



Ottawa, April 15, 2014

Memorandum D19-12-1

Importation of Vehicles

In Brief

1. This memorandum has been revised in order to replace some of the appendices with hyperlinks to Transport Canada documentation. References to Appendices E, F and G have been replaced by hyperlinks to the documentation hosted on the Transport Canada Web site.
2. Updated procedures to order supplies have been included in paragraph 84.
3. Procedures to issue replacement *Vehicle Importation Form – Form 1* have been included in Appendix A(3).
4. The stamping procedures in Appendices A and B have been updated to reflect the CBSA Integrated Stamp Policy.

The Canada Border Services Agency (CBSA) assists Transport Canada with the administration of the [Motor Vehicle Safety Act](#) and the [Motor Vehicle Safety Regulations](#) by administering and enforcing the conditions under which new and used vehicles may be imported at CBSA points of entry. The *Motor Vehicle Safety Act* regulates the importation of vehicles to reduce the risk of death, injury, and damage to property and the environment. The CBSA also assists the Canadian Food Inspection Agency (CFIA) with the administration of the [Plant Protection Act](#) by enforcing the conditions under which used vehicles may be imported at CBSA points of importation. The *Plant Protection Act* regulates the importation of injurious plant pests that can be transported in soil and related matter.

Legislation

The importation of vehicles into Canada is subject to import requirements under the *Motor Vehicle Safety Act*, the [Motor Vehicle Safety Regulations](#), the [Plant Protection Act](#), and the [Customs Tariff](#). This memorandum deals specifically with the requirements relating to Transport Canada and the Canadian Food Inspection Agency (CFIA) with a brief reference to the customs prohibition that applies to used and second-hand vehicles under the *Customs Tariff*.

Motor Vehicle Safety Act

Section 6 reads:

6. No person shall import into Canada a vehicle of a prescribed class unless the requirements of paragraphs 5(1)(a), (b), (d) and (e) are satisfied in respect of the vehicle.

Paragraphs 7(1)(a) and (b) and subsection 7(2) read:

7. (1) Sections 5 and 6 do not apply in respect of the importation of a vehicle or equipment if

(a) the person importing the vehicle or equipment makes a declaration in the prescribed form and manner that the vehicle or equipment will be used in Canada solely for purposes of exhibition, demonstration, evaluation or testing and will remain in Canada for not longer than one year or such other period as the Minister specifies in relation to the vehicle or equipment; or

(b) the vehicle or equipment is being imported exclusively for use by a visitor to Canada or by a person passing through Canada to another country.

(2) Except as otherwise provided by the regulations, a vehicle that has been sold at the retail level in the United States and that fails to satisfy an applicable requirement of section 5 or 6 may be imported into Canada notwithstanding that section if the person importing the vehicle makes a declaration in the prescribed form and manner that, before the vehicle is presented for registration under the laws of a province, the vehicle

- (a) will be made to conform to that requirement; and
- (b) will be certified in the prescribed form and manner to so conform by such person as may be designated by the regulations.

Subsection 15. (3) reads:

15. (3) An inspector may require any person to produce for examination any books, records, reports, test data, shipping bills, bills of lading or other documents or electronically stored data that the inspector believes on reasonable grounds contain any information relevant to the enforcement of this Act or to the identification or analysis of a defect referred to in subsection 10(1), and may make copies of or take extracts from any of them.

Motor Vehicle Safety Regulations

Paragraph 12(3)(f) reads:

12. (3)(f) the person registers the vehicle with the registrar of imported vehicles, and makes a declaration, in the manner set out in subsection (6).

Plant Protection Act

Paragraphs 7(1)(a), (b), and (c) read:

7. (1) No person shall import or admit into Canada or export from Canada any thing that is a pest, that is or could be infested with a pest or that constitutes or could constitute a biological obstacle to the control of a pest, unless

- (a) the thing is or has been presented to an inspector in accordance with subsection (2) at a place designated by the regulations or by an inspector;
- (b) the person has produced to an inspector all permits, certificates and other documentation required by the regulations; and
- (c) the thing is imported or exported in accordance with any other requirements of the regulations.

Customs Act

Section 101 reads:

101. Goods that have been imported or are about to be exported may be detained by an officer until he is satisfied that the goods have been dealt with in accordance with this Act, and any other Act of Parliament that prohibits, controls or regulates the importation or exportation of goods, and any regulations made thereunder.

Guidelines and General Information

1. Vehicles that are presented for importation into Canada must comply with all legislative provisions that apply prior to CBSA release.

Transport Canada Requirements

2. Importers are responsible for determining whether the vehicles that they are about to import comply with all the Transport Canada import requirements. **The Transport Canada requirements are complex and importers must contact Transport Canada directly (or the Registrar of Imported Vehicles [RIV], where applicable) concerning vehicle admissibility.** (Contact information and web site address for Transport Canada and the RIV program can be found in the “Additional Information” section of this document.)

3. Importers referring to this memorandum are cautioned that it contains general guidelines and information pertaining to the CBSA administration of the Transport Canada import requirements and is not intended to replace the [Motor Vehicle Safety Act](#) and the [Motor Vehicle Safety Regulations](#).
4. The CBSA assists Transport Canada by ensuring that vehicles meet the import requirements before authorizing CBSA clearance.

Definitions

5. For the purpose of the administration of the [Motor Vehicle Safety Act](#) and the [Motor Vehicle Safety Regulations](#), the following definitions will apply:

“Canadian specification vehicle” refers to a vehicle built to comply with the Canadian Motor Vehicle Safety Standards, or CMVSS

“commercial importation” means goods imported into Canada for sale on the Canadian market;

“designated CBSA office” refers to CBSA offices that are designated as locations where commercial vehicle imports are required to register in the RIV program prior to CBSA clearance;

“new vehicle” means a vehicle that has never been sold at the retail level, and has never been owned or registered;

“personal or non-commercial importation” means a vehicle acquired for the importer’s own use;

“RIV” refers to the company, the Registrar of Imported Vehicles that entered into a contract with Transport Canada to establish and operate a national program of vehicle inspection and certification;

“RIV Program” refers to the national program that ensures qualifying vehicles purchased at the retail level in the United States are modified, inspected, and certified to comply with the Canadian Motor Vehicle Safety Standards, as established by Transport Canada in April 1995;

“Schedule VII” refers to the Transport Canada authorization that is required for the vehicles entering temporarily for exhibition, demonstration, evaluation, testing, or special purposes.

“temporary resident” means

(a) a person who is not a resident of Canada and who resides temporarily in Canada for the purpose of

(i) studying at an educational institution,

(ii) employment for a period not exceeding 36 months, or

(iii) performing preclearance activities on behalf of the Government of the United States under the terms of the Agreement between the Government of Canada and the Government of the United States of America on Air Transport Preclearance, dated May 8, 1974, and who produces on arrival in Canada a valid card or employment authorization issued by the Government of Canada certifying that person to be an employee of the Government of the United States performing those activities in Canada;

(b) the spouse or any dependants of a person described in subparagraph 5(c)(1)(i) or (ii); and

(c) the spouse or any dependants of a person described in subparagraph 5(c)(1)(iii), if the spouse or dependant produces on arrival in Canada a valid card or employment authorization issued by the Government of Canada certifying the spouse or dependant to be the spouse or dependant of a person described in subparagraph 5(c)(1)(iii);

“used vehicle” means a vehicle that has been sold at the retail level;

“vehicle” means any vehicle that is capable of being driven or drawn on roads by any means other than muscular power exclusively, but does not include any vehicle designed to run exclusively on rails. Transport Canada considers the following as vehicles: antique reproduction vehicle, bus, chassis-cab, low speed vehicle, motorcycle, multi-purpose passenger vehicle (some examples are motorhome, van, minivan, 4X4, and jeep), passenger car, limousine, restricted use motorcycle, electric bicycle, snowmobile, snowmobile cutter, trailer (some examples are utility, horse, boat, car dollies), trailer with equipment mounted on it, trailer converter dolly, truck, and any other vehicle deemed a prescribed vehicle class under the [Motor Vehicle Safety Regulations](#);

“visitor” means a person who is not a resident or a temporary resident and who enters Canada for a period not exceeding 12 months;

Application

6. The Transport Canada requirements apply to vehicles manufactured in the United States or for the United States market that are less than 15 years old and buses manufactured on or after January 1, 1971. Refer to paragraph 5(e) for the definition of a vehicle.
7. Not all vehicles that are manufactured for sale in the United States can be imported into Canada. To determine whether a United States specification vehicle is admissible for importation into Canada, refer to the **Transport Canada Vehicle Import Compatibility (VIC) list for vehicles purchased in the United States**. The short form used for the purpose of reference in this memorandum will be [VIC list from U.S.](#)
8. Appendix C outlines the conditions that each vehicle type must meet in order to be eligible for importation (e.g., certification, Vehicle Identification Number (VIN), admissibility). The appendix also provides definitions of each vehicle type.
9. Vehicles presented for CBSA clearance will be processed under one of the following Transport Canada importation categories:
 - (a) vehicles **required** to be registered in the Registrar of Imported Vehicles (RIV) program; or
 - (b) vehicles **not required** to be registered in the RIV program.
10. All other vehicles are not admissible for permanent importation into Canada (e.g., foreign vehicles less than 15 years old, grey market vehicles).

Vehicles Required to be Registered in the RIV Program

Vehicles Manufactured for the United States Market

11. Vehicles less than 15 years old and buses manufactured on or after January 1, 1971, that were **originally manufactured for the United States market**, are generally eligible for entry provided the vehicle is:
 - (a) certified by the original manufacturer (demonstrated by a statement of compliance label affixed to the unit or by a letter from the manufacturer) to comply with all United States Federal Motor Vehicle Safety Standards (US FMVSS). United States certification normally appears on the statement of compliance (SOC) label with the following statement:

This vehicle conforms to the applicable federal motor vehicle safety, bumper and theft prevention standards in effect on the date of manufacture shown above.

or

This vehicle conforms to all applicable U.S. federal motor vehicle safety standards in effect on the date of manufacture shown above.
 - Note:** Passenger cars and pickup trucks manufactured by **Chrysler, Ford, and General Motors** are eligible for importation into Canada even if they do not bear a statement of compliance label. These companies have confirmed to Transport Canada that such vehicles have been produced in the United States and are certified to comply with all applicable US FMVSS; and
 - (b) identified as “admissible” on [VIC list from U.S.](#); and
 - (c) issued a 17-character vehicle identification number (VIN) in accordance with the VIN requirements outlined in the notes section of Appendix C (when applicable); the VIN must be readable through the vehicle glazing if the vehicles less than 4,536 kilograms in weight; if the VIN has been damaged to the point that it is no longer readable or has been removed, the vehicle is no longer in full compliance with all United States requirements and it cannot be made to comply. As such those vehicles cannot be imported into Canada. If the VIN on the statement of compliance label has been damaged, but the VIN on the dashboard is intact, the vehicle is admissible; and

(d) considered a vehicle, as demonstrated by the submission of a Certificate of Title, a Salvage Title or a Manufacturer's Certificate of Origin (for new vehicles); or

(e) is a snowmobile certified by the original manufacturer (demonstrated by a statement of compliance label affixed to the unit) to comply with the Snowmobile Safety Certification Committee (SSCC) or with the Canadian Motor Vehicle Safety Standards (CMVSS) (refer to Appendix D).

