



Ottawa, December 3, 2008

MEMORANDUM D19-12-1

In Brief

IMPORTATION OF VEHICLES

This memorandum has been revised to clarify and update Transport Canada's vehicle import requirements and the requirement of the Registrar of Imported Vehicles program.



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IMPORTATION OF VEHICLES

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.

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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:

- (a) “commercial importation” means goods imported into Canada for sale or for any commercial, industrial, occupational, institutional, or other like use;
- (b) “personal or non-commercial importation” means a vehicle acquired for the importer’s personal use;
- (c) “temporary resident” means
 - (1) 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;
 - (2) the spouse or any dependants of a person described in subparagraph 5(c)(1)(i) or (ii); and
 - (3) 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);
- (d) “visitor” means a person who is not a resident or a temporary resident and who enters Canada for a period not exceeding 12 months;
- (e) “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*;

- (f) “used vehicle” means a vehicle that has been sold at the retail level;
- (g) “new vehicle” means a vehicle that has never been sold at the retail level, and has never been owned or registered;
- (h) “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;
- (i) “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;
- (j) “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;
- (k) “Canadian specification vehicle” refers to a vehicle built to comply with the Canadian Motor Vehicle Safety Standards, or CMVSS; and
- (l) “Schedule VII” refers to the Transport Canada authorization that is required for the vehicles entering temporarily for exhibition, demonstration, evaluation, testing, or special purposes.

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 Appendix E.

8. Appendix I 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” in Appendix E; and
- (c) issued a 17-character vehicle identification number (VIN) in accordance with the VIN requirements outlined in the notes section of Appendix I; 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 J).

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 Appendix G 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.

13. Commercial importations of vehicles are required to be registered in the RIV program at designated CBSA offices (refer to Appendix H). 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 Appendix E).

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 of tariff item No. 9805.00.00 and 9807.00.00.

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 Appendix E, 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 Appendix E), 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 List of Vehicles Admissible From the United States (Appendix E). 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 List of Vehicles Admissible from the United States (Appendix E) may be imported for parts and must be registered in the RIV program. **Vehicles listed as inadmissible in Appendix E 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.

Note:

(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 List of Vehicles Admissible from the United States (Appendix E), 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 bring 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. These importers are listed in Appendices F and G. **The vehicles are new and have never been owned or licensed**, and are certified by the manufacturer to comply with the CMVSS.

41. Appendices F and G identify authorized importers by company name which must correspond with the name of the importer of record identified on the CBSA entry documentation. Appendix G also identifies the **specific** vehicle types and manufacturers that an authorized importer may import.

42. Only authorized importers listed in Appendices F and G can use the Prearrival Review System (PARS). When the broker presents a PARS package for an authorized importer listed in Appendix G, the authorized importer or the broker submits a completed *Vehicle Import Form – Form 1and* 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. Authorized importers identified in Appendix G 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:
 - (1) 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;
 - (2) 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)*;

- (3) visiting forces personnel, for the duration of their assignment in Canada; and
- (4) 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:

- (1) "exhibition" applies to events where vehicles of various manufacturers or producers are displayed (e.g., exhibits for auto shows);
- (2) "demonstration" applies to shows of vehicle models or types to prospective clients, or for use in promotional-type events (e.g., vehicle prototypes);
- (3) "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, *Temporary Importation (Tariff Item No. 9993.00.00) Regulations*); and
- (4) "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.

Note: 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 deferral and drawback programs. Information on these programs is

contained in Memorandum D7-4-1, *Duty Deferral 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: Importation by a Canadian Resident or a Canadian Company – 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 equipped with United States licence plates. When the Canadian driver is working for the company that will repair, provide warranty service or do alterations (such as adding an air conditioning to a vehicle) as a service to the United States owner, the

driver must be able to 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.

Importation 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 registered in the RIV program.

(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, *Convention Services Program*.

(f) the vehicles are work vehicles;

(1) 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 I for the definition of a work vehicle; or

(2) 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

(1) are not destined for consumption in Canada;

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

(3) 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 B 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).

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 know 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.

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 sufferance warehouse in special circumstances.

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 Regulations* 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 in Appendix F;
- (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:
 - (1) foreign students, who normally reside in Canada for the duration of the school year;
 - (2) individuals temporarily employed in Canada, for a period of up to 36 months;
 - (3) diplomats, and United States preclearance personnel, for the duration of their assignment in Canada; and

- (4) 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, Agricultural Inputs and Agricultural 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
 Transport Canada

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

Fax: 613-998-4831

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 (Vehicle Import Form – Form 1, RIV payment envelopes, RIV posters, RIV pamphlets called How to Import a Vehicle Into Canada, *Vehicle Imported for Parts – Form 3*) from their regional distribution centre.

85. When ordering materials, CBSA offices must ensure they quote the following Corporate Administrative Systems (CAS) numbers:

(a) for *Vehicle Import Form – Form 1*: 13-0132-1, CAS No. 20013821

(b) for envelopes: 13-0132-2, CAS No. 20013822

(c) for posters: 13-0132-3, CAS No. 20013823

(d) for pamphlets in English: 13-0132-4, CAS No. 20013824

(e) for pamphlets in French: 13-0132-4, CAS No. 20013865

(f) for *Vehicle Imported for Parts – Form 3*: 13-0150, CAS No. 20018931

86. CBSA offices can also requisition the CBSA publication called *Importing a Vehicle Into Canada* from their regional distribution centre or at **www.cbsa.gc.ca** under “Publications and forms”.

87. Importers and brokers can requisition the *Vehicle Import Form – Form 1* and *Vehicle Imported for Parts – Form 3* directly from Transport Canada using the contact information in paragraph 80.

