



BORDER CROSSING GUIDE
FOR COMMERCIAL TRUCK DRIVERS

■ Introduction

This Border Crossing Guide is designed for drivers and motor carriers operating commercial vehicles at Michigan's international border crossings and is intended to promote safe, secure and efficient cross-border operations. Information here will help you cross the border from Michigan into Ontario, and from Ontario into Michigan. The guide is brought to you by the Michigan State Police Traffic Safety Division and paid for by a grant from the Federal Motor Carrier Safety Administration.

Federal and state regulations change often. Because of this the Michigan State Police Traffic Safety Division cannot guarantee the accuracy of information presented here beyond the date when the Guidebook was printed, in September 2008. For current information, check with one of the agencies listed in the Contact Information section beginning on page 21. This document is not intended for legal purposes.

For questions or additional copies of this Guidebook please contact:

Michigan Center for Truck Safety

Lower Peninsula
1131 Centennial Way, Suite 2
Lansing, MI 48917
Phone: 800-682-4682 or 517-321-1955
E-mail: info@truckingsafety.org
Website: www.truckingsafety.org

Upper Peninsula
1401 North 26th Street, Suite 118
Escanaba, MI 49829-2500
Phone: 800-469-7364 or 906-789-5830
Fax: 906-789-7780
E-mail: upinfo@truckingsafety.org
Website: www.truckingsafety.org

Michigan State Police Traffic Safety Division

4000 Collins Road
P.O. Box 30632
Lansing, MI 48909-8132
Phone: 517-336-6195
Fax: 517-333-4414

FMCSA Michigan Division

Phone: 517-853-5990



U.S. Department of Transportation
Federal Motor Carrier Safety Administration



■ How to Use This Guide

The Border Crossing Guide is organized to give truck drivers and motor carriers easy access to helpful information for crossing the Michigan-Ontario border. Here is a brief overview of each section.

□ **Quick Tips for Crossing the Border** **Page 4**

If you're new to border crossings this is a good section to read right away. It tells you some of the things you need to know to prepare for a crossing, and what to expect when you reach the border. Some of the tips apply specifically to truck drivers, while others are things everyone should know about crossing the border.

□ **Definitions and Acronyms** **Pages 5–8**

If you run across a term or word in the Guidebook that you don't know, look it up in this section. Here, you'll find a definition or an explanation for terms and acronyms.

□ **Michigan–Canada Border Crossings** **Pages 9–13**

Here you'll find information about each of the five ports of entry connecting Ontario and Michigan. To cross between Detroit and Windsor, you can choose from a bridge, a tunnel and a truck ferry. The Blue Water Bridge connects Port Huron with Sarnia. In the Upper Peninsula the International Bridge connects Sault Ste. Marie, Michigan, with Sault Ste. Marie, Ontario. Read this section to find out about tolls, oversize loads, transporting hazardous materials, and contacts for each of these ports.

□ **Driver-Vehicle Compliance** **Pages 14–16**

This section has information about how you and your vehicle can meet regulations for crossing the border and driving in Ontario and Michigan.

□ **Customs Clearance** **Pages 17–18**

This section guides you through the border-crossing process. You'll learn what happens at your first contact, called "Primary Inspection," and how you can avoid delays by being prepared and doing your homework ahead of time.

□ **Hazardous Materials** **Pages 19–20**

Does your load include products classified as hazardous materials? If so, you'll want to check this section. Among other things, it tells you which hazard classes can be legally carried over each of the Michigan–Ontario border crossings.

□ **Contact Information** **Pages 21–22**

This final section includes a long list of agencies that deal with commercial trucking issues in Canada and the United States and how to contact them. If you have a problem or question about crossing the border and can't find the answer in this Guidebook, one of the contacts in this section may help.

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■ Quick Tips for Crossing the Border

□ Tips for Truck Drivers Crossing the Border

Before arriving at the border, examine all your shipping documents. Take note of any special instructions given by the shipper. If traveling from Canada to the United States, do any forms require a stop at Canadian Customs before crossing into the United States? If traveling from the United States to Canada, do any forms indicate a stop at U.S. Customs before crossing into Canada?

Send paperwork to your customs broker at least two hours before you arrive at customs. This may expedite the process up to 30 minutes.

Before entering the United States, all commercial drivers must have an ACE e-manifest submitted and accepted in the system prior to their arrival at the primary lane (one hour prior if non-FAST; one-half hour if FAST certified).

Vehicles entering the United States are expected to use the right lane as they leave the bridge or tunnel and enter the inspection plaza after crossing the border.

Your first point of contact is called “Primary Inspection.” If all of your paperwork is in order and was processed ahead of time, you will be released at the primary lane, and this may be your only stop. If your paperwork is not in order, you must visit a customs broker or, if you are selected for examination, you will be directed to “Secondary Inspection.” Follow the signs for “Truck inspection.”

If you are a “Line-Release” vehicle, follow the message signs for your designated lanes. There are several Line-Release categories:

- In-Transits. Origin and destination of your cargo are both in the United States and you are taking a shortcut through Canada.
- Automotive. Automotive production or service parts carriers are part of the Line-Release program.
- NCAP (National Customs Automated Processing). Contact U.S. Customs to enter this program. A bar-coded C-4 sticker will be attached to your invoice.
- ACS (Automated Customs System). If you contact your customs broker and transmit your load information at least two hours before you arrive at customs, you will be entered in the ACS and may be released at Primary Inspection.
- CBP (Customs and Border Protection) may require you to present all invoices and ACE e-manifest coversheets to the primary officer.

