

Customs & Border Crossing Issues for GLSS Solo Challenges

Purpose: This document provided information various issues associated with customs and border crossing issues between Canada associated with the GLSS Solo Challenges

Discussion: This is a somewhat complicated and continually changing issue so be sure to search out the latest information on these issues. GLSS will attempt to keep you informed about the changes we learn about through our blast e-mail system. You can sign up here:

- [Link to GLSS Blast e-mail sign up page](#)

How you are impacted depends on your nationality, what country the races starts in, what country the race ends in and what countries waters the race passes through. Also one should consider what country or countries you might need to land in in case of an emergency. The following table provides a list of these issues for each of the Solo Challenges:

Race	Start	Finish	Waters Crossed	Emergency Ports	Notes
Port Huron Mac	US	US	US & Canada	US & Canada	Note 1
Chicago Mac	US	US	US	US	Note 1
Trans Superior	Canada or US	US	US & Canada	US & Canada	Note 2
Superior 600	US	US	US & Canada	US & Canada	
Erie Solo	US	US	US & Canada	US & Canada	
Ontario 300	Canada	Canada	US & Canada	US & Canada	

Note 1: The Super Mac would combine the two Mac races

Note 2: The compulsory skippers meeting is held in Canada but one can start from either the US or Canada.

It is highly recommended that you carry a document that will allow you to go between the US and Canada for any of the GLSS races. This might include a Passport, Enhanced Driver's License, NEXUS card or similar document. As long as you do not anchor or go ashore in a country other than the one of origin you do not need to check in with customs. You should review the country regulations about bringing various things into each country. For example Canada has very strict regulations about firearms and the US has restrictions of fresh fruit.

The only race where one would be going between countries from start to finish of the race is the Trans Superior. In this case the race organizers usually arrange for customs to be at the mooring areas in Duluth.

If you use your boat in the US waters and it is longer than 30 feet you must purchase a US Customs Decal. The link to do this is listed below. This must be renewed every year.

If you frequently pass between countries getting a NEXUS card is a great system for avoiding some of the frustration associated with finding a customs reporting station in either the US or Canada. With this system one must pay a fee and go for an interview but the advantage is that one can call in to Customs

at either end of trip by phone and is not limited to the official entry points where a customs official resides or where there is a video phone to make the check in. Everyone onboard must have a NEXUS card for this to work.

Cases of a wide variety of US and Canadian government agencies stopping boats for inspection are increasing. The detail of inspection varies greatly but you will be required to present personal identification, and boat documentation such as a boat document or registration. This is a pain but be polite and it will go easier. Keep track of the time and distance lost and the race Chairman may give you an allowance.

These regulations change frequently and so do the web site locations so the ones listed below may have changed by the time you read this. If you find they have changed please let us know.

Reference Links

- [US Customs & Border Protection Web Site](#)
- [US Customs Small Boat Web Site](#)
- [US Customs Decal / User Fee](#)
- [Canada Border Services Agency Web Site](#)
- [Canadian NEXUS Web Site](#)
- [US NEXUS Web Site](#)

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