Note

Titles: the Manufacturer's Certificate of Origin (for new U.S. compliant vehicles) or the original Certificate of Title **must** be presented at the time of importation for both casual and commercial importations. For vehicles leased or owned by a financial institution, where the financial institution refuses to provide a certified copy of the original title, a copy of the title accompanied by an original letter of authorisation for export from the financial institution (identifying the vehicle and must include the vehicle information number (VIN)) is acceptable. (Manufacturer's Certificate of Origin is not required for authorized [Appendix G](#) program importers at the time of importation.)

12. The procedures for processing vehicles that are required to be registered in the RIV program are outlined in Appendix A(1) for vehicles and Appendix B for vehicles (United States certified only) imported for parts-only. Appendix A(3) outlines the procedures for issuing a replacement *Vehicle Import Form – Form 1*.

13. Commercial importations of vehicles that are required to be registered in the RIV program must do so at designated CBSA offices listed in the lower [Section-1 of the VIC list from U.S.](#) Where a commercial shipment of vehicles is reported at a non-designated CBSA office, it must be re-routed to the closest designated CBSA office (unless the shipment is by rail, marine or air modes of transportation in which case the importer may report to a non-designated CBSA office to register the vehicle in the RIV program).

Note: Commercial importations of vehicles cannot be registered in the RIV program inland. However, all border services officers, including inland officers, are responsible for amending the *Vehicle Import Form – Form 1* for commercial importations.

14. Travellers required to register their vehicles in the RIV program can do so at either a designated or non-designated site.

15. The RIV program ensures that qualifying vehicles manufactured for the United States market are modified, inspected, and certified to comply with the Canadian safety standards prior to being registered with a provincial or territorial licensing authority. Not all vehicles that are purchased or acquired in the United States can be modified to comply with the Canadian standards and are eligible for importation (refer to [VIC list from U.S.](#)).

16. A program fee is payable to the RIV for each vehicle unit registered in the RIV program. Importers have 45 days in which to perform the necessary modifications and have the vehicle inspected by a RIV-authorized inspection centre.

17. Importers who register their vehicle in the RIV program acknowledge that their vehicle may not be able to be modified to comply with the CMVSS (box 17 of the *Vehicle Import Form – Form 1*). If the vehicle cannot be modified, the RIV will notify the importer that the vehicle must be exported.

Leased and Financed Vehicles

18. Former residents or settlers may import vehicles leased or financed in the United States. A leased or financed vehicle must meet the Transport Canada import requirements if it is being permanently imported, e.g., be registered in the RIV program. If the leased or financed vehicle is inadmissible, it cannot be imported.

19. If the importer of a leased or financed vehicle cannot obtain the original Certificate of Title or a certified copy of the Certificate of Title, he/she must present a copy of the Certificate of Title **with** an original statement/letter from the financing/leasing company authorizing that the vehicle be exported from the United States and permanently imported into Canada. The statement/letter should identify the vehicle and include the VIN number.

20. Vehicles leased in the United States do not meet the "ownership" requirement of tariff item No. 9805.00.00 or 9807.00.00 (former residents/settlers), and therefore do not qualify for the exemption benefits of those tariff items. However, former residents and settlers can still import a vehicle on payment of import assessments.

Note: Vehicles financed in the United States meet the “ownership” requirements.

United States Federal Motor Vehicle Safety Standards Vehicles – Acquired in Foreign Countries

21. Vehicles acquired in foreign countries other than the United States and designed, manufactured, tested and certified to meet US FMVSS and bearing a statement of compliance label affixed by the original manufacturer, **may be** eligible for importation into Canada provided the vehicles have not been altered and the certification from the original manufacturer is still affixed to the vehicles.

22. These vehicles are treated by Transport Canada as if they were imported from the United States and **if admissible**, as per [VIC list from U.S.](#), would be registered in the RIV program.

Note: If the vehicles are used or second-hand and manufactured prior to the calendar year in which they would be imported into Canada, they may be prohibited. The *Used or Second-Hand Motor Vehicle Regulations* provide exemptions to this prohibition as outlined in [Memorandum D9-1-11, Importation of Used or Second-hand Motor Vehicles](#).

Salvage Vehicles

23. The salvage vehicle program applies only to United States certified vehicles that are less than 15 years old and buses manufactured on or after January 1, 1971. Vehicles from countries other than the United States are not eligible for this program.

24. Subject to the official status of the vehicle indicated on the vehicle’s Certificate of Title and Transport Canada’s List of Vehicles Admissible from the United States (refer to [VIC list from U.S.](#)), importers of salvage vehicles have more flexibility in declaring the vehicle’s intended end use at the time of import, either “to be rebuilt” or “to be imported for parts only.”

25. “Salvage vehicle” is the term used for vehicles that have been damaged due to collision, fire, flood, accident, trespass, or any other occurrence requiring repair, the cost of which would be deemed unreasonable, as determined by a state licensing authority or a licensed insurance provider.

(a) **Vehicle Identification Number (VIN):** The RIV will make the VIN of all vehicles imported under this salvage program available to the provincial and territorial licensing authorities. The VIN must be readable through the vehicle glazing; if the VIN is damaged to the point that it is no longer readable or has been removed, the vehicle is no longer in full compliance with all United States requirements and it cannot be made to comply. As such those vehicles cannot be imported into Canada. If the VIN on the compliance label has been damaged, but the VIN on the dashboard is intact, the vehicle is admissible.

(b) **Titles:** For the purposes of this program, a Salvage Title is defined as a State-approved document indicating ownership and vehicle status. Only the original Salvage Title or a certified copy of the original Salvage Title is to be accepted. Border services officers do not retain originals or certified copies. Photocopies of the documents must be forwarded to the RIV.

(c) **Statement of Compliance (SOC) Label:** Vehicles imported to be used for parts do not need a SOC label affixed or a letter from the manufacturer in lieu of the SOC label. The vehicle must, however, have an identifiable VIN.

Salvage Vehicles Imported to be Rebuilt (United States Certified Only)

26. Salvage vehicles that are imported to be rebuilt must be accompanied by a Salvage Title issued by a state licensing authority or a licensed insurance provider. For a vehicle to be considered as a rebuildable salvage vehicle, the certificate issued by a state licensing authority or a licensed insurance provider **must not** carry the designation “parts only,” “parts,” “junk,” “unrebuildable/irreparable,” “scrap,” or other such nomenclature indicating the vehicle cannot be rebuilt. The designation “total loss” means that the vehicle is damaged beyond reasonable cost of repair, but can be rebuilt.

Note: A severely damaged vehicle accompanied by a clear title is considered a salvage vehicle. On the Vehicle Import Form, box 12A must indicate, “Severely damaged” while box 12B will indicate “Clear” title. If the

importer does not agree that the vehicle is severely damaged, the importer can address the issue with the province/territory to have the decision reversed.

27. The vehicle must be identified as admissible on the Transport Canada Vehicle Import Compatibility (VIC) list for vehicles purchased in the United States ([VIC list from U.S.](#)). Admissible salvage vehicles imported to be rebuilt will be processed through the full RIV program, which involves:

- (a) the importer registering the vehicle in the RIV program at the time of importation by completing a *Vehicle Import Form - Form 1*, and presenting a Salvage Title from a state licensing authority or a licensed insurance provider to a border services officer;
- (b) rebuilding the vehicle in accordance with provincial/territorial salvage rebuild program guidelines;
- (c) ensuring the vehicle is modified to make it comply with CMVSS; and
- (d) having the final inspection performed by the RIV before the vehicle is presented for licensing by a provincial or territorial licensing authority.

28. The vehicle must be rebuilt within one year after being imported into Canada. The vehicle must be fully operational and made Canadian safety-compliant prior to being presented to the RIV for the final inspection. Vehicles may be sold within the 12-month period allotted to make the vehicle Canadian safety-compliant. However, the one-year period will not be extended as a result of ownership transfer. The original importer is responsible for ensuring that the vehicle is made Canadian safety-compliant and presented for RIV inspection.

29. If the vehicle is later disassembled for parts, the importer must immediately notify the RIV of this change. The RIV will in turn notify the licensing authorities.

Vehicles Imported for Parts (United States Certified Only)

30. All vehicles (salvage or non-salvage, partial or whole) listed as admissible or inadmissible in Transport Canada's Vehicle Import Compatibility (VIC) list for vehicles purchased in the United States ([VIC list from U.S.](#)) may be imported for parts and must be registered in the RIV program. **Vehicles listed as inadmissible in VIC list from U.S. must be accompanied by a Salvage Title issued by a state licensing authority or a licensed insurance provider.** To import a vehicle to be disassembled for parts, the importer will complete a *Vehicle Imported for Parts – Form 3* and present it to a border services officer at the time of importation with the original Certificate of Title or Salvage Title. Vehicles imported for parts will not be made Canadian safety-compliant, nor will they be required to pass the final RIV inspection for licensing purposes since they can never be licensed in Canada. **Once the vehicle's intended use is declared as "disassembly for parts," this status cannot be changed and the vehicle can never be licensed.**

Exception: Transport Canada is now allowing that a *Vehicle Imported for Parts – Form 3* be replaced by the *Vehicle Import Form – Form 1* on the condition that the client presents to CBSA a letter of authorization in this regard, from the RIV or Transport Canada for the specific vehicle. The client must submit the original title and proper documentation, and the vehicle must be examined by a border services officer. The full RIV fee for the *Vehicle Import Form – Form 1* must be paid when the vehicle is registered again, and the RIV will reimburse the RIV fee for *Vehicle Imported for Part – Form 3* by cheque afterwards.