□ Tips for Everyone Crossing the Border

- Have proof of citizenship ready before you arrive at the booth. You’ll need two forms of identification with at least one photo ID. Resident aliens must carry residency cards at all times. A FAST card will be sufficient proof of citizenship when entering the United States.
- If you’re traveling with children, have birth certificates for all children in your vehicle.
- Turn off your radio, cell phone, or anything that may distract border agents.
- You must declare all vegetables, fruits, animals, birds, plants and plant products, meat and meat products, and eggs.
- Declare all items that are for personal use.
- Don’t fool around. Customs and immigration agents are law enforcement officers who take their duties seriously.
- Approach inspection booths in a safe and orderly fashion.
- Do not drive under the influence of alcohol.
- Be patient. The border is a very busy place.

■ Definitions and Acronyms

ACE: Automated Commercial Environment. The commercial trade processing system that has been developed by U.S. Customs & Border Protection to facilitate legitimate trade and strengthen border security requiring every carrier or truck that enters the United States from Canada through any and all border crossings to submit an e-manifest.

Annual Inspection: An inspection required every 12 months for all commercial motor vehicles. Proof of the inspection is required when crossing the border.

Bill of Lading: A document carried by the truck driver that lists the goods on board, where the goods are going, and to whom the goods will be delivered.

CBP: Customs and Border Protection

CBSA: Canadian Border Service Agency

CDL: Commercial Driver's License. This is a license required in the United States to operate a vehicle that meets one of the following criteria:

- **GROUP A:** A combination of vehicles with a gross vehicle weight rating of 26,001 pounds or more, inclusive of a towed vehicle with a gross vehicle weight rating of more than 10,000 pounds.
- **GROUP B:** A single vehicle having a gross vehicle weight rating of 26,001 pounds or more.
- **GROUP C:** Designed to carry 16 or more people including the driver, or not meeting the requirements for group A or B which carry hazardous materials in amounts requiring placarding.



CDRP: Commercial Driver Registration Program

CMV: Commercial Motor Vehicle. Any self-propelled or towed motor vehicle used on a highway in commerce as defined in CFR 49, part 390.5, when the vehicle meets one of the following criteria:

- Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 10,001 pounds or more, whichever is greater; or
- Is designed or used to transport more than 8 passengers (including the driver) for compensation; or
- Is designed or used to transport more than 15 passengers (including the driver) and is not used to transport passengers for compensation; or
- Is used in transporting material found by the Secretary of Transportation to be hazardous under 49 U.S.C. 51 transported in a quantity requiring placarding under regulations prescribed by the Secretary under 49 CFR, subtitle B, chapter 1, subchapter C.

■ Definitions and Acronyms (cont.)

CSA: Customs Self Assessment Program

C-TPAT: Customs Trade Partnership Against Terrorism

E-Manifest: An electronic system used by truck carriers to inform CBP about the details of their shipments before the goods arrive at a border crossing. All companies importing into the United States by highway must submit an e-manifest to CBP.

FAST: Free and Secure Trade Program. A U.S.–Canadian program that offers pre-authorized importers, carriers and drivers quick border clearance for eligible goods.

FHMR: Federal Hazardous Materials Regulations

FMCSA: Federal Motor Carrier Safety Administration

FMCSR: Federal Motor Carrier Safety Regulations

GCW: The combined actual weight of all units within a combination of vehicles.

GCWR: The value specified by the manufacturer as the loaded weight of a combination vehicle.

GVW: The actual weight of a single vehicle.

GVWR: The value specified by the manufacturer as the loaded weight of a single motor vehicle.

Hazardous Material: A substance or material capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term includes hazardous substances, hazardous wastes, marine pollutants and materials with high temperatures. Materials are designated as hazardous by the Secretary of Transportation.

Hazardous Waste Manifest System: A set of forms, reports and procedures that tracks hazardous waste from the time it leaves the spot where the waste was produced to the place where it is stored, treated or destroyed.

Hours of Service: The maximum driving and on-duty time a driver may operate a commercial motor vehicle.

I-94 Card: A small green or white card given at the border by a CBP inspector to a driver who is a nonimmigrant. Nonimmigrants are people who temporarily come to the United States for a specific purpose. The “I-94 Card” records the port and date of entry, and the duration for which the nonimmigrant is permitted to remain in the United States on that particular trip.



■ Definitions and Acronyms (cont.)

IFTA: International Fuel Tax Agreement. An agreement between the United States and Canada to simplify the reporting of fuel used by motor carriers operating in more than one jurisdiction.

IFTA/ IRP Qualifying Vehicles: Vehicles that are covered under the International Fuel Tax Agreement (IFTA). Qualifying vehicles include those that have two axles and a gross vehicle weight or registered gross vehicle weight of over 26,000 pounds (11,797 kilograms) or three or more axles regardless of weight. Recreational vehicles are not included.

IRP: International Registration Plan. A program for licensing commercial vehicles operated in interstate commerce. Motor carriers are issued an “apportioned” registration plate and cab card for each vehicle. The card lists the IRP states that the vehicle is licensed to operate in, and the elected weight for each state.

