



Ottawa, November 8, 2002

MEMORANDUM D19-12-1

In Brief

IMPORTATION OF VEHICLES

1. This Memorandum has been amended to reflect revisions to Transport Canada Form 13-0132, *Vehicle Import Form – Form 1*, which came into effect October 1, 2000, and to provide detailed procedures associated with vehicle registration under the new Registrar of Imported Vehicles (RIV) Program, which also came into effect October 1, 2000.
2. This Memorandum also includes the new procedures for the registration and inspection of salvage vehicles under the RIV Program, which came into effect March 1, 2002, and the new Transport Canada Form 13-0150, *Vehicle Imported for Parts Form – Form 3*, which also became effective March 1, 2002.



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Ottawa, November 8, 2002

MEMORANDUM D19-12-1

IMPORTATION OF VEHICLES

The Canada Customs and Revenue Agency (CCRA) 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 customs 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 CCRA 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 customs 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 are subject to import requirements under the *Motor Vehicle Safety Act* and 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.

Motor Vehicle Safety Regulations

Paragraphs 12(3)(e) and (f) read:

12.(3)(e) where person is importing the vehicle for sale or for any commercial, industrial, occupational, institutional or other like use, the vehicle is imported at a customs office designated in Schedule VIII; and

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 customs 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 can be complex and importers must contact Transport Canada directly (or the Registrar of Imported Vehicles [RIV], where applicable) concerning vehicle eligibility.**

3. Importers referring to this Memorandum are cautioned that it contains general guidelines and information pertaining to the customs administration of the Transport Canada import requirements and is not intended to replace the *Motor Vehicle Safety Act* and Regulations.

4. The CCRA assists Transport Canada by ensuring that vehicles meet the import requirements before authorizing customs clearance.

Definitions

5. For the purpose of the administration of the *Motor Vehicle Safety Act* and 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, competition car, 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 customs office” refers to customs offices that are designated under Schedule VIII of the *Motor Vehicle Safety Regulations* as locations where commercial vehicle imports are required to register into the RIV Program prior to customs clearance;

(k) “non-designated customs office” refers to all other customs offices that are not considered designated for the purpose of the RIV Program; and

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

Application

6. The Transport Canada requirements apply to vehicles manufactured in the United States 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 U.S. 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 customs clearance will be processed under one of the following Transport Canada importation categories:

- (a) vehicles **required** to enter the RIV Program; or
- (b) vehicles **not required** to enter 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 ENTER 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). U.S. certification normally appears on the 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 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 U.S. Federal Motor Vehicle Safety Standards;

(b) 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) where the vehicle is a snowmobile (refer to Appendix J);

(c) identified as “admissible” in Appendix E;

(d) issued a 17-character VIN in accordance with the VIN requirements outlined in the notes section of Appendix I; and

(e) considered a vehicle, as demonstrated by the submission of a copy of the certificate of title or salvage, when the vehicle is a salvage vehicle.

12. The procedures for processing vehicles required to enter the RIV Program are outlined in Appendix A.

13. Designated locations are customs sites where commercial importations of vehicles are required by regulation to be registered into the RIV Program. This entry restriction applies only to commercial shipments. Travellers

required to enter their vehicles into the RIV Program can do so at either a designated or non-designated site. Where a commercial shipment of vehicles is reported at a non-designated customs office, it will be re-routed to the closest designated location (unless the shipment is by rail, marine, or air modes of transportation in which case the importer may report to a non-designated site to register the vehicle with the RIV Program).

14. 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).

15. A program fee is payable to the RIV for each vehicle unit entered into 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.

16. Importers who enter their vehicle into the RIV Program acknowledge that their vehicle may not be able to be modified to comply with the Canadian Motor Vehicle Safety Standards (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.

Salvage Vehicles

17. Salvage vehicles can be imported as vehicles or as parts or scrap. Appendix C outlines the requirements and procedures applicable for both types of importation.

Leased Vehicles

18. Leased vehicles from the United States may be presented for importation by returning residents or settlers. A leased vehicle must meet the Transport Canada import requirements if it is being permanently imported, e.g., be registered with the RIV Program. If the leased vehicle is prohibited, it cannot be imported.

19. The importer should contact the leasing company to advise them that the vehicle will be exported from the United States and that it will be modified to comply with the Canadian safety standards (registered with the RIV Program). There is no obligation upon customs to have the traveller provide proof of such notification.

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

20. Vehicles acquired in foreign countries other than the United States and designed, manufactured, tested and certified to meet United States Federal Motor Vehicle Safety Standards 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.

21. These vehicles are treated by Transport Canada as if they were imported from the United States and **if admissible**, would be processed into 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 which are outlined in Memorandum D9-1-11, *Importation of Used or Second-Hand Motor Vehicles*.

VEHICLES NOT REQUIRED TO ENTER THE RIV PROGRAM

22. Vehicles that are not required to enter the RIV Program are those that comply with the Canadian Motor Vehicle Safety Standards (CMVSS) or that qualify for an exempt provision provided that they meet the conditions set out in the following paragraphs.

CMVSS Vehicles – Authorized Importers

23. 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 Canadian Motor Vehicle Safety Standards.

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

Note: Where an importer is not identified in either Appendix F or G, or where the vehicle type or manufacturer does not match the details provided in Appendix G, then the importer must submit written authorization from Transport Canada to qualify as an authorized importer.

25. Authorized importers listed in Appendices F and G can use the Pre-Arrival 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 1* and will receive the white and gold copies upon release. Brokers are responsible for ensuring that their clients receive copies of the form. The carrier/driver is never given the form; he is given the stamped photocopy of the invoice as receipt of the release decision.

Note: Where a release decision has been made and the shipment has not arrived, the *Vehicle Import Form – Form 1* **must** be pulled and voided. Once the form is voided, it may be returned to the broker.

CMVSS Vehicles – Returning Canadian Vehicles

26. For Transport Canada purposes, returning Canadian vehicles are exempt from entering the RIV Program when former residents of Canada return to live in Canada, bringing back the same vehicle they exported, after working or living abroad. 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.

27. 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 individual, are not considered returning Canadian vehicles for Transport Canada purposes. The vehicles must be entered into 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. Customs will contact Transport Canada for a determination on the status of the vehicle prior to authorizing release.

