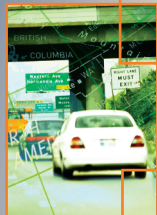


RCMP



ROYAL CANADIAN MOUNTED POLICE

Help protect Canada Be our eyes and ears



Report suspicious activity



Royal Canadian Mounted Police
Gendarmerie royale du Canada

Canada

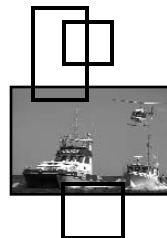
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This publication may be obtained from the RCMP Support Arrangements Section
in your province or by contacting Royal Canadian Mounted Police Headquarters,
Integrated Border Enforcement Team,
1200 Vanier Parkway, Ottawa, Ontario, K1A 0R2.

WHAT IS THE COASTAL/AIRPORT WATCH PROGRAM?

The Coastal/Airport Watch Program was established by the RCMP to assist in the identification of persons, vessels, vehicles and aircraft that may constitute a threat to Canada's national security, or that be involved in illegal activities such as drug importation. Drugs, primarily cannabis products, cocaine and heroin, are continually being imported by vessels and aircraft across the country using various methods. Other illegal activities include terrorism; the smuggling of weapons, cigarettes and alcohol; income tax fraud and evasion; theft of logs/shake blocks and illegal log salvage; persons illegally entering the country; illegal waste discharge, etc.



Profiles that may indicate illegal activities have been developed to highlight some of the unique characteristics and activities of drug smugglers. The Program has also developed profiles of the type of suspicious activities encountered in vessel movement and repairs, real estate transactions, banking procedures, trucking methods, shipping containers, aircraft activity, actions of suspect pilots, illegal immigration activities, environmental infractions, and forestry crimes. These profiles are included in this booklet for your reference.

Law enforcement needs more “eyes and ears,” so you – the members of the public – are being encouraged to report, on a confidential basis, any activity that appears suspicious. Many avenues are being explored – existing procedures are being improved and new ones are being implemented. However, the first priority is still community involvement through the Coastal/Airport Watch Program.

RCMP detachments across the country are involved in the Program and are continually trying to expand their contact base. If you want to report suspicious activity, please contact your nearest RCMP detachment or call the Coastal/Airport Watch province-wide contact numbers listed on the last page of this booklet.

The RCMP recognizes that most people are law-abiding, so legitimate reasons may exist for activities that appear to be suspicious. Your judgement will help you decide whether or not you should report what you have seen. Please remember, we only need your help gathering information – do not intervene in or try to stop illegal activities. If you do notice suspicious activity, take notes and report it immediately if you can. Any information you give will be handled confidentially. Do not rule out any information because you feel it might be trivial. Information that may appear meaningless to you may be invaluable to our investigators. Information that cannot be used immediately is stored and remains available for the future.

Remember: the police can be more effective when they receive information from the public they serve. With your support, policing can be much more productive.

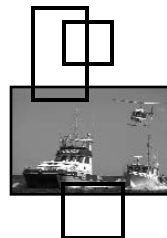
If our national security is threatened or illegal contraband is brought into Canada, we all pay an extremely high price. You can help to make our communities safer places to live by becoming involved in Coastal/Airport Watch.

BE OUR EYES AND EARS HELP US PROTECT YOU!

WHAT SHOULD YOU LOOK FOR?

Vessel Profile

1. No name and/or home port displayed, and/or name affixed on portable device.
2. Cash payments for equipment, property, fuel, repairs, etc.
3. Boat abandoned in marina or work yard for long periods of time.
4. Crew members usually male adults – not typical cruisers, sailors, fishermen, etc.
5. Unusual itinerary that differs from fishing schedules, etc. No regular hours.
6. Inconsistent “cover” stories and vague details.
7. Vessel may have additional fuel capacity (drums, jerry cans, extra tanks) and a zodiac.
8. Sophisticated radio and/or scanner devices and other electronics on board that are inconsistent with the vessel’s design and purpose.
9. Equipment located on vessel known to be used in certain smuggling operations: e.g. vacuum cleaner, firearms, plastic bags, coffee sacks, masking tape, foreign charts, etc.
10. Crew reluctant to leave vessel while it is being serviced and/or other unusual security measures.
11. Vessel changes course to avoid other vessels, particularly those marked as enforcement vessels.
12. Anchors/cruises in one area for no apparent reason.
13. Vessel anchored or running without lights during hours of darkness.
14. Smaller vessels hovering in vicinity of suspicious vessel.
15. Vessel associated with aircraft in area.
16. Vessel rides low in water or has false painted water lines.

