbia, opposite the POE in Sumas, Washington. The Abbotsford-Huntingdon POE is primarily accessed via Highway 11 in Canada, and Interstate 5 and State Highway 9 from the United States.¹² During the period of time in which convoy activities affected the operations of the Pacific Highway POE, Abbotsford-Huntingdon was identified as an alternative processing site for commercial traffic. Unlike Pacific Highway, Abbotsford-Huntingdon is not a Designated Commercial Office and as such does not typically offer 24/7, dedicated commercial processing.¹³ Instead, Abbotsford normally offers dedicated commercial processing Monday to Friday, 07:00 to 20:00. Outside of these times, commercial conveyances are processed via Abbotsford-Huntingdon’s 24/7, traveller processing. The Abbotsford Police Department is the police of jurisdiction.

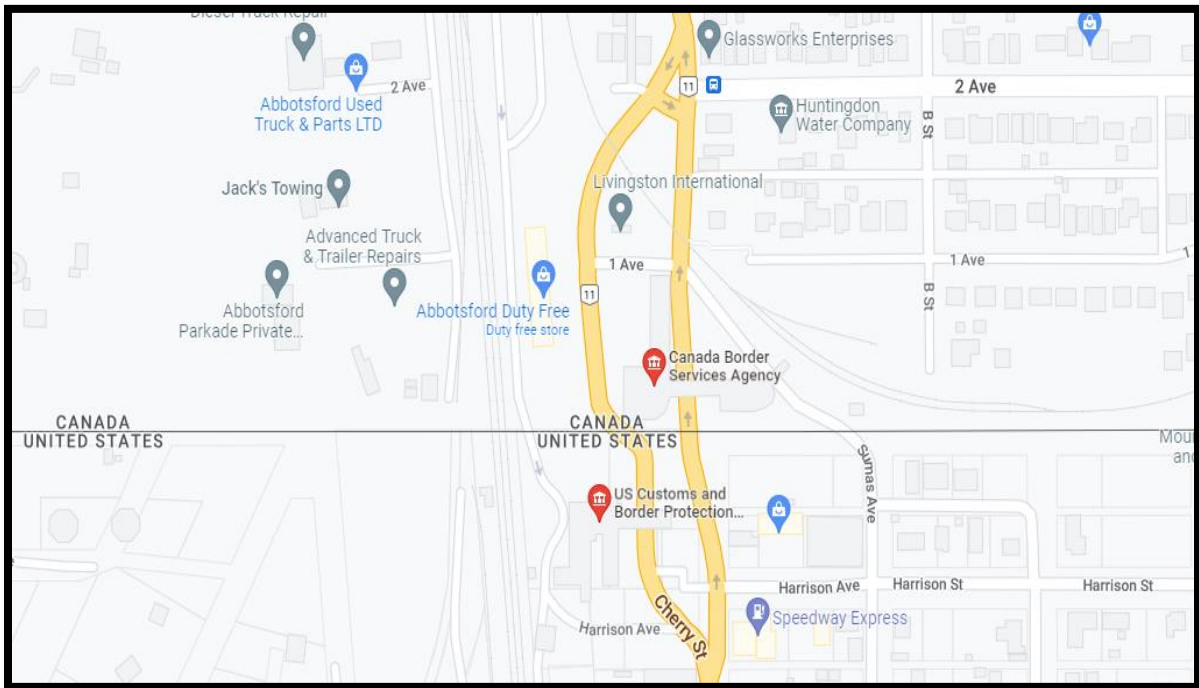


Abbotsford-Huntingdon port of entry

Abbotsford-Huntingdon POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	6
Commercial Stream Primary Inspection Lanes	2
Mixed (Traveller or Commercial) Primary Inspection Lanes	0
Traveller Stream Secondary Examination Capacity	16
Commercial Stream Secondary Examination Capacity	4
Traveller Stream Secondary Examination Bays	1
Commercial Stream Secondary Examination Bays	1
Traveller Stream Conveyances 2021-22	72,993
Commercial Stream Conveyances 2021-22	100,330

¹² PB.NSC.CAN.00009530_REL – Abbotsford-Huntingdon (Commercial) Port Profile

¹³ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/services/dco-bcd-eng.html>



E. Coutts (Coutts, Alberta)

7. The Coutts POE is located in Coutts, Alberta, approximately 105 kilometers south of Lethbridge. Sitting opposite the POE in Sweetgrass, Montana, the Coutts POE is primarily accessed via Highway 4 in Canada and Interstate 15 from the United States. Open 24/7, year-round, Coutts provides both traveller and commercial processing¹⁴ and is one of three Designated Commercial Offices in the CBSA's Prairie Region.¹⁵ The RCMP is the police of jurisdiction.
8. As one of three Designated Commercial Offices in the CBSA's Prairie Region, the Coutts POE has the capacity to fully offload commercial vehicles for inspection, including livestock transports. In addition, the POE is serviced by a CFIA veterinarian Monday to Friday, 08:00 to 16:00. Corresponding service is available from the Sweetgrass, Montana POE, including 24/7, processing and the regular presence of a United States Department of Agriculture (USDA) veterinarian.

¹⁴ PB.NSC.CAN.00009534_REL – Coutts Port Profile

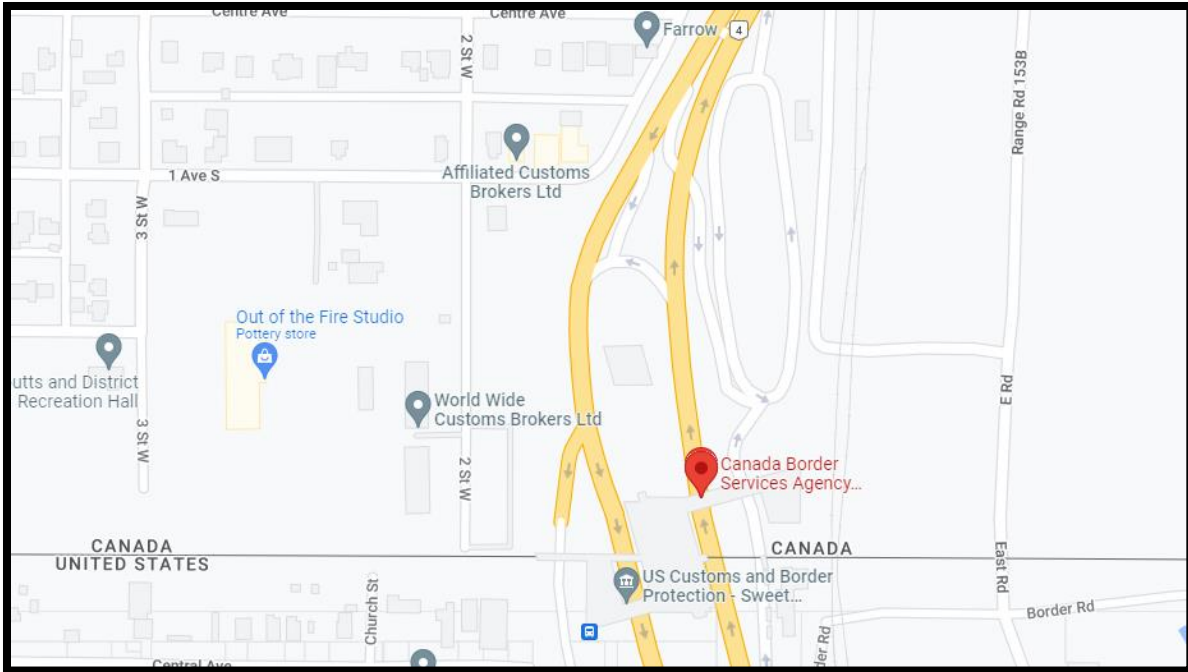
¹⁵ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/services/dco-bcd-eng.html>

Coutts POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	2
Commercial Stream Primary Inspection Lanes	2
Mixed (Traveller or Commercial) Primary Inspection Lanes	2
Traveller Stream Secondary Examination Capacity	4
Commercial Stream Secondary Examination Capacity	4
Traveller Stream Secondary Examination Bays	4
Commercial Stream Secondary Examination Bays	4
Traveller Stream Conveyances 2021-22	62,625
Commercial Stream Conveyances 2021-22	143,071



Sweetgrass port of entry with Coutts port of entry primary inspection lanes (PIL) on the right side.

Aerial view of Coutts/Sweetgrass ports of entry and Village of Coutts



E. Carway (Cardston, Alberta)

9. The Carway POE is located in Cardston, Alberta, opposite the POE in Piegan, Montana. The Carway POE is primarily accessed via Highway 2 in Canada, and Highway 89 from the United States.¹⁶ During the period of time in which convoy activities affected operations at the Coutts POE, the Carway and Del Bonita POEs



Carway port of entry



received the greatest volume of redirected conveyances.¹⁷ Unlike Coutts,

Carway is not a Designated Commercial Office and as such does not typically offer 24/7, dedicated commercial processing.¹⁸ Instead, following a reduction in hours as a result of the COVID-19 pandemic, Carway normally offers traveller and commercial processing from 8:00 to 18:00 seven days a week. The RCMP is the police of jurisdiction.

¹⁶ PB.NSC.CAN.00009533_REL – Carway Port Profile

¹⁷ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

¹⁸ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/services/dco-bcd-eng.html>

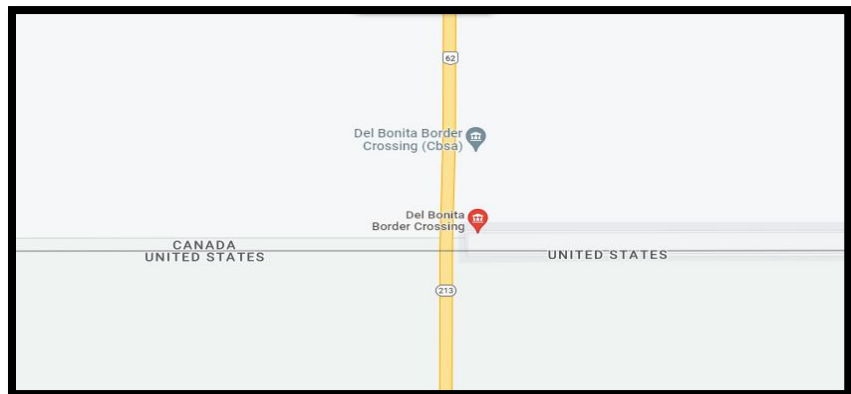
Carway POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	2
Commercial Stream Primary Inspection Lanes	0
Mixed (Traveller or Commercial) Primary Inspection Lanes	0
Traveller Stream Secondary Examination Capacity	4
Commercial Stream Secondary Examination Capacity	
Traveller Stream Secondary Examination Bays	1
Commercial Stream Secondary Examination Bays	
Traveller Stream Conveyances 2021-22	13,356
Commercial Stream Conveyances 2021-22	

G. Del Bonita (Del Bonita, Alberta)

10. The Del Bonita POE is located in Del Bonita, Alberta, opposite the POE in Del Bonita, Montana. The POE is primarily accessed via Highway 62 in Canada, and Montana Secondary Highway 213 from the United States.¹⁹ During the period of time in which convoy activities affected operations at the Coutts POE, the Carway and Del Bonita POEs received the greatest volume of redirected conveyances.²⁰ Unlike Coutts, Del Bonita is not a Designated Commercial Office and as such does not typically offer 24/7, dedicated commercial processing.²¹ The RCMP is the police of jurisdiction.



Del Bonita port of entry



¹⁹ PB.NSC.CAN.00009540_REL – Del Bonita Port Profile

²⁰ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

²¹ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/services/dco-bcd-eng.html>

Del Bonita POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	1
Commercial Stream Primary Inspection Lanes	0
Mixed (Traveller or Commercial) Primary Inspection Lanes	1
Traveller Stream Secondary Examination Capacity	1
Commercial Stream Secondary Examination Capacity	
Traveller Stream Secondary Examination Bays	1
Commercial Stream Secondary Examination Bays	
Traveller Stream Conveyances 2021-22	5,532
Commercial Stream Conveyances 2021-22	

H. Emerson (Emerson, Manitoba)

11. The Emerson POE is located in Emerson, Manitoba, opposite the POE in Pembina, North Dakota. The Emerson POE is primarily accessed via Highway 75 in Canada and Interstate 29 from the United States. Open 24/7, year-round, Emerson provides both traveller and commercial processing²² and is one of three Designated Commercial Offices in the CBSA’s Prairie Region.²³ The RCMP is the police of jurisdiction.

12. The largest land border POE in Manitoba, Emerson sees varied traveller traffic and commercial traffic. Like Coutts, Emerson is serviced by a CFIA veterinarian Monday to Friday, 08:00 to 16:00²⁴, with corresponding service available from the POE in Pembina, North Dakota, including 24/7, processing and the regular presence of a USDA veterinarian.



Emerson port of entry

²² PB.NSC.CAN.00009528_REL – Emerson Port Profile

²³ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/services/dco-bcd-eng.html>

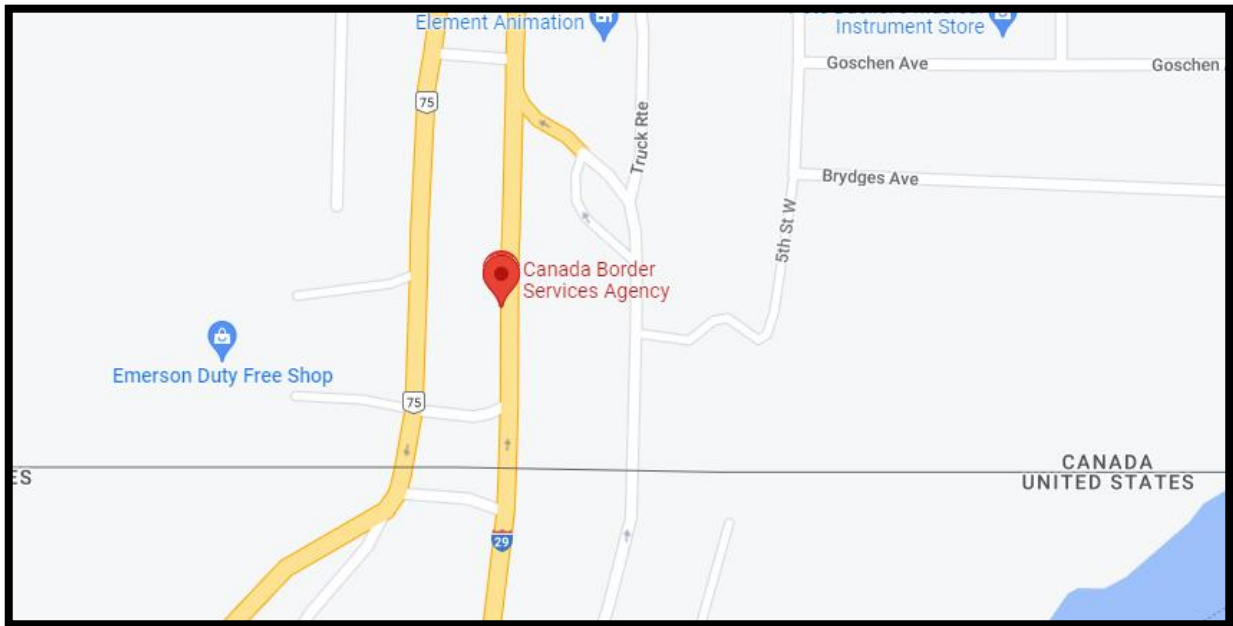
²⁴ PB.NSC.CAN.00009528_REL – Emerson Port Profile

Emerson POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	6
Commercial Stream Primary Inspection Lanes	3
Mixed (Traveller or Commercial) Primary Inspection Lanes	0
Traveller Stream Secondary Examination Capacity	28
Commercial Stream Secondary Examination Capacity	9
Traveller Stream Secondary Examination Bays	2
Commercial Stream Secondary Examination Bays	1
Traveller Stream Conveyances 2021-22	40,981
Commercial Stream Conveyances 2021-22	226,423



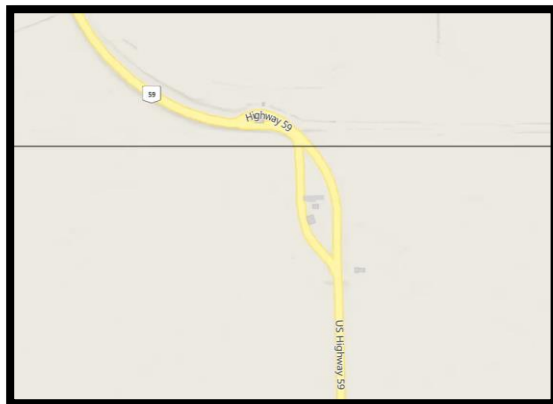
Emerson port of entry traveller primary inspection lanes, canopy and examination garage.