CMVSS Vehicles – Manufacturer's Foreign Delivery Program

28. 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

29. Vehicles are exempt from complying with the Canadian Motor Vehicle Safety Standards at the point of entry into Canada if:

(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 Department of Foreign Affairs and International Trade, for the duration of the person's posting in Canada;

(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 customs 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; **the importer must submit written approval from Transport Canada.** Written approval is in the form of a Transport Canada endorsed Schedule VII from the *Motor Vehicle Safety Regulations*. These vehicles cannot be sold, leased, or used in any other way than as specified by Transport Canada and must be exported by the date specified on Schedule VII. 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 customs documentation or security deposit is required) identified under the Cold Weather Testing Program** (refer to customs notices issued on this program); and

(4) "special purposes" applies to vehicles imported for the purpose of undergoing further manufacturing prior to export (does not include repair), or conducting works or operations that require a specially designed vehicle for entertainment industry production, civil engineering projects or similar works or operations.

(d) 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. Refer to Appendix I for the definition of a work vehicle; and

(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); and

(e) 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.

30. Appendix B outlines the procedures to process a vehicle that qualifies for importation without entering the RIV Program (e.g., visitor, temporary resident, work vehicle, vehicle is 15 years old or older).

PROHIBITED VEHICLES

Vehicles Manufactured for a Foreign Market

31. 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 Canadian Motor Vehicle Safety Standards. These vehicles are permitted entry **only if** they qualify for one of the provisions stated in paragraph 29.

Grey Market Vehicles

32. 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 are ineligible for entry to Canada and are to be processed in accordance with paragraphs 40 and 41.

Kit Cars

33. 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.

34. 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** more than 15 years ago and the importer can submit proof of age, e.g., a registration document. The age of a kit car is determined by the date the reproduction was assembled 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 on the kit car’s eligibility.

Diplomats

35. Diplomats are documented as temporary residents and are issued a *Vehicle Import Form – Form 1* indicating full restrictions against disposal.

36. Non-complying vehicles temporarily imported by diplomats are exempt from complying with the Transport Canada requirements provided that the authorization in writing has been granted from the Department of Foreign Affairs and International Trade (DFAIT) and the vehicles are exported at the end of the individuals’ postings. Should the temporary status change, then the Transport Canada requirements apply and the vehicles must be exported or permanently imported **if** they qualify.

37. 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)*.

Hardship Provision for Travellers

38. In special circumstances, **travellers only** may be permitted to temporarily import prohibited 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*.

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

Treatment

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

- (a) denied entry by customs; or
- (b) detained by customs.

41. Prohibited vehicles that are detained are either exported or abandoned to the Crown by the importer or forfeited to the Crown.

Detention

42. Customs inspectors have the authority to detain prohibited vehicles that do not meet the Transport Canada import requirements under section 101 of the *Customs Act*.

43. 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 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

44. Detained vehicles become subject to the guidelines and procedures outlined in Memorandum D4-1-5, *Storage of Goods Regulations*. Vehicles are detained pending disposal.

45. Importers can appeal a customs detention decision by contacting Transport Canada.

46. 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

47. Prohibited vehicles that are abandoned or forfeited to the Crown will be destroyed by crushing or cubing under customs supervision.

VEHICLE IMPORT FORM – FORM 1

48. A revised *Vehicle Import Form – Form 1*, published October 2000, is reproduced in Appendix D.

49. A form is issued for all vehicles imported into Canada, **except for:**

- (a) authorized importers identified in Appendix F;
- (b) tourists or visitors to Canada (unless they will be required to licence their vehicles in a province or territory, e.g., diplomats, persons holding work permits or student visas);
- (c) agricultural units and equipment;
- (d) in-transit vehicles; and
- (e) low-risk importers under the Cold Weather Testing Program, as set out in paragraph 29(c)(iii).

50. 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. Customs will stamp the consolidation sheet with a customs office date stamp and will notate the transaction number.

51. Information regarding the use of the section Notice to Provincial/Territorial Licence Authority K22, found on *Vehicle Import Form – Form 1*, is contained in Memorandum D2-6-2, *Vehicle Importation Disposal Restrictions – Form 13-0132, Vehicle Import Form – Form 1*.

Licensing

52. A properly completed *Vehicle Import Form – Form 1* contains two stamps. For vehicles **not** required to enter into the RIV Program, customs will stamp the K22 section and box 16. For vehicles **required** to enter the RIV Program, customs will stamp the K22 section and the RIV inspection centre will stamp box 17.

CUSTOMS TARIFF

53. Tariff item 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*.

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

CANADIAN FOOD INSPECTION AGENCY (CFIA) REQUIREMENTS

55. Imported used vehicles, farm equipment, and related earth moving vehicles and equipment arriving in Canada from countries other than the continental United States are frequently found contaminated with soil 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.

56. 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.

57. All regulated commodities must be washed free of sand, soil, earth, and plant residue in the country of origin.

58. Shipments originating in the U.S. state of Hawaii and all other countries must be referred to the Canadian Food and Inspection Agency (CFIA) at the first point of arrival for authority to release.

PENALTY INFORMATION

59. 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 \$100,000; or
- (b) on indictment, to a fine not exceeding \$1,000,000.

60. 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 \$2,000 or to imprisonment for a term not exceeding 6 months, or to both; or

(b) on indictment, to a fine not exceeding \$10,000 or to imprisonment for a term not exceeding 2 years, or to both.

ADDITIONAL INFORMATION

61. 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)

Facsimile: 1-888-346-8235
Web site: www.riv.ca

62. 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
8th floor
Place de Ville, Tower C
330 Sparks Street
Ottawa ON K1A 0N5

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

Facsimile: (613) 998-4831
Web site: www.tc.gc.ca

63. For information about the Canadian Food Inspection Agency (CFIA) requirements, contact one of the following Import Service Centers (ISC):

Eastern ISC (Montréal)

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

Facsimile: (514) 493-4103

Central ISC (Toronto)

Telephone: 1-800-835-4486 (toll-free in Canada and the United States)
1-905-612-6285 (all other countries)

Facsimile: (905) 612-6280

Western ISC (Vancouver)

Telephone: 1-888-732-6222 (toll-free in Canada and the United States)
1-604-666-7042 (all other countries)

Facsimile: (604) 541-3373

CFIA Web site: www.cfia-acia.agr.ca

64. Questions or concerns about the customs administration and procedures should be directed to the nearest local customs office.