APPENDIX A (1)

**PROCEDURES FOR VEHICLES REQUIRED TO BE REGISTERED IN THE RIV PROGRAM
– VEHICLES MANUFACTURED FOR THE UNITED STATES MARKET**

IMPORTER/BROKER	CBSA OFFICE
<p>1. Report to the CBSA office.</p> <p>4. Complete boxes 1 to 15 of the <i>Vehicle Import Form – Form 1</i> and sign and date declaration in box 17.</p>	<p>2. Ensure that the vehicle is listed as admissible on the Transport Canada List of Vehicles Admissible from the United States (Appendix E) or by contacting the RIV at 1-800-575-0465 or 1-800-691-5911 (Quebec only).</p> <p>3. Ensure that commercial vehicle importations required to be registered in the RIV program are processed at a designated CBSA office (Appendix H)</p> <p>5. Ensure that boxes 1 to 15 of the <i>Vehicle Import Form – Form 1</i> are complete.</p> <p>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.</p> <p>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.</p> <p>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.)</p> <p>9. Ensure that the importer or broker has signed the declaration in box 17.</p> <p>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. Only ATVs, limited speed motorcycles or restricted-use motorcycles can have a 14 to 17-character VIN.</p> <p>11. Cross out box 16.</p> <p>12. Facilitate payment of RIV fee:</p> <p>(a) If payment is by credit card, call 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</p> <p>(b) 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.</p> <p>(c) Payment can be processed on-line by the border services officer or by the importer after importation using the following Web site:www.riv.ca.</p>

IMPORTER/BROKER	CBSA OFFICE
<p>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.</p> <p>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.</p>	<p>13. Complete the K22 section:</p> <p>(a) choose the appropriate disposal restriction option;</p> <p>(b) write N/A for the options not being used;</p> <p>(c) record the CBSA transaction number; and</p> <p>(d) place badge number (if importer will pay RIV fee directly online after importation, as the processing agent ID is required) and CBSA office date stamp on all copies.</p> <p>Note: Do not stamp box 16 or 17.</p> <p>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.</p> <p>15. Distribute copies of the form as follows:</p> <p>(a) provide importer with original and importer copies (white and gold);</p> <p>(b) retain the CBSA copy (canary); and</p> <p>(c) mail the RIV copy (pink) to the RIV in a RIV payment envelope within 24 hours of registration.</p> <p>16. Process and release vehicle in accordance with regular CBSA processing.</p>


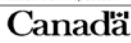
APPENDIX A (2)

PROCEDURES FOR VEHICLES IMPORTED FOR PARTS AND REGISTERED IN THE RIV PROGRAM

IMPORTER/BROKER	CBSA OFFICE
<p>1. Report to the CBSA office.</p> <p>6. Complete boxes 1 to 12 of the <i>Vehicle Imported for Parts – Form 3</i> and sign and date declaration in box 13.</p> <p>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.</p>	<p>2. Determine if the vehicle is listed as admissible or inadmissible on the Transport Canada's List of Vehicles Admissible from the United States (Appendix E)</p> <p>3. If the vehicle is listed as admissible, ensure that the Certificate of Title or Salvage Title is presented.</p> <p>4. If the vehicle is listed as inadmissible, ensure that a Salvage Title is presented. A Certificate of Title is not acceptable for an inadmissible vehicle.</p> <p>5. Ensure that commercial importations of vehicles are registered in the RIV program at a designated CBSA office (Appendix H)</p> <p>7. Ensure that boxes 1 to 12 of the <i>Vehicle Imported for Parts – Form 3</i> are complete.</p> <p>8. Ensure that the importer or broker has signed the declaration in box 13.</p> <p>9. Examine the vehicle for the 17-character VIN and ensure that the information provided on the Form 3 and supporting documentation matches the information on the vehicle.</p> <p>10. Facilitate payment of RIV fee:</p> <p>(a) If payment is by credit card, call 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 13; or</p> <p>(b) 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 13, and advise importer that the payment should be made payable to the RIV, to quote the <i>Vehicle Imported for Parts – Form 3</i> control number (top right hand corner), and mail inland.</p> <p>(c) payment can be processed on-line by the border services officer or by the importer after importation using the following Web site: www.riv.ca.</p> <p>11. Stamp the Form 1</p> <p>(a) record the transaction number;</p> <p>(b) write badge number (if client will process payment on-line after importation, officer number is required) and place CBSA office date stamp on all copies.</p> <p>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.</p> <p>13. Distribute copies of the form as follows:</p> <p>(a) provide importer with original and importer copies (white and gold);</p> <p>(b) retain the CBSA copy (canary); and</p> <p>(c) mail the RIV copy (pink) to the RIV in a RIV payment envelope within 24 hours of registration.</p> <p>14. Process and release vehicle in accordance with regular CBSA processing.</p>