Aerial view of Emerson/Pembina ports of entry and surrounding area



I. Tolstoi (Tolstoi, Manitoba)

13. The Tolstoi POE is located six kilometers south of the town of Tolstoi, Manitoba, and opposite the POE in Lancaster, Minnesota. The Tolstoi POE is primarily accessed via Highway 59, both in Canada and from the United States.²⁵ During the period of time in which convoy activities affected operations at the Emerson POE, the Tolstoi and Gretna POEs received the greatest volume of redirected commercial conveyances.²⁶ Unlike Emerson, Tolstoi is not a Designated Commercial Office and as such does not typically offer 24/7, dedicated commercial processing.²⁷ The RCMP is the police of jurisdiction.



Tolstoi port of entry

²⁵ PB.NSC.CAN.00009538_REL – Tolstoi Port Profile

²⁶ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

²⁷ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/services/dco-bcd-eng.html>

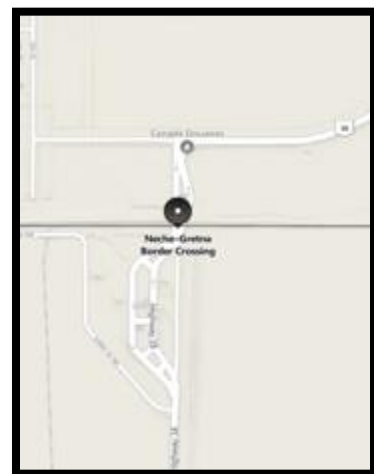
Tolstoi POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	1
Commercial Stream Primary Inspection Lanes	1
Mixed (Traveller or Commercial) Primary Inspection Lanes	0
Traveller Stream Secondary Examination Capacity	2
Commercial Stream Secondary Examination Capacity	
Traveller Stream Secondary Examination Bays	0
Commercial Stream Secondary Examination Bays	
Traveller Stream Conveyances 2021-22	5,970
Commercial Stream Conveyances 2021-22	

J. Gretna (Altona, Manitoba)

14. The Gretna POE is located approximately 12 kilometers south of the town of Altona, Manitoba, and opposite the POE in Neche, North Dakota. The Gretna POE is primarily accessed via Highway 30 in Canada, and Highway 18 from the United States.²⁸ During the Convoy and the associated service disruption experienced at the Emerson POE, the Tolstoi and Gretna POEs received the greatest volume of redirected commercial conveyances.²⁹ Unlike Emerson, Gretna is not a Designated Commercial Office and as such does not typically offer 24/7, dedicated commercial processing.³⁰ The RCMP is the police of jurisdiction.



Gretna port of entry



²⁸ PB.NSC.CAN.00009529_REL – Gretna Port Profile

²⁹ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

³⁰ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/services/dco-bcd-eng.html>

Gretna POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	1
Commercial Stream Primary Inspection Lanes	1
Mixed (Traveller or Commercial) Primary Inspection Lanes	0
Traveller Stream Secondary Examination Capacity	2
Commercial Stream Secondary Examination Capacity	
Traveller Stream Secondary Examination Bays	0
Commercial Stream Secondary Examination Bays	
Traveller Stream Conveyances 2021-22	10,020
Commercial Stream Conveyances 2021-22	

K. Ambassador Bridge (Windsor, Ontario)

15. The Ambassador Bridge POE is located in Windsor, Ontario, opposite the Ambassador Bridge POE in Detroit, Michigan.³¹ The POE is primarily accessed via Highway 401 in Canada, and Interstate 75, Interstate 94, Interstate 96, and Route 10 via the United States³² and is open 24/7, year-round.³³ The Ambassador Bridge proper and the structures housing the CBSA are owned by the Canadian subsidiary of the Detroit International Bridge Company.³⁴ The Windsor Police Service (WPS) is the police of jurisdiction.



Ambassador Bridge



Commercial vehicle primary inspection lanes (PIL)



Commercial vehicle primary inspection lanes (PIL)



Commercial vehicle primary inspection lanes (PIL)

³¹ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/offices-bureaux/961-eng.html>

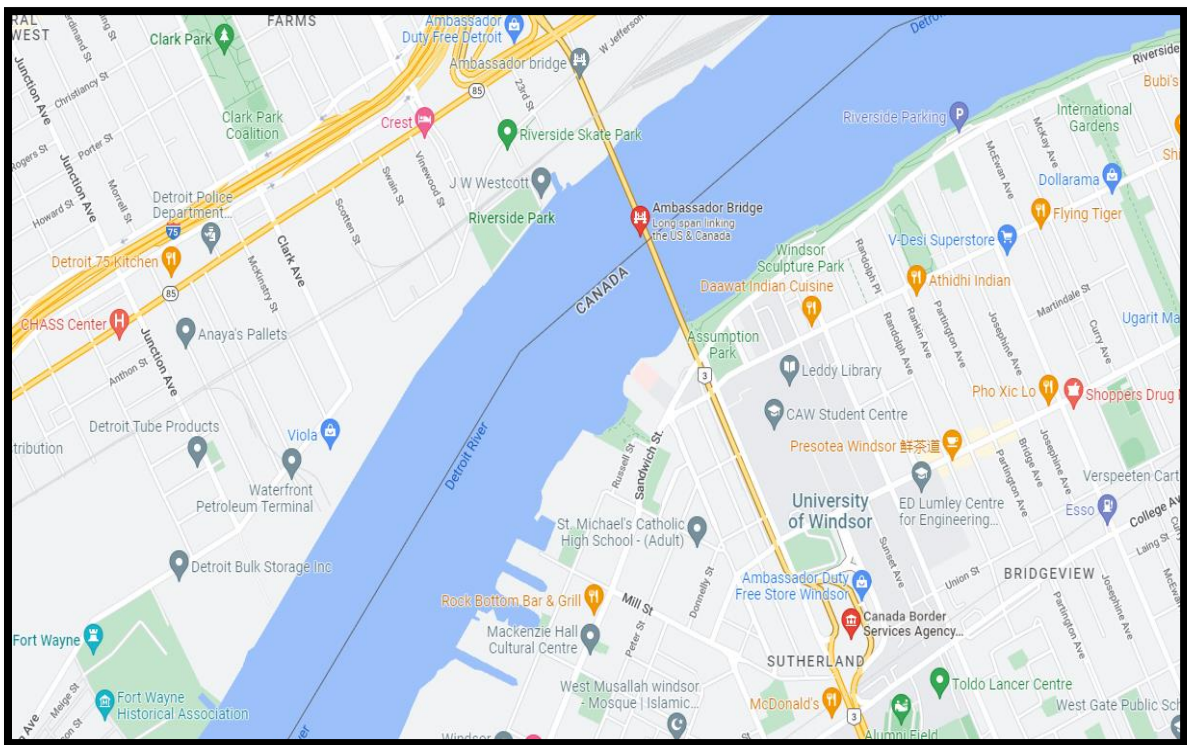
³² PB.NSC.CAN.00009539_REL – Ambassador Bridge Port Profile

³³ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/offices-bureaux/961-eng.html>

³⁴ PB.NSC.CAN.00009539_REL – Ambassador Bridge Port Profile

16. Providing both traveller and commercial processing³⁵ and serving as a critical link to the North American automotive manufacturing, technology, and other manufactured goods sectors, Ambassador Bridge is the CBSA's busiest commercial land border crossing.³⁶

Ambassador Bridge POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	8
Commercial Stream Primary Inspection Lanes	10
Mixed (Traveller or Commercial) Primary Inspection Lanes	5
Traveller Stream Secondary Examination Capacity	30
Commercial Stream Secondary Examination Capacity	6
Traveller Stream Secondary Examination Bays	0
Commercial Stream Secondary Examination Bays	6
Traveller Stream Conveyances 2021-22	631,413
Commercial Stream Conveyances 2021-22	1,357,212



³⁵ PB.NSC.CAN.00009539_REL – Ambassador Bridge Port Profile

³⁶ PB.CAN.00001557_REL – Commercial Conveyance Data, 2021-22

L. Blue Water Bridge (Sarnia, Ontario)

17. The Blue Water Bridge POE is located in Point Edward, Ontario, adjacent to the city of Sarnia, Ontario. Sitting opposite the POE in Port Huron, Michigan, the Blue Water Bridge POE is primarily accessed via Highway 402 in Canada, and Interstate 69 and Interstate 94 from the United States. The Blue Water Bridge POE provides both traveller and commercial processing and is open 24/7, year-round.³⁷ During the period of time in which convoy activities affected POE operations in Southern Ontario, the POE experienced an increase in commercial conveyances following service disruptions at the Ambassador Bridge POE.³⁸ The OPP is the police of jurisdiction.



Commercial vehicle primary inspection lanes (PIL)



Commercial vehicle primary inspection lanes (PIL)

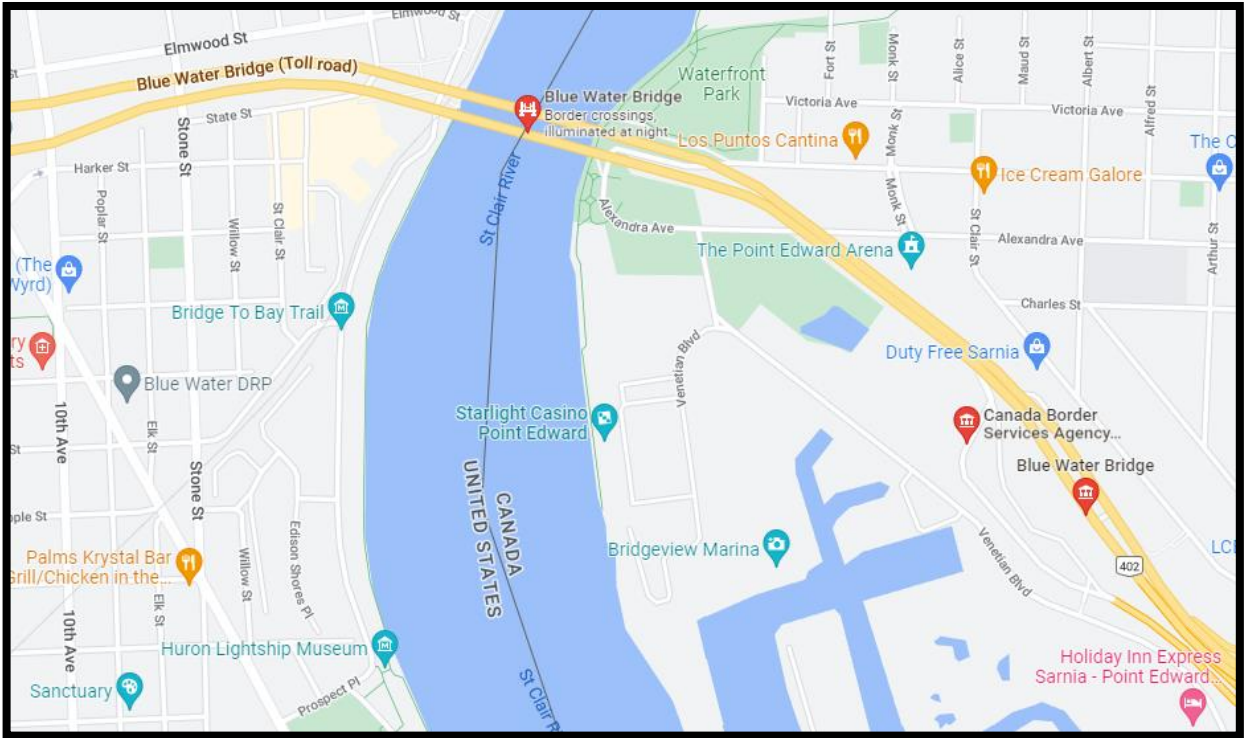
18. Nationally, the Blue Water Bridge POE is Canada's second busiest commercial land border crossing.³⁹

Bluewater Bridge POE - Facility Overview	
Traveller Stream Primary Inspection Lanes	11
Commercial Stream Primary Inspection Lanes	7
Mixed (Traveller or Commercial) Primary Inspection Lanes	0
Traveller Stream Secondary Examination Capacity	38
Commercial Stream Secondary Examination Capacity	57
Traveller Stream Secondary Examination Bays	0
Commercial Stream Secondary Examination Bays	7
Traveller Stream Conveyances 2021-22	224,330
Commercial Stream Conveyances 2021-22	834,843

³⁷ PB.NSC.CAN.00009532_REL – Blue Water Bridge Port Profile

³⁸ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

³⁹ PB.CAN.00001557_REL – Commercial Conveyance Data, 2021-22



N. Peace Bridge (Fort Erie, Ontario)

19. The Peace Bridge POE is located in Fort Erie, Ontario, opposite the Peace Bridge, New York POE.⁴⁰ The POE is primarily accessed via the Queen Elizabeth Way in Canada, and Interstate 90 and Interstate 190 from the United States. Open 24/7, year-round,



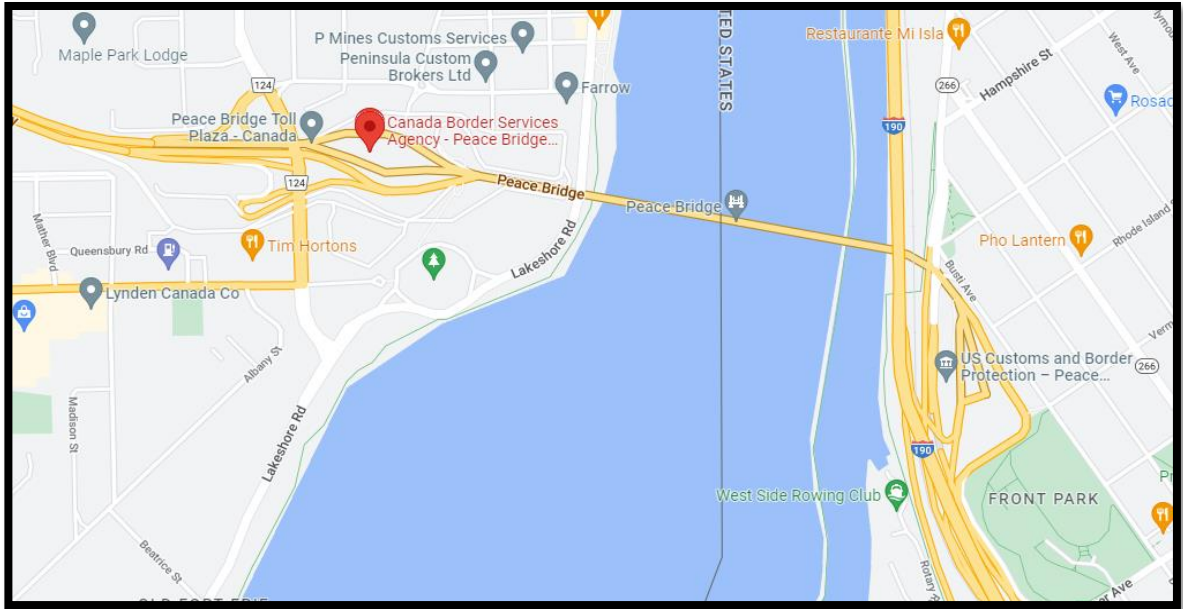
Peace Bridge

Peace Bridge provides both traveller and commercial processing. During the period of time in which convoy activities affected POE operations in Southern Ontario, the POE experienced an increase in commercial conveyances following service disruptions at the Ambassador Bridge POE.⁴¹ The Peace Bridge proper and the structures housing the CBSA are owned by the Canadian subsidiary of the Buffalo and Fort Erie Public Bridge Authority.⁴² The Niagara Regional Police Service is the police of jurisdiction.