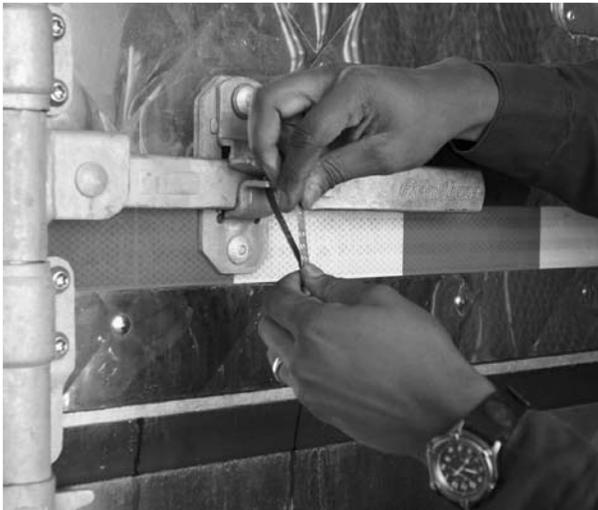
MCS-90: All vehicles operated within the United States by motor carriers domiciled in a contiguous foreign country, shall have on board the vehicle a legible copy, in English, of an insurance document provided by an insurance company and required by the Federal Motor Carrier Safety Regulations.

MDOT: Michigan Department of Transportation

OPP: Ontario Provincial Police

OTA: Ontario Trucking Association

PAPS: Pre-Arrival Processing System



■ Definitions and Acronyms (cont.)

Passport: A document, issued by a country to a citizen, which allows for that individual's travel to other countries and re-entry into the home country.

Primary Inspection: First point of contact when reaching the border.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. A law passed in 2005 to advance highway safety throughout the United States.

Secondary Inspection: A follow-up inspection with United States or Canadian Customs as directed.

TDG: Transport of Dangerous Goods

Travel Document: Identification document issued by a government to make it easier for a person to cross international boundaries. Travel documents, such as passports, usually assure other governments that the person carrying the document may return to the country that issued the document. Travel documents are issued in booklet form to allow other governments to affix therein visa and entry and exit stamps.

TSA: Transportation Security Administration

TTY: Teletypewriter

UCR: Unified Carrier Registration. Requires individuals or companies operating commercial vehicles in interstate or international commerce to register their business and pay an annual fee based on the size of their fleet.

U.S. DOT Number: A carrier's registration number. U.S. DOT numbers are supplied without charge and are required for all CMVs.



■ Michigan–Canada Border Crossings

Ambassador Bridge

Website: www.ambassadorbridge.com

Location: Connects Detroit, Michigan, and Windsor, Ontario. Exit I-75 South at the Bridge to Canada/Porter Street exit.

Contact Information

The Detroit International Bridge Company

P.O. Box 32666
Detroit, MI 48232
Phone: 877-680-6446
Fax: 586-755-4899
General Phone: 313-442-0368
General Fax: 313-226-3179

The Canadian Transit Company

780 Huron Church Road, Suite 202
Windsor, Ontario N9C 2K2
Phone: 519-977-0700
Fax: 519-977-1262

Oversize Loads: (Conditions may change during construction season. Please call in advance.)

Maximums: Height – 15 ft; Width – 14½ ft;
Weight – 145,000 lbs (with legal axles). All wide-load carriers must call to schedule crossings: 519-255-1517 or 313-496-1111.

Wide-load crossings can be made only on Monday through Friday between 10 a.m. and 2 p.m. or Saturday and Sunday from 6 a.m. to 11 a.m. A bridge escort/traffic management fee may be charged.

For weight restriction information and updates, call 800-787-8960. Canadian companies, call 517-373-6256.

Tolls

Tolls are accurate as of September 2008.

Commercial vehicle, truck, tractor trailer (including driver and passengers) per 100 lbs gross weight:

With 2–7 axles: \$.03150

With 8 axles and up (minimum tolls may apply):
\$.03450

Bus (including driver and passengers): \$7.75

See www.ambassadorbridge.com for details and exceptions.

Border Wait Times

Tune your radio dial to AM 760 WJR for traffic and border wait-time information. Conditions are updated every 15 minutes.

Wait times for all crossings

www.autoclubgroup.com/michigan/autos/traffic/bordercrossings.asp?zip=49402&stateprov=mi&city=branch

<http://apps.cbp.gov/bwt/>

<http://www.cbsa-asfc.gc.ca/general/times/menu-e.html>

Wait times for Ambassador Bridge

<http://www.ambassadorbridge.com/bridge-report.php>

For real-time updates, an RSS (Really Simple Syndication) news feed, or any unusual or unexpected events affecting normal flows of trade and travel at the U.S.–Canada border, visit <http://www.cbsa-asfc.gc.ca/eo-ou/menu-eng.html>

FAST is a Canadian program to help truck drivers clear cargo quickly through customs. Drivers can call FAST at 519-967-4052 for more information.

FAST Hours

Mon., Tues. & Fri., 8 a.m. – 4 p.m.

Wed. & Thurs., 8 a.m. – 8 p.m.

Sat., 10 a.m. – 6 p.m.