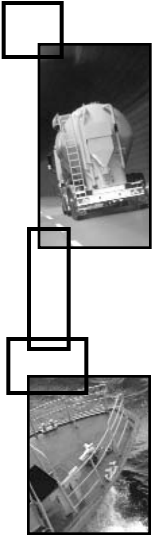


Suspect Pilot Profile

1. Seldom talks of flights taken. May seem anxious to resume flight while plane is being serviced.
2. Reluctant to provide ID, (e.g. pilot's license, medical certificates, aircraft records, etc).
3. If ID is required, may use documents with no photo, and/or out-of-area address.
4. ID may be from a large state or province such as California, Florida, Texas, Ontario, Quebec, or BC.
5. Reluctant to allow others in or around aircraft.
6. Operates expensive aircraft, or aircraft is excessive for what's needed for stated business.
7. Operates expensive aircraft with no apparent means of affording it and/or no regular schedule.
8. Operates large, expensive aircraft with only one pilot in craft.
9. Extensive use of pay telephones while at the airport.
10. Rents hangar for one month at a time, pays cash, and uses out-of-province (or US) address, or post office box number.
11. Generally pays cash for aviation services (fuel, etc.) and requires no receipts.
12. May attempt, or may ask, to personally complete services on aircraft.
13. Payment in cash is generally made with large currency denominations.

Aircraft Profile

1. Popular single or twin engine, i.e. Cessna 310 or Beechcraft.
2. Twin engine able to fly directly from the southern United States/Central America with cargo when modified for extra fuel and freight capacity.
3. Normal maximum flying time for twin engine is 4-6 hours. Fuel capacity for twin engine is approximately 80 - 100 gallons.
4. Extra fuel capacity carried in collapsible bladders in wings or hand-case bladder in fuselage.
5. Seats, etc., may be cleaned out of aircraft to allow for extra fuel or freight capacity.
6. Outside appearance of aircraft will likely appear as normal as possible. Look for: covered windows, removed or altered registration numbers ("CF" and "CG" indicate Canadian and "N" indicates US), mud on wheels and paint chips suggesting rough runway use, wheel struts enlarged to bear extra weight, plane sitting tail down when extra heavy, door hinges changed to allow easier unloading of freight.

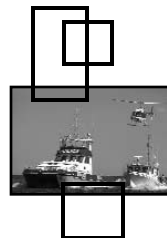


7. Increased avionics and electronic systems. Usually will have LORAN "C" navigator, transponder, VHF radio and ADF automatic direction finder (watch for back-up systems).
8. Look for suspicious activity associated with aircraft: landing on rural runways, fields or lakes, running without lights, being met by persons and vehicles, runway markers (strobe lights, hand lanterns, flares, temporary markers, etc.) that may be left behind.
9. Flight plans must be made for all flights. Within Canada, they can be filed with family members, friends or airports. Transborder flight plans must be filed with local international airports. Arrangements must be made for Canada Customs officials to meet the plane, and planes can only fly into airports serviced by Canada Customs.
10. Indications that registration numbers have been altered, removed or freshly painted.
11. Evidence of muddy wheels, grass or weeds hanging from aircraft.
12. Signs of damage to propeller or undercarriage, nicks or gouges that would indicate landing on a rough airstrip or on remote terrain.
13. Look for cargo doors that have been altered to open inward or vertically, or signs of stress to doors indicating they may have been opened during flight.
14. Windows covered with tape or paper (or glue residue remaining around windows once tape has been removed).
15. Aircraft struts pumped up to accommodate heavier loads.
16. Evidence of high security locks unusual to that type of aircraft.
17. Inadequate or missing documents for aircraft (e.g. registration, modifications, safety, etc.)
18. Lack of maps or charts showing most recently declared flight path; presence of maps and charts from source and trans-shipment countries.
19. Evidence of packaging materials (burlap, plastic wrap, duct tape, etc.).
20. Presence of unusual odours (narcotics, coffee, sulfur from Mexican fuel, etc.)

Shipyard Profile

1. Owners reluctant to fully identify themselves; hard to locate by shipyard.
2. May use post office box number for address; address changes usually within a short period of time.
3. Not overly concerned about repair costs – pays in cash.
4. Probably dealing through an agent.
5. More than usual amount of electronic equipment.