⁴⁰ CBSA Website - <https://www.cbsa-asfc.gc.ca/do-rb/offices-bureaux/1003-eng.html>

⁴¹ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

⁴² PB.NSC.CAN.00009537_REL – Peace Bridge Port Profile



20. Nationally, the Peace Bridge POE is Canada’s third busiest commercial land border crossing.⁴³

Peace Bridge - Facility Overview	
Traveller Stream Primary Inspection Lanes	13
Commercial Stream Primary Inspection Lanes	5
Mixed (Traveller or Commercial) Primary Inspection Lanes	2
Traveller Stream Secondary Examination Capacity	32
Commercial Stream Secondary Examination Capacity	28
Traveller Stream Secondary Examination Bays	1
Commercial Stream Secondary Examination Bays	8
Traveller Stream Conveyances 2021-22	434,120
Commercial Stream Conveyances 2021-22	535,422



Commercial yard / HCVM examination area (Kiosk)

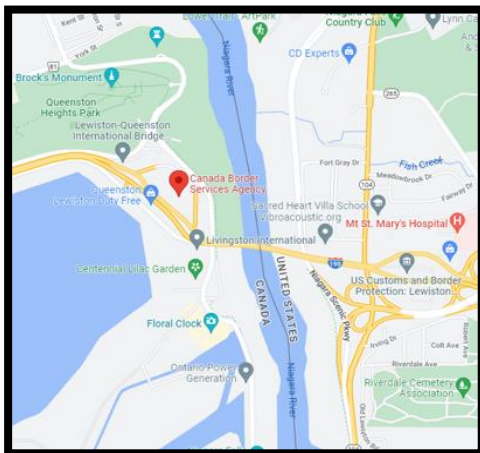
⁴³ PB.CAN.00001557_REL – Commercial Conveyance Data, 2021-22

O. Queenston Lewiston (Queenston, Ontario)

21. The Queenston Lewiston POE is located in Queenston, Ontario, opposite the POE in Lewiston, New York. The POE is primarily accessed via the Queen Elizabeth Way and Highway 405 in Canada, and Interstate 190 and Route 104 from the United States. The Queenston Lewiston POE provides both traveller and commercial processing and is open 24/7, year-round.⁴⁴ During the period of time in which convoy activities affected POE operations in Southern Ontario, the POE experienced an increase in commercial conveyances following service disruptions at the Ambassador Bridge POE.⁴⁵ The Niagara Regional Police Service is the police of jurisdiction.

Queenston Lewiston - Facility Overview	
Traveller Stream Primary Inspection Lanes	10
Commercial Stream Primary Inspection Lanes	2
Mixed (Traveller or Commercial) Primary Inspection Lanes	3
Traveller Stream Secondary Examination Capacity	28
Commercial Stream Secondary Examination Capacity	68
Traveller Stream Secondary Examination Bays	1
Commercial Stream Secondary Examination Bays	8
Traveller Stream Conveyances 2021-22	207,704
Commercial Stream Conveyances 2021-22	405,460

22. Nationally, the Queenston Lewiston POE is Canada’s fourth busiest commercial land border crossing.⁴⁶



Queenston Bridge – Commercial primary inspection lanes (PIL)

⁴⁴ PB.NS.CAN.00009541_REL – Queenston Lewiston Port Profile
⁴⁵ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022
⁴⁶ PB.CAN.00001557_REL – Commercial Conveyance Data, 2021-22

III. THE CBSA'S ROLE IN RESPONSE TO THE CONVOY

A. Overview

1. On January 15, 2022, new legal provisions regarding public health came into force. As a result, commercial truck operators crossing the border were no longer exempt from entry requirements, including the requirement to be fully vaccinated. In response to these new legal provisions, a convoy of truck drivers often referred to as the 'Freedom Convoy 2022', began travelling across Canada to protest the requirements. Consequently, CBSA POEs, and the trade corridors leading to them (highways, roads, and related infrastructure providing access to land border crossings), began experiencing sporadic protest activity, disruptive events, and blockades. This activity included "slow-rolling" (intentional disruption of the movement of traffic by driving slowly, across as many lanes as possible, in a repeating pattern) at or near POEs, the earliest of which took place on January 17, 2022 in the proximity of the Emerson POE.⁴⁷ Protests along trade corridors and at POEs escalated throughout late January and into February – ultimately resulting in limited accessibility to, and in some cases service disruption/suspension, at multiple POEs, impacting the volume of goods crossing the Canada-United States border at key commercial crossings.⁴⁸
2. The authorities of the CBSA are specific to customs and immigration activities at the border. As a result, the role of the CBSA with respect to the convoy was also very specific. Prior to the invocation of the *Emergencies Act* on February 14, 2022, the role of the CBSA in response to the convoy was to deliver the CBSA's mandate while concurrently working collaboratively with partners to ensure broad situational awareness with respect to the impact of convoy activities at the border via the regular provision of information. This work included: shifting resources from impacted POEs to other nearby crossings to continue to facilitate the arrival of goods and people into Canada; exercising an enhanced vigilance posture; coordinating with police of jurisdiction to identify accessible emergency routes to be utilized by first responders where roadways were unavailable due to protest activities; implementing port hardening measures (increasing physical security) where necessary; participating, at the operational level, in regular briefings with law enforcement partners; and, reporting regularly to key partners at all levels.⁴⁹
3. Following the invocation of the *Emergencies Act* on February 14, 2022, the CBSA received additional powers, under the *Emergency Measures Regulations*, to prohibit entry of foreign nationals seeking to enter Canada with the intent to participate in, or facilitate, a prohibited public assembly.⁵⁰ Though many foreign nationals were denied entry to Canada for not meeting public health measures, including vaccination requirements, for

⁴⁷ PB.CAN.00001519_REL – 2022-01-17 Daily Issues Management Briefing

⁴⁸ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

⁴⁹ PB.NSC.CAN.00009523_REL – CBSA: Freedom Convoy Contingency Plan, January 2022

⁵⁰ PB.CAN.00001547_REL – Operational Bulletins 2022-007 and 2022-008

entry during this time period, the CBSA only had need to use the authority of the *Emergency Measures Regulations* to prohibit entry on one occasion (two travelers).⁵¹

4. The CBSA is responsible for the facilitation of the free flow of goods across the border. It does not have a mandate to track, report on, or provide analysis of the economic impact of cross-border trade. However, the CBSA does collect information on the “value for duty” on all goods imported into Canada, as well as statistics on the volume of commercial conveyances crossing the border. Value for duty is the base figure used to calculate duty owed for goods being imported into Canada.⁵² Even when duty is not owed, the value for duty of goods must still be established so that any applicable assessment of the goods and services tax, provincial sales tax or harmonized sales tax may be calculated.⁵³ Value for duty figures collected by the CBSA should not be used as the sole tool for assessment of the true economic impact of trade as they represent a fraction of the whole picture.
5. Similarly, commercial conveyance volumes speak to only a fraction of the entire spectrum of cross-border trade. Commercial conveyance volumes represent the number of commercial conveyances (i.e.: tractor trailers) crossing the border, not the content of those conveyances; each conveyance counted may be transporting goods of significant value or it may be empty and/or transporting nothing of value.

B. Border Services Officer Power and Authorities

6. When conducting their duties at a POE, BSOs have arrest authorities under *IRPA* and some authorities under the *Criminal Code* via the *Customs Act*. BSOs have no authority to respond to an event occurring outside of the POE and refer all such events to the identified police force of jurisdiction.
7. January 28, 2022, the CBSA issued event specific guidance to POEs for BSOs to employ an ‘enhanced vigilance’ posture.⁵⁴ The enhanced vigilance posture is exercised at times when an increased threat may exist at the border and involves closer examinations of travellers to ensure all entry requirements are met and individuals are seeking to enter Canada for a lawful purpose.
8. The enhanced vigilance posture is not a new tool put in place in response to convoy activities, rather, it is an operational tool that can be tailored to specific circumstances. Examples of prior exercise of CBSAs enhanced vigilance posture include: the Boston Marathon bombing in 2013; the Parliament Hill active shooter incident in 2014; the Clinton correctional facility escape in 2018; international summits; papal and royal visits; and, visits from heads of state.

⁵¹ PB.NSC.CAN.00009525_REL – 2022-02-19 19:30 BLUF report

⁵² CBSA Website - <https://www.cbsa-asfc.gc.ca/import/valuation-valeur/customs-val-douane-eng.html>

⁵³ CBSA Website - <https://www.cbsa-asfc.gc.ca/import/valuation-valeur/menu-eng.html>

⁵⁴ PB.CAN.00001524_REL – Event Specific Instructions to the Field

C. Internal and External Reporting

9. The President, Executive Vice-President, and the Vice-Presidents of the Travellers, Intelligence and Enforcement, Commercial and Trade, and Strategic Policy branches were responsible for the Agency's overall response to the activities of the convoy at POEs and for representing the CBSA at senior-level meetings with partners. Throughout the period of time in which convoy activities affected border operations, the CBSA played an 'information provider' role, ensuring – within existing authorities - that key partners and stakeholders were aware of new and ongoing events affecting the CBSA's operations. This work was supported by an integrated reporting network, centralized operationally within the CBSA's Border Operations Centre (BOC), the Agency's 24/7, monitoring and coordination hub for reporting on events and issues which affect the Agency.
10. In its routine, day-to-day operations, the BOC works to keep senior management apprised of the Agency's operational landscape through routine and standardized reporting, provides field support to frontline staff in Canada and abroad, and serves as the primary point of contact and liaison with other government Department/Agency operations centres. Furthermore, the BOC is responsible for the CBSA's issuance of Border Alerts, which notify subscribers via email when there is a significant service disruption at one of the CBSA's 26 busiest land POEs.⁵⁵ During the period of time in which convoy activities affected operations at POEs, the usage of Border Alerts to notify clients of major service disruptions and suspensions was occasionally impeded by technical difficulties. As a result, service disruptions at several of the CBSA's key POEs began prior to the issuance of a Border Alert.
11. From the outset of convoy activities impacting service at POEs, the BOC integrated reporting on the convoy into its routine reporting on COVID-19 public health measures at the border. Specifically, reporting on disruptive convoy activities was concentrated in the Agency's Significant Events Notifications (SENs), and daily Border Measures Reports (BMRs).
12. In order to produce SENs, the BOC relies on the CBSA's Single Reporting Tool (SRT) via which Agency employees report significant events to the BOC for awareness. While employees are asked to consider the BOC's reporting criteria when determining whether or not an event may be deemed significant,⁵⁶ they are also encouraged to use their discretion.⁵⁷ All events reported via the SRT are reviewed by the BOC and, where necessary, a SEN is distributed to key stakeholders according to the event type.⁵⁸

⁵⁵ PB.CAN.00001558_REL – Border Operations Centre Overview

⁵⁶ PB.CAN.00001560_REL – CBSA Incident Reporting Criteria

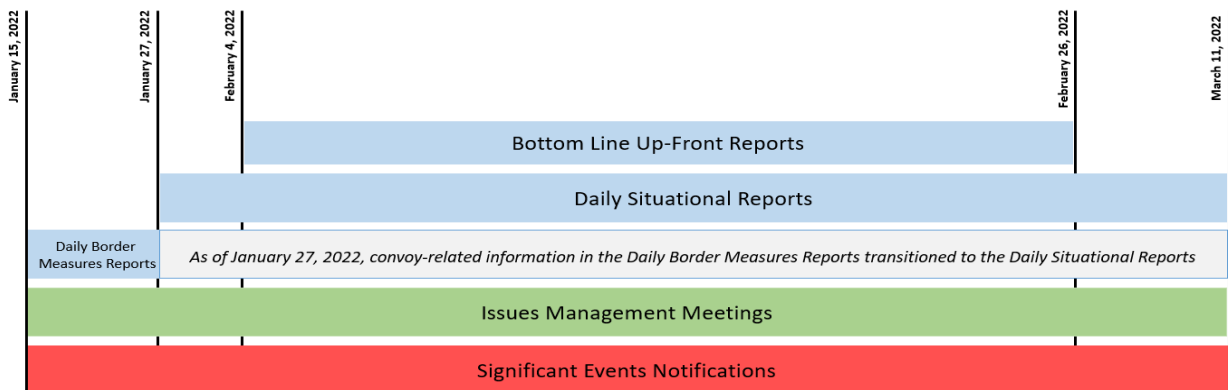
⁵⁷ PB.CAN.00001559_REL – CBSA Identifying and Reporting Significant Events

⁵⁸ PB.CAN.00001560_REL – CBSA Incident Reporting Criteria

13. In addition to SENs, reporting on the convoy and associated activities prior to January 27, 2022 was captured within the Agency’s BMRs. Designed to serve as the Agency’s centralized report on all pertinent COVID-19 related developments, the BMR is populated with information from across the CBSA and produced for senior management on a daily basis. Following the coming into force on February 15, 2022 of new legal provisions regarding public health and the subsequent commencement of convoy related activities, regular non-SEN reporting on the convoy was folded into the Agency’s BMR reporting.

14. Due to the nature of the events reported on via SENs, convoy related SENs continued to be produced and disseminated throughout late January and February of 2022. However, as convoy activities became more widespread and entrenched near major POEs, the CBSA determined that it required a more specific reporting framework and convoy specific events were funneled away from BMRs and into new reporting tools.

15. On January 27, 2022, the BOC produced the CBSA’s first convoy related Daily Situational Report and on February 4, 2022, in response to a need for more frequent and precise convoy specific reporting, Bottom Line Up Front reports (BLUF) were introduced. Both BLUF and Daily Situational reports were produced on a daily basis and, at the height of the convoy, multiple times per day. Reporting via full BLUF reports continued until February 21, 2022, after which the reports transitioned to a brief morning email update before concluding altogether on February 26, 2022. Daily Situational Reports transitioned to a dashboard format on February 21, 2022 and were produced until March 11, 2022.