APPENDIX C

VEHICLE IMPORT FORM - FORM 1

	Transport Canada Transports Canada	VEHICLE IMPORT FORM - FORM 1 FORMULAIRE D'IMPORTATION DE VÉHICULE - FORMULAIRE 1	Protected A (when completed) Protégé A (lorsque rempli)
		F000000	
NOTICE TO PROVINCIAL / TERRITORIAL LICENCE AUTHORITY K-22 - AVIS AUX AUTORITÉS PROVINCIALES / TERRITORIALES D'IMMATRICULATION K-22			
The conveyance described herein has been accounted for by Canada Border Services Agency and may be licensed in Canada subject to: 1. A Canada Border Services Agency disposal restriction as indicated below and 2. Evidence of conformity with Transport Canada Safety Regulations as indicated in section 16 or 17.		Les présentes attestent que le moyen de transport désigné ci-dessous a été déclaré à l'Agence des services frontaliers du Canada et peut être immatriculé au Canada. 1. Sous réserve de la restriction de l'Agence des services frontaliers du Canada indiquée ci-dessous et 2. Sous réserve d'une preuve de conformité aux normes de sécurité de Transports Canada tel qu'indiqué à la section 16 ou 17.	
Canada Border Services Agency Office date stamp Timbre dateur du bureau de l'Agence des services frontaliers du Canada			
Canada Border Services Agency disposal restrictions - Restriction de l'Agence des services frontaliers du Canada This conveyance may not be sold or disposed of in Canada. Ce moyen de transport ne peut pas être vendu ou autrement aliéné au Canada.			
<input type="checkbox"/> At any time, without authorization from Canada Border Services Agency En aucun temps, sans l'autorisation de l'Agence des services frontaliers du Canada		Transaction No. - N° de la transaction	
<input type="checkbox"/> on or before le ou avant le:		<input type="checkbox"/> or ou	
<input type="checkbox"/> This conveyance is not subject to a disposal restriction. Ce moyen de transport n'est pas touché d'une restriction.		Officer's initials - Initiales de l'agent	
VEHICLE AND IMPORTER INFORMATION - RENSEIGNEMENTS SUR LES VÉHICULES ET L'IMPORTATEUR			
1. Vehicle id no. - N° d'ident. du véhicule	2. Name, id no. - processing agent Nom, n° d'ident. - Agent de traitement	3. Port code Code du bureau de douane	4. Language preferred - Choix de langue <input type="checkbox"/> English / Anglais <input type="checkbox"/> Français / French
5. Vehicle class (CHECK ONE ONLY) - Classe du véhicule (EN COCHER UNE SEULEMENT)			
<input type="checkbox"/> 01 Bus / Autobus	<input type="checkbox"/> 02 Chassis-cab / Châssis-cabine	<input type="checkbox"/> 03 Motorcycle / Motocyclette	<input type="checkbox"/> 04 Multipurpose passenger vehicle / Véhicule de tourisme à usages multiples
<input type="checkbox"/> 06 Snowmobile / Motoneige	<input type="checkbox"/> 07 Snowmobile cutter / Traineau de motoneige	<input type="checkbox"/> 09 Trailer / Remorque	<input type="checkbox"/> 10 Trailer converter dolly / Chariot de conversion
<input type="checkbox"/> 12 Restricted use motorcycle / Motocyclette à usage restreint	<input type="checkbox"/> 13 Low-speed vehicle / Véhicule à base vitesse	<input type="checkbox"/> 14 Three-wheeled vehicle / Véhicule à trois roues	<input type="checkbox"/> 05 Passenger car / Voiture de tourisme <input type="checkbox"/> 11 Truck / Camion
6. Manufacturer - Fabricant	7. Make - Marque	8. Model - Modèle	9. Model year / Année du modèle
10. (CHECK ONE ONLY) - (EN COCHER UNE SEULEMENT)			
<input type="checkbox"/> Compliance label affixed / Étiquette de conformité apposée		<input type="checkbox"/> Manufacturer's letter attached / Lettre du fabricant jointe	
11. Manufactured on - Fabriqué le M → [] Y - A → []	12 A. Vehicle condition - État du véhicule <input type="checkbox"/> Normal and minor damage / Normal et dommage mineur	<input type="checkbox"/> Severely damaged / Gravement accidenté	12 B. Title status - Titre de propriété <input type="checkbox"/> Clear / Libre <input type="checkbox"/> Salvage / Récupération <input type="checkbox"/> Rebuilt / Reconstitué
13. Country and / or state / Pays et / ou état			
14. IMPORTER - IMPORTATEUR		15. FOREIGN VENDOR - VENDEUR À L'ÉTRANGER	
Company name and contact person (if applicable) - Nom de la compagnie et personne-ressource (s'il y a lieu)		Company name - Nom de la compagnie	
Name of importer - Nom de l'importateur		First name - Prénom	
Mailing address - Adresse postale		Apt. - App.	
Address (street, apt.) - Adresse (rue, app.)		City - Ville	
City - Ville		Province	
Postal code - Code postal		State - État	
Res. tel. - Tél. rés.		Bus. tel. - Tél. bur.	
Fax - Télécopieur		Email - Courriel	
Country - Pays		Zip code	
COMPLETE ONLY FOR VEHICLES NOT REQUIRED TO ENTER THE REGISTRAR OF IMPORTED VEHICLES PROGRAM À REMPLIR SEULEMENT POUR LES VÉHICULES QUI N'ONT PAS À ÊTRE INSCRITS AU PROGRAMME DU REGISTRAIRE DES VÉHICULES IMPORTÉS			
16. Read instruction sheet then CHECK ONE (1) BOX ONLY - Lire la feuille d'instructions et COCHER UNE (1) CASE SEULEMENT		Canada Border Services Agency Office date stamp Timbre dateur du bureau de l'Agence des services frontaliers du Canada	
<input type="checkbox"/> a Commercial importation - new Canadian specification vehicle and the importer is in the list of recognized vehicle importers at www.tc.gc.ca/RoadSafety/importation/pci/search.asp . Importation commerciale - véhicule neuf fabriqué selon les normes canadiennes et l'importateur figure sur la liste d'importateurs reconnus pour le dédouanement direct au www.tc.gc.ca/securite/routiere/importation/fid/recherche.asp .		STAMP ONLY IF EXEMPT FROM REGISTRAR OF IMPORTED VEHICLES PROGRAM ESTAMPILLER SEULEMENT SI EXEMPT DU PROGRAMME DU REGISTRAIRE DES VÉHICULES IMPORTÉS _____ Officer's initials - Initiales de l'agent	