6. Vessel recently purchased – possibly a familiar local vessel.
7. Boats abandoned in shipyards for long periods of time.



Container Profile

1. Originating country of container is also known to be a source country for contraband drugs.
2. Consignee (receiver) of container has a history of drug-related offenses.
3. Shipper has history of drug-related offenses in the originating country, which is known to be a source country for contraband drugs.
4. Consignee gives post office box number or apartment as billing address.
5. First-time consignees, particularly those receiving goods from source countries.
6. Sudden change in type of cargo being shipped from a known, established originator.
7. Containers marked "RUSH".
8. Containers being picked up by truck, instead of being shipped from the container yard by rail.
9. Shipments are "house-to-house," as opposed to shipped between established businesses.

Bank Profile

1. Usually well-dressed male. Opens new account with almost immediate transfer of large amounts of money.
2. Changing large amounts of Canadian currency into American currency or vice versa.
3. A large number of small bills (since large bills are recorded by banks) deposited and transferred to foreign or out-of-province bank accounts by the same person on an infrequent but consistent basis.
4. Anyone depositing a large number of small bills without a deposit book and behaving in a nervous or suspicious manner.
5. When opening an account, may use only a post office box number for an address – fails to leave a contact telephone number.
6. Renting safety deposit box for a short period of time.
7. Opening accounts and giving out-of-country references to avoid having checks done.
8. Cashing cheques in large amounts (\$20-30 thousand dollars) written on accounts at other banks, usually out-of-province. Either takes cash or obtains a bank draft, the latter of which would be unusual.

Real Estate Profile

1. Purchases or leases property using cash; uses small bills to avoid attention.
2. Purchase agreements generally made with a substantial down payment, followed by block sums of cash payments made at two, three or four month intervals.
3. Main interest is in ocean-front property and/or buildings with a minimum water level at low tide, or inland property sought as a “stash” site.
4. Uses a post office box as an address.
5. May be associated with an export/import business.
6. No obvious means of financial support.

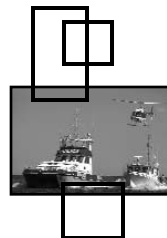


Trucker's Profile

1. Could be owner/operator; more likely rents vehicles.
2. Sophisticated radio equipment, such as scanners, different from the norm; portable VHF radios.
3. Lots of cash to cover unexpected expenses.
4. Vague about explaining destinations and departure points.
5. Evidence of drug-related paraphernalia in truck's cab.
6. May have one or more five-tonne rental trucks travelling either together or at spaced intervals, especially when exiting the province.
7. Fish trucks, fruit and vegetable trucks entering or leaving the province from the USA.
8. Rental vehicles observed in remote, obscure locations; mileage not consistent with destination.
9. Anything from one tonne to 18-wheeler.
10. Drivers inexperienced, especially regarding proper weight.

Smuggling of Persons

1. A group of people who appear to be tourists, but without a guide.
2. Groups of “tourists” who have little or no luggage.
3. People traveling together who are in poor physical condition (dehydrated and suffering from malnutrition)
4. A group of people who are dressed improperly for the climactic conditions and/or who are wearing clothes not common to Canada.
5. Groups of people who cannot speak English or French.
6. A group of people who are hitch-hiking, but cannot state their destination.
7. A group of travelers who appear to be lost.



8. "Tourists" who have no currency or foreign currency only.
9. A group of persons who have disembarked from a foreign registered vessel.
10. A foreign flagged fishing vessel with no fishing gear on board (or gear in poor condition).
11. A vessel with tarps covering the working decks.
12. A vessel name freshly painted, or other identifiers that contrast with the rest of the vessel's paint.
13. A vessel displaying antenna or other electronic gear that looks new or otherwise out-of-place.
14. Vessels in poor to fair condition that appear to have to a legitimate purpose.

Hotel/Campground Profile

1. Paying cash for one or more rooms; extending length of stay and continuing to use cash.
2. Using a credit card to register, then paying the bill in cash at time of check out.
3. One person in the party looking after all rooms and most likely paying cash.
4. Extending length of stay giving little advance notice.
5. Not wanting maid service; cleaning out their own waste paper baskets.
6. A motor home associated with a room.
7. Registering at a campground and not fitting the tourist profile.
8. No association with other campers; existence of portable radios, cell-phones and frequent visitors.
9. A motor home towing a zodiac-type vessel for no obvious purpose.