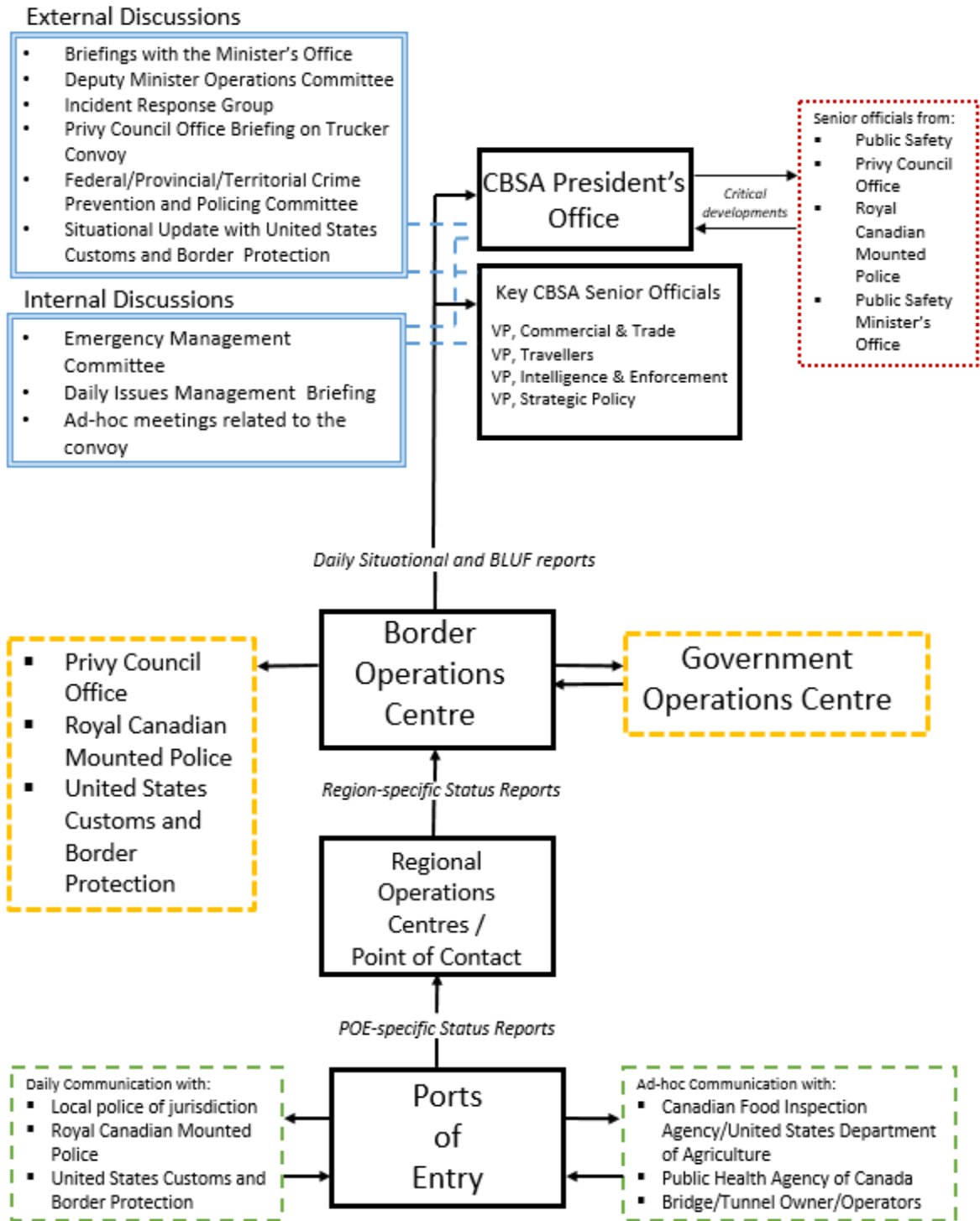
16. While the tempo of convoy specific reporting changed throughout the course of the convoy in response to peaks and falls in activity, the BOC’s information gathering and report assembly process remained broadly consistent throughout. In order to produce both BLUF and Daily Situational reports, the BOC relied on information from across the Agency and from key external partners. The core of this information was provided via Regional Operations Centres (ROCs) or designated regional points of contact which

funneled regionally acquired information to the BOC. Throughout the period of time in which the convoy's activities impacted service at POEs, the CBSA's regions worked diligently to report promptly on developments within their region. Information reported by the regions not only included real time accounts of the impacts of convoy activities on POE operations, but also intelligence regarding potential and anticipated activities. To gather this information, the regions relied on a variety of data sources including first hand observation, open source intelligence monitoring, and information from partners. In particular, the regions became a key source of information for external partners. As convoy activities increased, the CBSA's level of coordination and information sharing with partners became more formalized. This was especially true in those regions and areas that experienced the most entrenched convoy activities such as the CBSA's Southern Ontario Region where CBSA representatives were co-located with local police operations centres.⁵⁹

17. As well as receiving information from the regions via ROCs, designated regional points of contact, and SRT reporting, the BOC also consolidated and condensed information from CBSA headquarters offices. Information sourced from headquarters offices included daily conveyance counts, intelligence, media overviews, infrastructure updates, partner reports – principally from Public Safety's Government Operations Centre (GOC), and security information. Additionally, the BOC received incoming situational report information from federal partners as necessary. This information assisted with awareness and reporting of ongoing and anticipated activities.
18. Once assembled by the BOC, BLUF and Daily Situational reports were distributed via email to key internal and external stakeholders. Internally, BLUF and Daily Situational reports were provided to the CBSA's key senior officials, including: the President, the Executive Vice-President, and the Vice-Presidents of the Travellers, Intelligence and Enforcement, Commercial and Trade, and Strategic Policy branches. Externally, BLUF and Daily Situational reports were transmitted to key partners via both the BOC and the President's Office. The BOC provided BLUF and Daily Situational reports to operational colleagues at the PCO, RCMP, USCBP, and the GOC. At a senior level, the President's Office provided key information from the BLUF and Daily Situational reports to senior officials from PCO, the RCMP, the Office of the Deputy Minister of Public Safety, and the Office of the Minister of Public Safety.
19. In parallel to, and complementing, the centralized reporting mechanisms overseen by the BOC, the CBSA maintained a robust suite of both scheduled and ad-hoc meetings to facilitate discussions and information sharing with respect to the impact of convoy activities on CBSA operations. Internally, CBSA senior officials relied heavily on the information contained within the Agency's BLUF and Daily Situational reports to make operational decisions. Externally, these reports were relied upon by the CBSA in its role

⁵⁹ PB.CAN.00001535_REL – Southern Ontario Region Convoy command structure

as an ‘information provider’ to ensure that partners were kept up to date on events and impacts at the border. Furthermore, BLUF and Daily Situational reports were used by the CBSA’s Traveller Operations Unit to support the development of products such as Question Period Notes and briefing materials for the President.



20. The CBSA participated in a temporary forum with federal partners from Departments/Agencies with a mandate related to cross-border trade to discuss the impact of the convoy blockades on trade and support one another, as possible, in the management of the situation.⁶⁰ Key Departments/Agencies present included: CBSA; TC; Industry, Science, and Economic Development; PHAC; Agriculture and Agri-Food Canada; and, GAC. The group met first on February 9 and then again on February 15 and 24, 2022. By the last meeting on February 24 convoy activities affecting border operations had mostly ceased, rendering the forum no longer necessary.
21. Each weekday, throughout the period of time in which convoy activities significantly affected border operations, CBSA officials - including the Executive Vice-President, the Vice-Presidents of the Travellers, Intelligence and Enforcement, Commercial and Trade, and Strategic Policy branches, and the Agency's Regional Directors General, attended the CBSA's Daily Issues Management meeting. Chaired by the Executive Vice-President, attendees met daily to discuss emerging issues and new developments. These meetings were critical for information sharing in the early days of the convoy, prior to the introduction of convoy specific reporting on January 27, 2022.
22. Additionally, on a weekly basis, the CBSA's Emergency Management Committee (EMC), attended by senior officials, served as the primary internal governance forum at which convoy impacts and activities were discussed. While primarily serving as a senior forum to share information and updates, as a formal governance committee, EMC also served as the forum at which decisions were taken, such as the augmentation of physical security measures (port hardening) at POEs.
23. The CBSA's President or their delegate also regularly attended convoy-related briefings organized by PCO. Occurring almost daily from January 28 to February 12, 2022, these half hour long 'Briefing on Truckers Convoy' teleconferences had variable attendance but were generally attended by senior officials from partner Departments/Agencies, representatives from Minister's Offices, and representatives from the Office of the Prime Minister. As necessary, the CBSA's President, or their delegate, would provide information at these briefings on the impact of convoy activities at the border.
24. CBSA senior officials routinely attended meetings of the Federal/Provincial/Territorial Crime Prevention and Policing Committee (CPPC) and situational update calls with representatives from the USCBP. Meetings of the CPPC were organized by the Assistant Deputy Minister, Crime Prevention Branch, Public Safety, and included representatives from multiple law enforcement organizations and different levels of government. Organized by the CBSA, situational update calls with representatives from USCBP were most frequently attended by the Vice-President, Travellers Branch, and the Vice-

⁶⁰ SSM.NSC.CAN.00000340_REL – Deputy Minister Operations Committee meeting binder

President, Intelligence and Enforcement Branch. These meetings were opportunities for the CBSA to share information on the impact of convoy activities at the border, and receive updates from senior official partners.

25. Finally, the President, or their delegate, also attended Deputy Minister Operations Committee (DMOC) meetings and, when requested, meetings of the Incident Response Group (IRG). DMOC is a weekly meeting of Deputy Heads and senior officials from Departments/Agencies with a security-focused mandate. The CBSA's President is a member of DMOC and, during the time period in which convoy activities impacted service at POEs, provided updates to colleagues at meetings of the Committee with respect to the ongoing situation at the border. IRG is a standing Cabinet committee which meets, when necessary, to bring Cabinet Ministers and select senior officials together to discuss and manage security situations of national importance and/or impact.

IV. THREATS TO BORDER SECURITY

A. Overview

1. On January 15, 2022, new legal provisions regarding public health came into force. As a result, commercial truck operators crossing the border were no longer exempt from entry requirements, including the requirement to be fully vaccinated. Upon the coming into force of these new legal provisions, the CBSA began to experience an increase in threats to its ability to manage the flow of goods and people across the border and to the health and safety of its frontline employees. BSOs and PHAC Quarantine Officers were among the first frontline Government of Canada employees to face direct threats to their safety by members of the public opposed to the new legal provisions regarding public health.
2. It is important to note that no BSOs were physically assaulted or injured as a result of the convoy's activities. With some exceptions (notably, the close proximity of convoy activities to the Pacific Highway POE and the concerted effort of protesters to forcefully gain access to the Peace Bridge facility⁶¹ after BSOs had placed it on lockdown) the majority of convoy activities took place on, and along, trade corridors, often out of sight of POE facilities. Despite the absence of direct physical confrontation, BSOs faced potential threats to their lives and to the security of facilities as a direct result of convoy activities and participants (see part C of this section for further details).

B. Threats to the CBSA's Ability to Manage the Flow of Goods and People

3. The sustained and widespread nature of convoy activities focused on the deliberate disruption of traffic at land-based POEs significantly impacted the CBSA's ability to effectively and efficiently manage the flow of goods and people across the border. This was especially true in cases where commercial traffic redirected to POEs that were not equipped with the facilities and resources necessary to process large volumes of commercial conveyances or in instances where traffic redirected to an already very busy POE. Additionally, extended drive times between POEs (see maps at paragraph 16 of this section) had a detrimental effect on the 'just-in-time' transportation frameworks depended upon by manufacturing facilities on both sides of the border (e.g.: auto-manufacturing in Windsor and Detroit).
4. Throughout the period of time in which convoy activities impacted the cross-border flow of goods and people, POEs experienced periods of time in which service was affected by either: limited accessibility; a disruption; or, a suspension.
5. The ability to access POE services can be limited by external events such as increased traffic resulting in longer than usual Border Wait Times. During the period of time in which convoy activities affected service at POEs, access to POEs was often limited due

⁶¹ SSM.NSC.CAN.00000050_REL – 2022-02-12 15:00 Daily Situational report

to blockades of the trade corridor. Limited accessibility to a POE does not necessarily trigger a Border Alert, as is the case with a service disruption or suspension at any of Canada’s 26 busiest land border POEs.

	Service Suspension/Disruption	Service Resumption
Ambassador Bridge Windsor, Ontario	February 7, 20:59 ET (All exits from the POE blocked - Border Alert for service disruption issued.) ⁶²	POE reopened to traffic at 00:40 ET on February 14; however, Border Alert for service resumption not issued until 13:55 ET. ⁶³
Coutts Alberta	February 12, 14:10 ET (Coutts POE closed to all traveller and commercial traffic in an approved temporary suspension of service – Border Alert for service suspension issued.) ⁶⁴	Border Alert for service resumption issued on February 15 at 12:23 ET. ⁶⁵
Emerson Manitoba	February 10, 20:16 ET (Protesters form a blockade 1.5 kilometers north of POE – Border Alert for service disruption issued.) ⁶⁶	Border Alert for service resumption issued on February 16 at 14:30 ET. ⁶⁷
Pacific Highway Surrey, British Columbia	February 12, 21:10 ET (Access to POE disrupted due to vehicles blocking Canada and U.S.-bound traffic - Border Alert for service disruption issued.) ⁶⁸	Border Alert for service resumption issued on February 15 at 08:35 ET. ⁶⁹
	February 19, 15:59 ET (RCMP closed highway access in response to protests - Border Alert for service disruption issued while RCMP clear protesters.) ⁷⁰	Border Alert for service resumption issued on February 19, 23:34 ET. ⁷¹

- A service suspension refers to a decision to stop providing border services at a POE on a temporary basis. The decision to suspend service at a POE requires the approval of the Minister of Public Safety or a delegated authority. Sites designated as both a POE under section 26 of the *Immigration and Refugee Protection Regulations* and a customs office under section 5 of the *Customs Act* require Ministerial approval; however, authority to

⁶² PB.CAN.00001526_REL – 2022-02-07 20:59ET Border Alert for service disruption, Ambassador Bridge

⁶³ PB.CAN.00001544_REL – 2022-02-14 13:55ET Border Alert for service resumption, Ambassador Bridge

⁶⁴ PB.CAN.00001538_REL – 2022-02-12 14:10ET Border Alert for service suspension, Coutts

⁶⁵ PB.CAN.00001545_REL – 2022-02-15 12:23ET Border Alert for service resumption, Coutts

⁶⁶ PB.CAN.00001533_REL – 2022-02-10 20:16ET Border Alert for service disruption, Emerson

⁶⁷ PB.CAN.00001548_REL – 2022-02-16 14:30ET Border Alert for service resumption, Emerson

⁶⁸ PB.CAN.00001540_REL – 2022-02-12 21:10ET Border Alert for service disruption, Pacific Highway

⁶⁹ PB.CAN.00001546_REL – 2022-02-15 08:35ET Border Alert for service resumption, Pacific Highway

⁷⁰ PB.CAN.00001550_REL – 2022-02-19 15:59ET Border Alert for service disruption, Pacific Highway

⁷¹ PB.CAN.00001552_REL – 2022-02-19 23:34ET Border Alert for service resumption, Pacific Highway

suspend services at POEs only designated as customs offices is delegated to the Vice-President level.

7. A service disruption refers to an external event which results in a disruption to service at a POE. External events that may cause a service disruption can include, but are not limited to, travellers not being able to physically access the POE or the CBSA being unable to staff the POE. A service disruption does not indicate that a port has been formally closed, but indicates to the public that the POE is experiencing operational challenges or that it may not be possible to reach the POE.
8. During the period of time in which convoy activities affected POE operations, the CBSA issued two Border Alerts for service disruptions at the Pacific Highway POE. The first Border Alert was issued⁷² on February 12, 2022 at 21:10 ET and lifted⁷³ on February 15, 2022 at 08:35 ET. The second Border Alert was issued⁷⁴ on February 19, 2022 at 15:59 ET and lifted⁷⁵ on February 19, 2022 at 23:34 ET.