31. The RIV will make the VIN of vehicles imported under this program available to the provincial and territorial licensing authorities. Selective audits will be conducted by Transport Canada to verify compliance with the declared use.

32. Where required by provincial or territorial laws, vehicles imported to be disassembled for parts must be registered as non-repairable, or under other nomenclature, following provincial or territorial regulations.

Note: There are no provisions in the [Motor Vehicle Safety Act](#) that allows the temporary importation of vehicles for parts without registering the vehicles in the RIV program. All vehicles imported for parts must be documented on the *Vehicle Imported for Parts – Form 3* and registered in the RIV program even if the importer wishes to export the parts afterwards.

Partial Vehicles

33. The following vehicles may **only** be imported as “vehicles for use as parts”:

- (a) vehicles that are dismantled to an extent where one major component is missing, such as “nose section, rear clip/part, or roof;” or
- (b) full-frame vehicles, where the passenger compartments are removed and remain as a rolling chassis (with or without power train).

34. An original bill of sale bearing the vehicle’s VIN issued by a registered United States vehicle dismantler must accompany partial vehicles. The VIN for the vehicles must be recorded into the RIV program and all the procedures for importing a vehicle for disassembly for parts detailed above must be followed.

35. Vehicles that have at least one of the following secondary components missing, such as all doors, stripped interiors etc., may be imported as vehicles for use as parts or as salvage rebuildable vehicles. They shall be processed in accordance with the requirements and procedures detailed above for the vehicle’s intended end use.

Notes:

- (a) Inadmissible vehicles cut in half and only the front clip/part is presented for importation can only be imported for parts.
- (b) Inadmissible vehicles cut in half and only the rear clip/part is presented for importation can only be imported for parts if accompanied by a letter, that includes the VIN number, from a registered Foreign Vehicle Dismantler.
- (c) Inadmissible vehicles cut in half **and** the front clip/part and the rear clip/part are both presented for importation **cannot** be imported for parts.

Vehicles Imported Temporarily and Damaged in Canada

36. United States certified vehicles that are imported temporarily and damaged beyond reasonable cost of repair due to collision, fire, flood, accident, trespass or other occurrence while in Canada, and are declared as salvage by a licensed insurance provider for disposal in Canada will be treated in the same fashion as other salvage vehicles imported into Canada. The vehicles must be permanently imported and registered in the RIV program as described in the sections above, or exported.

Note: If the vehicles are not exported, they **must** be registered in the RIV program **before** they can be sold in Canada.

37. Vehicles seized by a provincial/territorial government or municipality or abandoned vehicles can be sold by a provincial/territorial government or municipality provided they are admissible for importation into Canada as per the Vehicle Import Compatibility (VIC) List for vehicles purchased in the United States ([VIC list from U.S.](#)), registered in the RIV program and modified to comply with the CMVSS before they can be sold by the provincial/territorial government or by a municipality. The provincial/territorial government or municipality can also sell the confirmed admissible vehicle with an understanding that the buyer would import the vehicle through the RIV program and that the duties and taxes owing have been paid before bringing the vehicle in compliance with the CMVSS. Should the title not be available, the importer must demonstrate that the vehicle was purchased from a provincial/territorial government or a municipality.

Note: Foreign certified vehicles that are imported temporarily and damaged beyond reasonable cost of repair while in Canada, and declared salvage **may not** be imported as salvage for rebuilding or salvage for parts. The vehicles will have to be exported or crushed or cubed for scrap metal.

Database for Salvage Vehicle Program

38. A central database containing the information collected about the vehicle’s condition and the importer’s intended use is maintained by the RIV for use by provincial and territorial licensing authorities. All vehicle information is linked to the VIN, which would allow the licensing authorities to administer their respective salvage vehicle rebuild programs and identify VINs of vehicles that are disassembled for parts, thereby reducing the illegal use of VINs removed from salvage vehicles. Personal information related to the importer is not provided.

Vehicles Not Required to be Registered in the RIV Program

39. Vehicles not required to be registered in the RIV program are those that comply with the CMVSS or that qualify for an exempt provision provided that they meet the conditions set out in the following paragraphs.

CMVSS Vehicles – Authorized Importers

40. Transport Canada authorizes certain commercial importers to import vehicles that are built specifically for the Canadian market. **The vehicles are new and have never been owned or licensed**, and are certified by the manufacturer to comply with the CMVSS. These authorized importers are listed on the Transport Canada Web site as follow:

[Appendix F program authorized importers](#)

[Appendix G program authorized importers](#)

41. Appendix F and G authorized importers are identified by company name which must correspond with the name of the importer of record identified on the CBSA entry documentation. For Appendix G authorized importers, it also identifies the **specific** vehicle types and manufacturers that an authorized importer may import. Importers not listed as Appendix F or G authorized require a case-by-case authorization letter from Transport Canada to import new Canadian specification vehicle into Canada. The vehicle can only be released following the presentation of the authorization letter to the CBSA by the Importer.

42. Only authorized importers authorized via Appendix F and Appendix G programs can use the Pre-Arrival Review System (PARS). When the broker presents a PARS package for an Appendix G authorized importer, the authorized importer or the broker submits a completed *Vehicle Import Form – Form 1* and will receive the white and gold copies upon release. Brokers are responsible for ensuring that their clients receive copies of the form. As with normal PARS procedures, upon arrival of the goods, the carrier/driver submits two copies of the invoice/bill of lading as their report and are returned a CBSA stamped copy of the invoice/bill of lading once the goods are released. The carrier/driver is never given the *Vehicle Import Form – Form 1*.

43. Appendix G authorized importers must submit a *Vehicle Import Form – Form 1* to obtain release. One form can be submitted with an attachment listing several vehicles, rather than submitting one *Vehicle Import Form – Form 1* per vehicle. The consolidation sheet shall include the vehicle identification number, make and model, date of manufacture of the vehicle, and vehicle class for each vehicle being imported. CBSA will stamp the consolidation sheet with a CBSA office date stamp and will notate the transaction number.

Note: The consolidation sheet might not be accepted by some provincial/territorial licensing authorities.

CMVSS Vehicles – Returning Canadian Vehicles

44. For Transport Canada purposes, returning Canadian specification vehicles are exempt from registration in the RIV program when former residents of Canada bring back the same vehicle they exported. The following conditions apply:

- (a) the vehicles are certified by the original manufacturer to comply with the CMVSS;
- (b) the individuals can substantiate that the vehicles were purchased or registered **by them** in Canada prior to their departure; and
- (c) the vehicles did not undergo substantial modifications or alterations while abroad.

45. Canadian specification vehicles that were leased in Canada and recovered in the United States from clients who failed to make their payments to the leasing company, and stolen Canadian vehicles recovered in the United States are considered returning Canadian vehicles for Transport Canada purposes. Proof must be provided that the vehicles were leased from a Canadian company or that the vehicles originated from Canada in the case of stolen vehicles.

46. Canadian specification vehicles exported temporarily and damaged beyond reasonable cost of repair due to collision, fire, flood, accident, trespass or other occurrence while in the United States, and become the property of a Canadian licensed insurance provider are considered returning Canadian vehicles for Transport Canada purposes.

Proof must be provided that the vehicles have not been modified and are still Canadian safety compliant (statement of compliance label still affixed to the vehicle).

47. Canadian specification vehicles that were permanently exported to the United States, such as in the case of a trade-in or a sale where a change in ownership occurred, and are later presented for importation by another owner, are not considered returning Canadian vehicles for Transport Canada purposes. The vehicles must be registered in the RIV program as a condition for release.

Note: Where an individual temporarily exports a Canadian specification vehicle for the purpose of having modifications or alterations, there may be implications regarding the CMVSS certification of the vehicle. Depending on the nature and extent of the modifications, the vehicle may be required to be certified by the company that performed the work in order to still comply with the CMVSS. Where a vehicle is not certified to comply with the CMVSS, then it will no longer be considered a Canadian-specification vehicle. In these cases, the vehicle will not qualify for importation into Canada and will have to be exported. Examples of extensive modifications or alterations are: vehicles stretched into limousines, vehicles fitted with wheel-chair access, etc. CBSA will contact Transport Canada for a determination on the status of the vehicle prior to authorizing release.

CMVSS Vehicles – Manufacturer’s Foreign Delivery Program

48. Travellers may arrange for the purchase of a vehicle that they will pick up directly from a foreign manufacturer. The vehicle can enter as a Canadian-specification vehicle provided:

- (a) it is certified by the original manufacturer to comply with the CMVSS, as evidenced by a statement of compliance label affixed to the vehicle by the original manufacturer or a letter from the manufacturer; and
- (b) the vehicle is purchased new (where the importer is the first owner).

RIV Program Exemptions

49. Vehicles are exempt from complying with the CMVSS at the point of entry into Canada if they are imported under one of the following conditions:

- (a) the vehicles are 15 years old or older, or are buses manufactured before January 1, 1971; the importer must be able to demonstrate the age of the vehicle;
- (b) the vehicles are entering temporarily with:
 - (i) visitors, for a period not exceeding 12 months; temporary residents such as students studying at an institution of learning, for the duration of their studies in Canada; or individuals with valid work permits/authorizations for employment for a period not exceeding 36 months;
 - (ii) diplomats, if authorization in writing has been granted from the Foreign Affairs and International Trade Canada, for the duration of the person’s posting in Canada. Additional information is contained in [Memorandum D21-1-1, Customs Privileges for Diplomatic Missions, Consular Posts, and International Organizations \(Tariff Item No. 9808.00.00\)](#);
 - (iii) visiting forces personnel, for the duration of their assignment in Canada; and
 - (iv) United States preclearance personnel and their dependents, for the duration of the United States officer’s posting in Canada.