PROGRAM SUPPLIES

65. Customs 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 – Form 3*) from their regional distribution centre.

66. When ordering materials, customs 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 – Form 3*: 13-0150, CAS No. 20018931

67. Customs offices can also requisition the CCRA brochure called *Importing a Vehicle Into Canada* from their regional distribution centre by quoting RC4140.

68. Importers can requisition the *Vehicle Import Form – Form 1* and *Vehicle Imported for Parts Form – Form 3* directly from Transport Canada at the address in paragraph 62.

IMPORTER/BROKER	CUSTOMS OFFICE
<p>16. If payment is to be forwarded by mail in an RIV payment envelope, mail payment.</p> <p>17. Complete modifications required to comply with Canadian safety standards and have vehicle inspected by an RIV inspection station within 45 days.</p>	<p>12. Complete the K22 section:</p> <p>(a) choose the appropriate disposal restriction option;</p> <p>(b) record the customs transaction number; and</p> <p>(c) place initials, badge number, and customs office date stamp on all copies.</p> <p>Note: Do not stamp box 16 or 17.</p> <p>13. <i>Fax Vehicle Import Form – Form 1</i> and a copy of the certificate of title or salvage to the RIV by fax at 1-888-346-8235.</p> <p>14. 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 CCRA copy (canary); and</p> <p>(c) mail the RIV copy (pink) to the RIV in an RIV payment envelope within 24 hours of registration.</p> <p>15. Process and release vehicle in accordance with regular customs processing.</p>

APPENDIX C

SALVAGE VEHICLES

1. Effective March 1, 2002, Transport Canada implemented a new salvage vehicle program. The new 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.
2. 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* (CL9203), 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."
3. For the purposes of this program, "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.

Notes:

All entries of motorized vehicles must be accompanied by a confirmation of United States Customs Export Control. A U.S. customs stamp on the *Certificate of Title* or the *Salvage Certificate of Title* is sufficient.

The RIV will make the Vehicle Identification Number (VIN) of all vehicles imported under this salvage program available to the provincial and territorial licensing authorities.

For the purposes of this program, *Salvage Certificate of Title* is defined as a

State-approved document indicating ownership and vehicle status. Only **originals** or **duly notarized copies of true originals** are to be accepted. Customs inspectors do not retain originals or notarized copies. Photocopies of the documents are forwarded to the RIV.

Vehicles imported to be used for parts do not need a Statement of Compliance (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 (U.S. Certified Only)

4. Salvage vehicles that are imported to be rebuilt must be accompanied by a *Salvage Certificate of 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.

5. The vehicle must be identified as admissible on the Transport Canada *List of Vehicles Admissible From the United States* (CL9203). Qualified salvage vehicles imported to be rebuilt will be processed through the full RIV Program, which involves:
 - (a) the importer registering the vehicle into the RIV Program at the time of importation by completing a *Vehicle Import Form - Form 1*, and presenting a *Salvage Certificate of Title* from a state licensing authority or a licensed insurance provider to a customs 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 Canadian Motor Vehicle Safety Standards; and
 - (d) having the final inspection performed by the RIV before the vehicle is presented for licensing by a provincial or territorial licensing authority.

6. The RIV Program registration fee to importers associated with this process is CAN\$182 in all provinces except in Quebec where it is CAN\$197 (all taxes are included). 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.

7. 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. No refunds of the RIV fee will be made, as additional administration costs will be incurred by the RIV to inform provincial or territorial licensing authorities.

Vehicles Imported to Be Used for Parts (U.S. Certified Only)

8. All vehicles (salvage or non-salvage, partial or whole) listed as admissible or inadmissible in the Transport Canada *List of Vehicles Admissible From the United States*

(CL9203) may be imported for use as parts and must be recorded into the RIV Program. **Those vehicles listed as inadmissible in the CL9203 list must be accompanied by a *Salvage Certificate of 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 – Form 3* and present it to a customs officer at time of importation with the original *Certificate of Title or Salvage Certificate of Title*.

9. Vehicles imported for parts are not required to 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.**

10. The RIV will make the VIN of vehicles imported under this program available to the provincial and territorial licensing authorities. The RIV Program registration fee is CAN\$86 in all provinces, except in Quebec, where it is CAN\$93 (all taxes included). Selective audits will be conducted by Transport Canada to verify compliance with the declared end use.

11. 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.

Partial Vehicles

12. 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, or roof;" or
- (b) full-frame vehicles, where the passenger compartments are removed and remain as a rolling chassis (with or without power train).

13. 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.

14. Vehicles that have at least one of the following secondary components missing, such as doors, interiors, power trains, or airbags 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.

Vehicles Imported Temporarily and Damaged in Canada

15. Vehicles imported temporarily include but are not limited to vehicles imported by visitors or tourists, by temporary residents such as students or individuals with valid work permits or authorizations, vehicles imported by diplomats, by visiting forces personnel, by United States pre-clearance personnel and their dependents; and vehicles imported temporarily for exhibition, demonstration, evaluation, testing or special purposes.

16. U.S. 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 entered into the RIV Program as described in the sections above.

17. 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.

Scrap Metal

18. Vehicles that have been either cubed or flattened are not subject to this program and may only be entered as scrap metal.

Information

19. 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 as parts, thereby reducing the illegal use of VINs removed from salvage vehicles. Personal information related to the importer is not be provided.

Roles and Responsibilities

20. Customs inspectors are responsible for verifying that the vehicles are accompanied by a proof of export from United States Customs and the *Certificate of Title or Salvage Certificate of Title*, either the original or a duly notarized copy of the true original, and interpreting its validity.