Hazardous Materials

Hazard classes 1,3, 7 and 8 are prohibited.

For more information refer to the Hazardous Materials section beginning on page 19.

■ Michigan-Canada Border Crossings

Detroit-Windsor Tunnel

Website: www.dwtunnel.com

Location: Located between Detroit, Michigan, and Windsor, Ontario, connecting the U.S. Interstates to Ontario's Highway 401.

Contact Information

Detroit-Windsor Tunnel LLC

100 East Jefferson
 Detroit, MI 48226
 Phone: 313-567-4422 or 519-258-7424
 Fax: 313-567-2565 or 519-256-7178

Canada Border Services Agency

P.O. Box 1641
 Windsor, Ontario N9A 7G7

Canadian Border Information Service

Calls within Canada (toll free)
 Service in English: 800-461-9999
 Service in French: 800-959-2036
 TTY within Canada for those with hearing
 or speech impairments: 866-335-3237

Calls from outside Canada

(long-distance charges apply)

Service in English: 204-983-3500 or 506-636-5064
 Service in French: 204-983-3700 or 506-636-5067

Oversize Loads: No oversize loads are allowed.

The maximum allowable weight is 145,000 lbs (65,770 kg). For more information, call 313-567-4422. For weight restriction information and updates, call 800-787-8960. For companies located in Canada, call 517-373-6256.

Tolls

Tolls are accurate as of September 2008.

Truck and tractor trailer (including driver) per 100 lbs gross weight:
 \$.030 (minimum \$3.75)

Bus: \$7

See www.dwtunnel.com for details and exceptions.

Border Wait Times

Tune to AM 760 WJR for traffic and border wait time information. Conditions are updated every 15 minutes.

Wait times for all crossings

www.autoclubgroup.com/michigan/autos/traffic/bordercrossings.asp?zip=49402&stateprov=mi&city=branch

<http://apps.cbp.gov/bwt/>

<http://www.cbsa-asfc.gc.ca/general/times/menu-e.html>

For real-time updates, an RSS (Really Simple Syndication) news feed, or any unusual or unexpected events affecting normal flows of trade and travel at the U.S.-Canada border, visit <http://www.cbsa-asfc.gc.ca/eo-ou/menu-eng.html>

For shipments entering the U.S., only Border Release Advanced Screening and Selectivity Shipments (BRASS) are accepted through the tunnel. Drivers must have in their possession a valid FAST card.

Canadian Truck Line Hours

Mon. - Fri. 7 a.m. – 5 p.m.

Line release shipments are accepted through the tunnel on a 24-7 basis with PARS and other pre-clearance paperwork in order.

Hazardous Materials

No hazardous materials are allowed

■ Michigan–Canada Border Crossings

Detroit–Windsor Truck Ferry

Website: www.truckferry.com

Location: The Detroit–Windsor Truck Ferry crosses the Detroit River between Detroit and Windsor. Crossing takes about 20 minutes.

The Detroit terminal is at 6975 W. Jefferson Avenue.
The Windsor terminal is at 5550 Maplewood.

Contact Information:

Detroit–Windsor Truck Ferry, Inc.

P.O. Box 09033
Detroit, MI 48209
Phone: 313-842-2088
Fax: 313-842-2091

CMT Canadian Maritime Transport, Ltd.

P.O. Box 7100, Station A
Windsor, ON N9A 3Z1
Phone: 519-972-8280
Fax: 519-972-0201

Oversize Loads:

Weight: Unlimited
Height: Unlimited
Width: 21 ft
Length: Over 155 ft, please call ahead

Terminal and Ferry Crossing Rules:

- No smoking in vehicle, on the ferry, or in the loading area.
- Cut off all lights while on the vessel.
- Set parking brake after the vehicle is in place on the ferry.
- Remain in the vehicle at all times while upon the vessel.
- Immediately stop at customs upon arrival.
- Review the location of safety and emergency equipment before loading.
- Strictly follow the directions of vessel and terminal personnel at all times.

Tolls:

Tolls are accurate as of September 2008.
See www.dwtunnel.com for details and exceptions.

Escort	\$5
Tractor Only	\$30
Van or Pickup	\$60
Straight Truck	\$85
Tractor Trailer – less than 80,000 GVW* and less than 80' length	\$115
Over width only – less than 10' wide and less than 80,000 GVW* and less than 80' length	\$115
Over width only – between 10' and 14' wide and less than 80,000 GVW* and less than 80' length	\$200
Over width only – between 14'–16' wide and less than 80,000 GVW* and less than 80' length	\$250
Superwide – 16' wide or greater	\$1,100
Over height only – less than 80,000 GVW* and less than 80' length	\$250
Over height and over width – less than 100,000 GVW* and less than 80' length	\$500
Heavy lift – greater than 80,000 GVW* and less than 150' length	\$1,100
Superload – greater than 80,000 GVW* and greater than 150' length	\$1,650
Overnight trailer storage fee (non-hazmat only)	\$50

Ferry Schedule:

Departs Detroit	Arrives Windsor	Departs Windsor	Arrives Detroit
7 a.m.	7:20 a.m.	8 a.m.	8:20 a.m.
9 a.m.	9:20 a.m.	10 a.m.	10:20 a.m.
11 a.m.	11:20 a.m.	12 p.m. (noon)	12:20 p.m.
1 p.m.	1:20 p.m.	2 p.m.	2:20 p.m.
3 p.m.	3:20 p.m.	4 p.m.	4:20 p.m.