Note: Vehicles imported temporarily under one of these conditions cannot be sold or otherwise disposed of while in Canada, and cannot remain in Canada longer than the time constraints listed on persons’ work permit, student visa, or other CBSA or immigration documents. Once these time limits have been exceeded, the vehicle no longer qualifies for temporary entry and must be exported. Should the temporary status of persons entering the vehicle change while they are in Canada, the vehicle will have to be either permanently imported, **if it qualifies**, or exported;

- (c) the vehicles are entering temporarily for exhibition, demonstration, evaluation, testing, or other special purposes. Transport Canada defines “exhibition”, “demonstration”, “evaluation”, “testing” and “special purposes” as set out below:

- (i) “exhibition” applies to events where vehicles of various manufacturers or producers are displayed (e.g., exhibits for auto shows);
- (ii) “demonstration” applies to shows of vehicle models or types to prospective clients, or for use in promotional-type events (e.g., vehicle prototypes);
- (iii) “evaluation or testing” applies to vehicles imported by companies to determine whether a vehicle is operating or performing properly, or effectively in particular environments or circumstances (e.g., cold-weather testing). **The requirement to submit written authorization from Transport Canada is waived for low-risk importers (where no CBSA documentation or security deposit is required) identified under the Cold Weather Testing Program** (refer to [Memorandum D8-1-1, Amendments to Temporary Importation \(Tariff Item no. 9993.00.00\) Regulations](#); and
- (iv) “special purposes” applies to vehicles imported for the purpose of undergoing further manufacturing prior to export or conducting works or operations that require a specially designed vehicle for entertainment industry production, civil engineering projects or similar works or operations.

Notes:

Vehicles imported temporarily for the purpose of manufacturing do not qualify under tariff item No. 9993.00.00. Importers who want to temporarily import vehicles for this purpose should consider the CBSA’s duty relief and drawback programs. Information on these programs is contained in [Memorandum D7-4-1, Duty Relief Program](#), and [D7-4-3, NAFTA Requirements for Drawback and Duty Deferral](#). The vehicles are subject to full duty and taxes at time of importation and must be documented on a Form B3, *Canada Customs Coding Form*. Transport Canada has directed that a Schedule VII, Temporary Entry of a Vehicle Under the [Motor Vehicle Safety Act](#), and a *Vehicle Import Form – Form 1* must be completed.

Specially designed vehicles imported temporarily for entertainment industry productions do qualify under tariff item No. 9993.00.00 and may be entitled to relief of the GST/HST under item 32 of the Schedule to the [Temporary Importation \(Excise Levies and Additional Duties\) Regulations](#). The vehicle may be documented on a Form E29B, Temporary Admission Permit. Transport Canada has directed that a Schedule VII and a *Vehicle Import Form – Form 1* must be completed.

Specially designed vehicles imported temporarily for civil engineering projects or similar works or operations are also eligible for duty free importation under tariff item No. 9993.00.00. There is nothing in legislation or regulation that remits or relieves the requirement to pay the GST/HST. The vehicle must be documented on a Form B3, *Canada Customs Coding Form*, to collect the GST/HST owing, and if the vehicle would be subject to duties when permanently imported it may also be documented on a Form E29B, *Temporary Admission Permit*. Transport Canada has directed that a Schedule VII and a *Vehicle Import Form – Form 1* must be completed.

(d) the vehicles are entering temporarily for **repair** or **alterations**. The repair may or may not be done under a warranty arrangement. Where the inspecting border services officer determines that the importer must document the importation, vehicles that would be duty free if permanently imported are documented on a Form B3, *Canada Customs Coding Form*. Vehicles are documented on a Form E29B, *Temporary Admission Permit*, if they would be dutiable when permanently imported. The *Vehicle Import Form – Form 1* and the Transport Canada Schedule VII are not required.

Note 1: Importation for repair or alteration for export by a Canadian resident or a Canadian company on behalf of American owner

If the vehicles are imported for repairs or alterations, the *Vehicle Import Form – Form 1* and the Transport Canada Schedule VII are not required but the vehicle must be owned or registered to an American person or company. When the Canadian driver is working for the company that will repair, provide warranty service or do alterations as a service to the United States owner, the driver must be able to demonstrate authorization granted by the foreign owners to drive the vehicle and identify the vehicle’s destination and the name of the company providing those services. The vehicles can remain in Canada for a period not exceeding 12 months. The vehicles cannot be sold, leased, or used for any other purposes. If the vehicles are imported for any other reason, they must be imported through the RIV program.

Note 2: Importation for repair or alteration for export by a Canadian resident or a Canadian company – Canadian owner:

If a Canadian resident or a Canadian company purchases vehicles in the United States, imports them for repair or alterations to export them to the United States afterwards, the vehicles must be imported by the Canadian owner and must be admissible for importation under normal import conditions unless the importer has obtained a Schedule VII temporary importation authorisation (option-c above) prior to his arrival at the border.

(e) the vehicles are entering temporarily under the Convention Services Program. If an importer uses the CBSA Convention Services Program, please refer to [Memorandum D8-1-2, *International Events and Convention Services Program \(IECSP\)*](#);

(f) the vehicles are work vehicles;

(i) only those vehicles that meet the definition of a work vehicle can be imported without complying with the CMVSS. A *Vehicle Import Form – Form 1* must be completed if licensing of the work vehicle is required in the province where it will be used. Refer to Appendix C for the definition of a work vehicle; or

(ii) agricultural units and equipment are not considered vehicles for Transport Canada purposes and are not subject to a Transport Canada import requirement (e.g., farm tractors and manure spreaders); however, some agricultural equipment is required to be licensed if used in the province of Quebec; in this case, a *Vehicle Import Form – Form 1* must be completed; or

(g) the vehicles are travelling in-transit through Canada and

(i) are not destined for consumption in Canada;

(ii) are only in Canada for the purpose of going to another country; and

(iii) will not be modified or altered while in Canada.

Note: Transport Canada does **not** permit the **in-transit** movement of salvage vehicles through Canada unless the vehicles have been registered in the RIV program or are transported in-bond.

50. Appendix A (2) outlines the procedures to process a vehicle that qualifies for importation without registering it in the RIV program (e.g., visitor, temporary resident, work vehicle, vehicle is 15 years old or older).

Appendix A(3) outlines the procedures for issuing a replacement *Vehicle Import Form – Form 1*.

Inadmissible Vehicles

Vehicles Manufactured for a Foreign Market

51. Vehicles less than 15 years old and buses manufactured on or after January 1, 1971, that are manufactured for a foreign market (a market other than the United States), do not comply with the CMVSS. These vehicles are permitted entry **only if** they qualify for one of the exemptions stated in paragraphs 49(b), (c), (d), (e), (f) and (g).

Grey Market Vehicles

52. Grey market vehicles are foreign-specification vehicles that are re-certified by a United States company. They were originally manufactured for the domestic market of a foreign country and were subsequently imported into the United States where they have been modified to comply with the United States safety and emissions standards. Grey market vehicles may be identified by a label affixed by the United States company that altered the vehicle, indicating that they have been “imported”, “altered”, or “modified” to comply with the United States standards. These vehicles may not have a certification label affixed to them. Grey market vehicles less than 15 years old (or buses manufactured on or after January 1, 1971) are inadmissible for entry to Canada.

Kit Cars

53. Kit cars are treated as vehicles whether they are presented for importation as a fully assembled vehicle, or as an unassembled vehicle in a kit.

54. A kit car does not meet the import requirements for the SOC label, the 17-character VIN, or admissibility status. Therefore, it is not permitted entry unless it was **assembled** 15 years ago or longer and the importer can

submit proof of age, e.g., a registration document. The age of a kit car is determined by the date of assembly rather than the model year of the reproduction or the date of manufacture of a donor car. If in doubt, contact Transport Canada for a determination of the kit car's admissibility.

Lift Kits

55. A lift kit (also known as suspension kit or leveling kit) modifies a vehicle to raise the ride height of the vehicle. Pick-up trucks, SUV's or passenger cars fitted with a lift kit are inadmissible to Canada unless no longer regulated at importation due to their age (see paragraph 49(a)).

Hardship Provision for Travellers

56. In special circumstances, Canadian residents, **casual importations only**, may be permitted to temporarily import inadmissible vehicles as a result of an emergency or unforeseen circumstance. These vehicles are processed in accordance with [Memorandum D2-4-1, Temporary Importation of Conveyances by Residents of Canada](#).

57. In the case of commercial importations, inadmissible vehicles will not be permitted temporary entry as a result of an emergency or unforeseen circumstance.

Treatment

58. A vehicle that does not comply with the Transport Canada import requirements is not eligible for importation and is:

- (a) denied entry by CBSA;
- (b) detained by CBSA; or
- (c) held in a place of safekeeping in special circumstances.

Note: [Memorandum D4-1-5](#), paragraph 2, provides guidelines and general information on which type of locations may be designated as a place of safekeeping pursuant to section 37 of the [Customs Act](#).

59. Inadmissible vehicles that are detained are either exported or abandoned to the Crown by the importer or forfeited to the Crown.

Detention

60. Border services officers have the authority to detain inadmissible vehicles that do not meet the Transport Canada import requirements under section 101 of the [Customs Act](#).

61. Detained vehicles presented by travellers will be documented on Form K24, *Non-monetary General Receipt*. Detained vehicles presented by commercial importers will be documented on Form K26, *Notice of Detention*, and in addition, the accounting package presented for release will be rejected. These documents must indicate that the vehicle is detained for non-compliance under the [Motor Vehicle Safety Act](#) and the [Motor Vehicle Safety Regulations](#) and is to be exported or destroyed. A copy of Form K24 or Form K26 is forwarded to Transport Canada as notification of the detention.

Storage

62. The guidelines and procedures outlined in [Memorandum D4-1-5, Storage of Goods](#) apply to all vehicles detained, pending disposal.

63. Importers can appeal a CBSA detention decision by contacting Transport Canada.

64. The time limit for storage outlined in [Memorandum D4-1-5](#) will be upheld at all times unless Transport Canada authorizes an extension. The importer is responsible for the costs associated with storage.

Disposal

65. Inadmissible vehicles that are abandoned or forfeited to the Crown can be sold for export, if the vehicle registration papers are present and follow-up is completed to ensure the vehicle was in fact exported, otherwise it will be destroyed by crushing or cubing under CBSA supervision.

Vehicle Import Form – Form 1

66. The provincial/territorial licensing authorities co-operate with the CBSA by requiring proof that CBSA formalities have been complied with before issuing licenses for foreign vehicles imported into Canada. Persons required by the provincial/territorial licensing authority to license their foreign vehicle in Canada must present a properly completed Form 13-0132, *Vehicle Import Form – Form 1*, to the licensing authority.

67. The *Vehicle Import Form – Form 1* must be completed for all vehicles imported into Canada, **except** for:

- (a) authorized importers identified as [Appendix-F](#) authorized importers;
- (b) tourists or visitors to Canada (unless licensing is required in a province or territory);
- (c) work vehicles (unless licensing is required in a province or territory);
- (d) agricultural units and equipment (unless licensing is required in a province or territory);
- (e) in-transit vehicles; and
- (f) low-risk importers under the Cold Weather Testing Program.