Log/Shake Block Theft

1. Any vessel (other than a commercial tug) towing small parcels of logs without displaying a Log Salvage number (LS followed by four numbers, eg: LS1234).
2. Any vessel removing logs from log booms in any manner (e.g. ramming and/or breaking log booms, pulling individual logs over or under their containment sticks, opening containment sticks and pulling bundles of logs free, etc.).
3. Vessels involved are generally designed to tow, are often in poor condition and are dark coloured. Logging equipment may be visible on board (chain saws, wedges, etc.)

4. Larger skiffs or open vessels hauling shake blocks
5. Beached vessels in an area where log cutting activity is taking place.
6. Removal of logs or blocks from the forest above the high-water mark.
7. Log cutting debris on beach or near the shore. (e.g. sawdust, branches or trim ends from logs).
8. Fresh stumps cut near the water when a commercial logging operation is not evident. Usually stumps will be individual or in very small groups.
9. Movement of shake blocks in a clandestine manner, or without proper identification numbers visible. (e.g. covered vehicles, most often rentals).
10. Wood-cutting activity at night.
11. Storage of small amounts of logs or shake blocks in isolated areas.



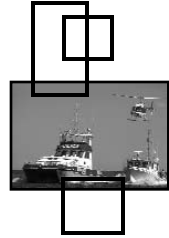
Distressed Vessel Profile

1. Vessels that appear to be adrift, traveling backwards or sideways, moving erratically, or traveling too close to shore or other obstacles.
2. Vessels that are traveling slowly at night, without lights.
3. Obvious distress signals, such as flares, flashing lights, passengers continually waving their arms or waving paddles, etc.
4. Fire, smoke or excessive steam coming from a vessel.
5. Vessels run aground or washed ashore.
6. Distress calls from vessels, or repeated blasts of an air horn or whistle.
7. Small vessels sailing in adverse conditions, perhaps sailing beyond their capabilities.
8. The repeated sound of a motor turning over but not starting.
9. Vessels that appear to be having difficulties navigating due to weather or sea conditions.
10. Vessels sitting very low in the water.

Environmental Profile

1. Dark or discolored patches on the water.
2. An abundance of dead fish or sea birds in one area.
3. Sea bird carcasses washed up on shore covered in oil or other substances.
4. A vessel pumping its bilge into the ocean; unctuous leaks from a vessel or large areas of discolored water in the vicinity of a vessel.
5. Discolored or obviously polluted water or liquid draining into the ocean or streams.

6. A quantity of floating or beached oil drums, gas canisters or other used containers.



WHAT YOU SHOULD DO?

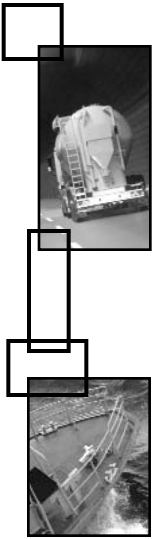
All information is valuable to this program

Be familiar with the different profiles listed in this booklet. If you see anything suspicious, or if you learn about any illegal activities related to drug importation or any other crime committed by air, water or land, please:

1. Do not intervene in or try to stop the illegal activity.
2. Call your nearest RCMP detachment or the Coastal/Airport Watch province-wide contact numbers listed on the last page of this booklet.
3. Tell them you want to report some observations in connection with the Coastal/Airport Watch Program.
4. Give any information you have on:
 - a) Vessels/aircraft (description, size, colour, flag, tail number location, etc.)
 - b) Licence numbers, visible markings, registration details
 - c) An individual or a group of people
 - d) Identification of a suspected terrorist group
 - e) The nature of activities you have observed
 - f) Times and dates of occurrences

These, and other observations, may lead to detection of a mother ship, smuggling operations or a possible threat to Canada's national security. There may be legitimate reasons for the activities you observe but your judgment and the circumstances at the time will help you decide whether or not you should report what you have seen.

**COASTAL/AIRPORT WATCH PROGRAM
PROVINCE-WIDE CONTACT NUMBERS**



Newfoundland	1-709-772-5400
Nova Scotia	1-800-803-7267
Prince Edward Island	1-902-566-7112
New Brunswick	1-800-665-6663
Quebec	1-800-771-5401
Ontario	1-800-387-0020
Manitoba	1-204-983-5462
Saskatchewan	1-306-310-7267
Alberta	1-780-412-5300
British Columbia	1-888-855-6655
Yukon	1-867-667-5555
Northwest Territories	1-867-669-1111
Nunavut	1-867-979-1111