VEHICLE IMPORTED FOR PARTS FORM - FORM 3
FORMULAIRE D'IMPORTATION DE VÉHICULE POUR PIÈCES - FORMULAIRE 3



Transport Canada / Transports Canada

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VEHICLE IMPORTED FOR PARTS FORM - FORM 3
FORMULAIRE D'IMPORTATION DE VÉHICULE POUR PIÈCES - FORMULAIRE 3

VEHICLE AND IMPORTER INFORMATION - RENSEIGNEMENTS SUR LES VÉHICULES ET L'IMPORTATEUR				CCRA, Office Data Stamp ADRC - Timbre dateur de bureau	
1. Vehicle Id No. - N° d'ident. du véhicule				<p align="center">CCRA USE ONLY</p> <p align="center">A L'USAGE DE ADRC SEULEMENT</p> <p align="center"><small>Officer's Initials and Badge Number Initiales et N° d'insigne de l'Agent</small></p> <p>Transaction No. - N° de transaction</p>	
2. Port Code - Code du bureau de douane		3. Language preferred - Choix de langue <input type="checkbox"/> English / Anglais <input type="checkbox"/> Français / French			
4. Vehicle Class (CHECK ONE ONLY) - Classe du 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"/> Passenger Car / Voiture de tourisme		
<input type="checkbox"/> Multipurpose Passenger Vehicle / Véhicule de tourisme à usages multiples	<input type="checkbox"/> Snowmobile / Motoneige	<input type="checkbox"/> Snowmobile Cutter / Traineau de motoneige	<input type="checkbox"/> Trailer / Remorque		
<input type="checkbox"/> Restricted Use Motorcycle / Motocyclette à usage restreint	<input type="checkbox"/> Trailer Converter Dolly / Chariot de conversion	<input type="checkbox"/> Truck / Camion			
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))				Title Status - Statut du titre	
<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 INDICER RÉCUPÉRATION.				<input type="checkbox"/> Salvage / Récupération	
<input type="checkbox"/> Admissible / Admissible				<input type="checkbox"/> Clear / Libre	
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	
Res. Tel - Tél. rés.	Bus. Tel - Tél. bur.	Fax - Télécopieur	State - État	Country - Pays	Zip Code
DECLARATION - DÉCLARATION					
13. See instructions for explanation - Voir les instructions pour les explications					
<input type="checkbox"/> \$86.00 all provinces except Quebec (\$93.00 in Q.C.) All taxes included. / \$85,00 \$ dans toutes les provinces à l'exception du Québec (\$93,00 \$ au Q.C.). Toutes les taxes incluses.					
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 licensed 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.					
<input type="checkbox"/> MASTERCARD <input type="checkbox"/> AMERICAN <input type="checkbox"/> VISA <input type="checkbox"/> Envelope / Enveloppe _____				GST No. - N° de la Tvd 330057171 GST No. - N° de la TPS 330059771	
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)					
SIGNATURE OF IMPORTER OR AGENT - SIGNATURE DE L'IMPORTATEUR OU DU MANDATAIRE				DATE	

13-0150 (0112-02) 1 WHITE - Province/Territories / BLANC - Province/Territoires

2 CANARY - CCRA / CANAR - ADRC

3 FINK - Registrar of Imported Vehicles / NOSE - Régistrare des véhicules importés

4 GOLD - Importer / OR - Importateur

Canada

APPENDIX D

VEHICLE IMPORT FORM - FORM 1

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Transport Canada / Transports Canada **VEHICLE IMPORT FORM - FORM 1** **FORMULAIRE D'IMPORTATION DE VÉHICULE - FORMULAIRE 1**

NOTICE TO PROVINCIAL / TERRITORIAL LICENCE AUTHORITY K-22 - AVIS AUX AUTORITÉS PROVINCIALES / TERRITORIALES D'IMMATICULATION K-22

The conveyance described herein has been accounted for by Canada Customs and Revenue Agency and may be licensed in Canada subject to: Les présentes attestent que le moyen de transport désigné ci-dessous a été déclaré à l'Agence des douanes et du revenu du Canada et peut être immatriculé au Canada: Agence des douanes et du revenu du Canada - J'atteste, sous serment

1. Sous réserve de la restriction de l'Agence des douanes et du revenu du Canada indiquée ci-dessous et indiquée ci-dessous et

2. Evidence of conformity with Transport Canada Safety Regulations 2. Sous réserve d'une preuve de conformité aux normes de sécurité de Transports Canada et la réglementation applicable: Règlement

Canada Customs and Revenue Agency Disposal Restrictions - Restriction de l'Agence des douanes et du revenu 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: At any time, without authorization from Canada Customs and Revenue Agency: En aucun temps, sans l'autorisation de l'Agence des douanes et du revenu du Canada

on or before le ou avant le or du

This conveyance is not subject to a disposal restriction: Ce moyen de transport n'est pas touché d'une restriction

Transaction No. - N° de la transaction

Officers Initials and Badge Number / Initiales et n° d'insigne de l'agent

VEHICLE AND IMPORTER INFORMATION - RENSEIGNEMENTS SUR LES VÉHICULES ET L'IMPORTATEUR

1. Vehicle ID No. - N° d'ident. du

2. Name, ID No. - Processing Agent / Nom, n° d'ident. - Agent de traitement

3. Port Code / Code du bureau

4. Language preferred - Choix de English / Français French / Français

5. Vehicle Class (CHECK ONE ONLY) - Classe du véhicule (EN COCHER UNE)

01 Bus / Autobus 02 Chassis-Cab / Châssis-cabine 03 Motorcycle / Motocyclette 04 Multipurpose Passenger Vehicle / Véhicule de tourisme à usages 05 Passenger Car / Voiture de tourisme 06 Snowmobile / Motoneige

07 Snowmobile Cutter / Traineau de motoneige 09 Trailer / Remorque 10 Trailer Converter Dolly / Chariot de conversion 11 Truck / Camion 12 Restricted Use Motorcycle / Motocyclette à usage restreint

6. Manufacturer - Fabricant

7. Make - Marque

8. Model - Modèle

9. Model Year / Année du modèle

10. (CHECK ONE ONLY) - (EN COCHER UNE SEULEMENT) Compliance Label Affixed / Étiquette de conformité Manufacturer's letter attached / Lettre du fabricant jointe

11. Manufactured on - Fabriqué le M- Y - A

12. Vehicle Status - Etat du Undamaged / Intact Salvage / Récupération

13. Country and / or State - Pays et / ou état

14. IMPORTER - IMPORTATEUR

Company Name and contact person (if applicable) - Nom de la compagnie et personne-ressource (s'il y a lieu)

Name of importer - Nom de l'importateur

First Name - Prénom

Mailing Address - Adresse postale

Apt. - App.

Address (Street, Apt.) - Adresse (rue, app.)

City - Ville

Province

Postal code - Code postal

City - Ville

Res. Tel. - Tél. rés.

Bus. Tel. - Tél. bur.

Fax - Télécopieur

State - État

Country - Pays

Zip Code

15. FOREIGN VENDOR - VENDEUR À L'ÉTRANGER

Company Name - Nom de la compagnie

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

a Commercial importation - New Canadian specification vehicle and the importer is listed in Appendix G of Customs Memorandum D19-12-1. / Importation commerciale - Véhicule neuf fabriqué selon les normes canadiennes et l'importateur figure sur la liste à l'Annexe G du Mémoire des Douanes D19-12-1.

b Non-commercial importation - New Canadian specification vehicle bearing a valid Canadian compliance label. / Importation non commerciale - Véhicule neuf fabriqué selon les normes canadiennes portant une étiquette de conformité valable.