Vehicle Importation Disposal Restrictions

68. The *Vehicle Import Form – Form 1* contains a section entitled “Notice to Provincial/Territorial Licence Authority K-22.” This portion of the form is used to identify whether or not a vehicle has had a disposal restriction imposed. A CBSA office date stamp in this section notifies provincial/territorial licensing authorities that the vehicle identified on the form was accounted for at a CBSA office.

69. The “Notice to Provincial/Territorial Licence Authority K-22” section is to be completed by a border services officer. There are three possible options for this section.

(a) This conveyance **may not** be sold or disposed of in Canada at any time, without authorization from the CBSA. This restriction indicates that the vehicle may not be sold without CBSA’s authorization and will be imposed in the following situations:

- (i) foreign students, who normally reside in Canada for the duration of the school year;
- (ii) individuals temporarily employed in Canada, for a period of up to 36 months;
- (iii) diplomats, and United States preclearance personnel, for the duration of their assignment in Canada; and
- (iv) visitors and temporary residents who legally remain in Canada and whose vehicle remains in Canada in excess of provincial time limits must have their vehicle licensed and registered.

Note: Motor vehicles which have been documented on a temporary admission permit, Form E99 – *CBSA Report*, or Form E29B – *Temporary Admission Permit*, and that are required by the provincial/territorial licensing authorities to be licensed in Canada, will be issued a *Vehicle Import Form – Form 1*.

(b) This conveyance may not be sold or disposed of in Canada on or before (date). This option indicates that the conveyance may not be sold or disposed of in Canada on, or before the date specified by the CBSA.

Note: Generally this applies to settlers, including non-residents who have applied for landed immigrant status and returning Canadians whose vehicles may not be sold for a period of up to 12 months following their arrival in Canada.

(c) This conveyance is not subject to a disposal restriction. This option indicates that this conveyance may be sold or disposed of in Canada at any time, without authorization from the CBSA.

70. Persons who import vehicles subject to disposal restrictions should be reminded that the restrictions must be complied with at all times.

71. In all instances where a *Vehicle Import Form – Form 1* is issued, the CBSA will ensure that the importer and vehicle data portion of the form is completed, that one disposal restriction option is indicated, that a transaction number is recorded, and that a date stamp appears in the box to the right of that section.

Licensing

72. For licensing purposes, a properly completed *Vehicle Import Form – Form 1* contains two stamps. For vehicles **not** required to be registered in the RIV program, the CBSA will stamp the K22 section and box 16. For vehicles **required** to be registered in the RIV program, the CBSA will stamp the K22 section only and the RIV inspection centre will stamp box 17.

Customs Tariff

73. Tariff item No. 9897.00.00 of the [Customs Tariff](#) prohibits entry of used or second-hand vehicles. The *Used or Second-Hand Motor Vehicle Regulations* provide exemptions to this prohibition, which are outlined in [Memorandum D9-1-11, Importation of Used or Second-hand Motor Vehicles](#).

74. However, **all vehicle importations are subject to the Transport Canada import requirements** even though they may have been exempted from CBSA prohibition.

Canadian Food Inspection Agency (CFIA) Requirements

75. The following are subject to import requirements, and inspection procedures and fees in order to prevent the entry and establishment of injurious plant pests in Canada:

- (a) used agricultural vehicles, equipment, implements, containers, and carriers;
- (b) used earth moving vehicles, equipment, implements, tools, carriers and containers;
- (c) used passenger and recreational vehicles; and
- (d) used military equipment.

76. Regardless of origin, imported used vehicles, farm equipment and related earth moving vehicles and equipment **must** be free from soil, sand, earth, plant residue, manure and related debris. Many exotic plant pest organisms capable of causing economic loss to Canadian agricultural production can be transported in soil and related matter. For additional information, refer to [Memorandum D19-1-1, Food, Plants, Animals and Related Products](#).

Penalty Information

77. Every corporation that contravenes any provision of the [Motor Vehicle Safety Act](#) is guilty of an offence and is liable:

- (a) on summary conviction, to a fine not exceeding CAN\$100,000; or
- (b) on indictment, to a fine not exceeding CAN\$1,000,000.

78. Every individual who contravenes any provision of the [Motor Vehicle Safety Act](#) is guilty of an offence and is liable:

- (a) on summary conviction, to a fine not exceeding CAN\$2,000 or to imprisonment for a term not exceeding six months, or to both; or
- (b) on indictment, to a fine not exceeding CAN\$10,000 or to imprisonment for a term not exceeding two years, or to both.

Additional Information

79. For information about the Transport Canada import requirements for vehicles manufactured for the United States market and for information about the RIV program, clients should contact:

Registrar of Imported Vehicles
5th floor
405 The West Mall
Toronto ON M9C 5K7

Telephone: **1-888-848-8240** (toll-free from within Canada or the United States) or 416-626-6812 (all other countries)

Fax: **1-888-346-8235**

Web site: www.riv.ca

80. For information about the Transport Canada import requirements for vehicles manufactured for markets other than in the United States and Canada, to become an authorized importer, or to fax notices of detention, contact:

Road Safety and Motor Vehicle Regulation Directorate

Telephone: **1-800-333-0371** (toll-free in Canada and the United States) or 613-998-8616

Fax: 613-998-8541

Web site: www.tc.gc.ca

81. For information about the CFIA requirements, contact one of the following Import Service Centers (ISC):

Eastern ISC (for Quebec and Atlantic) 7:00 a.m. to 11:00 p.m. (local time)

Telephone: **1-877-493-0468** (toll-free in Canada and the United States) 514-493-0468 (other countries)

Fax: 514-493-4103

Central ISC (for Ontario) 7:00 a.m. to 12:00 a.m. (local time)

Telephone: **1-800-835-4486** (toll-free in Canada and the United States) 416-661-3039 (other countries)

Fax: 416-661-5767

Western ISC (for the Prairies and British Columbia) 7:00 a.m. to 12:00 a.m. (local time)

Telephone: **1-888-732-6222** (toll-free in Canada and the United States) 604-666-9240 (EDI and other countries)

Fax: 604-666-1577

Web site: www.inspection.gc.ca/

Border Information Service (BIS)

82. The Border Information Service (BIS) is a computerized, 24-hour telephone service that automatically answers all incoming calls and provides general border services information.

83. You can access BIS free of charge throughout Canada by calling **1-800-461-9999**. If you are calling from outside Canada, you can access BIS by calling 204-983-3500 or 506-636-5064 (long distance charges will apply). To speak directly to an agent, please call during regular business hours from Monday to Friday (except holidays), 8:00 to 16:00 local time. The BIS Web site can be found on the CBSA Web site at www.cbsa.gc.ca.

Program Supplies

84. CBSA offices can requisition program materials as follow

(a) For RIV payment envelopes, RIV posters, RIV pamphlets called *How to Import a Vehicle Into Canada*, contact the RIV at **1-800-575-0465** or **1-800-691-5911** (Quebec only).

(b) For *Vehicle Import Forms – Form 1* and *Vehicle Imported for Parts – Form 3*, contact Transport Canada's Multimedia Publishing Services (MPS) at **1-888-830-4911** or e-mail mps@tc.gc.ca

(c) For the CBSA publication called [Importing a Vehicle Into Canada](#), CBSA offices can requisition from their regional distribution centre or at www.cbsa.gc.ca.

Appendix A

Procedures for Vehicles

(1) Procedures for Vehicles Required to be Registered in the RIV Program – Vehicles purchased in the United States

Step	Importer/ Broker	CBSA Office
1. Report to the CBSA office.	X	
2. Ensure that the vehicle is listed as admissible on the Transport Canada Vehicle Import Compatibility (VIC) list for vehicles purchased in the United States or by contacting the RIV at 1-800-575-0465 or 1-800-691-5911 (Quebec only).		X
3. Ensure that commercial vehicle importations required to be registered in the RIV program are processed at a designated CBSA office (refer to lower page of Section-1 of the VIC list from U.S.)		X
4. Complete boxes 1 to 15 of the <i>Vehicle Import Form – Form 1</i> and sign and date declaration in box 17.	X	
5. Ensure that boxes 1 to 15 of the <i>Vehicle Import Form – Form 1</i> are complete.		X
6. Titles: Title documents are mandatory. Verify the Certificate of Title, Salvage Title, or the Manufacturer's Certificate of Origin for new U.S. compliant vehicles. The title document must be an original. If a title document is not submitted, refuse entry. This applies for both casual and commercial importations.		X
7. In the case of a leased or financed vehicle , if the financial institution does not provide the client with the original Certificate of Title or a certified copy of the Certificate of Title, then a copy of the Certificate of Title with an original letter/statement from the financial institution authorizing that specific vehicle to be exported is acceptable. The statement should identify the vehicle and include the vehicle information number (VIN) of the vehicle.		X
8. Information: Verify whether the vehicle, importer, and vendor information matches the information on the supporting documentation (Title, United States proof of export (if provided), licensing document, bill of sale, invoice, etc.)		X
9. Ensure that the importer or broker has signed the declaration in box 17.		X
10. Examine the vehicle for the appropriate SOC label and ensure that the 17-character VIN matches the VIN provided on the form and the supporting documentation on all vehicles less than 15 years old, with the exception of vehicles with a clear title that are three model years old or less and having a VIN starting with the number 1, 2, 4 or 5 with proof of purchase from the United States. For these vehicles the border services officers will make best efforts to ensure that the vehicle description and the "Vehicle Identification Number" (VIN) are accurately represented on the <i>Vehicle Import Form - Form 1</i> . Note: ATVs, limited speed motorcycles or restricted-use motorcycles can have a 14 to 17-character VIN		X
11. Cross out box 16.		X
12. Facilitate payment of RIV fee: (a) Credit card payments can be processed on-line by the border services officer or by the importer after importation using the following Web site: www.riv.ca ; (b) Credit card payments can also be processed by calling the RIV at 1-800-575-0465 or 1-800-691-5911 (Quebec only) to obtain credit card authorization, and record authorization number in box 17; or (c) If payment will be made by cheque or in another form, provide a RIV payment envelope to the importer, ensure that the payment envelope option is chosen in box 17, and advise importer that the payment should be made payable to the RIV, to quote the <i>Vehicle Import Form – Form 1</i> control number (top right hand corner), and mail inland.		X
13. Complete the K22 section: (a) choose the appropriate disposal restriction option; (b) write N/A for the options not being used; (c) record the CBSA transaction number; and (d) stamp the K22 section on all copies (if importer will pay RIV fee directly online after importation, as the processing agent ID is required) Important Note: Do not stamp box 16 or 17.		X
14. Fax the <i>Vehicle Import Form – Form 1</i> and a copy of the Title to the RIV at 1-888-346-8235 , immediately after importation if possible or within 24 hours of registration at the latest.		X
15. Distribute copies of the form as follows: (a) provide importer with original and importer copies (white and gold); (b) retain the CBSA copy (canary); and		X