Pacific Highway Commercial Conveyance Volumes (January 15 – February 25, 2022)⁷⁶

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
801	526	1,021	1,151	1,268	1,363	1,334
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
812	440	1,022	1,241	1,359	1,369	1,325
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
808	510	1,095	1,199	1,323	1,393	1,357
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
816	546	1,104	1,152	1,425	1,380	1,367
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
545	6	6	831	1,340	1,364	1,357
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
485	428	784	1,110	1,338	1,334	1,384

Days on which Border Alerts for service disruption were in effect at the Pacific Highway POE

9. When the processing of commercial traffic is impacted or there is a service disruption/suspension at the Pacific Highway POE, commercial traffic is generally redirected to either the Aldergrove or Abbotsford-Huntingdon POEs - both of which experienced significant surges in commercial traffic from February 12 to February 15, 2022 – and traveller traffic is redirected to the Douglas POE.

⁷² PB.CAN.00001540_REL – 2022-02-12 21:10ET Border Alert for service disruption, Pacific Highway

⁷³ PB.CAN.00001546_REL – 2022-02-15 08:35ET Border Alert for service resumption, Pacific Highway

⁷⁴ PB.CAN.00001550_REL – 2022-02-19 15:59ET Border Alert for service disruption, Pacific Highway

⁷⁵ PB.CAN.00001552_REL – 2022-02-19 23:34ET Border Alert for service resumption, Pacific Highway

⁷⁶ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

Aldergrove Commercial Conveyance Volumes (January 15 – February 25, 2022)⁷⁷

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
41	18	127	157	200	180	170
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
47	17	150	161	172	161	194
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
50	19	159	133	169	188	165
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
45	17	146	170	203	188	193
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
145	221	485	275	220	184	174
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
253	47	98	169	182	183	202

Days on which Border Alerts for service disruption were in effect at the Pacific Highway POE

Abbotsford-Huntingdon Commercial Conveyance Volumes (January 15 – February 25, 2022)⁷⁸

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
109	55	302	305	334	340	343
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
93	56	280	324	348	330	350
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
81	50	328	372	369	330	359
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
104	58	310	329	358	368	382
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
217	333	497	486	430	396	425
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
239	121	216	331	329	369	353

Days on which Border Alerts for service disruption were in effect at the Pacific Highway POE

10. Beginning on January 30, 2022, access to service at the Coutts POE became severely limited due to blockades of the trade corridor. On February 11, 2022, the RCMP requested that the CBSA temporarily suspend service at the Coutts POE in order to ensure that the RCMP could control access to the protest site north of the POE which had, since February 9, 2022, been completely blockaded.⁷⁹ The Minister of Public Safety approved this request on February 12 at 10:28 ET.⁸⁰ A Border Alert for service suspension at Coutts was issued⁸¹ on February 12, 2022 at 14:10 ET and lifted⁸² on

⁷⁷ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

⁷⁸ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

⁷⁹ PB.CAN.00000007_REL – 2022-02-11 Letter from RCMP to CBSA

⁸⁰ PB.CAN.00000008_REL – Email communication w/ Minister Public Safety regarding suspension of service at Coutts POE

⁸¹ PB.CAN.00001538_REL – 2022-02-12 14:10ET Border Alert for service suspension, Coutts

⁸² PB.CAN.00001545_REL – 2022-02-15 12:23ET Border Alert for service resumption, Coutts

February 15, 2022 at 12:23 ET. Processing of both traveller and commercial conveyances was unavailable during the time that the service suspension was in place. During this time, Canada-bound shipments of commercial livestock were inspected by a CFIA veterinarian adjacent to the POE in Sweetgrass, Montana. After inspection, the load was sealed and broker paperwork was provided with instructions to re-direct to the Del Bonita POE where the load would be cleared and the seal removed (as applicable).

Coutts Commercial Conveyance Volumes (January 15 – February 25, 2022)⁸³

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
291	305	300	286	402	476	438
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
346	328	344	323	423	523	473
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
240	27	0	0	0	59	117
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
139	154	196	161	0	12	20
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
9	0	0	123	290	428	400
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
328	263	282	291	378	414	431

Days on which a Border Alert for service suspension was in effect at the Coutts POE

Days on which POE accessibility was limited due to blockades of the trade corridor servicing the Coutts POE

- When the processing of commercial traffic is affected by limited accessibility to the POE or by a service disruption/suspension, commercial traffic at the Coutts POE is generally redirected to POEs in Saskatchewan (North Portal or Regway) or in British Columbia (Rooseville or Kingsgate); however, due to the distances involved - North Portal and Regway are 9 hour and 8 hour drives from Coutts, respectively, while Roosevill and Kingsgate are 4 hour and 5 hour drives, respectively - the majority of commercial traffic moved to either the Del Bonita or Carway POEs, causing significant surges in commercial traffic at both POEs. Neither the Del Bonita nor Carway POEs are commercially designated POEs and, as such, are not equipped to effectively and efficiently process significant volumes of commercial traffic. Additionally, along the Alberta/Montana border, the commercial transportation of livestock across the border is a common (and time-sensitive) occurrence that requires specific infrastructure and processing services such as third party offloading services and the presence of CFIA and USDA veterinarian services.

⁸³ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

Del Bonita Conveyance Volumes (January 15 – February 25, 2022)⁸⁴

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
0	0	6	11	12	5	17
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
0	0	22	7	14	24	15
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
0	0	111	142	131	157	118
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
0	0	61	64	255	336	287
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
69	105	228	152	53	23	32
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
0	0	28	18	27	24	28

Days on which a Border Alert for service suspension was in effect at the Coutts POE

Days on which POE accessibility at Coutts was limited due to blockades of the trade corridor

Carway Conveyance Volumes (January 15 – February 25, 2022)⁸⁵

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
19	23	25	14	23	8	13
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
27	36	20	17	16	17	24
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
20	115	89	106	67	62	63
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
83	97	62	31	67	87	78
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
150	166	105	73	34	35	45
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
39	36	53	33	45	21	38

Days on which a Border Alert for service suspension was in effect at the Coutts POE

Days on which POE accessibility at Coutts was limited due to blockades of the trade corridor

12. During the period of time in which convoy activities affected POE operations, the CBSA issued a Border Alert for service disruption at the Emerson POE. The Border Alert was issued⁸⁶ on February 10, 2022 at 20:16 ET and lifted⁸⁷ on February 16, 2022 at 14:30 ET. During this period of time, Canada-bound commercial shipments of livestock were redirected to the Boissevain POE for inspection by a CFIA veterinarian.

⁸⁴ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

⁸⁵ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

⁸⁶ PB.CAN.00001533_REL – 2022-02-10 20:16ET Border Alert for service disruption, Emerson

⁸⁷ PB.CAN.00001548_REL – 2022-02-16 14:30ET Border Alert for service resumption, Emerson

Emerson Commercial Conveyance Volumes (January 15 – February 25, 2022)⁸⁸

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
596	330	391	334	785	776	647
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
604	319	395	637	786	793	883
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
530	331	388	218	818	620	763
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
572	337	438	649	771	78	0
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
2	2	1	2	288	836	390
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
734	315	271	410	682	747	847

Days on which a Border Alert for service disruption was in effect at the Emerson POE

13. During the period of time in which service was affected/disrupted at the Emerson POE, the majority of commercial traffic (other than that carrying livestock) redirected to either the Tolstoi or Gretna POEs creating significant surges in commercial traffic at both crossings. Neither Tolstoi nor Gretna are commercially designated POEs and, as such, are not equipped to effectively and efficiently process significant volumes of commercial traffic.

Tolstoi Conveyance Volumes (January 15 – February 25, 2022)⁸⁹

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
3	5	22	9	8	15	6
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
7	8	9	14	14	19	17
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
7	6	14	3	24	23	18
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
2	3	12	12	13	204	170
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
246	104	189	265	173	14	2
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
7	6	13	12	6	10	19

Days on which a Border Alert for service disruption was in effect at the Emerson POE

⁸⁸ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

⁸⁹ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

Gretna Conveyance Volumes (January 15 – February 25, 2022)⁹⁰

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
1	3	31	19	27	27	25
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
3	7	31	23	24	41	42
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
7	7	39	0	41	34	32
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
3	4	34	38	28	213	173
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
224	141	187	255	173	39	8
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
3	1	22	36	45	43	50

Days on which a Border Alert for service disruption was in effect at the Emerson POE

14. During the period of time in which convoy activities affected POE operations, the CBSA issued a Border Alert for service disruption at Ambassador Bridge. The Border Alert was issued⁹¹ on February 7, 2022 at 20:59 ET. Traffic began to move through the POE again shortly after midnight on February 14, 2022 and a Border Alert for service resumption was issued later that day at 13:55 ET.⁹²

Ambassador Bridge Commercial Conveyance Volumes (January 15 – February 25, 2022)⁹³

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
2,373	1,129	2,748	3,644	4,584	4,594	4,756
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
2,680	1,185	3,256	4,581	4,770	4,742	4,738
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
2,756	1,209	3,638	4,982	4,457	3,385	4,389
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
2,600	1,189	1,798	5	0	0	3
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
0	0	2,718	4,427	4,839	4,435	4,857
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
3,119	1,155	3,318	4,582	4,993	4,996	5,100

Days on which a Border Alert for service disruption was in effect at the Ambassador Bridge POE

15. The majority of commercial traffic redirected from the Ambassador Bridge went to either the Blue Water Bridge, the Peace Bridge, or the Queenston Lewiston Bridge, creating

⁹⁰ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

⁹¹ PB.CAN.00001526_REL – 2022-02-07 20:59ET Border Alert for service disruption, Ambassador Bridge

⁹² PB.CAN.00001544_REL – 2022-02-14 13:55ET Border Alert for service resumption, Ambassador Bridge

⁹³ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

surges in commercial traffic at all three POEs. All three POEs are designated commercial offices designed to process high volumes of commercial traffic; however, as the second, third, and fourth, respectively, busiest land border commercial POEs in Canada, none have the infrastructure to accept the volume of commercial traffic normally processed by the Ambassador Bridge for a sustained period of time.

Blue Water Bridge Commercial Conveyance Volumes (January 15 – February 25, 2022)⁹⁴

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
1,134	599	1,484	2,076	2,741	2,917	2,969
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
1,341	607	1,922	2,729	2,871	2,875	2,952
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
1,349	686	2,118	2,829	2,184	1,937	2,460
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
1,277	623	2,664	4,846	5,120	4,895	4,399
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
4,276	1,509	2,646	3,329	3,361	2,759	2,908
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
1,449	759	2,106	2,659	3,047	2,956	3,277

Days on which a Border Alert for service disruption was in effect at the Ambassador Bridge POE

Peace Bridge Commercial Conveyance Volumes (January 15 – February 25, 2022)⁹⁵

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
815	327	346	1,168	1,828	1,850	1,875
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
818	296	1,165	1,791	1,843	1,943	1,823
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
803	355	1,265	1,784	1,850	1,260	1,545
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
706	387	1,391	2,044	2,242	2,527	2,372
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
1,073	361	802	1,697	1,853	1,850	1,823
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
844	358	999	1,644	1,774	1,904	1,712

Days on which a Border Alert for service disruption was in effect at the Ambassador Bridge POE

⁹⁴ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

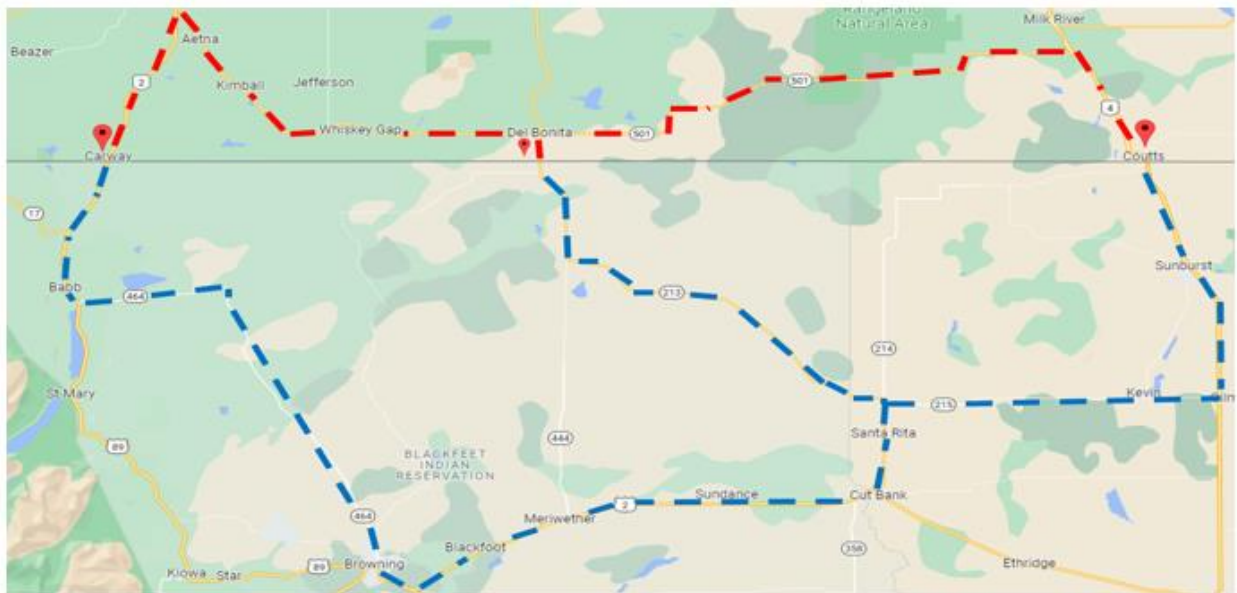
⁹⁵ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022

Queenston Lewiston Commercial Conveyance Volumes (January 15 – February 25, 2022)⁹⁶

Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
Jan 15	Jan 16	Jan 17	Jan 18	Jan 19	Jan 20	Jan 21
522	203	384	868	1,373	1,353	1,484
Jan 22	Jan 23	Jan 24	Jan 25	Jan 26	Jan 27	Jan 28
537	210	1,087	1,317	1,491	1,349	1,481
Jan 29	Jan 30	Jan 31	Feb 1	Feb 2	Feb 3	Feb 4
503	212	1,176	1,390	1,441	1,020	1,154
Feb 5	Feb 6	Feb 7	Feb 8	Feb 9	Feb 10	Feb 11
532	265	1,216	1,372	1,918	1,967	2,014
Feb 12	Feb 13	Feb 14	Feb 15	Feb 16	Feb 17	Feb 18
697	301	1,242	1,563	1,571	1,434	1,389
Feb 19	Feb 20	Feb 21	Feb 22	Feb 23	Feb 24	Feb 25
542	232	953	1,288	1,529	1,514	1,318

Days on which a Border Alert for service disruption was in effect at the Ambassador Bridge POE

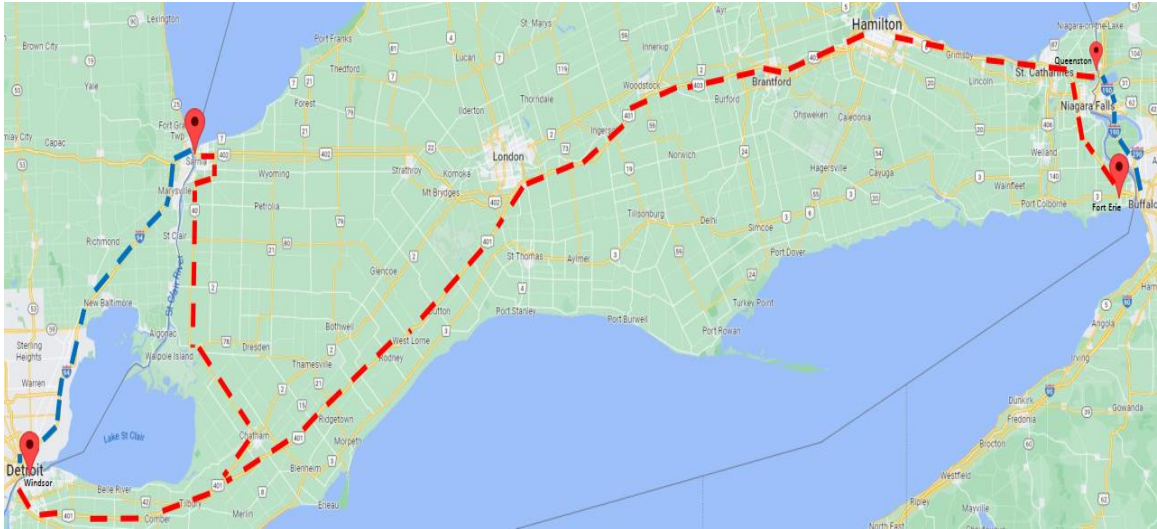
16. Consideration of the impact of the redirection of commercial traffic to alternate POEs as a result of service suspension/disruption must include the travel distances between POEs which can vary significantly on either side of the border. On the U.S. side of the Alberta/Montana border, a service suspension/disruption at the Coutts POE often results in Canada-bound traffic redirecting to either the Del Bonita or Carway POEs, leading to an additional 1 to 2 hours of travel time. On the Canadian side of the border, if the Ambassador Bridge and Blue Water Bridge are both experiencing service disruption/suspension, the drive time to the next POEs – the Queenston Lewiston Bridge or the Peace Bridge – is over 4 hours.