<input type="checkbox"/> b Non-commercial importation - new Canadian specification vehicle bearing a valid Canadian compliance label. Vehicle must be listed at www.tc.gc.ca/RoadSafety/importation/nmtc/search.asp . Importation non commerciale - véhicule neuf fabriqué selon les normes canadiennes portant une étiquette de conformité valable. Le véhicule doit apparaître sur la liste au www.tc.gc.ca/securite/routiere/importation/cvactr/recherche.asp .			
<input type="checkbox"/> c Canadian certified vehicle being returned to Canada by the original owner. Véhicule fabriqué selon les normes canadiennes qui revient au pays via le propriétaire original.			
<input type="checkbox"/> d Vehicle is fifteen years old or older (except buses), or a bus that was manufactured before Jan. 1, 1971. Véhicule à 15 ans ou plus (sauf les autobus) ou autobus fabriqué avant le 1er janvier 1971.			
<input type="checkbox"/> e Vehicle entered for exhibition, demonstration, testing, evaluation or special purposes. (Schedule VII required) Véhicule est entré pour une exposition, une démonstration, des essais, une évaluation ou à des fins spéciales. (Annexe VII requis)			
<input type="checkbox"/> f Vehicle entered by a visitor, a tourist or a person holding a valid work permit or student visa. Véhicule entré par un visiteur, un touriste ou une personne détenant un permis de travail valide ou un visa d'étudiant.			
<input type="checkbox"/> g Work vehicle and others (only if province requires licensing). Trailers are not work vehicles. Véhicule de travail et autres (seulement si la province requiert une licence). Les remorques ne sont pas des véhicules de travail.			
To the best of my knowledge this is a true representation of the vehicle described herein. I have the required evidence of the vehicle's conformity with Environment Canada's emission standards (see instructions on back of form). Au meilleur de ma connaissance, les renseignements fournis représentent exactement le véhicule. Je possède la justification requise de la conformité du véhicule aux normes d'émissions d'Environnement Canada (voir les instructions au verso du formulaire).			
IMPORTER OR AGENT - IMPORTATEUR OU MANDATAIRE			
PRINT NAME - NOM EN LETTRES MOULÉES		SIGNATURE	
		DATE (yyyy-mm-dd - aaaa-mm-jj)	
COMPLETE FOR VEHICLES REQUIRED TO ENTER THE REGISTRAR OF IMPORTED VEHICLES PROGRAM À REMPLIR POUR LES VÉHICULES DEVANT ÊTRE INSCRITS AU PROGRAMME DU REGISTRAIRE DES VÉHICULES IMPORTÉS			
17. See instructions for explanation - Voir les instructions pour les explications		F000000	
<input type="checkbox"/> Vehicle purchased in the United States - Véhicule acheté aux États-Unis. \$195.00 plus applicable sales taxes (see www.riv.ca for information). 195,00\$ plus les taxes de ventes applicables (voir www.riv.ca pour des renseignements supplémentaires).			
I am the owner or agent of the owner of the vehicle described herein. I have the required evidence of the vehicle's conformity with Environment Canada's emission standards (see instructions on back of form). This vehicle shall be modified to Transport Canada standards within the prescribed time of 45 days and the current owner shall be responsible for any penalties prescribed for failure to do so. I acknowledge that receipt of this Vehicle Import Form and payment of fees are not warranty that the vehicle is necessarily capable of being brought into conformity with applicable law. The vehicle shall be taken to an authorized inspection centre and otherwise processed in accordance with the requirements of the Registrar of Imported Vehicles. I authorize the required service payment. Je suis le propriétaire du véhicule décrit ci-dessus ou son mandataire. Je possède la justification requise de la conformité du véhicule aux normes d'émissions d'Environnement Canada (voir les instructions au verso du formulaire). Ce véhicule sera rendu conforme aux normes de Transports Canada dans le délai réglementaire de 45 jours, et le propriétaire sera assujéti aux peines imposées si ce n'est pas le cas. Je reconnais que la réception du présent formulaire d'importation et le paiement des droits ne garantissent pas qu'il sera forcément possible de rendre le véhicule conforme à la loi applicable. Le véhicule sera présenté à un centre d'inspection autorisé et traité conformément aux exigences du Registraire des véhicules importés. J'autorise le paiement des droits de service requis.			
<input type="checkbox"/> Credit card - Carte de crédit		<input type="checkbox"/> Envelope - Enveloppe	
Credit card last 4 numbers only / N° de carte (les 4 derniers numéros seulement)		Authorization code / Code d'autorisation	
ID of owner/agent (driver's licence no., business number, etc.) / Identité du propriétaire ou du mandataire (n° de permis de conduire, n° d'entreprise, etc.)		→	
IMPORTER OR AGENT - IMPORTATEUR OU MANDATAIRE			
PRINT NAME - NOM EN LETTRES MOULÉES		SIGNATURE	
		DATE (yyyy-mm-dd - aaaa-mm-jj)	
13-0132 (0611-05)		1 WHITE - Province / Territory / BLANC - Province / Territoire	
		2 CANARY - CBSA / CANARI - ASFC	
		3 PINK - Registrar of Imported Vehicles / ROSE - Registraire des véhicules importés	
		4 GOLD - Importer / OR - Importateur	
		Registrar of Imported Vehicles / Registraire des véhicules importés GST No. - N° de la TVQ 1211515208TQ001 GST No. - N° de la TPS 836793679RT0001 REGISTRAR OF IMPORTED VEHICLES / USE ONLY À L'USAGE DU REGISTRAIRE DES VÉHICULES IMPORTÉS SEULEMENT _____ Authorization No. / N° d'autorisation Inspector's initials / Initiales de l'inspecteur	
			