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.

d Vehicle is fifteen years old or older (except buses), or a bus that was manufactured before Jan. 1, 1971. / Véhicule a 15 ans ou plus (sauf les autobus) ou autobus fabriqué avant le 1er janvier 1971.

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 requise)

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.

g Work vehicle / Véhicule de travail.

To the best of my knowledge this is a true representation of the vehicle described herein - Au meilleur de ma connaissance, les renseignements fournis représentent exactement le véhicule

SIGNATURE OF IMPORTER OR AGENT - SIGNATURE DE L'IMPORTATEUR OU DU MANDATAIRE

DATE

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

Vehicle purchased in the United States - Véhicule acheté aux États-Unis. \$182.00 all provinces except Quebec (\$197.00 in Q.C.). All taxes included. / 182,00 \$ dans toutes les provinces à l'exception du Québec (197,00 \$ au Q.C.). Toutes taxes incluses.

I am the owner or agent of the owner of the vehicle described herein. 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. / Je suis le propriétaire du véhicule décrit ci-dessus ou son mandataire. Ce véhicule sera rendu conforme aux normes de Transports Canada dans le délai réglementaire de 45 jours, et le propriétaire 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 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.

MASTERCARD AMERICAN EXPRESS VISA Enveloppe / Enveloppe

Card No. - N° de carte

Expiry Date / Date d'expiration

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.)

SIGNATURE OF IMPORTER OR AGENT - SIGNATURE DE L'IMPORTATEUR OU DU MANDATAIRE

DATE

OST No. - N° de la TVO / OST No. - N° de la TPS

Registrar of Imported Vehicles / Registraire des véhicules importés

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

13-0132 (0008-01) 1 WHITE - Province / Territory / BLANC - Province / Territoire 2 CANARY - CCRA / CANARI - ADRC 3 PINK - Registrar of Imported Vehicles / ROSE - Registraire des véhicules importés 4 GOLD - Importer / OR - Importateur

Canada

APPENDIX E**LIST OF VEHICLES ADMISSIBLE FROM THE UNITED STATES**

1. This Appendix is revised on a periodic basis; therefore, it will not be reproduced in this Memorandum.
2. To obtain current copies of this list, please note the following instructions:
 - (a) **The CCRA personnel** can obtain a copy of the list from the CCRA's Intranet at **http://infozone/english/r3510200/tpionline/frameset_lib_en.htm**.
 - (b) **Importers and brokers** may:
 - (1) request Appendix E from Transport Canada at the numbers provided in paragraph 62; and
 - (2) obtain a copy of the list from the following Web sites:
Transport Canada, Road Safety: **www.tc.gc.ca**
Registrar of Imported Vehicles: **www.riv.ca**

APPENDIX F

**LIST OF COMPANIES AUTHORIZED BY TRANSPORT CANADA TO IMPORT
NEW VEHICLES MANUFACTURED FOR THE CANADIAN MARKET
(THE VEHICLE IMPORT FORM IS NOT REQUIRED FOR RELEASE)**

Note: This Appendix is revised as required to verify the most recent list; please note the following instructions:

(a) **The CCRA personnel** can obtain a copy of the list from the CCRA's Intranet as **http://infozone/english/r3510200/tpionline/frameset_lib_en.htm**.

(b) **Importers and brokers** may contact the nearest customs office.

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 INC.
6. CANADIAN KAWASAKI MOTORS INC.
7. CHRYSLER CANADA LIMITED
8. FLEETWOOD CANADA INC.
9. FORD MOTOR COMPANY OF CANADA LTD.
10. FRED DEELEY IMPORTS
11. FTSI CANADA LIMITED (North American Trailer Centers)
12. FREIGHTLINER OF CANADA LIMITED
13. GENERAL MOTORS OF CANADA LTD.
14. HONDA CANADA INC.
15. HYUNDAI AUTO CANADA INC.
16. INTERNATIONAL TRUCK AND ENGINE CORPORATION CANADA
17. JAGUAR CANADA
18. KIA MOTORS OF CANADA (MISSISSAUGA, ONT.)
19. LADA CANADA INC.
20. MACK CANADA INC.
21. MAZDA CANADA INC.
22. MERCEDES-BENZ OF CANADA
23. MITSUBISHI MOTOR SALES OF CANADA INC.
24. NISSAN CANADA INC.
25. PACCAR INC. DBA PACCAR OF CANADA LTD., CANADIAN KENWORTH CO. DIVISION AND CANADIAN PETERBUILT
26. POLARIS INDUSTRIES INC.
27. SUBARU CANADA INC.
28. SUZUKI CANADA INC.
29. THOMAS BUILT BUSES OF CANADA LTD.

30. TOYOTA CANADA INC.
31. VOLKSWAGEN CANADA INC.
32. VOLVO (CANADA) LIMITED
33. VOLVO TRUCKS CANADA INC.
34. YAMAHA MOTOR CANADA LTD.

APPENDIX G**TRANSPORT CANADA AUTHORIZED IMPORTERS FOR PRECLEARANCE BY THE CCRA
(VEHICLE IMPORT FORM REQUIRED FOR RELEASE)**

1. This Appendix is revised on a periodic basis; therefore, it will not be reproduced in this Memorandum.
2. To obtain current copies of this list, please note the following instructions:
 - (a) **The CCRA personnel** can obtain a copy of the list from the CCRA's Intranet at **http://infozone/english/r3510200/tpionline/frameset_lib_en.htm**.
 - (b) **Importers and brokers** may:
 - (1) request Appendix G from the Registrar of Imported Vehicles, or from Transport Canada at the numbers provided in paragraphs 61 and 62 respectively; and
 - (2) obtain a copy of the list from the following Web sites:
Transport Canada, Road Safety: **www.tc.gc.ca**
Registrar of Imported Vehicles: **www.riv.ca**

APPENDIX H**DESIGNATED CUSTOMS OFFICES****ATLANTIC REGION**

Edmundston, N.B.
 St. Stephen, N.B.
 Woodstock, N.B.