Coutts to Del Bonita, CDN side: 78km, 50 minutes
 Coutts to Carway, CDN side: 135km, 1 hour 21 minutes

Coutts to Del Bonita, US side: 120km, 1 hour 20 minutes
 Coutts to Carway, US side: 215km, 2 hours 18 minutes

⁹⁶ PB.CAN.00001556_REL – Commercial Conveyance Data, Jan-Feb 2022



Ambassador Bridge to Blue Water Bridge, CDN side: 159km, 1 hour 55 minutes
 Ambassador Bridge to Queenston, CDN side: 387km, 4 hours
 Ambassador Bridge to Peace Bridge, CDN side: 417km, 4 hours 30 minutes
 Ambassador Bridge to Blue Water Bridge, U.S. side: 173km, 1 hour 23 minutes
 Peace Bridge to Queenston Lewiston, U.S. side: 36km, 40 minutes

17. In Southern Ontario, increases to drive times resultant from redirection to alternate POEs can have a detrimental impact on the manufacturing industry. Many auto manufacturing facilities in Ontario and Michigan State utilize a supply chain practice called “just-in-time-s” which can eliminate, or significantly reduce, the need to maintain parts inventories at assembly plants. The redirection of commercial traffic from the Ambassador Bridge to the Blue Water Bridge results in increases to travel time which, in the case of assembly plants that utilize ‘just-in-time’ delivery, affects manufacturing operations, causing slowdowns or even shutdowns.

18. The impact of convoy activities that resulted in limited accessibility to, and disruption/suspension of, service at POEs was felt by Canada’s manufacturing sector, particularly in Southern Ontario. On February 9, 2022, a parts shortage as a result of the service disruption at the Ambassador Bridge POE forced Ford to shut down its engine plant in Windsor and to run an assembly plant in Oakville, Ontario, on a reduced schedule. In a statement, Ford said, “This interruption on the Detroit-Windsor bridge hurts customers, auto workers, suppliers, communities and companies on both sides of the border... we hope this situation is resolved quickly because it could have widespread impact on all automakers in the U.S. and Canada.”⁹⁷ General Motors (GM) announced that its assembly plant in Lansing Delta Township had cancelled its second shift on February 9, 2022 and first shift on February 10, 2022 due to parts shortages. Also on February 10, 2022, Stellantis announced that, “...a number of U.S. and Canadian plants cut short second shifts Wednesday night due to parts shortages caused by the closure of

⁹⁷ AP News, February 9, 2022 - <https://apnews.com/article/coronavirus-pandemic-business-health-prince-edward-canada-6f60c879c0c2eff82235e3157ad79bb0>

the Detroit/Windsor bridge... the situation at the Ambassador Bridge, combined with an already fragile supply chain, will bring further hardship to people and industries still struggling to recover from the COVID-19 pandemic.”⁹⁸

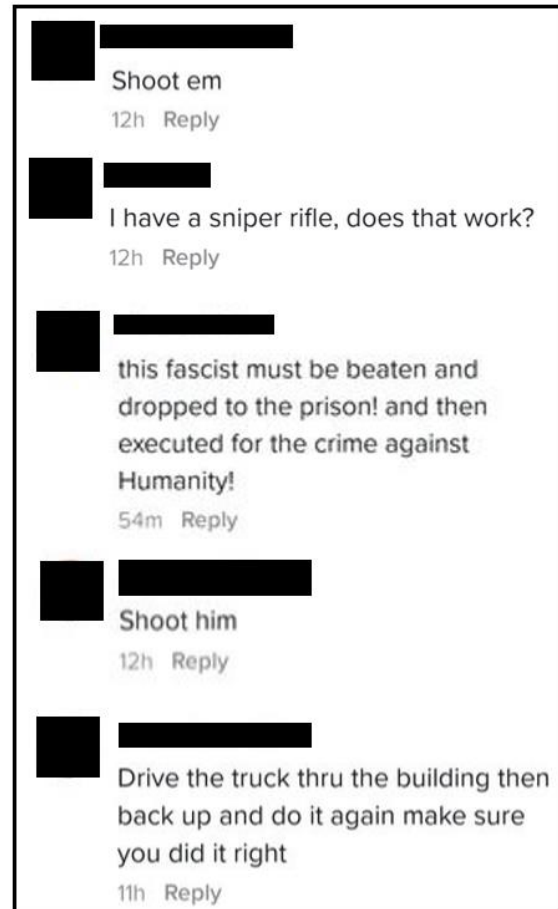
19. On February 14, 2022, the Anderson Economic Group published an assessment of lost wages and production as a result of blockades affecting the Ambassador and Blue Water Bridge POEs for the period of February 7 to February 15, 2022, which estimated that Michigan and Ontario had lost direct wages of \$144.9 million and GM, Ford, Stellantis, Honda, and Toyota experienced losses of \$155 million.⁹⁹

C. Threats to Officers and Critical Infrastructure

20. On January 15, 2022, a commercial truck operator who had refused to provide identification or proof of vaccination upon request by a BSO filmed their interaction with the Officer and posted it to the TikTok social media platform. The video generated a number of comments suggesting that BSOs be shot and that CBSA facilities be attacked.¹⁰⁰

21. On February 12, 2022, a group of convoy protesters breached the confines of the CBSA plaza at the Peace Bridge POE. BSOs were required to place the facility on lockdown to keep the protesters out of the secure area. The facility was on lockdown for twelve hours.¹⁰¹

22. On February 13, 2022, at the Peace Bridge POE, two U.S. citizens were intercepted and arrested after two undeclared firearms and pepper spray were discovered and seized. The two individuals indicated they were travelling to attend the anti-mandate protests. CBSA Criminal Investigations declined to pursue charges; accordingly, the



Examples of TikTok comments in response to a January 15, 2022 video taken of a BSO requesting proof of vaccination from a commercial truck operator

⁹⁸ The Hill, February 10, 2022 - <https://thehill.com/policy/transportation/593698-convoy-protests-disrupt-auto-industry-on-us-canada-border/>

⁹⁹ Anderson Economic Group - [UPDATED “Freedom Convoy” Disruptions: Direct Loss Tally Surpasses One Quarter Billion Dollars – Anderson Economic Group](#)

¹⁰⁰ PB.CAN.00001562_REL – Regional Incident report 3981-21-148

¹⁰¹ SSM.NSC.CAN.00000050_REL – 2022-02-12 15:00 Daily Situational report

individuals were issued an Allowed to Leave and USCBP was informed of the interaction.¹⁰²

23. On February 14, 2022, the RCMP executed a search warrant on three trailers associated with the ongoing blockade of the Coutts POE. Eleven individuals were arrested and 13 long guns, handguns, body armour, a machete, ammunition, and high capacity magazines were seized.¹⁰³
24. On February 16, 2022, the Border Information Services line reported having received phone calls in which threats against CBSA and other law enforcement officials were made as well as an increase in calls requesting information on the importation of: body armour; armour piercing ammunition (Teflon-coated bullets); non-restricted, restricted and prohibited firearms; and, gas masks in to Canada.¹⁰⁴
25. While the events outlined above are representative examples of both generalized and specific threats to BSOs and critical infrastructure that influenced the CBSA's management response to convoy activities, the CBSA's operational planning was also affected by the constantly shifting and fluid nature of convoy activities. The entrenched blockades of trade corridors that resulted in service disruption/suspension at major POEs like Pacific Highway, Coutts, Emerson, and the Ambassador Bridge were significant and impactful events; however, equally impactful was the escalating accumulation of intermittent blockades of other POEs and their trade corridors.
26. Almost every day the CBSA received reports that a new protest was planned to occur somewhere or that convoy participants had begun to arrive at, or near, a new location that would limit access to a POE. For example, information that the CBSA had on-hand with respect to planned convoy activities as of February 10, 2022 indicated that blockades of POEs were to be expected at the North Portal, Pigeon River, Lansdowne, Lacolle, and Woodstock POEs in addition to an anticipated railway blockade at Fort Frances.¹⁰⁵ Two days later, on February 12, 2022, the potential for blockades had expanded to include the Osoyoos, Paterson, Regway, and Queenston Lewiston POEs in addition to an anticipated blockade of cargo ships at the port of Halifax.¹⁰⁶ In many cases these protests, as announced on social media, did not actually materialize; however, every threat to the CBSA's ability to manage POE operations required operational planning and the commitment of resources. This confluence of ever-shifting threats to the supply chain, both anticipated and realized, necessitated a posture of persistent operational vigilance in a landscape of constant uncertainty.

¹⁰² SSM.NSC.CAN.00000068_REL – 2022-02-14 10:30 Daily Situational report

¹⁰³ SSM.NSC.CAN.00000351_REL – 2022-02-17 16:00 Daily Situational report

¹⁰⁴ SSM.NSC.CAN.00000351_REL – 2022-02-17 16:00 Daily Situational report

¹⁰⁵ SSM.NSC.CAN.00000047_REL – 2022-02-10 POE Impact Map

¹⁰⁶ SSM.NSC.CAN.00000052_REL – 2022-02-12 POE Impact Map

27. Altogether, over twenty POEs across Canada experienced threats of, or actual, blockades of the POE itself or its trade corridors between January 17 and February 23, 2022 (refer to section 5 of this report for a detailed timeline of specific events).
28. In British Columbia, on January 29, 2022, at the Kingsgate POE, several commercial tractors and approximately twenty passenger vehicles arrived at the POE and attempted to enter the commercial examination area.¹⁰⁷ Eleven days later, on February 16, 2022, four members of a group called the “Panhandle Patriots” arrived on the U.S. side of the border at the Kingsgate POE and appeared to be conducting reconnaissance of the Canadian POE.¹⁰⁸
29. In Saskatchewan, on January 22, 2022, a slow-roll protest of the North Portal POE took place.¹⁰⁹ Seven days later, on January 29, 2022, a convoy of vehicles passed by the POE north to the town of North Portal before circling back and passing the POE again. On February 12, 2022, two hours west in Regway, 50 to 150 trucks assembled along the trade corridor north of the Regway POE.¹¹⁰
30. In addition to the POEs in Southern Ontario that provide service to auto and manufacturing industries, POEs elsewhere in the province also intermittently experienced limited accessibility as a result of convoy activities. On February 5, 2022, at the Sault Ste Marie POE, a traveller expressing extremist views (QAnon) attempted to “run the port” (enter the country without authorization) after having been referred to secondary examination.¹¹¹ At the same POE, on February 10, 2022, a small convoy group began setting up near the POE but they did not stay long enough, or grow to sufficient size, to affect POE services.¹¹² At the Cornwall POE, on February 12, 2022, a dozen tractors lined up in the Canada-bound lane and centre median just outside of the POE.¹¹³
31. In Atlantic Canada, on February 2, 2022, a group called ‘Mariners for Freedom’ announced a vessel parade (which ultimately did not occur) to take place in shipping lanes with the intention of blocking cargo ships from accessing ports.¹¹⁴ On January 27, 2022, calls were received at the Woodstock POE in New Brunswick, threatening a blockade of the POE and possibly the St. Stephen 3rd Bridge for a 24 hour period.¹¹⁵ Two days later, on January 29, 2022, eight vehicles arrived and temporarily blocked the U.S.-bound highway at the Woodstock POE.¹¹⁶

¹⁰⁷ SSM.NSC.CAN.00000002_REL – 2022-01-30 07:00 Daily Situational report

¹⁰⁸ PB.NSC.CAN.00009524_REL – 2022-02-16 08:00 BLUF report

¹⁰⁹ PB.CAN.00001521_REL – S1048692 Single Reporting Tool

¹¹⁰ SSM.NSC.CAN.00000053_REL – 2022-02-12 15:00 Daily Situational report

¹¹¹ SSM.NSC.CAN.00000017_REL – 2022-02-06 16:00 Daily Situational report

¹¹² SSM.NSC.CAN.00000041_REL – 2022-02-10 10:30 Daily Situational report

¹¹³ PB.CAN.00001539_REL – S1049382 Significant Event Notification

¹¹⁴ SSM.NSC.CAN.00000005_REL – 2022-02-02 21:00 Daily Situational report

¹¹⁵ SSM.NSC.CAN.00000001_REL – 2022-01-28 21:35 Daily Situational report

¹¹⁶ SSM.NSC.CAN.00000002_REL – 2022-01-30 07:00 Daily Situational report

V. CHRONOLOGY OF CONVOY ACTIVITIES/EVENTS AT POEs

A. Detailed Timeline

1. This detailed timeline of events has been assembled from information contained in the CBSA's initial status updates, Daily Situational, and BLUF reporting throughout the period of time in which convoy activities affected the operations of POEs.

JANUARY 15, 2022

General On January 15, 2022, new legal provisions regarding public health came into force. As a result, commercial truck operators crossing the border were no longer exempt from entry requirements, including the requirement to be fully vaccinated.

Ambassador Bridge A commercial truck driver refused to produce identification or vaccination information upon request and recorded their interaction with a BSO. The video was posted to social media (TikTok). Comments on the video include multiple suggestions that the BSO should be shot.¹¹⁷

JANUARY 17, 2022

Emerson Protesters begin slow rolls of the trade corridor near Emerson POE.¹¹⁸

JANUARY 18, 2022

Emerson Approximately 45 commercial trucks slow rolling and lined up on the shoulder north of the POE to protest against vaccination mandates for commercial drivers.¹¹⁹

JANUARY 22, 2022

North Portal Slow roll protest begins at 10:00. Approximately 20 to 30 commercial trucks on Highway 39 north of the POE. No immediate impact on operations.¹²⁰

JANUARY 23, 2022

Ambassador Bridge A convoy of approximately 200 commercial and personal vehicles slow rolling the roadways leading up to the bridge and proceeding in a loop around the POE in protest of new legal provisions regarding public health which had come into force on January 15.¹²¹

¹¹⁷ PB.CAN.00001562_REL – Regional Incident report 3981-21-148

¹¹⁸ PB.CAN.00001519_REL – 2022-01-17 Daily Issues Management Briefing

¹¹⁹ PB.CAN.00001520_REL – S1048520 Significant Event Notification

¹²⁰ PB.CAN.00001521_REL – S1048692 Single Reporting Tool

¹²¹ PB.CAN.00001522_REL – S1048725 Significant Event Notification

JANUARY 25, 2022

Coutts

Information received that social media posts are directing those in Alberta that cannot travel to the protests in Ottawa to blockade the Coutts border crossing and not leave until the demands in Ottawa are met.¹²²

JANUARY 27, 2022¹²³

Coutts

Social media indicates that a protest is being planned for January 29, 2022 and will remain in the area of the POE until all mandates and restrictions are lifted. Information gathered suggests that trucks and vehicles will block access in both directions. The organizer contacted the CBSA to confirm that they will let emergency vehicles and CBSA employees through to the POE.