APPENDIX D

VEHICLE IMPORTED FOR PARTS – FORM 3

	Transport Canada / Transports Canada	Protected A (when completed) / Protégé A (lorsque rempli)					
VEHICLE IMPORTED FOR PARTS - FORM 3 IMPORTATION DE VÉHICULE POUR PIÈCES - FORMULAIRE 3		P000000					
VEHICLE AND IMPORTER INFORMATION - RENSEIGNEMENTS SUR LES VÉHICULES ET L'IMPORTATEUR		CBSA office date stamp / ASFC - Timbre dateur du bureau CBSA USE ONLY A L'USAGE DE ASFC SEULEMENT Officer's initials / Initiales de l'agent Transaction no. - N° de transaction					
1. Vehicle identification number - Numéro d'identification du véhicule _____							
2. Port code - Code du bureau de douane _____	3. Language preferred - Choix de langue <input type="checkbox"/> English / Français <input type="checkbox"/> Anglais / French						
4. Vehicle class (CHECK ONE ONLY) - Catégorie de véhicule (EN COCHER UNE SEULEMENT) <input type="checkbox"/> Bus / Autobus <input type="checkbox"/> Chassis - cab / Châssis - cabine <input type="checkbox"/> Motorcycle / Motocyclette <input type="checkbox"/> Multipurpose passenger vehicle / Véhicule de tourisme à usages multiples <input type="checkbox"/> Passenger car / Voiture de tourisme <input type="checkbox"/> Snowmobile / Motoneige <input type="checkbox"/> Snowmobile cutter / Traineau de motoneige <input type="checkbox"/> Trailer / Remorque <input type="checkbox"/> Trailer converter dolly / Chariot de conversion <input type="checkbox"/> Truck / Camion <input type="checkbox"/> Restricted use motorcycle / Motocyclette à usage restreint <input type="checkbox"/> Low-speed vehicle / Véhicule à base vitesse <input type="checkbox"/> Three-wheeled vehicle / Véhicule à trois roues							
5. Manufacturer - Fabricant _____	6. Make - Marque _____		7. Model - Modèle _____	8. Manufactured on / Fabriqué le M: _____ Y: _____ A: _____	9. Model year - Année du modèle _____		
10. Vehicle status (refer to TC list CL9203) - État du véhicule (se référer à la liste de TC CL9203) <input type="checkbox"/> Inadmissible / Inadmissible IF VEHICLE STATUS IS INADMISSIBLE THEN TITLE MUST INDICATE SALVAGE. / SI LE STATUT DU VÉHICULE EST INADMISSIBLE, LE TITRE DOIT INDIQUÉ RÉCUPÉRATION. <input type="checkbox"/> Admissible / Admissible		Title status - Statut du titre <input type="checkbox"/> Salvage / Récupération <input type="checkbox"/> Scrap / Rebut <input type="checkbox"/> Clear / Libre <input type="checkbox"/> Other / Autre					
11. IMPORTER - IMPORTATEUR				12. FOREIGN VENDOR - VENDEUR À L'ÉTRANGER			
Company name and contact person (if applicable) / Nom de la compagnie et personne-ressource (s'il y a lieu) _____				Company name - Nom de la compagnie _____			
Name of importer - Nom de l'importateur _____			First name - Prénom _____		Address (street, apt) - Adresse (rue, app.) _____		
Mailing address - Adresse postale _____				Apt. - App. _____			
City - Ville _____		Province _____		Postal code - Code postal _____		City - Ville _____	
State - État _____				Country - Pays _____		Zip Code _____	
Res. tel - Tél. rés. _____	Bus. tel. - Tél. bur. _____	Fax - Télécopieur _____	Email - Courriel _____		Country - Pays _____		Zip Code _____
DECLARATION - DÉCLARATION							
13. See instructions for explanation - Voir les instructions pour les explications <input type="checkbox"/> \$70.00 plus applicable sales taxes (see www.riv.ca for information). / 70,00\$ plus les taxes de ventes applicables (voir www.riv.ca pour des renseignements supplémentaires). I am the owner or agent of the vehicle described herein. This vehicle is being imported into Canada to be dismantled for parts and will not be rebuilt or licenced in Canada. I further agree that the declared status for this vehicle "to be dismantled for parts" cannot be changed. I authorize the required service payment. Je suis le propriétaire du véhicule décrit ci-dessus ou son mandataire. Ce véhicule est importé au Canada pour être démonté pour les pièces et ne sera pas reconstruit ou immatriculé au Canada. De plus je conviens que le statut de ce véhicule "à être démonté pour les pièces" ne peut pas changer. J'autorise le paiement des droits de service requis.						P000000	
<input type="checkbox"/> Credit card - Carte de crédit				<input type="checkbox"/> Envelope / Enveloppe _____			
Credit card (last 4 numbers only) / N° de carte (les 4 derniers numéros seulement)				Authorization code / Code d'autorisation			
ID of owner/agent (driver's licence no., business number, etc.) / Identité du propriétaire ou du mandataire (n° de permis de conduire, n° d'entreprise, etc.)							
Importer or agent - Importateur ou mandataire _____							
Print name - Nom en lettres moulées _____				Signature _____		Date (yyyy-mm-dd - aaaa-mm-jj)	
13-0150 (0611-05) 1 WHITE - Province/Territories / BLANC - Province/Territoires 2 CANARY - CBSA / ASFC 3 PINK - Registrar of Imported Vehicles / ROSE - Registraire des véhicules importés 4 GOLD - Importer / OR - Importateur							
							

APPENDIX E

LIST OF VEHICLES ADMISSIBLE FROM THE UNITED STATES

1. This list is revised on a periodic basis; therefore, it will not be reproduced in this memorandum.
2. You can obtain this list from Transport Canada's Web site at www.tc.gc.ca.

APPENDIX F**LIST OF COMPANIES AUTHORIZED BY TRANSPORT CANADA TO IMPORT
NEW VEHICLES MANUFACTURED FOR THE CANADIAN MARKET**

