



U.S. Customs and Border Protection

William Scopa

Branch Chief

Interagency Collaboration Division

Office of Trade



U.S. Customs and
Border Protection

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

Personal Vehicles - Overview

1. Basics for Import and Export
2. Verify Ownership, Vehicle ID, and Origin
3. Determine Purpose of Import
4. Establish EPA Compliance
5. Establish DOT Compliance
6. Enforcement Efforts
7. CBP Form 7501 with Stamp



**U.S. Customs and
Border Protection**

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

Vehicle Import Basics

- Vehicles must generally clear customs at the first port of entry unless sent in-bond to a CBP port closer to importer's home.
- When cleared as part of personal effects (a container at a sea port), owner can go to port closest to home to make specific entry for vehicle.
- Military and Civilian Employees of the United States given free entry if vehicle was purchased and used abroad.
 - Must be registered abroad to show use



Disclaimer

Vehicle Export Basics

- CBP also plays role in clearing used vehicle exports
 - Exporter must present to CBP, at the port of exportation, both the vehicle for inspection and documentation identifying the vehicle (including the VIN)
 - If by vessel → vehicle and documents 72 hours prior to export
 - If by land border → documents 72 hours, vehicle at time of export
 - Domestically-registered vehicles require original Certificate of Title or a Certified Copy of the Certificate of Title
 - Foreign-registered vehicles require original proof of ownership (with an English translation of the text if the original language is not in English)
 - CBP can inquire as to any liens or third-party interests – cannot export without third-party lienholder’s permission



**U.S. Customs and
Border Protection**

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

Determining Ownership for Imports

- Original Bill of Lading
- Bill of Sale
- Invoice
- Foreign Title



**U.S. Customs and
Border Protection**

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

Vehicle Identity

- CBP will confirm the vehicle identity
- Generally this will involve a quick reference to make sure the VIN on the vehicle matches the documentation
- However, in cases where CBP Officer suspects fraud, or where there are additional reasons to question the claims
 - Look to see if alleged age of vehicle is consistent with condition (important for determining NHTSA and EPA requirements)



**U.S. Customs and
Border Protection**

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

Vehicle Origin

CBP determines the origin to determine duty rate

- Normal duty rate 2.5% for passenger cars (HTS 8703)
- For Mexico and Canada, no duty
 - VIN is sufficient to establish origin for NAFTA purposes



**U.S. Customs and
Border Protection**

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

Purpose of Import

Why the vehicle is being imported will affect the requirements

- Diplomat or Foreign Military (with official orders)
 - No formal entry is required (and EPA and NHTSA reqs waived)
- Non-Resident Personal Use
 - Not to exceed one year, cannot sell while in U.S.
 - If a good-faith buyer does purchase such vehicle, however, CBP may allow buyer to go to nearest port and “import” the vehicle
- Temporarily imported for testing, demonstration, or competition
 - Generally can't be operated on public roads (unless that is an integral part of the test)
 - Need advanced approval from EPA and NHTSA



**U.S. Customs and
Border Protection**

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

Establish EPA Compliance

EPA Form 3520-1

- **“Conforming” vehicles:** U.S. version vehicles can generally be admitted without alterations
 - Emission control system, engine and drive train, and fuel system will need to be restored to original EPA-certified configuration
 - Canadian “identical” models will also meet this requirement (see [EPA list](#))
- **“Non-Conforming” vehicles:** Non-U.S. version vehicles must be modified to meet U.S. emission standards
 - Must be imported by an Independent Commercial Importer (ICI)
- Vehicles over 21 years old – NOT regulated by EPA at import



**U.S. Customs and
Border Protection**

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

Establish NHSTA Compliance

Form HS-7

- Importer must demonstrate compliance with NHSTA requirements:
 - EASIEST OPTION – Vehicles originally manufactured to U.S. motor vehicle safety standards
 - CBP Officer will look for sticker on door
 - Otherwise, Registered Importer (RI) must be used to bring vehicle into conformity
 - Can be very costly if not on a short list of pre-approved models
 - Vehicles older than 25 years are exempt
 - this has been a tempting area for fraud
 - for example: Land Rover Defenders, Cooper Minis, Nissan Skylines



Disclaimer

Targeting Import Fraud, etc.

- CTAC Targeting
 - Addresses Evasion and Fraud
 - Prevents unsafe vehicles on U.S. roads
 - Reduces the demand for foreign stolen vehicles
- CBP will try to provide good faith buyers the chance to export vehicles that cannot be brought into compliance.
- If vehicle cannot be re-exported, CBP will oversee destruction
 - <https://www.cbp.gov/newsroom/video-gallery/video-library/cbp-destroys-land-rover-defender>



**U.S. Customs and
Border Protection**

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

CAUTION: objects in your mirror may be closer than they appear...



**U.S. Customs and
Border Protection**

CBP Form 7501 - proof of import

CBP Form 7501 is the proper form to evidence that the vehicle has been lawfully imported.

- CBP will stamp or sign the 7501 upon request, only for evidence of import, NOT to demonstrate compliance with EPA or NHSTA requirements
 - Brokers may print an ACE electronic equivalent of the CF 7501 for CBP to sign and stamp. DMVs may notice that the ACE electronic equivalent of the CF 7501 is slightly different.
 - CBP will not stamp or sign any other U.S. Government agencies' forms



**U.S. Customs and
Border Protection**

Disclaimer

The information contained on this page does not constitute an official publication of the United States. The statistics, and the projections based upon any statistics contained herein, are not intended to be used for economic analysis, and are provided for the purpose of establishing CBP priorities and workload.

DMVs as Partners

- CBP cannot catch every instance of vehicle import fraud
- Keeping unsafe, fraudulent vehicles off the road requires collaboration between DMVs, Police and Sheriffs Departments and CBP
- DMVs and CBP ports, can we work together?
- For more information: William.R.Scopa@CBP.DHS.GOV



U.S. Customs and
Border Protection