QUEBEC REGION

Lacolle, Que.
 Rock Island, Que.
 St-Armand-Philipsburg, Que.
 Stanhope, Que.

NORTHERN ONTARIO REGION

Cornwall, Ont.
 Fort Frances, Ont.
 Lansdowne, Ont.
 Pigeon River, Ont.
 Prescott, Ont.
 Sault-Sainte-Marie, Ont.

SOUTHERN ONTARIO REGION

Fort Erie, Ont.
 Niagara Falls (Queenston Bridge), Ont.
 Sarnia, Ont.
 Windsor, Ont.
 Ambassador Bridge
 Windsor Tunnel

PRAIRIE REGION

Emerson, Man.
 North Portal, Sask.
 Coutts, Alta.

PACIFIC REGION

Huntington, B.C.
 Kingsgate, B.C.
 Osoyoos, B.C.
 Pacific Highway, B.C.

APPENDIX I

TRANSPORT CANADA – Vehicles Chart

Vehicles Chart

The following chart identifies the conditions that a vehicle must meet in order to enter 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 REGISTRAR OF IMPORTED VEHICLES 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 VIN. The following are exempt from this VIN requirement: <ul style="list-style-type: none"> – vehicles (excluding buses) 15 years old or older; – buses manufactured before January 1, 1971; – vehicles imported temporarily; – restricted-use motorcycles; – snowmobiles and snowmobile cutters; – home-built trailers; – mobile homes; and – work vehicles.
Admissibility List	= refers to Appendix E. Only those vehicles identified as admissible in the list can be imported and modified.
Vehicle Import Form	= <i>Vehicle Import Form – Form 1</i>
RIV Program	= refers to registering with the RIV Program.
Schedule VII	= refers to the Transport Canada authorization that is required for vehicles entering temporarily for exhibition, demonstration, evaluation, testing, or special purposes.
Prohibited	= indicates that the vehicle is considered prohibited for Transport Canada purposes.
No requirement	= indicates that there is no Transport Canada import requirement that applies.

VEHICLE TYPE	DEFINITION	MARKET	REQUIREMENTS
Agricultural Vehicle (<i>Unité agricole</i>)	Vehicle designed exclusively for operations off the public highway and for the performance of agricultural work or animal husbandary. Examples: Trailed vehicles such as hay wagons, manure spreaders, farm tractors, and pick-up balers.	All Countries	– No requirement.
All-Terrain Vehicle (ATV) (<i>Véhicule tout terrain VTT</i>)	A wheeled or tracked vehicle, other than a snowmobile or work vehicle, designed primarily for recreational use or for the transportation of property or equipment exclusively on undeveloped roads, rights of way, marshland, open country, or other unprepared surfaces. Note: The difference between an ATV and a motorcycle is the following: (a) an ATV has a steering wheel or stick controls; and (b) a motorcycle has handlebars.	All Countries	<u>Built before May 1988:</u> – No requirement. <u>Less than 15 years old:</u> – No requirement.
Ambulance (<i>Ambulance</i>)	Vehicle altered for the transportation of persons or animals for medical emergencies. See “Multi-Purpose Passenger Vehicle.”		
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 produces less than 8 kW (10.73 bhp).	All Countries	<u>15 years or older:</u> – No requirement. <u>Less than 15 years old:</u> – label permanently affixed in a conspicuous position stating that the vehicle is not for public transportation but is intended for use in parades, exhibitions, and demonstrations.
Antique Vehicle (<i>Véhicule d’ancien modèle</i>)	Vehicle twenty-five (25) years old or older and which conforms to its original appearance and configuration at the time of manufacture.	All Countries	– <i>Vehicle Import Form – Form I.</i>
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.	U.S.	<u>Manufactured before January 1, 1971:</u> – <i>Vehicle Import Form – Form I.</i> <u>Manufactured on or after January 1, 1971:</u> – Admissibility List (Appendix E); – SOC label or SOC letter from manufacturer certifying US FMVSS or FMVSS; – <i>Vehicle Import Form – Form I;</i> – 17-character VIN; and – RIV Program.

		Other Countries	<p><u>Manufactured before January 1, 1971:</u> – <i>Vehicle Import Form – Form 1.</i></p> <p><u>Manufactured on or after January 1, 1971:</u> – PROHIBITED</p>
Chassis Cab (<i>Châassis-cabine</i>)	Vehicle consisting of a chassis that is capable of being driven, drawn, or self-propelled, upon which may be mounted a cab, and that is designed to receive:	U.S.	<p><u>15 years or older:</u> <i>Vehicle Import Form – Form 1.</i></p> <p><u>Less than 15 years old:</u> – SOC label certifying US FMVSS or FMVSS (<i>label may be temporary and located in plastic bag in glove compartment or attached to interior of the cab</i>); – <i>Vehicle Import Form – Form 1</i>; – 17-character VIN; and – RIV Program.</p>
	(a) a passenger-carrying or cargo-carrying body including a body that incorporates a prime mover; or (b) a work-performing structure other than a fifth-wheel coupling.		<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i></p> <p><u>Less than 15 years old:</u> – PROHIBITED</p>
		Other Countries	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i></p> <p><u>Less than 15 years old:</u> – PROHIBITED</p>
Competition Car (i.e., Racing Car) [<i>Voiture de compétition</i> (<i>voiture de course, par exemple</i>)]	A four-wheeled 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	<p><u>15 years or older:</u> – No requirement.</p> <p><u>Less than 15 years old:</u> – 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.</p>
Electric Bicycle (<i>Bicyclette électrique</i>)	See “Power-Assisted Bicycle”.		
Electric Car (<i>Voiture électrique</i>)	Vehicle designed to meet the definition of a passenger car or truck and operates using electric power source.	All Countries	– PROHIBITED