(c) mail the RIV copy (pink) to the RIV in a RIV payment envelope within 24 hours of registration. Advise the importer to submit any Recall Clearance letters to the RIV as soon as possible once in Canada, and to contact them (telephone number 1-888-848-8240 , fax number 1-888-642-9899 , Web site www.riv.ca) in order to obtain the RIV vehicle inspection form.		
16. Process and release vehicle in accordance with regular CBSA processing.		X
17. If payment is to be forwarded by mail in a RIV payment envelope, mail payment. If payment is to be processed on-line after importation, process payment on-line.	X	
18. Complete modifications required to the vehicle to comply with Canadian safety standards and have vehicle inspected by a RIV inspection station within 45 days.	X	

(2) Procedures for Vehicles not Required to be Registered in the RIV Program

Step	Importer/ Broker	CBSA Office
1. Report to a CBSA office.	X	
2. Complete boxes 1 to 16 on <i>Vehicle Import Form – Form 1</i> , and sign and date the declaration in box 16.	X	
3. Ensure that boxes 1 to 16 of the <i>Vehicle Import Form – Form 1</i> are complete; box 16 must contain the signature of the importer or the broker.		X
4. Verify whether the vehicle, importer, and vendor details match supporting documentation (Certificate of Title, licensing document, bill of sale, or the New Vehicle Information Statement (NVIS) for new Canadian compliant vehicles etc.) where applicable.		X
5. Write N/A in box 2.		X
6. Verify that the import option identified in box 16 applies to the import situation.		X
7. Place CBSA officer stamp in box 16 on all copies.		
8. Cross out box 17.		X
9. Complete the K22 section: (a) choose the appropriate disposal restriction; (b) record CBSA transaction number; and (c) Place CBSA officer stamp on all copies.		X
10. Distribute copies of form as follows: (a) provide importer with original and importer copies (white and gold); (b) retain the CBSA copy (canary); and (c) mail the RIV copy (pink) to the RIV in a RIV payment envelope.		X
11. Vehicles imported temporarily must be removed from Canada on the date specified on CBSA documentation.	X	

(3) Procedures for Issuing a Replacement *Vehicle Import Form – Form 1* (All cases)

Step	Importer/ Broker	CBSA Office
1. Report to a CBSA office.	X	
2. Advise the border services officer that your <i>Vehicle Import Form - Form 1</i> was lost/stolen and that you require a replacement.	X	
3. If the original Form 1 was completed at your port retrieve the form and transfer the information from the old Form 1 to the new Form 1. If not, contact the RIV, 1-800-575-0465 , and request a fax copy of the form. Once received, transfer the information from the old Form 1 to the new Form 1 as originally declared.		X
4. If the importer is changing the importation category from the original declaration, then the importer is altering his original declaration rather than seeking a replacement and border clearance must be re-assessed according to the new option declared. Proper documentation will be required to confirm admissibility with regards to the new declaration as per normal procedures. Note: This particularly important to ensure that importer who is cancelling a prior RIV entry is being properly screened when requesting a new entry exempt from the RIV program.		X
5. In cases where the VIN number must be changed on a form, the vehicle MUST be examined to confirm that the new VIN required on the form is in fact the VIN affixed to the vehicle.		X

6. For entries into the RIV, got to step 2 of Appendix A(1) and proceed to complete the Form 1 accordingly. Note: The importer is not required to pay the RIV fee again if he has already paid.		X
7. For entries not required to be registered in the RIV, got to step 2 of Appendix A(2) and proceed to complete the Form-1 accordingly.		X
8. Cross-reference the original Form 1 with the new replacement Form 1 by writing the form number of the original Form 1 on the top of the replacement Form 1, and vice versa.		X
9. Distribute copies of the Form 1 according to Appendix A(1) or A(2), whichever is the case.		X
10. If applicable, inform the importer of any new responsibilities that may apply according to the type of entry declared on the new replacement Form 1. (ex: new RIV-entry or non-RIV entry),		X

Appendix B

Procedures for Vehicles Imported for Parts and Registered in the RIV Program (United States certified vehicles only)

Step	Importer/ Broker	CBSA Office
1. Report to the CBSA office.	X	
2. Determine if the vehicle is listed as admissible or inadmissible on the Transport Canada's Vehicle Import Compatibility (VIC) list for vehicles purchased in the United States		X
3. If the vehicle is listed as admissible , ensure that the Certificate of Title or Salvage Title is presented.		X
4. If the vehicle is listed as inadmissible , ensure that a Salvage Title is presented. A clear Certificate of Title is not acceptable for an inadmissible vehicle.		X
5. Ensure that commercial importations of vehicles declared for parts are registered in the RIV program at a designated CBSA office (refer to lower page of Section-1 of the VIC list from U.S.)		X
6. Complete boxes 1 to 12 of the <i>Vehicle Imported for Parts – Form 3</i> and sign and date declaration in box 13.	X	
7. Ensure that boxes 1 to 12 of the <i>Vehicle Imported for Parts – Form 3</i> are complete.		X
8. Ensure that the importer or broker has signed the declaration in box 13.		X
9. Vehicles imported for parts on the <i>Vehicle Imported for Parts Form- Form 3</i> do not require inspection unless warranted by the border service officers.		X
10. Facilitate payment of RIV fee: (a) Credit card payments can be processed on-line by the border services officer or by the importer after importation using the following Web site: www.riv.ca ; (b) Credit card payments can also be processed by calling the RIV at 1-800-575-0465 or 1-800-691-5911 (Quebec only) to obtain credit card authorization, and record authorization number in box 17; or (c) If payment will be made by cheque or in another form, provide a RIV payment envelope to the importer, ensure that the payment envelope option is chosen in box 17, and advise importer that the payment should be made payable to the RIV, to quote the <i>Vehicle Import Form – Form 3</i> control number (top right hand corner), and mail inland.		X
11. Stamp the Form 3 (a) record the transaction number; (b) stamp the form in the “ CBSA use only ” section on all copies (if client will process payment on-line after importation, officer number is required)		X
12. Fax the <i>Vehicle Imported for Parts – Form 3</i> and a copy of the Title to the RIV at 1-888-346-8235 , immediately after importation if possible or within 24 hours of registration at the latest.		X
13. Distribute copies of the form as follows: (a) provide importer with original and importer copies (white and gold); (b) retain the CBSA copy (canary); and (c) mail the RIV copy (pink) to the RIV in a RIV payment envelope within 24 hours of registration.		X
14. Process and release vehicle in accordance with regular CBSA processing.		X
15. If payment is to be forwarded by mail in a RIV payment envelope, mail payment. If payment is to be processed on-line after importation, process payment on-line.	X	

Appendix C

Transport Canada – Vehicle Chart

Vehicles Chart

The following chart identifies the conditions that a vehicle must meet in order to be permanently imported into Canada. The vehicle processing instructions are provided in Appendices A and B. The chart also provides the definition of the vehicle type and the requirements for release.

The Transport Canada import requirements are complex. It is strongly recommended that importers **verify that their vehicles meet all the requirements by contacting Transport Canada or the RIV before importation.**

Vehicle Requirements

When referring to the chart, the following terminology and abbreviations indicate the vehicle conditions required.

[Appendix F – Pre-clearance List of Canadian Companies Authorized by Transport Canada to Import New Canadian Specification Vehicles Manufactured for the Canadian Market](#)

[Appendix G – Search for Canadian Companies Authorized by Transport Canada to Import New Canadian Specification Vehicles Manufactured for the Canadian Market](#)

SOC Label – refers to the statement of compliance label affixed to the vehicle that contains the manufacturer's certification

SOC Letter – refers to the statement of compliance letter issued by the manufacturer and that contains the manufacturer's certification

FMVSS – Federal Motor Vehicle Safety Standards (refers to United States certification)

US FMVSS – United States Federal Motor Vehicle Safety Standards (refers to United States certification)

CMVSS – Canadian Motor Vehicle Safety Standards (refers to Canadian certification which might be in the form of a statement on the SOC label or the national safety mark)

SSCC – Snowmobile Safety Certification Committee Inc.

17-character VIN – Vehicles must have a 17-character vehicle identification number. The following are exempt from this VIN requirement:

- vehicles (excluding buses) 15 years old or older;
- buses manufactured prior to July 1982;
- vehicles imported temporarily;
- snowmobiles and snowmobile cutters manufactured prior to January 1, 2001;
- home-built trailers;
- mobile homes;
- work vehicles;
- restricted-use motorcycle manufactured prior to December 1, 2004.

VIC list from U.S. – refers to [Vehicle Import Compatibility \(Admissibility\) list for vehicles purchased in the United States.](#)

Vehicle Import Form – *Vehicle Import Form – Form 1*

RIV program – refers to registration in the RIV program.

Inadmissible – indicates that the vehicle is considered inadmissible for Transport Canada purposes.

No requirements – indicates that there are no Transport Canada import requirements.

Commercial importation – refers to vehicles imported into Canada for sale on the Canadian market.

Personal importation – refers to a vehicle acquired for the importer's personal use.