Emerson

Information received that the Manitoba Operation Freedom Border Protest is planned to occur on January 29, 2022 at the POE. The protest will start as a slow roll event but the intention is to become a complete standstill in order to block access to the border.

Rainbow Bridge

Information received that a potential mobile protest at the POE will take place on January 29, 2022. Information suggests that the demonstration - Freedom 2022, Let Us Reunite, and Lockdowns No More - will occur on both the Canadian and U.S. sides of the border.

Woodstock

Call received from someone indicating that a blockade will take place at the Woodstock POE and possibly St. Stephen 3rd Bridge for a period of 24 hours.

JANUARY 28, 2022

General

BSOs instructed to exercise enhanced vigilance and closely examine travellers to ensure *Quarantine Act* requirements are met and individuals are seeking to enter Canada for a lawful purpose.

CBSA – Freedom Convoy 2022 Contingency Plan developed, outlining various POE hardening measures, including the consideration of enhanced facility security/access controls.¹²⁴

Information received that an advocacy group is calling for protests on the U.S. side of the border “to join our Canadian brothers and sisters in the Fight for Freedom.” Identified locations of these protests are currently in: Houlton, Maine; Sault Ste. Marie, Michigan; and, Sweetgrass, Montana.¹²⁵

¹²² PB.CAN.00001523_REL – Intelligence Alert 7015-2022-0005

¹²³ SSM.NSC.CAN.00000001_REL – 2022-01-28 Daily Situational report

¹²⁴ PB.NSC.CAN.00009523_REL – CBSA: Freedom Convoy Contingency Plan, January 2022

¹²⁵ SSM.NSC.CAN.00000001_REL – 2022-01-28 Daily Situational report

JANUARY 29, 2022¹²⁶

General	<p>Demonstrations begin in Ottawa. CBSA employees in the National Capital Region asked to avoid attending CBSA offices in downtown Ottawa due to protest activity.</p> <p>Atlantic Region ROC activated due to planned protests and blockades at the Woodstock POE and in the St. Stephen's area.</p>
Ambassador Bridge	<p>Approximately 100 vehicles slow rolling Huron Church Road with another 40 cars protesting on the U.S. side.</p>
Carway	<p>A small group of about 20 vehicles parked at the duty free store north of the POE, honking horns and loudly protesting mandates.</p>
Coutts	<p>An estimated 1,000 conveyance convoy, stretching 50 kilometers long, located approximately 15 kilometers north of the POE. RCMP on site to provide assistance.</p> <p>A small group of protesters and spectators arrived in the POE's CBSA staff parking lot. RCMP responded and the group moved to the public roadway.</p> <p>A commercial truck is positioned across the road, north of the POE and approximately 150 to 200 people have vacated their vehicles and are walking along the highway, physically blocking traffic in both lanes. By the evening, CBSA employees are required to take alternate routes when accessing the POE due to the commercial vehicles that are positioned across the highway, creating a blockade north of the POE.</p>
Douglas	<p>A group of protesters converge at Peace Arch Park along with a smaller group across the border in Lynden, Washington.</p>
Emerson	<p>Convoy circling 5 kilometers north of the POE.</p>
Kingsgate	<p>Several commercial tractors and approximately 20 passenger vehicles arrive at the POE and attempt to enter the commercial examination area where they are met by BSOs and are informed they will not be allowed to enter.</p>
North Portal	<p>A convoy of approximately 40 personal vehicles proceeding towards the POE. The convoy passed the POE and continued into the village of North Portal. They then took a grid road north back to the highway and then proceeded south to pass the POE again.</p>
Osoyoos	<p>An approximately 5 to 7 kilometers long convoy arrives near the POE. Vehicles are turning around just north of the POE where protesters are exiting their vehicles to stand and wave flags.</p>
Rainbow Bridge	<p>Approximately 150 to 200 protesters present at the POE. In consultation with the Bridge Commission, they are allowed access to the pedestrian walkway where they plan to meet up with the U.S. counterparts before returning to Canada.</p>

¹²⁶ SSM.NSC.CAN.0000002_REL – 2022-01-30 Daily Situational report

Roosville An approximately 70 passenger vehicle convoy arrives at the POE before turning around in the duty free parking lot in order to continue Canada-bound.

Woodstock Eight personal vehicles arrive at the POE, temporarily blocking one of the U.S.-bound lanes heading into the U.S.

JANUARY 30, 2022¹²⁷

General Small supporting rallies, convoys and protests occurring at some U.S. POEs in support of the Canadian convoys and protests.

Ambassador Bridge Convoy participants slow rolling the trade corridor and approximately 22 vehicles involved in a demonstration on Huron Church Road, near the POE.

Coutts Commercial parking lot and highway egress from the POE is completely full of commercial vehicles with no more room for additional vehicles to proceed into Canada. At approximately 19:30 MT, an operation is conducted to re-route the commercial vehicles back to the highway via the U.S. The commercial trucks in the CBSA parking lot and several of those parked immediately north of the POE travel a short distance through the U.S. under escort before re-entering Canada at another location near the POE. The trucks then continued up a secondary road, bypassing the blockade and rejoining the highway north of the blockade. Four commercial trucks that had not joined the group and remained in the parking lot.

The POE remains open; however, the highway remains closed due to the blockade north of the POE.¹²⁸

Emerson Small convoy located north of the POE, CBSA staff experiencing issues reporting to POE due to vehicles blocking the highway U.S.-bound approximately 8 kilometers north of the POE.

JANUARY 31, 2022¹²⁹

Ambassador Bridge Information received that a group of commercial operators mobilizing in Kentucky to depart for Michigan to block the Ambassador Bridge; this is to coincide with protesters in Ontario blocking the bridge on the Canadian side.

Coutts Protesters posting movements of police to social media and encouraging others to come support highway blockage.

Several hundred additional protesters arrive at highway north of POE, now an estimated 500 to 700 protesters present.

Emerson Information received that a large convoy of potential protesters has left South Dakota with the intention of coming to Canada.

¹²⁷ SSM.NSC.CAN.00000002_REL – 2022-01-30 Daily Situational report

¹²⁸ SSM.NSC.CAN.00000004_REL – 2022-01-31 Daily Situational report

¹²⁹ SSM.NSC.CAN.00000004_REL – 2022-01-31 Daily Situational report

FEBRUARY 1, 2022¹³⁰

General	Agreement put in place with USCBP to extend hours of operation at Carway, Del Bonita, and Aden to compensate for delays caused by protest activities.
Carway	POE experiencing a significant increase in diversion of traveller and commercial traffic from Coutts.
Coutts	New post on Facebook calling for another convoy of trucks to travel from Milk River, Alberta on February 5, 2022 to join the protesters at Coutts. An estimated 75 trucks are blocking the highway. RCMP negotiation efforts to remove the blockade are ongoing as they continue to solicit Canadian towing operators for assistance; however, due in part to intimidation by protest groups, towing operators are declining to assist.
Del Bonita	POE experiencing a significant increase in diversion of traveller and commercial traffic from the Coutts POE.

FEBRUARY 2, 2022¹³¹

General	A Mariners for Freedom vessel parade is being planned across Canada, reportedly aiming to “protest in ports and all over Canadian shipping lanes.” The group is encouraging the blocking of cargo ships in Halifax. RCMP has advised that due to the lack of availability of Canadian-based towing operators (due to intimidation and ‘doxing’ of towing operators on social media), that a request to grant the entry of U.S.-based towing operators and exempt the drivers from the work permit requirement (emergency services) is underway.
Coutts	Blockade points have moved several times. Each time the RCMP sets up a check point, the protesters re-position. Information received from RCMP that 80-90% of protesters are “all in and entrenched” and have started to become more aggressive with a “nothing to lose” attitude. Information received that Alberta Tow Truck Association will be engaging with tow companies to try to resolve the issues that are preventing them from cooperating and providing service to the RCMP.
Emerson	A new 14 vehicle convoy appears at the POE, creating a backlog of commercial trucks trying to enter the U.S.

¹³⁰ SSM.NSC.CAN.00000003_REL – 2022-02-01 Daily Situational report

¹³¹ SSM.NSC.CAN.00000005_REL – 2022-02-02 Daily Situational report

FEBRUARY 3, 2022

Blue Water Bridge 20 to 30 farm tractors rallying approximately 500 metres from the POE.¹³²

Coutts Reports of protesters lining both sides of the highway north of the POE.¹³³

FEBRUARY 4, 2022

Carway A convoy of vehicles slow rolling the north and U.S.-bound highways.¹³⁴

Coutts RCMP proactively contacted up to 20 tow companies in Montana and almost all have indicated they will not lend assistance.¹³⁵

FEBRUARY 5, 2022¹³⁶

Ambassador Bridge Slow roll convoy of up to 100 passenger vehicles underway in the vicinity of the POE.

Information received that a small convoy demonstration departed Tennessee with plans to assemble on the U.S. side of the POE.¹³⁷

Rainbow Bridge A 50 vehicle convoy slow rolled the POE.

Sault Ste Marie An enhanced vigilance examination of a Canadian citizen that expressed extremist views as a QAnon follower is conducted. The subject attempted to run the port upon referral to secondary.¹³⁸

Blue Water Bridge Information received from partners indicating that protestors are en route to Sarnia and plan a complete shut down of the Blue Water Bridge on February 6, 2022.

FEBRUARY 6, 2022¹³⁹

Ambassador Bridge A convoy of approximately 200 vehicles passing by the bridge and U.S.-bound traffic is backed up 6 kilometers due to overflow being redirected from the Blue Water Bridge protest blockade.¹⁴⁰

¹³² SSM.NSC.CAN.00000007_REL – 2022-02-04 10:30 Daily Situational report

¹³³ SSM.NSC.CAN.00000006_REL – 2022-02-03 16:00 Daily Situational report

¹³⁴ SSM.NSC.CAN.00000008_REL – 2022-02-04 16:00 Daily Situational report

¹³⁵ SSM.NSC.CAN.0000013_REL – 2022-02-04 20:00 Daily Situational report

¹³⁶ SSM.NSC.CAN.00000012_REL – 2022-02-05 16:00 Daily Situational report

¹³⁷ SSM.NSC.CAN.00000018_REL – 2022-02-06 09:00 BLUF report

¹³⁸ SSM.NSC.CAN.00000017_REL – 2022-02-06 16:00 Daily Situational report

¹³⁹ SSM.NSC.CAN.00000017_REL – 2022-02-06 16:00 Daily Situational report

¹⁴⁰ SSM.NSC.CAN.00000023_REL – 2022-02-07 16:00 Daily Situational report

Blue Water Bridge (Sarnia)	A blockade of over 400 vehicles begins within the vicinity of the POE. Protesters blocked one U.S.-bound highway lane in the trade corridor, communicating that they would leave one lane unobstructed. An OPP assessment determined that due to the presence of children that arrived with the protesters in close proximity to the open highway lane, a safety concern was present, resulting in the closure of both lanes.
Atlantic Region	A slow-roll convoy is reported to plan to travel through the Halifax Metro Region.

FEBRUARY 7, 2022¹⁴¹

General	Temporary extended hours at Carway and Del Bonita cancelled. Normal operating hours re-commence. All exits from the POE blocked and a Border Alert for service disruption issued ¹⁴² at 20:59 ET. Traveller traffic redirected to Windsor-Detroit Tunnel and commercial traffic to Blue Water Bridge. ¹⁴³
Ambassador Bridge	Protesters have blocked the Ambassador Bridge, bringing traffic to a standstill. This is creating a health and safety concern for the individuals unable to leave the bridge, prompting CBSA Regional Director General, Southern Ontario Region, to contact the Chief of the WPS. The conversation centres on the health and safety risks of having travellers trapped on the bridge over night. ¹⁴⁴ 70 to 100 vehicles consisting of personal cars, tractor trailers, and one tractor as the lead vehicle, observed at 2 staging points near the POE. ¹⁴⁵
Carway	A convoy of approximately 22 light trucks and heavy agriculture equipment arrives at the POE. Large equipment lining the sides of the highway.
Coutts	CBSA processing continues at the POE with no issues. Traffic is flowing with one lane open in each direction and gates remain open. Protesters continue to line the highway north of the POE.
Pacific Highway	Small groups of protesters begin assembling near the POE.
Peace Bridge	Reports received of uncorroborated information that convoy protests originating in the U.S. are planned for February 11 at Buffalo, February 12 at the Port Huron/Sarnia border crossing, and February 20, 2022 at the Peace Bridge crossing. ¹⁴⁶

¹⁴¹ SSM.NSC.CAN.00000023_REL – 2022-02-07 16:00 Daily Situational report

¹⁴² PB.CAN.00001526_REL – 2022-02-07 20:59ET Border Alert for service disruption, Ambassador Bridge

¹⁴³ PB.CAN.00000002_REL – 2022-02-08 12:00 BLUF report

¹⁴⁴ PB.CAN.00001525_REL; PB.CAN.00001527_REL to PB.CAN.00001532_REL; PB.CAN.00001536_REL;

PB.CAN.00001537_REL; PB.CAN.00001542_REL; PB.CAN.00001543_REL – Text communications between CBSA and WPS

¹⁴⁵ SSM.NSC.CAN.00000022_REL – 2022-02-07 12:45 Daily Situational report

¹⁴⁶ SSM.NSC.CAN.00000024_REL – 2022-02-08 10:30 Daily Situational report

FEBRUARY 8, 2022¹⁴⁷

Ambassador Bridge Protesters completely block a route used by CBSA employees reporting to work. Alternate routes provided but protesters are periodically moving to block them.

POE blockade disperses and POE service continues with significant slow-downs.

Blue Water Bridge Information is received that two groups of protesters are massing on either side of the border near Sarnia – suspected intention is to block and halt traffic on either side of the POE.

Coutts The U.S.-bound blockades have commercial traffic backing up with delays increasing.¹⁴⁸

Sault Ste Marie The POE reporting that an anticipated protest with the goal of closing the bridge has not materialized.

FEBRUARY 9, 2022

General SOR reports unconfirmed intelligence that a railway's public inquiry line received a message about plans to block train tracks.¹⁴⁹

Ambassador Bridge POE is blocked and remains disrupted and inaccessible to all Canada-bound traffic.¹⁵⁰
Michigan offers, via GAC, to provide tow trucks to assist with clearing the blockade.