<p>Funeral Vehicle (<i>Véhicule funéraire</i>)</p>	<p>A vehicle modified by a second-stage manufacturer for use in funerals.</p> <p>Note: Funeral vehicles are manufactured in two stages. One company produces and certifies a vehicle. Another company completes the funeral vehicle, i.e., hearse. The second-stage manufacturer must affix a compliance label certifying the vehicle to US FMVSS or FMVSS.</p>	<p>U.S.</p>	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i></p>
			<p><u>Less than 15 years old:</u> – Admissibility List (Appendix E); – SOC label from second-stage manufacturer certifying the vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form I;</i> – 17-character VIN; and – RIV Program.</p>
		<p>Other Countries</p>	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i></p>
			<p><u>Less than 15 years old:</u> – PROHIBITED</p>
<p>Jeep</p>	<p>See “Multi-Purpose Passenger Vehicle.”</p>		
<p>Kit Car/Replicar (<i>Voiture prête à monter</i>)</p>	<p>Fully operational replicas of antique or classic cars constructed from a vehicle kit and may be placed upon a new or used chassis. Kit cars are considered vehicles whether they are in ASSEMBLED OR UNASSEMBLED form.</p> <p>Note: The date of manufacture of the vehicle is the date that the vehicle was assembled and not the date of manufacture of a donor car in which to build the kit upon.</p> <p>Example: Cobras</p>	<p>U.S.</p>	<p><u>15 years or older:</u> – must be able to substantiate that it was licensed in its current kit car form more than 15 years ago; and – <i>Vehicle Import Form – Form I.</i></p>
			<p><u>Less than 15 years old:</u> – PROHIBITED</p>
		<p>Other Countries</p>	<p><u>15 years or older:</u> – must be able to substantiate that it was licensed in its current kit car form more than 15 years ago; and – <i>Vehicle Import Form – Form I.</i></p>
			<p><u>Less than 15 years old:</u> – PROHIBITED</p>
<p>Limousine (<i>Limousine</i>)</p>	<p>Vehicle which has been extended or stretched by a second-stage manufacturer.</p>	<p>U.S.</p>	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i></p>
			<p><u>Less than 15 years old:</u> – Admissibility List (Appendix E); – SOC label from second-stage manufacturer certifying the vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form I;</i> – 17-character VIN; and – RIV Program.</p>
		<p>Other Countries</p>	<p><u>15 years or older:</u> – No requirement.</p>
			<p><u>Less than 15 years old:</u> – PROHIBITED</p>

Low-Speed Vehicle
(*Véhicule à basse vitesse*)

Vehicle, other than an all-terrain vehicle, a truck, or a vehicle imported temporarily for special purposes, that

- (a) is powered by an electric motor;
- (b) produces no emissions; and
- (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.

U.S.

Less than 15 years old:

- Admissibility List (Appendix E);
- SOC label;
- 17-character VIN;
- *Vehicle Import Form – Form I*; and
- RIV Program.

Other Countries

Less than 15 years old:
– **PROHIBITED**

Mini-Bike
(*Mini-moto*)

See “Motorcycle – Restricted-Use.”

Mini-Van
(*Mini-fourgonnette*)

See “Multi-Purpose Passenger Vehicle.”

Mobile Home
(*Maison mobile*)

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

15 years or older:

- No requirement.

Less than 15 years old:

- No requirement.

Motorcycle
(*Motocyclette*)

Vehicle that:

- (a) has steering handlebars completely restrained from rotating in relation to the axle of one wheel in contact with the ground;
- (b) is designed to travel on not more than 3 wheels in contact with the ground;
- (c) has a minimum seat height, when the vehicle is unladen, of 650 mm;
- (d) has a minimum wheel rim diameter of 250 mm;
- (e) has a minimum wheelbase of 1016 mm; and
- (f) 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 a seat backrest.

U.S.

15 years or older:

- No requirement.

Less than 15 years old:

- Admissibility List (Appendix E);
- SOC label certifying vehicle to US FMVSS or FMVSS;
- *Vehicle Import Form – Form I*;
- 17-character VIN; and
- RIV Program.

Other Countries

15 years or older:

- No requirement.

Less than 15 years old:

– **PROHIBITED**

Motorcycle – Competition
(*Motocyclette de compétition*)

Motorcycle designed and marketed for use exclusively in closed course competition.

All Countries

15 years or older:

- No requirement.

Less than 15 years old:

- SOC label or letter from a competition association.

Motorcycle – Limited Speed (<i>Motocyclette à vitesse limitée</i>)	Motorcycle that has a maximum attainable speed of 70 km/h or less. Examples: Mopeds, scooters.	U.S.	<u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i> <u>Less than 15 years old:</u> – Admissibility List (Appendix E); – <i>Vehicle Import Form – Form I</i> ; and – RIV Program.
		Other Countries	<u>15 years or older:</u> – No requirement. <u>Less than 15 years old:</u> – PROHIBITED
Motorcycle – Off-Road (<i>Motocyclette – hors route</i>)	See “Motorcycle – Restricted-Use.”		
Motorcycle – Restricted-Use (<i>Motocyclette à usage restreint</i>)	Vehicle that: (a) has steering handlebars; (b) is designed to travel on not more than 4 wheels in contact with the ground; and (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 a seat backrest. Category includes: 3- or 4-wheeled all-terrain vehicles (ATV’s), mini-bikes, off-road and dirt bikes.	U.S.	<u>15 years or older:</u> – No requirement. <u>Less than 15 years old:</u> Restricted-Use Motorcycle (mini-bike, off-road bike, dirt bike, etc.) – <i>Vehicle Import Form – Form I</i> ; and – RIV Program. Three-wheeled ATV: – PROHIBITED Four-wheeled ATV: <i>Less than 15 years old, up to and including any manufactured on or before April 30, 1988:</i> – <i>Vehicle Import Form – Form I.</i> Four-wheeled ATV: <i>Manufactured on or after May 1, 1988:</i> – <i>Vehicle Import Form – Form I</i> ; and – RIV Program.
		Other Countries	<u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i> <u>Less than 15 years old:</u> – PROHIBITED
Motorcycle – Side-Car (<i>Motocyclette – Side-Car</i>)	Vehicle designed to carry or accommodate persons to be drawn beside a motorcycle.	All Countries	– No requirement.

