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## TORONTO AND MOSPORT 2013 Border Cross Process & Documentation To / From Canada

### DOCUMENTATION

- Driver / Co-driver and Vehicle registration (Please complete form and email to [mkish@promazdachampionship.com](mailto:mkish@promazdachampionship.com), [jurick@ngjensen.com](mailto:jurick@ngjensen.com), [jporritt@ngjensen.com](mailto:jporritt@ngjensen.com) By Monday, June 10, 2013)
- CF4455 Certificate of Registration
- Manifest & Proforma Request (Vehicles must reenter the U.S. at the Port of entry you list on this document)
- Detailed Transporter Manifest
- Canadian Border Services Agency Letter
- SCAC Code - Please email your assigned SCAC code no later than Tuesday, June 25th to [jurick@ngjensen.com](mailto:jurick@ngjensen.com) [jporritt@ngjensen.com](mailto:jporritt@ngjensen.com) and [mkish@promazdachampionship.com](mailto:mkish@promazdachampionship.com)

***All teams are required to get a Standard Carrier Alpha Code (SCAC). The Standard Carrier Alpha Code (SCAC) is a unique two-to-four-letter code used to identify transportation companies. The cost for this is approx. \$50.00 and can be paid with a credit card. As long as you have a USDOT, MC, MX or FF#, you can click the link on the application and apply online. If you apply online, you should get your certificate and code within 24 hours. Just be sure you have your legal name and trade name exactly as the USDOT has it.***

SCAC info: Please note that if you applied for this last year, you will need to renew this every year.

<http://www.nmfta.org/Pages/Scac.aspx>

Application

[http://www.nmfta.org/Documents/SCAC/SCAC\\_Application\\_English.pdf](http://www.nmfta.org/Documents/SCAC/SCAC_Application_English.pdf)



## **PROCESS TO CANADA**

1. Participants shall proceed to **U.S. Customs** at Buffalo, Port Huron, Detroit, or Niagara Falls and have their **CF445 stamped and signed at U.S. Customs**. The manifest and team list are used as support documentation. The customs officer may ask to see inside the trailer to verify contents. The team list is to show that the transporter (or motor home, van, etc.) is part of the show going to Toronto.  
Trucks clearly marked are rarely asked but if someone is taking a plain white 5th wheel trailer with spare parts, it's good to have something showing that they are part of a team on that list (ie: hard card). **It is imperative that the CF4455 be signed and stamped at U.S. Customs as this is one of the "tickets" to get back home without paying any import duties.**
2. Proceed to Canadian Customs. Show the inspector the CF4455, the manifest, and the Canadian Government letter. At this point, provided everything is in order, the truck should be waved through and on its way to Toronto. **THERE SHALL NOT BE ANY GIVEAWAYS (HATS, HERO CARDS, POSTERS, etc) ON ANY OF THE TRUCKS CROSSING THE BORDER USING THIS PROCESS.** If anyone needs giveaways in Canada, they need to use a broker and ship the giveaways separately. This will include paying import duties.

## **PROCESS TO RETURN TO THE USA**

1. Drivers must bring the signed and stamped CF4455, the manifest, and the Manifest & Pro Forma Request form to the Pro Mazda series trailer Thursday July 11th , 2013. This includes every vehicle that used a CF4455 to enter Canada and returning to the USA.
2. Provided all of the paperwork is in order, a Manifest & Pro Forma sheet with a Bar code (required to re-enter the USA) will be given to each transporter before they depart the circuit on Sunday. Formal entry fees and Manifest documentation fees will be billed back to the Teams.
3. Drivers shall proceed to Canadian Customs and if asked, show the same documentation as shown on the way into Canada. At this time, anyone charged import duties / taxes can apply for reimbursement.
4. Proceed to U.S. Customs. Show the inspector the Manifest & Proforma form with the Bar code and the CF4455 that you had signed and stamped at U.S. customs when you crossed into Canada from the U.S. Without the Manifest & Proforma form, there is an excellent chance that the driver will be turned away, CF4455 or not, and be denied entry to the USA.
5. Provided everything is in order, the truck should be allowed reentry to the U.S.

## **MISC:**

Below are links to the Ontario Ministry of Transportation website detailing regulations and requirements ensuring compliance with the regulation.

### **SPEED LIMITERS / GOVERNORS**

- Tractors are required to have a Speed Limiter set to 65 MPH (105KPH) for Ontario.
- <http://www.mto.gov.on.ca/english/trucks/trucklimits.shtml>

### **COMMERCIAL VEHICLE OPERATOR REGISTRATION**

- In lieu of trip permits, the Province of Ontario is now enforcing the CVOR regulations. Additional information along with CVOR registration forms can be found at:
- <http://www.mto.gov.on.ca/english/trucks/cvor/cvor-questions-and-answers.shtml>
- <http://www.mto.gov.on.ca/english/trucks/cvor/index.shtml>
- <http://www.mto.gov.on.ca/english/trucks/cvor/forms.shtml>

Broker Fees will be billed back to the teams.

Personnel with past DUI's will have a very difficult time entering Canada via truck. Please contact the attorneys appointed for this purpose to avoid a problem.

**Permits – There are no other Permits required for this trip that we know of at this time.**