■ Michigan–Canada Border Crossings

Blue Water Bridge

Website: www.bwba.org

<http://www.tollsystems.net/bluewaterbridgeauthority/frames.html>

Location: Crosses the St. Clair River between Port Huron, Michigan, and Point Edward/Sarnia, Ontario, connecting I-94 in Michigan to Highway 402 in Ontario.

Contact Information

Michigan Department of Transportation

1410 Elmwood
Port Huron, MI 48060
Phone: 810-984-3131
Fax: 810-984-1810

Blue Water Bridge Canada

1 Bridge Street
Point Edward, Ontario N7V 4J5
Phone: 519-336-2720
Fax: 519-336-7622

Canadian Border Information Service

Calls within Canada (toll free)
Service in English: 800-461-9999
Service in French: 800-959-2036
TTY within Canada for those with hearing or speech impairments: 866-335-3237

Calls from outside Canada

(long-distance charges apply)

Service in English: 204-983-3500 or 506-636-5064
Service in French: 204-983-3700 or 506-636-5067

Oversize Loads: For weight restriction information and updates call 800-787-8960. Canadian companies, call 517-373-6256.

Tolls

Tolls are accurate as of September 2008.

Trailer (per axle): \$1.50

Truck and Bus (1 ton rating and up, or over 11 passengers) (per axle): \$1.50

See www.michigan.gov/bluewaterbridge for details and exceptions.

Border Wait Times

Tune to AM 1610 for current traffic conditions within a five-mile radius of the bridge.

Wait times for all crossings

www.autoclubgroup.com/michigan/autos/traffic/bordercrossings.asp?zip=49402&stateprov=mi&city=branch

<http://apps.cbp.gov/bwt/>

<http://www.cbsa-asfc.gc.ca/general/times/menu-e.html>

Wait times for Blue Water Bridge

http://www.bwba.org/main_e.html

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FAST is a Canadian program to help truck drivers clear cargo quickly through customs. Drivers can call FAST at 519-967-4052 for more information.

FAST Hours

Mon., Tues. & Fri., 8 a.m. – 4 p.m.

Wed. & Thurs., 8 a.m. – 8 p.m.

Sat., 10 a.m. – 6 p.m.

Hazardous Materials

Hazard classes 1, 5, 7 and 9 and all pyrophoric liquids are prohibited. For more information refer to the Hazardous Materials section beginning on page 19.

Level VI

Radioactive commodities must be inspected before crossing the bridge. Please see page 20 for Level VI crossing procedures.

■ Michigan–Canada Border Crossings

Sault Ste. Marie

Website: <http://www.michigan.gov/iba>

Location: The International Bridge crosses the St. Mary's River between Sault Ste. Marie, Michigan, and Sault Ste. Marie, Canada, connecting I-75 and Highway 17.

Contact Information

International Bridge Administration

934 Bridge Plaza

Sault Ste. Marie, MI 49783

Phone: 906-635-5255

Fax: 906-635-0540

121 Huron Street

Sault Ste. Marie, Ontario P6A 1R3

Phone: 705-942-4345.

Oversize Loads: Advance notice is required for vehicles over 12 ft wide and/or 144,000 lbs (68,040 kg), and vehicles over these limits need an escort to cross the bridge. Escorts for loads over 13 ft 6 in wide require that the bridge be closed to oncoming traffic. Numbers to call for an escort: In the United States call 906-635-5255. In Canada call 705-942-4345. For information about weight restrictions and limitations call 800-787-8960. Canadian companies, call 517-373-6256.

Tolls

Tolls are accurate as of September 2008.

Commercial and Bus (per axle) \$3

See www.michigan.gov/iba for details and exceptions.

Border Wait Times

Tune to AM 530 or 1610 or call 800-381-8477 for wait time or road condition information.

Wait times for all crossings

www.autoclubgroup.com/michigan/autos/traffic/bordercrossings.asp?zip=49402&stateprov=mi&city=branch

<http://apps.cbp.gov/bwt/>

<http://www.cbsa-asfc.gc.ca/general/times/menu-e.html>

Wait times for Blue Water Bridge

http://www.bwba.org/main_e.html

For real-time updates, an RSS (Really Simple Syndication) news feed, or any unusual or unexpected events affecting normal flows of trade and travel at the U.S.–Canada border, visit <http://www.cbsa-asfc.gc.ca/eo-ou/menu-eng.html>.

Hazardous Materials

Hazard classes 1, 5, 7 and 9 and all pyrophoric liquids are prohibited. For more information refer to the Hazardous Materials section beginning on page 19.

Level VI

Radioactive commodities must be inspected before crossing the bridge. Please see page 20 for Level VI crossing procedures.



■ Driver-Vehicle Compliance

This section applies to commercial motor vehicles and their drivers. For a definition of a commercial motor vehicle (CMV), see the Definitions and Acronyms section beginning on page 5.

Following is a checklist of things commercial drivers will need while operating in Michigan and Ontario.