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>	U.S.	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i></p> <p><u>Less than 15 years old, up to and including 1991 model year:</u> – Admissibility List (Appendix E); – SOC label from second-stage manufacturer certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form I</i>; – 17-character VIN; and – RIV Program.</p> <p><u>1992 or newer:</u> – Admissibility List (Appendix E); – SOC label from second-stage manufacturer certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form I</i>; – 17-character VIN; and – RIV Program.</p>
Motorized Scooter (<i>Trottinette électrique</i>)	<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> <p>See “Motorcycle – Restricted-Use”</p>	Other Countries	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i></p> <p><u>Less than 15 years old:</u> – PROHIBITED</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> <p>(a) vans; (b) minivans; (c) some 4×4’s; and (d) Jeeps.</p>	U.S.	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i></p> <p><u>Less than 15 years old, up to and including current model year:</u> – Admissibility List (Appendix E); – SOC label certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form I</i>; – 17-character VIN; and – RIV Program.</p>

		Other Countries	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i></p> <p><u>Less than 15 years old:</u> – PROHIBITED</p>
Passenger Car (<i>Voiture de tourisme</i>)	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.	U.S.	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i></p> <p><u>Less than 15 years old:</u> – Admissibility List (Appendix E); – SOC label or SOC letter from manufacturer certifying vehicle to US FMVSS or FMVSS; – <i>Vehicle Import Form – Form I;</i> – 17-character VIN; and – RIV Program.</p>
		Other Countries	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form I.</i></p> <p><u>Less than 15 years old:</u> – PROHIBITED</p>
Power-Assisted Bicycle (<i>Bicyclette assistée</i>)	<p>An electric bicycle propelled by either a combination of muscular power and a motor, or by the motor alone:</p> <p>(a) has steering handlebars and is equipped with pedals;</p> <p>(b) is designed to travel on not more than three wheels in contact with the ground;</p> <p>(c) is capable of being propelled by muscular power;</p> <p>(d) has an electric motor only, which has the following characteristics:</p> <p>(1) it has a continuous power output rating, measured at the shaft of the motor, of 500 W or less;</p> <p>(2) if it is engaged by muscular power, power assistance immediately ceases when the muscular power ceases;</p> <p>(3) if it is engaged by an accelerator controller, power assistance ceases when the brakes are applied; and</p> <p>(4) it is incapable of providing further assistance when the bicycle attains a speed of 32 km/h on level ground; and</p>	All Countries	– No requirement.

(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:

- (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
(*Voiture de course*)

See "Competition Car."

Salvage Vehicle
(*Véhicule de récupération*)

Scooter

See "Motorcycle – Limited Speed."

Snowmobile
(*Motoneige*)

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.

U.S.

15 years or older:

– *Vehicle Import Form – Form 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.

– *Vehicle Import Form – Form I*; and
– RIV Program.

Other Countries

15 years or older:

– *Vehicle Import Form – Form I.*

Less than 15 years old:

– **PROHIBITED**

Snowmobile – Competition
(*Motoneige de compétition*)

Snowmobile that is designed and marketed for use exclusively in closed-course competition.

All Countries

15 years or older:

– No requirement.

Less than 15 years old:

– SOC label or letter from a competition association.

Other Countries

15 years or older:

– *Vehicle Import Form – Form I.*

Less than 15 years old:

– **PROHIBITED**

Snowmobile Cutter
(*Traîneau de motoneige*)

Vehicle designed to be drawn behind a snowmobile.

U.S.

15 years or older:

– *Vehicle Import Form – Form I.*

Less than 15 years old:

– *Vehicle Import Form – Form I*; and
– RIV Program.

		Other Countries	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i></p> <p><u>Less than 15 years old:</u> – PROHIBITED</p>
TEMPORARY ENTRY FOR EXHIBITION, DEMONSTRATION, TESTING, EVALUATION, OR SPECIAL PURPOSES	Vehicles entering temporarily for exhibition, demonstration, evaluation, testing, or special purposes. Vehicle MUST BE EXPORTED by a pre-determined date.	All Countries	<p>– Schedule VII that is authorized by Transport Canada; and</p> <p>– <i>Vehicle Import Form – Form 1</i> (except for low-risk importers under Cold Weather Testing Program).</p>
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 requirement.
Trailer <i>(Remorque)</i>	<p>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.</p> <p>Examples: Fifth-wheel trailers, horse or stock trailers, utility trailers, camping trailers, boat trailers, heavy-equipment trailers, welding trailers, and car dollies.</p>	U.S.	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i></p> <p><u>Less than 15 years old:</u> – 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.</p>
		Other Countries	<p><u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i></p> <p><u>Less than 15 years old:</u> – PROHIBITED</p>
Trailer – Home-Built, Home-Made <i>(Remorque de fabrication artisanale)</i>	Trailer that meets the definition of a trailer but is manufactured by an individual (a traveller) for personal use, such as recreational use, and not for commercial or resale purposes.	U.S.	<p><u>15 years or older:</u> <i>Vehicle Import Form – Form 1.</i></p> <p><u>Less than 15 years old:</u> – <i>Vehicle Import Form – Form 1</i>; and – RIV Program.</p>

Trailer Converter Dolly (<i>Chariot de conversion</i>)	Trailer equipped with one or more axles, a lower half of a fifth-wheel coupling, and a drawbar.	Other Countries	<u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i>
			<u>Less than 15 years old:</u> – PROHIBITED
		U.S.	<u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i>
			<u>Less than 15 years old:</u> – 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	<u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i>
			<u>Less than 15 years old:</u> – PROHIBITED
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.	U.S.	<u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i>
	Category includes: Cement trucks, truck tractors, oil trucks, and fire trucks.		<u>Less than 15 years old:</u> – 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	<u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i>
			<u>Less than 15 years old:</u> – PROHIBITED
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.	U.S.	<u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i>
	Examples: limousines, ambulances.		<u>Less than 15 years old:</u> – 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.
		Other Countries	<u>15 years or older:</u> – <i>Vehicle Import Form – Form 1.</i>
			<u>Less than 15 years old:</u> – PROHIBITED

Work Vehicle
(*Véhicule de travail*)

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.

Category includes:

Front-end loaders, bulldozers, backhoes, street sweepers built on special chassis (not regular truck chassis), fork lifts, and mobile cranes built on special chassis. Trailed vehicles such as hay wagons, manure spreaders, and large earth-moving vehicles.

All Countries – *Vehicle Import Form – Form 1*, only if required by the province.

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>Admissibility Programs Division Trade Policy and Interpretation Directorate</p>	<p>HEADQUARTERS FILE –</p> <p>7624-3</p>
<p>LEGISLATIVE REFERENCES –</p> <p><i>Motor Vehicle Safety Act</i> <i>Motor Vehicle Safety Regulations</i> <i>Plant Protection Act</i> <i>Customs Act</i></p>	<p>OTHER REFERENCES –</p> <p>N/A</p>
<p>SUPERSEDED MEMORANDA “D” –</p> <p>D19-12-1, July 20, 1995</p>	

Services provided by the Canada Customs and Revenue Agency are available in both official languages.

This Memorandum is issued under the authority of the Commissioner of Customs and Revenue.

