

Subject: FW: MILITARY RETURNING NEW REQUIREMENTS

For any customer including the Canadian Military who are returning back with their vehicles and **have tilted/registered** their vehicles while they were in the USA they now need to obtain a **TC (Transport Canada) CBC (Case By Case) authorization letter.**

This is a new regulation that is in their D-Memo (see below)

this is from TC)

This is what they require. For a case-specific assessment of admissibility to preauthorize a vehicle's entry,

please complete the template below and provide the requested images.

Once we have received all the necessary information we will assign this case to our enforcement officers

for review, please note that this can take 4-6 weeks depending on their current work-loads.

Email the below info to Transport Canada: MVS-SA@tc.gc.ca

Photographs of the vehicle (front, rear and both sides)

Photograph of the Statement of Compliance label (usually found inside the driver's door on the frame of the vehicle, shows date of manufacturing, VIN and safety certification)

Picture of the Vehicle Identification Number VIN#

Proof the car was registered or purchased in Canada.

Name of the Importer:

Canadian Address of the Importer:

Telephone Number of the Importer:

Email address of the Importer:

Contact Us

1-800-333-0371 (toll-free Canada and United States)

1-613-998-8616 (Ottawa region and from other countries)

mvs-sa@tc.gc.ca

Centre d'information, Sécurité des véhicules automobiles
Transports Canada / Gouvernement du Canada
MVS-SA@tc.gc.ca / Tél. : 1-800-333-0371 / ATS : 1-888-675-6863

(link regarding the Case By Case requirements)

<https://tc.canada.ca/en/road-transportation/importing-vehicle/frequently-asked-questions-case-case-vehicle-importation>

Reading this might be a bit confusing since it says New vehicles, but the case by case is still required....

D-MEMO LINK

***** Here is the Canada Customs D-Memo with the new requirements*****

cbsa-asfc.gc.ca/publications/dm-md/d19/d19-12-1-eng.html

Returning CMVSS vehicles

Returning Canadian specification vehicles cannot be processed via the RIV Program. Former residents of Canada may bring back the same CMVSS vehicle where the importer can substantiate that the vehicle was purchased and registered by them in Canada prior to their export from Canada, AND the vehicle did not undergo substantial modifications or alterations (other than repairs or routine/warranty maintenance) while abroad.

If a vehicle was not registered abroad (still has CND plates) and is returning to Canada by the original owner then NO Form 1 is required.

However if the vehicle is returning to Canada by the original owner and it was titled/registered while abroad (non CND plates) then a Form 1 and a TC CBC authorization letter is required.

Canadian specification vehicles that were leased in Canada and recovered in the US or Mexico from clients who failed to make their payments to the leasing company, and stolen Canadian vehicles recovered in the US or Mexico are also considered to be returning Canadian vehicles by the original owner (now the recovering party) for TC purposes. Proof must be provided that the vehicles were leased from a Canadian company or in the case of stolen vehicles that the vehicles originated in Canada.

Canadian specification vehicles exported temporarily and damaged beyond reasonable cost of repair due to collision, fire, flood, accident, trespass or other occurrence while in the US, or Mexico that become the property of a Canadian licensed insurance provider are also considered as returning Canadian vehicles by the original owner (now the insurer) for TC purposes.

Canadian specification vehicles that were permanently exported where a trade-in or a sale occurred abroad, and are later presented for importation by a new owner are not considered returning Canadian vehicles for TC purposes and must be imported via TC's CBC