

2008

An Atlas of Land Entry Ports on the Canada-US Border

Riley Jones

Western Washington University

David L. (David Lindsay) Davidson

Western Washington University

Follow this and additional works at: https://cedar.wvu.edu/bpri_publications



Part of the [Economics Commons](#), [Geography Commons](#), [International and Area Studies Commons](#), and the [International Relations Commons](#)

Recommended Citation

Jones, Riley and Davidson, David L. (David Lindsay), "An Atlas of Land Entry Ports on the Canada-US Border" (2008). *Border Policy Research Institute Publications*. 38.

https://cedar.wvu.edu/bpri_publications/38

This Border Policy Brief is brought to you for free and open access by the Border Policy Research Institute at Western CEDAR. It has been accepted for inclusion in Border Policy Research Institute Publications by an authorized administrator of Western CEDAR. For more information, please contact westerncedar@wwu.edu.

Introduction. In a departure from the norm, this article provides no policy analysis, but instead serves simply as a reference document. The following maps identify the names and locations of all legal land ports-of-entry along the Canada – U.S. border. We omit ports-of-entry that are considered “land” ports by the Canada Border Services Agency (CBSA) and/or U.S. Customs and Border Protection (CBP) but that actually serve water-borne vessels (e.g., the ferry landing at Bar Harbor, ME, the backwoods boat landing at Crane Lake, MN). Each port shown here is one at which a person can directly travel by personal vehicle (or on foot) from Canadian to U.S. soil. There are 121 in all: 17 bridges, 1 tunnel, 1 trail (to the Goat Haunt entry point in Glacier National Park), and 102 roads. Text adjacent to the maps identifies these 121 ports by name, and also identifies the roads serving the ports. A typical label consists of the name assigned by CBP, the U.S. approach road (both in blue font), the name assigned by CBSA, and the Canadian approach road (both in red font). Some labels have extra symbols that identify characteristics of the port, as described in the legend. The symbol used to map each road crossing also conveys information about hours of service, again as described in the legend. While each port generally is served by both a Canadian and a U.S. facility, 2 are served only by Canadian facilities (Stewart, B.C., and Four Falls, N.B.). Also mapped are the locations of 25 rail lines and 31 pipelines.

CBP crossing-volume data is available online at <http://www.transtats.bts.gov/BorderCrossing.aspx>. At that website, data is presented for 80 ports, rather than for each of the 119 U.S. inspection facilities. This is because some small facilities are grouped for administrative purposes with larger nearby ports. In these maps, blue ovals are used to encircle administrative groupings, with bold font indicating the “master” port name used at the above-mentioned website.

Much data about the various ports can be found online at <http://www.cbsa-asfc.gc.ca/contact/listing/indexpages/index-e.html> for the Canadian ports and at <http://www.cbp.gov/xp/cgov/toolbox/contacts/ports/> for the American.

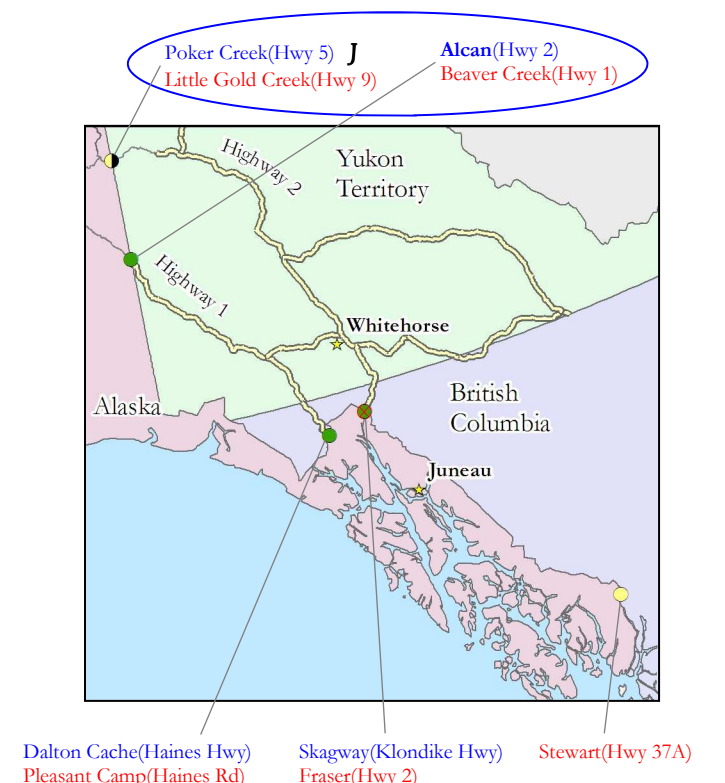
Legend

Crossing Types

- Road—full-service port
- Road—always open
- Road—open year round, but < 24 hours
- ◐ Road—open seasonally
- ⊗ Rail
- ▲ Oil or gas pipeline

Symbols Associated with Port Names

- F** FAST port
- N** NEXUS port
- J** Joint Canada - U.S. port facility
- *** Pedestrian port operated by park service
- * Bridge crossing
- Encircles multiple crossings organized as one administrative port by U.S. CBP



* Riley Jones is a 4th-year student at the Huxley College of the Environment, completing an internship at the BPRI. David Davidson is BPRI’s Project Director.

