

## GENERAL INFORMATION FOR VEHICLE EXPORT TITLE VALIDATION

Any and all exporters of "self-propelled" vehicles must have the ownership documents (title, MSO, "pink slip", etc.) validated by the U.S. Customs and Border Protection (CBP) at the port of export, prior to that vehicle being exported out of the United States. In certain cases, the vehicle(s) may have to be physically presented to a CBP station and/or officer for validation of both the vehicle and the vehicle documentation.

### For Titles with a Lien-holder:

Where title evidences third-party ownership/claims; the used, self-propelled vehicle is leased or a recorded lien exists in the U.S., the provisional owner must provide to Customs a separate writing from the third-party-in-interest which expressly provides that the subject vehicle may be exported. This writing must be on the third-party's letterhead paper and contain a complete description of the vehicle including the Vehicle Identification Number (VIN), the name of the owner or lienholder of the vehicle, and the telephone numbers at which that owner or lienholder may be contacted and must bear an original signature of the third-party and state the date it was signed. Signature(s) must be duly notarized.

### For "non-titled" self-propelled vehicles such as forklifts, earthmovers, dozers, off-road vehicles, etc.:

1. Original Commercial Invoice signed and notarized by a notary public.
2. Original Bona-Fide-Transaction Letter (we will provide you with a template to be used for your convenience along with an explanation) must be notarized and signed by a notary public.
3. Original Bill of Sale.
4. Name, address and telephone number of both Shipper and Consignee.

### Vehicles issued a junk or scrap certificate:

For vehicles for which a junk or scrap certificate, issued by any jurisdiction of the U.S., remains in force, the owner must provide to Customs the original certificate or a certified copy of the original document and two complete copies of the original document or certified copy of the original.

### Vehicles issued a title or certificate that is not in force or are otherwise not registered including vehicles that were never titled:

Vehicles issued a title or certificate that is not in force or are otherwise not registered. For vehicles that were issued, by any jurisdiction of the U.S., a title or certificate that is no longer in force, or that are not required to be titled or registered, and for which an SO was not issued, THE OWNER MUST ESTABLISH THAT THE JURISDICTION FROM WHERE THE VEHICLE COMES DOES NOT HAVE ANY OWNERSHIP DOCUMENTATION REQUIREMENTS REGARDING SUCH VEHICLES and provide to Customs the original document that shows the basis for ownership or right of possession, such as a bill of sale, and two complete copies of that original document. Further, the owner must certify in writing to Customs that the procurement of the vehicle was a "bona fide transaction", and that the vehicle presented for export is not stolen.

\*All documents requiring validation must be submitted by us to U.S. Customs no later than six (6) working days prior to a ship's departure date. Documents received later than this six (6) day cut-off are at risk for missing a ship's scheduled sailing and therefore at the sole discretion of the Carrier's roll-over policy.

Note: Some Carriers charge a "roll-over fee and/or daily storage" for containerized cargo.