Coutts Canada and U.S.-bound lanes are blocked and the POE gates are now closed. This is not an official service suspension.¹⁵¹

Emerson Slow roll event takes place near the POE.¹⁵²

Pacific Highway An assembly of 20 to 30 protestors is taking place near the POE.¹⁵³

FEBRUARY 10, 2022

Blue Water Bridge The U.S.-bound lane of Highway 402, leading to the POE, is blockaded.¹⁵⁴

¹⁴⁷ SSM.NSC.CAN.00000025_REL – 2022-02-08 16:00 Daily Situational report

¹⁴⁸ SSM.NSC.CAN.00000024_REL – 2022-02-08 10:30 Daily Situational report

¹⁴⁹ SSM.NSC.CAN.00000028_REL – 2022-02-09 16:00 Daily Situational report

¹⁵⁰ SSM.NSC.CAN.00000029_REL – 2022-02-09 09:00 Daily Situational report

¹⁵¹ SSM.NSC.CAN.00000029_REL – 2022-02-09 09:00 Daily Situational report

¹⁵² SSM.NSC.CAN.00000036_REL – 2022-02-10 06:00 BLUF report

¹⁵³ SSM.NSC.CAN.00000032_REL – 2022-02-09 16:00 Daily Situational report

¹⁵⁴ SSM.NSC.CAN.00000036_REL – 2022-02-10 06:00 BLUF report

Emerson	A Border Alert for service disruption is issued ¹⁵⁵ at 20:16 ET in light of a blockade 1.5 kilometers north of POE.
Ottawa Airport	Convoy slow rolling departure and arrival lanes at the airport, disrupting traffic. ¹⁵⁶
Sault Ste Marie	A small group of protesters is setting up a staging area near the POE. ¹⁵⁷

FEBRUARY 11, 2022

General	The Ontario Superior Court grants injunction against protests at the Ambassador Bridge. ¹⁵⁸
Coutts	RCMP issues a formal request that the CBSA suspend service at the POE. ¹⁵⁹
Emerson	Highway 129 on the U.S. side of the border closed and USCBP not allowing any vehicles to proceed U.S.-bound past the POE so all vehicles are staging on the Canada-bound U.S. commercial highway or in the CBSA parking area. ¹⁶⁰
Pacific Highway	The number of assembled protesters near the POE increases to 150 to 200. ¹⁶¹

FEBRUARY 12, 2022

General	The BOC is notified that two emails from the same client containing threats to the CBSA and to the Prime Minister of Canada received through the CBSA ‘Contact Us’ web form. ¹⁶²
Ambassador Bridge	<p>Twelve U.S. tow trucks and operators cross into Canada via the Detroit-Windsor tunnel in the early hours of the morning to lend assistance. The tow trucks remain on the Canadian side of the border into the afternoon of February 12, 2022 before returning to the U.S. having not been involved in any enforcement activities.¹⁶³</p> <p>As of 14:00 ET, CBSA employees are unable to access the POE which remains inaccessible while WPS and OPP begin removing protesters.¹⁶⁴</p>

¹⁵⁵ PB.CAN.00001533_REL – 2022-02-10 20:16ET Border Alert for service disruption, Emerson

¹⁵⁶ SSM.NSC.CAN.00000036_REL – 20220-02-10 06:00 BLUF report

¹⁵⁷ SSM.NSC.CAN.00000041_REL – 20220-02-10 10:30 Daily Situational report

¹⁵⁸ PB.CAN.00001561_REL – 2022-02-11 Order for injunction

¹⁵⁹ PB.CAN.00000007_REL – 2022-02-11 Letter from RCMP to CBSA

¹⁶⁰ PB.CAN.00001534_REL – 2022-02-11 16:00 BLUF report

¹⁶¹ SSM.NSC.CAN.00000048_REL – 2022-02-12 07:00 BLUF report

¹⁶² PB.CAN.00001541_REL – S1049400 Significant Event Notification

¹⁶³ SSM.NSC.CAN.00000060_REL – 2022-02-12 20:00 Daily Situational report

¹⁶⁴ SSM.NSC.CAN.00000055_REL – 2022-02-13 07:00 BLUF report

Coutts	Service is suspended at the Coutts POE and a Border Alert for service suspension is issued ¹⁶⁵ at 14:10 ET.
Emerson	A blockade north of the POE causing significant delays to commercial traffic, affecting conveyance of livestock. ¹⁶⁶ Protesters allowing vehicles carrying livestock through blockade north of POE. ¹⁶⁷
Peace Bridge	Approximately 120 protest vehicles, including two transport trucks and a dump truck, assemble near the POE, requiring CBSA employees to take alternate routes to access the POE. A group of protesters, with children present, briefly attempt to block Queen Elizabeth Way. ¹⁶⁸ A small group of protesters breach the confines of the CBSA plaza resulting in CBSA officers locking down the office to prevent intruders from gaining entry. The facility remains on lockdown from 10:00 ET to 22:00 ET. ¹⁶⁹
North Portal	RCMP setting up checkpoints north of the POE to verify purpose of vehicles heading U.S.-bound to the border. ¹⁷⁰
Osoyoos	Convoy of protesters from Vernon arrives and assembles near the POE. They depart late the same day. ¹⁷¹
Pacific Highway	RCMP bringing in additional resources to manage aggressive posture of approximately 800 protesters concentrated in the immediate area around the POE. ¹⁷² A Border Alert for service disruption is issued ¹⁷³ at 21:10 ET in light of a blockade preventing access to the POE.
Regway	50 to 150 trucks assembling north of the POE. ¹⁷⁴
Cornwall	A dozen tractors lined up in the Canada-bound lane and centre median just outside of the POE's compound. The lane is still accessible to traffic and police are on site for traffic control. ¹⁷⁵

¹⁶⁵ PB.CAN.00001538_REL – 2022-02-12 14:10ET Border Alert for service suspension, Coutts

¹⁶⁶ SSM.NSC.CAN.00000060_REL – 2022-02-12 20:00 Daily Situational report

¹⁶⁷ SSM.NSC.CAN.00000050_REL – 2022-02-12 15:00 Daily Situational report

¹⁶⁸ SSM.NSC.CAN.00000050_REL – 2022-02-12 15:00 Daily Situational report

¹⁶⁹ SSM.NSC.CAN.00000053_REL – 2022-02-12 15:00 Daily Situational report

¹⁷⁰ SSM.NSC.CAN.00000060_REL – 2022-02-12 20:00 Daily Situational report

¹⁷¹ SSM.NSC.CAN.00000051_REL – 2022-02-12 16:30 Daily Situational report

¹⁷² SSM.NSC.CAN.00000060_REL – 2022-02-12 20:00 Daily Situational report

¹⁷³ PB.CAN.00001540_REL – 2022-02-12 21:10ET Border Alert for service disruption, Pacific Highway

¹⁷⁴ SSM.NSC.CAN.00000053_REL – 2022-02-12 15:00 Daily Situational report

¹⁷⁵ PB.CAN.00001539_REL – S1049382 Significant Event Notification

FEBRUARY 13, 2022

Ambassador Bridge	WPS and OPP re-gain control of the roads leading to the POE; however, the POE remains inaccessible. ¹⁷⁶
	43 arrests made by WPS and law enforcement partners. ¹⁷⁷
Blue Water Bridge	The U.S.-bound lane of Highway 402, leading to the POE, remains blockaded requiring traffic to be re-routed. ¹⁷⁸
Peace Bridge	Two U.S. citizens are arrested at the Peace Bridge POE after two undeclared firearms and pepper spray are discovered and seized by BSOs. Both travellers are protesters intending to attend the protest in Buffalo and claim that they had taken a wrong turn. Both travellers issued an Allowed to Leave and USCBP is informed of the interaction. ¹⁷⁹

FEBRUARY 14, 2022

General	<i>Emergencies Act</i> is invoked.
Ambassador Bridge	Traffic begins to move through the POE again shortly after midnight. At 13:55 ET, a Border Alert for service resumption is issued. ¹⁸⁰
Coutts	RCMP arrest four individuals for conspiracy to murder a peace officer and seize a cache of weapons and body armour. ¹⁸¹
Emerson	Blockade remains north of the POE causing significant delays to commercial traffic. Protesters allowing vehicles carrying livestock to pass. ¹⁸²

FEBRUARY 15, 2022

General	<i>Emergency Measures Regulations (EMR)</i> and <i>Emergency Economic Measures Order</i> issued.
General	Operational guidance is issued to BSOs on options under <i>IRPA</i> for handling foreign nationals subject to <i>EMRs</i> . ¹⁸³
Coutts	The POE is available for service and a Border Alert for service resumption is issued ¹⁸⁴ at 12:23 ET, with some protesters remaining assembled at various points along the highway.

¹⁷⁶ SSM.NSC.CAN.00000055_REL – 2022-02-13 07:00 BLUF report

¹⁷⁷ SSM.NSC.CAN.00000066_REL – 2022-02-14 07:00 BLUF report

¹⁷⁸ SSM.NSC.CAN.00000068_REL – 2022-02-14 10:30 Daily Situational report

¹⁷⁹ SSM.NSC.CAN.00000068_REL – 2022-02-14 10:30 Daily Situational report

¹⁸⁰ PB.CAN.00001544_REL – 2022-02-14 13:55ET Border Alert for service resumption, Ambassador Bridge

¹⁸¹ SSM.NSC.CAN.00000351_REL – 2022-02-17 16:00 Daily Situational report

¹⁸² SSM.NSC.CAN.00000068_REL – 2022-02-14 10:30 Daily Situational report

¹⁸³ PB.CAN.00001547_REL – Operational Bulletins 2022-007 and 2022-008

¹⁸⁴ PB.CAN.00001545_REL – 2022-02-15 12:23ET Border Alert for service resumption, Coutts

Emerson RCMP coordinating the removal of protesters near the POE which is still inaccessible to commercial traffic.¹⁸⁵

Pacific Highway RCMP clear individuals and vehicles causing service disruption, the POE is fully operational and a Border Alert for service resumption is issued at 08:35 ET.¹⁸⁶

FEBRUARY 16, 2022

General Phone calls received by Border Information Services (BIS) in which several threats against CBSA and other law enforcement agencies are made. BIS also reporting an increase in calls relating to the importation of the following items: body armour, armour piercing ammunition (Teflon-coated bullets), non-restricted, restricted and prohibited firearms, and gas masks.¹⁸⁷

Blue Water Bridge USCBP and the Port Huron Police Department dispatched to investigate POE reports of suspicious drone activity on the Canadian side of the border.¹⁸⁸

Blue Water Bridge Two foreign nationals with the intention of attending the protests in Ottawa are denied entry into Canada. Both individuals were allowed to voluntarily withdraw their application to enter Canada as they did not meet the COVID-19 vaccination requirement for entry.¹⁸⁹

Emerson Blockades are dispersed and a Border Alert for service resumption is issued¹⁹⁰ at 14:30 ET.

Kingsgate Four members of a group called the ‘Panhandle Patriots’ arrive at the U.S. side of the Kingsgate POE. CBSA BSOs report that they appeared to be performing reconnaissance of the Canadian POE but do not cross onto the Canadian side.¹⁹¹

FEBRUARY 17, 2022

North Portal A protest consisting of a semi truck, 10 to 15 passenger vehicles, several campers, and portable toilets is setting up on a plot of private land near the POE.¹⁹²

FEBRUARY 18, 2022

Ambassador Bridge The Ontario Superior Court indefinitely extends the injunction banning protesters from blocking access to the POE.¹⁹³

¹⁸⁵ SSM.NSC.CAN.00000340_REL – Deputy Minister Operations Committee meeting binder

¹⁸⁶ PB.CAN.00001546_REL – 2022-02-15 08:35ET Border Alert for service resumption, Pacific Highway

¹⁸⁷ SSM.NSC.CAN.00000351_REL – 2022-02-17 16:00 Daily Situational report

¹⁸⁸ PB.NSC.CAN.00009524_REL – 2022-02-16 08:00 BLUF report

¹⁸⁹ SSM.NSC.CAN.00000351_REL – 2022-02-17 16:00 Daily Situational report

¹⁹⁰ PB.CAN.00001548_REL – 2022-02-16 14:30ET Border Alert for service resumption, Emerson

¹⁹¹ PB.NSC.CAN.00009524_REL – 2022-02-16 08:00 BLUF report

¹⁹² SSM.NSC.CAN.00000351_REL – 2022-02-17 16:00 Daily Situational report

¹⁹³ PB.CAN.00001549_REL – 2022-02-18 Order to continue injunction

FEBRUARY 19, 2022¹⁹⁴

General	Operational guidance issued to BSOs on treatment of goods under <i>EMRs</i> ¹⁹⁵
Ambassador Bridge	Protesters congregating along Riverside Drive near the POE.
Kingsgate	Significant protest activity near POE disrupts flow of U.S.-bound traffic.
North Portal	Assembly of protesters at private property near the POE increases to approximately 53 vehicles.
Northgate	Approximately 20 vehicles establishing a staging area for a protest on private property near POE.
Osoyoos	Significant ongoing protest activity near the POE, number of vehicles increasing to approximately 500 to 600.
Pacific Highway (Surrey)	Protesters attempting to blockade the POE. In response, a Border Alert for service disruption is issued ¹⁹⁶ at 15:59 ET, and the RCMP close north and U.S.-bound highway access and disrupt service at the POE while protesters are cleared. Service resumes 7.5 hours after the disruption. A Border Alert for service resumption is issued ¹⁹⁷ at 23:34 ET.
Paterson	Convoy of approximately 75 vehicles and 150 people congregating near POE.
Pigeon River	Protesters cleared out of vicinity of POE.
Prescott	Two foreign nationals determined to be entering Canada to participate in protests in Ottawa are issued a Direct Back to the U.S. under the <i>EMRs</i> .

FEBRUARY 20, 2022¹⁹⁸

General	Demonstrations in Ottawa cease.
Kingsgate	Protesters and vehicles vacate the area. ¹⁹⁹
North Portal	Protesters and vehicles vacate the area. ²⁰⁰
Osoyoos	Protesters and vehicles vacate the area.
Pacific Highway (Surrey)	Approximately 100 to 150 protestors assembling 1.5 kilometers north of the POE.
Paterson	Approximately 50 vehicles and 100 protesters remaining near POE.

¹⁹⁴ PB.NSC.CAN.00009525_REL – 2022-02-19 19:30 BLUF report

¹⁹⁵ PB.CAN.00001551_REL – Operational Bulletin 2022-009

¹⁹⁶ PB.CAN.00001550_REL – 2022-02-19 15:59ET Border Alert for service disruption, Pacific Highway

¹⁹⁷ PB.CAN.00001552_REL – 2022-02-19 23:34ET Border Alert for service resumption, Pacific Highway

¹⁹⁸ PB.CAN.00001554_REL – 2022-02-20 19:00 BLUF report

¹⁹⁹ PB.CAN.00001553_REL – 2022-02-20 14:30 Daily Situational report

²⁰⁰ PB.CAN.00001553_REL – 2022-02-20 14:30 Daily Situational report

FEBRUARY 21, 2022

Coutts RCMP monitoring assembly of protesters at Milk River.²⁰¹

FEBRUARY 22, 2022

Pacific Highway (Surrey) Protesters and vehicles vacate the area.²⁰²

FEBRUARY 23, 2022

General *Emergencies Act* revoked; CBSA revokes all *EMR*-related guidance to BSOs.

Pacific Highway (Surrey) Small group of protesters return to area near the POE.²⁰³

Paterson Protesters and vehicles vacate the area.²⁰⁴

²⁰¹ PB.NSC.CAN.00009526_REL – 2022-02-21 19:30 Daily Situational report

²⁰² PB.CAN.00001555_REL – 2022-02-23 8:00 BLUF report

²⁰³ PB.NSC.CAN.00009527_REL – 2022-02-23 19:30 Daily Situational report

²⁰⁴ PB.NSC.CAN.00009527_REL – 2022-02-23 19:30 Daily Situational report