Vehicle Type	Definition	Requirements
Agricultural Vehicle	Vehicle designed exclusively for operations off the public highway and for the performance of agricultural work or animal husbandry. Examples: Trailed vehicles such as hay wagons, manure spreaders, farm tractors, and pick-up balers.	Market: All countries No requirements except in Quebec where most agricultural vehicles require a <i>Vehicle Import Form - Form 1</i> for licensing purposes.
All-Terrain Vehicle (ATV)	Vehicles, excluding a power-assisted bicycle, a competition vehicle and a vehicle imported temporarily for special purposes, but including an all-terrain vehicle designed primarily for recreational use, that: (a) has steering handlebars, (b) is designed to travel on not more than four wheels in contact with the ground, (c) does not have as an integral part of the vehicle a structure to enclose the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest, and (d) bears a label, permanently affixed in a conspicuous location, stating, in both official languages, that the vehicle is a restricted-use motorcycle or an all-terrain vehicle and is not intended for use on public highways. Note: <i>The Motor Vehicle Safety Act and Regulations</i> only regulate all-terrain vehicles as defined under restricted-use motorcycles, as such, if the all-terrain vehicle is equipped with a steering wheel, it is admissible.	Market: United States 15 years or older: – No requirements – <i>Vehicle Import Form – Form 1</i> Less than 15 years old: – Three-wheeled ATV: – Inadmissible unless 15 years or older. Private importation: – <i>Vehicle Import Form – Form 1</i> ; – RIV Program – 14 to 17 character VIN if manufactured before December 1, 2004; – 17 character VIN if manufactured after December 1, 2004; – SOC label is not mandatory. Commercial Importation: – <i>Vehicle Import Form – Form 1</i> ; – 17 character VIN; – Must be listed on Appendix F or G; vehicle information (make, model) – Must match the vehicle listed in Appendix F or G under importer's name; – Must bear SOC label and appropriate warning label "This vehicle is an all-terrain vehicle and is not intended for use on public highways." Market: Other countries 15 years or older: – <i>Vehicle Import Form – Form 1</i> . Less than 15 years old: – Inadmissible unless listed on Appendix F or G, vehicle information (make, model); – Must match the vehicle listed in Appendix F or G under importers name; – 14 to 17 character VIN if manufactured before December 1, 2004; – 17 character VIN if manufactured after December 1, 2004; – <i>Vehicle Import Form – Form 1</i> ; – Must bear SOC label and appropriate warning label "This vehicle is an all terrain vehicle and is not intended for use on public highways."
Ambulance	Vehicle altered for the transportation of persons or animals for medical emergencies. See "Multi-Purpose Passenger Vehicle."	

Antique Reproduction Vehicle	Vehicle designed to be a scaled reproduction of an antique vehicle and has a motor that produces less than 8 kW (10.73 bhp).	Market: All countries 15 years or older: – No requirements. Less than 15 years old: – label permanently affixed in a conspicuous position stating that the vehicle is not for public transportation but is intended for use in parades, exhibitions, and demonstrations.
Antique Vehicle	Vehicle 25 years old or older and which conforms to its original appearance and configuration at the time of manufacture.	Market: All countries – <i>Vehicle Import Form – Form 1</i>
Bus	Vehicle designed with a seating capacity of more than 10 but does not include a trailer. Note: Includes school buses, and buses converted into motorhomes.	Market: United States Manufactured before January 1, 1971: – <i>Vehicle Import Form – Form 1</i> Manufactured on or after January 1, 1971: – Verify admissibility on VIC list from U.S. ; – SOC label or SOC letter from manufacturer certifying US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i> ; – 17-character VIN for vehicles build after July 1982; and – RIV program. Market: Other countries Manufactured before January 1, 1971: – <i>Vehicle Import Form – Form 1</i> Manufactured on or after January 1, 1971: – Inadmissible
Chassis Cab	See “Incomplete Vehicle”	
Competition Vehicle (i.e., racing car)	A vehicle designed for use exclusively in closed-course competition. Note: A souped-up Porsche or Trans-Am is not a competition car and would be subject to the requirements outlined for a passenger car.	Market: All countries 15 years or older: – No requirements. Less than 15 years old: – must bear a label affixed by the manufacturer stating, in both official languages, that the vehicle is a competition vehicle and is for use exclusively in closed-course competition, or – is accompanied by a signed declaration clearly indicating that the vehicle is a competition vehicle and is for use exclusively in closed-course competition.
Electric Bicycle	See “Power-assisted Bicycle”	
Electric Vehicle	Electric Passenger Car – See “Passenger car” Electric Motorcycle – See “Motorcycle” Electric Truck – See “Truck” Electric Multipurpose passenger vehicle – See “Multipurpose passenger vehicle” Low speed vehicle – See “Low speed vehicle”	

Funeral Vehicle	<p>A vehicle modified by a second-stage manufacturer for use in funerals.</p> <p>Note: Funeral vehicles are manufactured in two stages. One company produces and certifies a vehicle. Another company completes the funeral vehicle, i.e., hearse. The second-stage manufacturer must affix a compliance label certifying the vehicle to US FMVSS or FMVSS.</p>	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label from second-stage manufacturer certifying the vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Incomplete Vehicle	<p>(a) Vehicles other than a vehicle imported temporarily for special purposes, that is capable of being driven and that consists, at a minimum, of a chassis structure, power train, steering system, suspension system and braking system in the state in which those systems are to be part of the completed vehicle, but requires further manufacturing operations to become a completed vehicle, or</p> <p>(b) That is an incomplete trailer.</p>	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – SOC label certifying US FMVSS or FMVSS (label may be temporary and located in plastic bag in glove compartment or attached to interior of the cab); – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Jeep	See “Multi-Purpose Passenger Vehicle.”	
Kit Car/Replica	<p>Fully operational replicas of antique or classic cars constructed from a vehicle kit and may be placed upon a new or used chassis. Kit cars are considered vehicles whether they are in assembled or unassembled form.</p> <p>Note: The date of manufacture of the vehicle is the date that the vehicle was assembled and not the date of manufacture of a donor car in which to build the kit upon.</p> <p>Example: Cobras</p>	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – must be able to substantiate that it was licensed in its current kit car form more than 15 years ago; and – <i>Vehicle Import Form – Form 1</i>. <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – must be able to substantiate that it was licensed in its current kit car form more than 15 years ago; and – <i>Vehicle Import Form – Form 1</i>. <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible

Limousine	Vehicle that have been extended or stretched by a second-stage manufacturer.	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label from second-stage manufacturer certifying the vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – No requirement. <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Low-Speed Vehicle	<p>"low-speed vehicle" means a vehicle, other than a restricted-use motorcycle or a vehicle imported temporarily for special purposes, that</p> <ul style="list-style-type: none"> (a) is designed for use primarily on streets and roads where access and the use of other classes of vehicles are controlled by law or agreement, (b) travels on four wheels, (c) is powered by an electric power train (an electric motor and, if present, a transmission) that is designed to allow the vehicle to attain a speed of 32 km/h but not more than 40 km/h in a distance of 1.6 km on a paved level surface, (d) does not use fuel as an on-board source of energy, and (e) has a GVWR of less than 1,361 kg 	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – No requirements. <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label; – 17-character VIN; – <i>Vehicle Import Form – Form 1</i>; and – RIV program. <p>Market: Other countries</p> <p>15 years old or older:</p> <ul style="list-style-type: none"> – No requirements. <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Mini-bike	See "Motorcycle – Restricted-Use."	
Mini-van	See "Multi-Purpose Passenger Vehicle."	
Mobile Home	Vehicle that is more than 102 inches in overall width and that is designed to be drawn behind another vehicle and to be used as a living or working accommodation unit.	<p>Market: All countries</p> <ul style="list-style-type: none"> – No requirements.
Motor Tricycle	<p>Motorcycle, other than an antique reproduction vehicle, that</p> <ul style="list-style-type: none"> (a) is designed to travel on three wheels in contact with the ground, (b) has seating on which all occupants must sit astride, (c) has no more than four designated seating positions, (d) has a gross vehicle weight rating of 1 000 kg or less; and (e) does not have a structure partially or fully enclosing the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest. 	<p>Market: United States</p> <p>15 years old or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – New: Admissible if listed under Appendix G importer's name – Used: Detain and contact Transport Canada at 613-998-1973; – If Transport Canada accepts, <i>Vehicle Import Form – Form 1</i>; and – RIV program <p>Market: Other countries</p> <p>15 years old or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible

Motorcycle	<p>Vehicle of the subclasses enclosed motorcycle, open motorcycle, limited-speed motorcycle and motor tricycle, that</p> <p>(a) is designed to travel on not more than three wheels in contact with the ground,</p> <p>(b) has a minimum wheel rim diameter of 250 mm, and</p> <p>(c) has a minimum wheelbase of 1 016 mm, but does not include a power-assisted bicycle, a restricted-use motorcycle, a low-speed vehicle, a passenger car, a truck, a multipurpose passenger vehicle, a competition vehicle, a vehicle imported temporarily for special purposes or a three-wheeled vehicle</p>	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Motorcycle – Competition	See “Competition Vehicle”	
Motorcycle – Limited Speed	<p>Motorcycle that has:</p> <p>(a) has steering handlebars that are completely constrained from rotating in relation to the axle of only one wheel in contact with the ground,</p> <p>(b) has a maximum attainable speed of 70 km/h or less, measured in accordance with International Organization for Standardization standard ISO 7117-1981, Road vehicles — measurement method for the maximum speed of motorcycles,</p> <p>(c) has a minimum seat height, when the vehicle is unladen, of 650 mm, and</p> <p>(d) does not have a structure partially or fully enclosing the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest.</p> <p>Includes mopeds and scooters.</p>	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label certifying vehicle to US FMVSS or FMVSS; – 17-character VIN – <i>Vehicle Import Form – Form 1</i>; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible unless in Appendix F or G.
Motorcycle – Off-road	See “Motorcycle – Restricted-use”	

<p>Motorcycle – Restricted-use</p>	<p>“restricted-use motorcycle” means a vehicle, excluding a power-assisted bicycle, a competition vehicle and a vehicle imported temporarily for special purposes, but including an all-terrain vehicle designed primarily for recreational use, that:</p> <p>(a) has steering handlebars,</p> <p>(b) is designed to travel on not more than four wheels in contact with the ground,</p> <p>(c) does not have as an integral part of the vehicle a structure to enclose the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest, and</p> <p>(d) bears a label, permanently affixed in a conspicuous location, stating, in both official languages, that the vehicle is a restricted-use motorcycle or an all-terrain vehicle and is not intended for use on public highways.</p>	<p>Market: United States</p> <p>15 years or older</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i>; – no requirements. <p>Less than 15 years old</p> <p>Three-wheeled ATV:</p> <ul style="list-style-type: none"> – Inadmissible unless 15 years or older <p>Private importation:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i>; – 14 to 17 character VIN if manufactured before December 1, 2004; – 17 character VIN if manufactured after December 1, 2004; – RIV program; – SOC label not mandatory; <p>Commercial Importation:</p> <ul style="list-style-type: none"> – SOC label is mandatory – <i>Vehicle Import Form – Form 1</i> – 17 character VIN; – Must be listed on Appendix F or G, vehicle information (make, model) – Must match the vehicle listed in Appendix F or G under importer's name; – Must bear SOC label and appropriate warning “This vehicle is a Restricted use motorcycle and is not intended for use on public highways. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible unless listed on Appendix F or G, vehicle information (make, model); – Must match the vehicle listed in Appendix F or G under importer's name; – 14 to 17 character VIN if manufactured before December 1, 2004; – 17 character VIN if manufactured after December 1, 2004; – <i>Vehicle Import Form – Form 1</i> – Must bear SOC label and appropriate warning label “This vehicle is a Restricted use motorcycle and is not intended for use on public highways.
<p>Motorcycle – Side-car</p>	<p>Vehicle designed to carry or accommodate persons to be drawn beside a motorcycle.</p>	<p>Market: All countries</p> <ul style="list-style-type: none"> – No requirements.