Note: The Vehicle Import form is not required for release

1. Action Trailer Sales Inc. (Mississauga, Ont.)
2. Arctic Cat Sales Inc. (Winnipeg)
3. Barrett Marketing Group Ltd. (Barrett Diversified)
4. BMW Canada Inc.
5. Bombardier Recreational Products Inc. - BRP
6. C. Keay Investments Ltd. dba Ocean Trailer
7. Canadian Kawasaki Motors Inc.
8. Canadian Tire Corporation Ltd.
9. Chrysler Canada Ltd.
10. Fleetwood Canada, Ltd
11. Ford Motor Company of Canada Ltd.
12. Fred Deeley Imports
13. Freightliner of Canada Ltd.
14. General Motors of Canada Ltd.
15. Honda Canada Inc.
16. Hyundai Auto Canada Inc.
17. Jaguar Canada
18. John Deere Ltd.
19. KIA Motors of Canada (Mississauga, Ont.)
20. Lada Canada Inc.
21. Mack Canada Inc.
22. Mazda Canada Inc.
23. Mercedes-Benz of Canada
24. Mitsubishi Motor Sales of Canada Inc.
25. Navstar-Canada Inc.
26. Nissan Canada Inc.
27. Paccar Inc. dba Paccar of Canada Ltd., Canadian Kenworth Co. Division and Canadian Peterbuilt
28. Polaris Industries Inc.
29. Subaru Canada Inc.
30. Suzuki Canada Inc.
31. Toyota Canada Inc.
32. Tycorra Investments Inc.
33. Volkswagen Canada Inc.
34. Volvo (Canada) Ltd.
35. Volvo Trucks Canada Inc.
36. Yamaha Motor Canada Ltd.

APPENDIX G**PRECLEARANCE LIST OF RECOGNIZED VEHICLE IMPORTERS
(VEHICLE IMPORT FORM REQUIRED FOR RELEASE)**

This appendix is revised as required, by Transport Canada on Transport Canada's Web site at www.tc.gc.ca.

Note: These recognized vehicle importers are authorized to import **only the specific vehicles listed** under their names without registering the vehicles in the RIV program. The vehicles must be new and fully complying Canadian-specification vehicles. If the vehicles are not listed under the importer's name, they must be registered in the RIV program.

APPENDIX H**DESIGNATED CANADA BORDER SERVICES AGENCY OFFICES****ATLANTIC REGION**

Bathurst, N.B. (201)
 Clair, N.B. (216)
 Edmundston, N.B. (213)
 Gillespie Portage, N.B. (219)
 Grand Falls, N.B. (217)
 St. Leonard, N.B. (218)
 St. Stephen, N.B. (0-211)
 Woodstock, N.B. (212)

QUEBEC REGION

Armstrong, Que. (329)
 Lacolle, Que. (351)
 Rock Island, Que. (314)
 St-Armand-Philipsburg, Que. (328)
 Stanhope, Que. (354)

NORTHERN ONTARIO REGION

Cornwall, Ont. (409)
 Fort Frances, Ont. (478)
 Lansdowne, Ont. (456)
 Pigeon River, Ont. (475)
 Prescott, Ont. (439)
 Sault-Sainte-Marie, Ont. (441)

SOUTHERN ONTARIO REGION

Fort Erie, Ont. (410)
 Niagara Falls (Queenston Bridge), Ont. (427)
 Sarnia, Ont. (440)
 Windsor, Ont.
 Ambassador Bridge (453)
 Windsor Tunnel (452)

PRAIRIE REGION

Boissevain, Man. (507)
 Emerson, Man. (502)
 Sprague, Man. (505)
 Climax, Sask. (619)
 North Portal, Sask. (602)
 Regway, Sask. (607)
 Coutts, Alta. (705)

PACIFIC REGION

Huntington, B.C. (817)
 Kingsgate, B.C. (818)
 Osoyoos, B.C. (819)
 Pacific Highway, B.C. (813)

APPENDIX I

TRANSPORT CANADA – VEHICLES 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.

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: <ul style="list-style-type: none"> – 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; and – work vehicles. – restricted-use motorcycle manufactured prior to December 1, 2004.
Admissibility List	= refers to Appendix E.
Vehicle Import Form	= <i>Vehicle Import Form – Form 1</i>
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 or for any commercial, industrial, occupational, institutional, or other like use.
Personal importation	= refers to a vehicle acquired for the importer's personal use.

Ambulance (<i>Ambulance</i>)	Vehicle altered for the transportation of persons or animals for medical emergencies.		– Must bear SOC label and appropriate warning label “This vehicle is an all terrain vehicle and is not intended for use on public highways/ Ce véhicule est un véhicule tout-terrain et il n’est pas destiné à être utilisé sur les chemins publics”.
Antique Reproduction Vehicle (<i>Réplique d’ancien modèle</i>)	Vehicle designed to be a scaled reproduction of an antique vehicle and has a motor that produce less than 8 kW (10.73 bhp).	All Countries	15 years or older: – No requirements.
Antique Vehicle (<i>Véhicule d’ancien modèle</i>)	Vehicle 25 years old or older and which conforms to its original appearance and configuration at the time of manufacture.	All Countries	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.
Bus (<i>Autobus</i>)	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.	United States	– <i>Vehicle Import Form – Form 1</i> Manufactured before January 1, 1971: – <i>Vehicle Import Form – Form 1</i> Manufactured on or after January 1, 1971: – Admissibility List (Appendix E); – 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.
Chassis Cab (<i>Châssis-cabine</i>)	See “Incomplete Vehicle”	Other Countries	Manufactured before January 1, 1971: – <i>Vehicle Import Form – Form 1</i> Manufactured on or after January 1, 1971: – Inadmissible
Competition Vehicle (i.e., Racing Car) (<i>Véhicule de compétition (véhicule de course, par exemple)</i>)	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.	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”.
(*Bicyclette électrique*)

Electric Car See “Low-Speed Vehicle”
(*Voiture électrique*)

Funeral Vehicle A vehicle modified by a second-stage manufacturer for use in funerals.
(*Véhicule funéraire*)

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

United States

15 years or older:

– *Vehicle Import Form – Form 1*

Less than 15 years old:

- Admissibility List (Appendix E);
- SOC label from second-stage manufacturer certifying the vehicle to US FMVSS or FMVSS;
- *Vehicle Import Form – Form 1*;
- 17-character VIN; and
- RIV program.

Other Countries

15 years or older:

– *Vehicle Import Form – Form 1*

Less than 15 years old:

– Inadmissible

Incomplete Vehicle (a) Vehicles other than a vehicle imported temporarily for special purposes, that is capable of being driven and that consists, 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
(*véhicule incomplet*)

United States

15 years or older:

– *Vehicle Import Form – Form 1*

Less than 15 years old:

- 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);
- *Vehicle Import Form – Form 1*;
- 17-character VIN; and
- RIV program.