	ID	Communication	Criminal Restrictions	Medical Certificate
Canadian drivers entering the United States	Photo ID/driver's license Birth certificate or passport	Must speak English	Please contact Canadian or U.S. Customs. Contact information is on pages 21-22.	Required for drivers operating vehicles under 26,001 pounds.
U.S. drivers entering Canada	Photo ID/driver's license Birth certificate or passport	Must speak English	Please contact Canadian or U.S. Customs. Contact information is on pages 21-22.	Required for drivers operating vehicles with a GVWR, GCWR, GVW, or GCVW of 10,001 lbs or more.
Non-U.S. or Non-Canadian drivers	Photo ID Driver's license Passport Visa I-94 card*	Must speak English	Please contact Canadian or U.S. Customs. Contact information is on pages 21-22.	Required for drivers operating vehicles with a GVWR, GCWR, GVW, or GCVW of 10,001 lbs or more.

* Drivers who are not citizens of Canada or the United States must complete an I-94 card when entering the United States, even if you qualify under the Visa Waiver Program. I-94 cards are available only on-site at border crossings into the United States. If you require an I-94 card you will be instructed by officials at Primary Inspection to report to Immigration to complete the documentation. The card will cost 6 USD paid in U.S. currency.

■ Driver-Vehicle Compliance (cont.)

□ Alcohol Restrictions

In the United States

Alcohol is prohibited in a CMV unless it is part of the manifested load being transported.

In Canada

Alcohol for personal consumption must be in an unopened container and the seal unbroken, or packed in baggage that is fastened closed or is not otherwise readily available to anyone in the vehicle.

□ Hours of Service

In the United States

Drivers operating beyond a 100-mile radius must use a logbook and follow these rules:

- A driver may drive 11 hours after 10 consecutive hours off-duty.
- A driver may not drive after 60 hours on-duty for 7 consecutive days, or 70 hours on-duty for 8 consecutive days. A driver may start a new 7/8-day period by taking 34 consecutive hours off-duty.
- No driver may drive after being on-duty for 14 hours.
- For complete hours of service information see FMCSR section 395.8.

In Canada

No driver shall drive after accumulating 13 hours of driving time or 14 hours of on-duty time. Those who accumulate these maximums must take 10 hours off-duty before driving again. A driver who has driven less than 13 consecutive hours or has been on-duty less than 14 consecutive hours may restart driving by taking 8 consecutive hours off-duty.

□ MCS-90

All vehicles operated within the United States by motor carriers domiciled in a contiguous foreign country, shall have on board the vehicle a legible copy, in English, of the proof of the required financial responsibility (Forms MCS 90 or MCS 82).

□ Fuel Tax

The International Fuel Tax Agreement (IFTA) is an agreement between the United States and Canada to simplify the reporting of fuel used by motor carriers operating in more than one jurisdiction.

A motor carrier can establish an account with the state where it's based and submit a single IFTA tax report to that state as long as its vehicles are registered under an IRP account. The base state then sends the applicable fuel taxes to each jurisdiction. The motor carrier is given an IFTA license, which must be renewed annually. A copy of the IFTA cab card must be carried in all qualifying vehicles. IFTA qualifying vehicles are also required to display IFTA decals on each side of the power unit.

For complete IFTA information contact the Michigan Department of Treasury (IFTA) at 517-636-4580.

□ International Registration Plan (IRP)

The IRP is a program for licensing commercial vehicles used in interstate commerce. For complete IRP information contact the Michigan Department of State at 517-322-1097. See the definition of IFTA/IRP Qualifying Vehicles to determine the applicability of an IRP license.

■ Driver-Vehicle Compliance (cont.)

□ U.S. DOT Number

All commercial motor vehicles must apply for a U.S. DOT Number and display the following information:

- The legal name or single trade name of the motor carrier operating the CMV.
- The motor carrier identification number issued by the FMCSA. The number is preceded by the letters USDOT.

Marking and identification need to appear on both sides of the vehicle. Lettering must contrast sharply in color with the background upon which the letters are placed. Letters and numbers must be large enough that they can be read easily from at least 50 feet while the vehicle is standing still. Markings may be painted on or decals, but must be maintained in a manner to remain legible.

You can quickly and easily apply for a free U.S. DOT Number by completing an online application. Log in to <http://www.safersys.org> and select the “FMCSA Registration & Updates” link.

□ Unified Carrier Registration (UCR)

If you operate a truck or bus in interstate or international commerce, the Federal Unified Carrier Registration (UCR) Agreement requires that you register your business and pay an annual fee based on the size of your fleet. For more information or to apply for a UCR, contact www.ucr.in.gov.

□ Oversize and Overweight Permits

If you have oversize or overweight loads you require permits to travel on state, federal and provincial highways.

For travel on Michigan highways contact the Michigan Department of Transportation, Transport Permit Unit at 517-373-2121 or visit www.michigan.gov/mdot and click on “Permits.”

For travel on Canadian highways contact the Ontario Ministry of Transportation at 416-249-7401 or visit www.mto.gov.on.ca/english/trucks.

□ Truck Route Maps

For traveling in Michigan

The Michigan Department of Transportation has maps that include information about truck routes, bridge heights, restricted roads and other requirements that commercial truck drivers need to know. For a free printed copy of the Truck Operators map contact www.michigan.gov/mdot. You can also get maps from the Michigan Trucking Association at www.mitrucking.org. The association’s address is 1131 Centennial Way, Lansing, MI 48917. Phone 517-321-1951.

