

# CBP CRUISING LICENSE

Q. How do you get a cruising license?

A. Cruising licenses can be obtained at the first port of arrival of the vessel into the U.S. A vessel that is already in the U.S. will not be eligible for a cruising license until it makes its next entry to the U.S.

Q. What is the cost of a cruising license?

A. There is no cost for a cruising license. However, when a foreign-flagged vessel first arrives in the U.S. it will have to file a CBP-1300 (Vessel Entrance or Clearance Statement). There will be a \$19 fee for that initial Vessel Entrance form. At that same time, the master of the vessel can apply for a cruising license.

Q. Is the cruising license mandatory?

A. No. No vessel is required to obtain a cruising license. However, a foreign-flagged vessel that is not in possession of a cruising license will have to file a CBP-1300 for any movement in the United States. These movements would include arriving into the U.S., departing from the U.S. and proceedings between ports of the U.S. A fee would be required for each movement.

Q. If they have NEXUS, do they need a cruising license?

A. As stated above, there is no requirement for a vessel to have a cruising license. NEXUS is an Alternative Inspection Program that allows approved boaters to telephonically report their arrival to the U.S. Having NEXUS does not relieve the vessel from complying with the laws applicable to foreign vessels arriving at, departing from or proceeding between ports in the U.S.

Q. If a cruising license is not obtained, is there an additional fee to the \$27.50 per year to clear?

A. If a foreign-flagged vessel does not have a cruising license then the vessel will have to pay the \$19.00 fee each time it enters and departs (the technical word is "clear) from the U.S. The vessel would also have to pay a \$19.00 fee for a permit to proceed between ports of entry. If the vessel is over 100 net tons those fees increase to \$37.00. Foreign- flagged vessels that previously paid the \$27.50 fee for the User Fee Decal are no longer required to obtain a decal if they obtain a cruising license. These new procedures replace that User Fee Decal requirement.

Q. With a cruising license, how do they report in after leaving U.S. waters and re-entering from Canadian waters (on a closed loop trip)?

A. Boaters with a cruising license will report their arrival as they normally do (including those who are eligible for the Alternative Inspection Program). Masters of vessels will be expected to have their cruising license number available.

Q. How can vessels that are permanently moored in the U.S. comply with the mandatory 15 day period before applying for a successive cruising license?

A. There is no requirement that the vessel be physically removed from the U.S. for 15 days. Our

instructions only require that 15 days have elapsed since the previous license expired or was surrendered. A successive cruising license can only be issued when a vessel is arriving in the U.S.

Q. What are the reporting requirements for vessels traveling to islands such as Sucia, Patos, Jones, Stewart and Matia that do not have cell phone coverage, if the vessel does not have a cruising license?

A. CBP includes the San Juans, Anacortes, Bellingham, Point Roberts, Blaine, Port Angeles, Port Townsend and Seattle/Tacoma in its definition of Puget Sound ports. Therefore, vessels without cruising licenses are not required to report their movement between these locations, as they are considered the same port for our purposes.