Other Countries

15 years or older:

– *Vehicle Import Form – Form 1*

Less than 15 years old:

– Inadmissible

(b) That is an incomplete trailer;

Jeep See “Multi-Purpose Passenger Vehicle.”

Kit Car/Replica 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.
(*Voiture prête à monter*)

United States

15 years or older:

- must be able to substantiate that it was licensed in its current kit car form more than 15 years ago; and
- *Vehicle Import Form – Form 1*.

Less than 15 years old:

– Inadmissible

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.

Example: Cobras

Other Countries

15 years or older:

- must be able to substantiate that it was licensed in its current kit car form more than 15 years ago; and
- *Vehicle Import Form – Form 1*.

Less than 15 years old:

– Inadmissible

Limousine (<i>Limousine</i>)	Vehicle that have been extended or stretched by a second-stage manufacturer.	United States	<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"> – Admissibility List (Appendix E); – 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.
		Other Countries	<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 <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"> – Admissibility List (Appendix E); – SOC label; – 17-character VIN; – <i>Vehicle Import Form – Form 1</i>; and – RIV program.
Low-Speed Vehicle (<i>Véhicule à basse vitesse</i>)	<p>Vehicle, other than an all-terrain vehicle, a truck, or a vehicle imported temporarily for special purposes, that</p> <p>(a) is powered by an electric motor;</p> <p>(b) produces no emissions; and</p> <p>(c) is designed to travel on four wheels and has an attainable speed in 1.6 km of more than 32 km/h but not more than 40 km/h on a paved level surface.</p>	United States	<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"> – Admissibility List (Appendix E); – SOC label; – 17-character VIN; – <i>Vehicle Import Form – Form 1</i>; and – RIV program.
		Other Countries	<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 (<i>Mini-moto</i>)	See “Motorcycle – Restricted-Use.”		
Mini-Van (<i>Mini-fourgonnette</i>)	See “Multi-Purpose Passenger Vehicle.”		
Mobile Home (<i>Maison mobile</i>)	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.	All Countries	<ul style="list-style-type: none"> – No requirements.
Motor Tricycle (<i>Tricycle à moteur</i>)	<p>Motorcycle, other than an antique reproduction vehicle, that</p> <p>(a) is designed to travel on three wheels in contact with the ground,</p> <p>(b) has seating on which all occupants must sit astride,</p> <p>(c) has no more than four designated seating positions,</p> <p>(d) has a gross vehicle weight rating of 1 000 kg or less; and</p> <p>(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>	United States	<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
		Other countries	<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 (<i>Motocycllette</i>)	Vehicle of the subclasses enclosed motorcycle, open motorcycle, limited-speed motorcycle and motor tricycle, that	United States	15 years or older: – <i>Vehicle Import Form – Form I</i>
	(a) is designed to travel on not more than three wheels in contact with the ground,		Less than 15 years old: – Admissibility List (Appendix E, section 8);
	(b) has a minimum wheel rim diameter of 250 mm, and		– SOC label certifying vehicle to US FMVSS or FMVSS;
	(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	Other Countries	– <i>Vehicle Import Form – Form I</i> ; – 17-character VIN; and – RIV program.
			15 years or older: – <i>Vehicle Import Form – Form I</i>
			Less than 15 years old: – Inadmissible
Motorcycle – Competition (<i>Motocycllette de compétition</i>)	See “Competition Vehicle”		
Motorcycle – Limited Speed (<i>Motocycllette à vitesse limitée</i>)	Motorcycle that has:	United States	15 years or older: – <i>Vehicle Import Form – Form I</i>
	(a) has steering handlebars that are completely constrained from rotating in relation to the axle of only one wheel in contact with the ground,		Less than 15 years old: – Admissibility List (Appendix E, section 8);
	(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,		– SOC label certifying vehicle to US FMVSS or FMVSS;
	(c) has a minimum seat height, when the vehicle is unladen, of 650 mm, and	Other Countries	– 17-character VIN – <i>Vehicle Import Form – Form I</i> ; and – RIV program.
	(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.		15 years or older: – <i>Vehicle Import Form – Form I</i>
	Includes mopeds and scooters.		
Motorcycle – Off-Road (<i>Motocycllette – hors route</i>)	See “Motorcycle – Restricted-Use”		

**Motorcycle –
Restricted-Use**
(*Motocyclette à
usage restreint*)

“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:

- (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;

United States

15 years or older

- *Vehicle Import Form – Form 1*;
- no requirements.

Less than 15 years old

Three-wheeled ATV:

- Inadmissible unless 15 years or older

Private importation:

- *Vehicle Import Form – Form 1*;
- 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;

Commercial Importation:

- SOC label is mandatory
- *Vehicle Import Form – Form 1*
- 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 / Ce véhicule est une motocycle à usage restraint et elle n’est pas destinée à être utilisée sur les chemins publics”.

Other Countries

15 years or older:

- *Vehicle Import Form – Form 1*

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 importer's name;
- 14 to 17 character VIN if manufactured before December 1, 2004;
- 17 character VIN if manufactured after December 1, 2004;
- *Vehicle Import Form – Form 1*
- **Must** bear SOC label and appropriate warning label “This vehicle is a Restricted use motorcycle and is not intended for use on public highways / Ce véhicule est une motocycle à usage restraint et elle n’est pas destinée à être utilisée sur les chemins publics”.