Motorhome	<p>Vehicle having a designated seating capacity of 10 or fewer that is constructed on a truck-chassis or with special features for occasional off-road operation.</p> <p>Motorhomes are manufactured in two stages. One company produces and certifies a chassis. Another company completes the vehicle, i.e., motorhome.</p> <p>The second-stage manufacturer must affix compliance label certifying the vehicle to US FMVSS or FMVSS.</p>	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label from second-stage manufacturer certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Motorized Scooter	<p>See “Motorcycle – Restricted-Use”</p> <p>A motorized scooter, with or without a seat, consists of a footboard mounted on two wheels and a long steering post with handlebars, which is propelled by resting one foot on the footboard and pushing the other against the ground.</p> <p>A motorized scooter meets the definition of a vehicle under Transport Canada’s <i>Motor Vehicle Safety Act</i> and is classified as a “restricted use motorcycle”.</p>	
Multi-Purpose Passenger Vehicle (MPV)	<p>Vehicle having a designated seating capacity of 10 or less, that is constructed either on a truck-chassis or with special features for occasional off-road operation, but does not include an air cushion vehicle, an all-terrain vehicle, a golf-cart, a low-speed vehicle, passenger car, or truck or a vehicle imported temporarily for special purposes. This category includes:</p> <ul style="list-style-type: none"> (a) vans; (b) minivans; (c) some 4×4s; and (d) Jeeps. 	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Passenger Car	<p>Vehicle having a seating capacity of 10 or less, but does not include an all-terrain vehicle, competition car, multi-purpose vehicle, antique reproduction vehicle, motorcycle, truck, trailer, motorhome, or stretch limousine.</p>	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label or SOC letter from manufacturer certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible

Power-assisted Bicycle	<p>An electric bicycle propelled by either a combination of muscular power and a motor, or by the motor alone:</p> <p>(a) has steering handlebars and is equipped with pedals;</p> <p>(b) is designed to travel on not more than three wheels in contact with the ground;</p> <p>(c) is capable of being propelled by muscular power;</p> <p>(d) has an electric motor only, which has the following characteristics:</p> <p>(1) it has a continuous power output rating, measured at the shaft of the motor, of 500 W or less;</p> <p>(2) if it is engaged by muscular power, power assistance immediately ceases when the muscular power ceases;</p> <p>(3) if it is engaged by an accelerator controller, power assistance ceases when the brakes are applied; and</p> <p>(4) it is incapable of providing further assistance when the bicycle attains a speed of 32 km/h on level ground; and</p> <p>(e) bears a label that is permanently affixed by the manufacturer and appears in a conspicuous location stating, in both official languages, that the vehicle is a power-assisted bicycle, and has one of the following safety features:</p> <p>(1) an enabling mechanism to turn the electric motor on and off that is separate from the accelerator controller and fitted in such a manner that is operated by the driver; or</p> <p>(2) mechanism that prevents the motor from being engaged before the bicycle attains a speed of 3 km/h.</p>	<p>Market: All countries</p> <p>Private Importation:</p> <ul style="list-style-type: none"> – Should have the Power-assisted Bicycle label affixed “This vehicle is a Power-assisted Bicycle”. – No Form, no RIV program. <p>Commercial Importation:</p> <ul style="list-style-type: none"> – Should have the Power-assisted Bicycle label affixed “This vehicle is a Power-assisted Bicycle”. – No form, no RIV program.
Racing Car	See “Competition Vehicle.”	
Scooter	See “Motorcycle – Limited Speed.”	
Snowmobile	Vehicle (including a snowmobile conversion vehicle) that has a mass of not more than 450 kg, is designed primarily for travel on snow, has one or more steering skis and is driven by means of an endless belt or belts in contact with the ground.	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – label or letter from the manufacturer certifying compliance to at least one of the following standards: <ol style="list-style-type: none"> 1. CMVSS; or 2. SSCC Inc. – <i>Vehicle Import Form – Form 1</i>; – RIV program; and – snowmobiles manufactured after January 1, 2001 must bear a 17 digit VIN number. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Snowmobile – Competition	See “Competition Vehicles”	

Snowmobile Cutter	Vehicle designed to be drawn behind a snowmobile.	Market: United States 15 years or older: – <i>Vehicle Import Form – Form 1</i> Less than 15 years old: – <i>Vehicle Import Form – Form 1</i> ; and – RIV program. Market: Other countries 15 years or older: – <i>Vehicle Import Form – Form 1</i> Less than 15 years old: – Inadmissible
Three-wheeled Vehicle	Vehicle, other than a competition vehicle, a low-speed vehicle, an antique reproduction vehicle, a motorcycle, a restricted-use motorcycle, a trailer or a vehicle imported temporarily for special purposes, that: (a) is designed to travel on three wheels in contact with the ground; (b) has no more than four designated seating positions; and (c) has a gross vehicle weight rating of 1 000 kg or less.	Market: United States 15 years old or older: – <i>Vehicle Import Form – Form 1</i> Less than 15 years old: – Inadmissible unless listed under Appendix F or G. Market: Other countries 15 years old or older: – <i>Vehicle Import Form – Form 1</i> Less than 15 years old: – Inadmissible
Three- or Four-wheeled All-Terrain Vehicle (ATV)	A three- or four-wheeled All-Terrain Vehicle (ATV) is a Restricted-use Motorcycle. Refer to “Motorcycle – Restricted-use”	
Tractor (Farm)	Vehicle designed exclusively for agricultural purposes.	Market: All Countries – No requirements. Market: Province of Quebec – <i>Vehicle Import Form – Form 1</i>
Trailer	Vehicle designed to carry or accommodate persons or property and to be drawn behind another vehicle, and includes a bus trailer, pole trailer, fifth-wheel trailer, stock trailer, and cable-reel trailer, but does not include a mobile home, trailer converter dolly, or any earth-moving equipment or implement of farm husbandry. Examples: Fifth-wheel trailers, horse or stock trailers, utility trailers, camping trailers, boat trailers, heavy-equipment trailers, welding trailers, and car dollies.	Market: United States 15 years or older: – <i>Vehicle Import Form – Form 1</i> Less than 15 years old: – Verify admissibility on VIC list from U.S. ; – SOC label or letter from manufacturer certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i> ; – 17-character VIN; and – RIV program. Market: Other countries 15 years or older: – <i>Vehicle Import Form – Form 1</i> Less than 15 years old: – Inadmissible

Trailer – Home-built, Home-made	Trailer that meets the definition of a trailer but has been manufactured by an importer (a traveller) for personal use, such as recreational use, and not for commercial or resale purposes.	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i>; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Trailer Converter Dolly	Trailer equipped with one or more axles, a lower half of a fifth-wheel coupling, and a drawbar.	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label or letter from the manufacturer certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Truck includes Truck-tractor	<p>Vehicle designed primarily for the transportation of property or equipment, but does not include a chassis-cab, crawler-mounted vehicle, trailer, work vehicle, or a vehicle designed for operations exclusively off the public highway.</p> <p>Category includes: Cement trucks, truck tractors, oil trucks, and fire trucks.</p>	<p>Market: United States</p> <p>5 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S. – SOC label certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible

Van Conversion	<p>A Van Conversion is manufactured in two stages. One company produces and certifies a van. Another company completes the vehicle, i.e., camper van. The second-stage manufacturer must affix a compliance label certifying the vehicle to US FMVSS or FMVSS.</p> <p>Examples: limousines, ambulances.</p>	<p>Market: United States</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Verify admissibility on VIC list from U.S.; – SOC label or letter from second-stage manufacturer certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program. <p>Market: Other countries</p> <p>15 years or older:</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i> <p>Less than 15 years old:</p> <ul style="list-style-type: none"> – Inadmissible
Work Vehicle	<p>Vehicle designed primarily for the performance of work in the construction of works of civil engineering and in maintenance, and that is not constructed on a truck chassis or truck-type chassis. This does not include a tractor or any vehicle designed primarily to be drawn behind another vehicle.</p> <p>Category includes: Front-end loaders, bulldozers, backhoes, and street sweepers built on special chassis (not regular truck chassis), forklifts, and mobile cranes built on special chassis. Trailered vehicles such as hay wagons, manure spreaders, and large earth-moving vehicles.</p>	<p>Market: All countries</p> <ul style="list-style-type: none"> – <i>Vehicle Import Form – Form 1</i>, only if required by the province.

Appendix D

Canadian Motor Vehicle Safety Standards (CMVSS)

National Safety Mark (NSM):



Canadian specific statement on the SOC label:

This vehicle conforms to all applicable standards prescribed under the *Canadian Motor Vehicle Safety Regulations* in effect on the date of manufacture. / Ce véhicule est conforme à toutes les normes qui lui sont applicables en vertu du *Règlement sur la sécurité des véhicules automobiles du Canada* en vigueur à la date de sa fabrication.

Snowmobile Safety Certification Committee (SSCC)

The SSCC label may appear in the following or a similar format:



References	
Issuing Office	Commercial Border Programs Division Border Programs Directorate Programs Branch
Headquarters File	7624-3
Legislative References	<i>Motor Vehicle Safety Act</i> <i>Customs Act</i> <i>Plant Protection Act</i> <i>Motor Vehicle Safety Regulations</i> <i>Customs Tariff</i>
Other References	D2-4-1 , D4-1-5 , D7-4-1 , D7-4-3 , D8-1-1 ; D8-1-2 , D9-1-11 , D19-1-1 , D21-1-1
Superseded Memorandum D	D19-12-1 dated December 3, 2008