For traveling in Ontario

The Official Roadmap of Ontario can be downloaded online from the Ontario Provincial Government at <http://www.mto.gov.on.ca/english/traveller/map/>. You can also order a paper copy from this website. Copies can also be ordered from Service Ontario Publications at <http://www.publications.serviceontario.ca/ecom/>. Search the online catalogue for “Official Road Map.” Free copies of the Official Road Map of Ontario are available through the Ministry of Tourism at <http://www.tourism.gov.on.ca/> and are provided at Provincial Travel Information Centers.

□ Annual Inspections

Every CMV must be inspected at least once every 12 months. At a minimum, CMVs must pass the inspection criteria of FMCSR Appendix G. Proof of the annual inspection for the truck, tractor, and trailer must be carried in or on each unit.

■ Customs Clearance

□ Primary Inspection

Your first point of contact at the border consists of “Primary Inspection.” If all of your paperwork is in order and was processed ahead of time, you will be released at the primary lane and this may be your only stop. If your paperwork is not in order, you must visit a customs broker or, if you are selected for examination, you will be directed to “Secondary Inspection”. Your best chance of passing through customs at Primary Inspection, saving several minutes or hours of time, is to have all your paperwork in order before you arrive at the border. Please see the following tips to ease the time spent at the border.

Personal Identification

Before you arrive at the border, make sure you have your personal identification up to date and ready to present at Primary Inspection. CBP officials say drivers who fumble around looking for these documents add to clearance time. You’ll need a photo ID/driver’s license and birth certificate or passport.

Drivers must also turn on interior cab lights and open all interior drapes or blinds to sleeper areas for easy inspection.

Special Information for Drivers Who Are Not U.S. or Canadian Citizens

If you are not a Canadian or U.S. citizen you must carry a valid passport and visa, and will be required to complete an I-94 card. You need the I-94 card even if you qualify under the Visa Waiver Program. I-94 cards are available only at border crossings into the United States. Drivers

who clear customs at Primary Inspection will be instructed to report to Immigration to fill out the I-94 card and receive “verbal clearance” from a U.S. Immigration official to proceed into the United States. The I-94 card costs \$6 in U.S. funds. If your vehicle does not clear customs at Primary Inspection, you must first go to Immigration to fill out an I-94 card before presenting paperwork for customs clearance at Secondary Inspection.

Customs Paperwork

Before you arrive at the border make sure all customs paperwork is completed and ready to be presented to customs officials at Primary Inspection. It is estimated that 20% of the vehicles that report to Primary Inspection need to be referred to Secondary to clear up paperwork issues. This also adds to the time it takes to clear customs.

The best way to clear customs at Primary Inspection is to make sure customs gets information about your shipment before you arrive at the border. More information about the Pre-Arrival Processing System (PAPS) appears later in this section.

In addition to information about your shipment, you also need to present proof of a current annual inspection for your vehicle, tractor and trailer.

■ Customs Clearance (cont.)

□ Secondary Inspection

Depending on the reason, your vehicle may be referred for a Secondary Inspection. If your paperwork is not in order, you must visit a customs broker. If you are selected for examination, you will be directed to either X-ray, the examination dock, or the secondary counter. Follow the signs to the truck inspection.

□ Pre-Arrival Processing System (PAPS)

PAPS is a program run by the U.S. Customs and Border Protection (CBP). The goal is to allow legal shipments through customs efficiently while protecting our borders. PAPS provides CBP with information on goods being shipped before they reach the border. Shipments entering the United States at overland ports of entry along the Canada–U.S. border must use PAPS, the Border Release and Selectivity System (BRASS) or the FAST-National Customs Automation Program (FAST-NCAP) procedures.

The carrier requests a PAPS release by submitting the shipment information in the ACE system and by faxing the required customs documentation to a customs broker. When the vehicle arrives at Primary Inspection the officer will input the information from the ACE e-manifest coversheet and pull up the “trip” information previously entered by the carrier. Unless CBP calls for a Secondary Inspection, the carrier and cargo are formally released through Customs.

To learn more about PAPS, call the CBP office in Port Huron at 810-985-9541 ext. 253, or in Detroit at 313-226-3139. To learn more about ACE, please see www.cbp.gov.

□ Bill of Lading

A bill of lading is sometimes called a BOL or a B/L. It’s a document issued by a company’s shipping department, confirming that certain goods have been received on board the vehicle as cargo to be delivered to a specific place. A through bill of lading involves use of at least two modes of transportation, including road, rail, air and sea.

■ Hazardous Materials

In Canada hazardous materials regulations are called Transport of Dangerous Goods (TDG).

The United States and Canada have entered into a hazardous materials transportation agreement. For the most part, each country accepts shipments made in compliance with the originating country's regulations, but there are some exceptions for Canadian goods shipped to the United States. The following is a list of materials and packages that must be in compliance with regulations when shipped from Canada to the United States.

- Bulk Packages
- Cylinders
- Class 1 Explosives
- Primary Lithium Batteries and Cells
- Poisons and Poison (toxic) Inhalation Hazards

□ Hazardous Waste Manifest System

The Hazardous Waste Manifest System was designed to track hazardous waste from the time it leaves the place where the waste was produced to the point where it is stored, treated or disposed. The system allows the company that produced the waste to verify that the waste has been properly delivered and that no waste was lost or unaccounted for during the process.