Motorcycle – Side-Car (<i>Motocyclette – Side-Car</i>)	Vehicle designed to carry or accommodate persons to be drawn beside a motorcycle.	All Countries	– No requirements.
Motorhome (<i>Autocaravane</i>)	<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>	United States	<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"> – Admissibility List (Appendix E); – SOC label from second-stage manufacturer certifying vehicle to US FMVSS or FMVSS; – Vehicle Import Form – Form 1; – 17-character VIN; and – RIV program.
		Other Countries	<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 (<i>Trottinette électrique</i>)	<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) (<i>Véhicule de tourisme à usages multiples</i>)	<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. 	United States	<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"> – Admissibility List (Appendix E); – SOC label certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program.
		Other Countries	<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 (<i>Voiture de tourisme</i>)	<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>	United States	<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"> – Admissibility List (Appendix E); – 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.

Power-Assisted Bicycle (<i>Bicyclette assistée</i>)	An electric bicycle propelled by either a combination of muscular power and a motor, or by the motor alone:	All Countries	15 years or older: – <i>Vehicle Import Form – Form 1</i>
	(a) has steering handlebars and is equipped with pedals; (b) is designed to travel on not more than three wheels in contact with the ground; (c) is capable of being propelled by muscular power; (d) has an electric motor only, which has the following characteristics:		Less than 15 years old: – Inadmissible
	(1) it has a continuous power output rating, measured at the shaft of the motor, of 500 W or less; (2) if it is engaged by muscular power, power assistance immediately ceases when the muscular power ceases; (3) if it is engaged by an accelerator controller, power assistance ceases when the brakes are applied; and (4) it is incapable of providing further assistance when the bicycle attains a speed of 32 km/h on level ground; and		Private Importation: – Should have the Power-Assisted Bicycle label affixed “This vehicle is a Power-Assisted Bicycle”. – No Form, no RIV program.
	(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:		Commercial Importation: – Should have the Power-Assisted Bicycle label affixed “This vehicle is a Power-Assisted Bicycle”. – No form, no RIV program.
	(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 (2) a mechanism that prevents the motor from being engaged before the bicycle attains a speed of 3 km/h.		
Racing Car (<i>Voiture de course</i>)	See “Competition Vehicle.”		
Scooter (<i>scooter</i>)	See “Motorcycle – Limited Speed.”		
Snowmobile (<i>Motoneige</i>)	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.	United States	15 years or older: – <i>Vehicle Import Form – Form 1</i> Less than 15 years old: – label or letter from the manufacturer certifying compliance to at least one of the following standards: 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.
		Other Countries	<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 (<i>Motoneige de compétition</i>)	See “ Competition Vehicles ”		
Snowmobile Cutter (<i>Traîneau de motoneige</i>)	Vehicle designed to be drawn behind a snowmobile.	United States	<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.
		Other Countries	<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
Three-Wheeled Vehicle (<i>Véhicule à trois roues</i>)	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: <ul style="list-style-type: none"> (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. 	United States	<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 under Appendix F or G.
		Other Countries	<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
Three- or Four-Wheeled All-Terrain Vehicle (ATV) [<i>Véhicule tout terrain à trois ou quatre roues (VTT)</i>]	A three- or four-wheeled All-Terrain Vehicle (ATV) is a Restricted-Use Motorcycle . Refer to “Motorcycle – Restricted Use”		
Tractor (Farm) (<i>Tracteur agricole</i>)	Vehicle designed exclusively for agricultural purposes.	All Countries	– No requirements.
		Province of Quebec	– <i>Vehicle Import Form – Form 1</i>
Trailer (<i>Remorque</i>)	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.	United States	<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"> – Admissibility List (Appendix E); – 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.

		Other Countries	<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 – Home-Built, Home-Made (<i>Remorque de fabrication artisanale</i>)	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.	United States	<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.
		Other Countries	<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 (<i>Chariot de conversion</i>)	Trailer equipped with one or more axles, a low half of a fifth-wheel coupling, and a drawbar.	United States	<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"> – Admissibility List (Appendix E); – 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.
		Other Countries	<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 (<i>Camion, incluant les camions-tracteurs</i>)	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. Category includes: Cement trucks, truck tractors, oil trucks, and fire trucks.	United States	<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"> – Admissibility List (Appendix E) – for air-braked trucks only; – SOC label certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV program.
		Other Countries	<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 (<i>Fourgon aménagé</i>)	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. Examples: limousines, ambulances.	United States	<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"> – Admissibility List (Appendix E); – 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.

Work Vehicle (<i>Véhicule de travail</i>)	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.	All Countries	15 years or older: – <i>Vehicle Import Form – Form 1</i> Less than 15 years old: – Inadmissible – <i>Vehicle Import Form – Form 1</i> , only if required by the province.
	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. Trailed vehicles such as hay wagons, manure spreaders, and large earth-moving vehicles.		

APPENDIX J

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

<p>ISSUING OFFICE –</p> <p>Partnerships Division Border and Compliance Programs Directorate Admissibility Branch</p>	<p>HEADQUARTERS FILE –</p> <p>7624-3</p>
<p>LEGISLATIVE REFERENCES –</p> <p><i>Motor Vehicle Safety Act</i>, paragraphs 5(1)(a), (b), (d) and (e); section 6; paragraphs 7(1) (a) and (b); subsection 7(2) and subsection 15 (3); <i>Motor Vehicle Safety Regulations</i>, paragraph 12(3)(f); <i>Plant Protection Act</i>, paragraphs 7(1)(a), (b) and (c); <i>Customs Act</i>, section 101; <i>Customs Tariff</i>, Tariff item Nos. 9897.00.00 and 9993.00.00 <i>Customs Act</i>, section 101; <i>Customs Tariff</i></p>	<p>OTHER REFERENCES –</p> <p>D2-4-1; D2-6-2; D4-1-5; D7-4-1; D7-4-3; D8-1-1; D8-1-2; D8-1-4; D9-1-1; D19-1-11; D21-1-1</p>
<p>SUPERSEDED MEMORANDA “D” –</p> <p>D19-12-1, November 8, 2002 D2-6-2, March 19, 1999</p>	

Services provided by the Canada Border Services Agency are available in both official languages.