The document that allows this information to be tracked is called the Uniform Hazardous Waste Manifest. This is a paper document that contains several copies of a single form. When completed, it contains information about the type and quantity of the waste being transported and instructions for handling the waste. It also has signature lines for everyone involved in the disposal process. Both the Department of Transportation and the U.S. Environmental Protection Agency require that this manifest be used when getting rid of hazardous waste. Each party that handles the waste signs the manifest and keeps a copy. When the waste reaches its destination the facility that receives it signs the form and returns it to the generator.

□ Michigan Routing Restrictions

Routing restrictions for Michigan can be found in the Federal Route Registry. You can access the registry directly at <http://hazmat.fmcsa.dot.gov>. The registry includes the following restrictions:

- Ambassador Bridge: Hazard classes 1, 3, 7 and 8 are prohibited.
- Detroit–Windsor Tunnel: Hazard classes 1, 3, 7 and 8 are prohibited.
- Blue Water Bridge: Hazard classes 1, 5, 7, 9 and all pyrophoric liquids are prohibited. Contact the Michigan Department of Transportation at 517-984-3131 for specific restrictions.

Vehicles crossing into the United States must be in compliance with Michigan's routing restrictions as soon as they cross into the United States.

□ Canadian Routing Restrictions

Canada does not have routing restrictions.



■ Hazardous Materials (cont.)

□ Level VI Radioactive Material

A “highway route controlled quantity” means a large quantity of radioactive material based on its total level of radioactivity, not weight or volume.

A shipment of radioactive material that is highway route controlled must be operated on routes that minimize risk.

To cross the border with a highway route controlled quantity of radioactive material, the shipper must contact the Michigan State Police Special Operations Division at 517-241-8000.

To schedule a point-of-contact inspection, carriers must also contact The Traffic Safety Division Hazardous Materials and Investigation Unit either by:

1. Phone: 517-336-6580 or 586-727-0200
2. E-mail: radinspection@michigan.gov

All requests for inspection must be made at least 48 hours before crossing the border.

Commodity may only cross at the Blue Water Bridge and Sault Ste. Marie.

■ Contact Information

U.S. Contacts

Michigan Center for Truck Safety

www.truckingsafety.org
 Lansing Office: 800-682-4682 or 517-321-1955
 Upper Peninsula Office: 906-789-7657
 Southeast Michigan Office: 313-965-5723

Michigan Department of Agriculture

<http://www.michigan.gov/mda>

Michigan Department of State (IRP Unit)

517-322-1097

Michigan Department of Transportation

<http://www.michigan.gov/mdot>
 517-373-2090

Michigan Department of Treasury

<http://michigan.gov/treasury>
 517-373-3200

Michigan State Police Traffic Safety Division

http://www.michigan.gov/msp/0,1607,7-123-1593_47093---,00.html
 517-336-6195

U.S. Customs and Border Protection

<http://www.cbp.gov>
 877-227-5511
 International Callers: 703-526-4200
 TDD: 866-880-6582

U.S. Department of Agriculture

(Animal Plant Health Inspection Service)
 810-985-6126

U.S. Department of Homeland Security (Customs and Border Protection)

<http://www.dhs.gov>
 906-632-2631

U.S. Department of Justice

<http://www.usdoj.gov>
 Main Switchboard: 202-514-2000
 Office of the Attorney General: 202-353-1555

U.S. Department of Transportation

202-366-4000
 TTY: 800-877-8339
 Voice: 866-377-8642
 VCO: 877-877-6280

U.S. FMCSA (United States Federal Motor Carrier Safety Administration)

800-832-5660
 Authority and Insurance Verification 202-385-2423
 or 703-280-4001

U.S. FMCSA/Michigan Division Office

517-853-5990

U.S. Food & Drug Administration

888-463-6332

■ Contact Information (cont.)

Canadian Contacts

Canada Border Services

<http://www.cbsa-asfc.gc.ca>

Calls within Canada (toll free)

English: 800-461-9999

French: 800-959-2036

TTY: 866-335-3237

Calls from outside Canada

(long-distance charges apply)

English: 204-983-3500 or 506-636-5064

French: 204-983-3700 or 506-636-5064

Canadian Food Inspection Agency

<http://www.inspection.gc.ca>

800-442-2342 or 613-225-2342

Canadian Trucking Alliance

<http://www.CANTRUCK.com>

613-236-9426

Council of Transport Administrators

<http://www.cmta.ca>

613-736-1003

Ontario Ministry of Transportation

<http://www.mto.gov.on.ca>

Queen's Park/Minister's Office: 416-327-9200

St. Catharines: 800-268-4686

General Inquiry:

<http://www.ccmta.ca>

800-268-4648

TTY: 866-471-8929

Ontario Trucking Association

<http://www.ontruck.org>

416-249-7401

Public Safety Canada

<http://www.ps-sp.gc.ca>

800-830-3118 or 613-944-4875

Transport Canada

<http://www.tc.gc.ca/en/menu.htm>

E-mail: webfeedback@tc.gc.ca

613-990-2309

TTY: 888-675-6863