

So... you've built your vehicle and you're ready to go to Bonneville, ride on the salt and follow in the tire tracks of those who have gone before you... who knows, you may even break a record. Getting yourself there isn't a problem but getting your vehicle there requires careful planning.

The following guide is based on our experience of shipping a motorbike from the UK to Bonneville (and back). It is intended as a general guide that lists the key points and processes you will need to go through to ship your vehicle – it is not a guarantee that your vehicle will clear customs.

General Points

Some of these points might sound blindingly obvious, but the following are all things you need to consider before you ship your vehicle unless you want to end up doing a lot of stuff at the last minute.

Think about the condition of your vehicle

- Check the rule book – use a sealed, dry cell battery. Use of lead acid accumulator batteries will not comply with SCTA regulations; they also require specialist documentation (shipment of hazardous goods) from your shipper.
- Your vehicle must be 'dry' i.e. no engine oil, fuel or water; if it can drip or leak, then drain it down before shipment.
- Your battery must be disconnected before shipment
- Suspension and brake fluids did not pose a problem for us, but check with your shipper.
- You may be asked to produce documentation or information to confirm how your fuel has been drained. We confirmed that all carbs, float bowls and fuel tanks had been drained and left to air for a fortnight.

What will you ship with your vehicle?

Think about what you want to ship with your vehicle for example: safety equipment, tools, clothing, spare parts and anything else you don't want to carry as baggage. **Everything** you ship needs to be itemised, weighed and documented as part of your shipment.

- Make a packing list – you will need to provide this for your shippers and for other documentation you may need to create yourself.

Note: it might sound obvious, but take a claw hammer and some nails in your checked baggage so you can open the crate when you arrive (and put it back together again if you need to).

Finding a shipper – getting a quote

- Shop around for your shipping company.
- Have estimated weights and dimensions available so you can get realistic quotes – bear in mind that the final weight (packed) will include the weight of any packing materials (crates, ropes, tie downs etc.). Be prepared to pay MORE than your initial quote indicates.
- Find out from your shipper if they will pack your shipment, or if they expect YOU to pack it. If you are packing your shipment, you will need to comply with import regulations on use of appropriate packing materials (for example, treated wood etc). We would recommend that your shippers pack everything.

- Compare sea freight vs. air freight
 - Pro's and cons of air vs. sea
 - Duration of shipment, cost, location of goods on board, port of entry, overland shipment on arrival, delivery and/or storage address on import
- If you know others that are also planning to run at the same time as you, then it's worth considering a consolidated shipment. Shipping all of your vehicles together can help to reduce costs.

What happens when you arrive?

We were lucky, we have family in the States and were able to arrange delivery to a private address / storage location. Literally all we had to do was make sure someone was there to sign for the delivery.

We can't tell you about how to clear your vehicle through customs – our shippers dealt with this and delivered to the address for. Let us know your experiences of picking your vehicle up and what you had to do, so we can add it to this section.

For those travelling on the visa waiver programme, you'll know that you are asked to provide an address for your first night in the US – because our bike was being shipped to a private address (as opposed to a company address) we had to confirm this at the time of shipment. We don't know what the implications are if you're picking your bike up from customs and driving straight to the salt – again, let us know what you did and how you did it... we can add it in!

Travelling overland (getting from the port to Bonneville)

EPA racing exemption means that you can't use your vehicle on the road – **don't be tempted**. If you are tempted, then read section 2 of form 3250 on restrictions for a reality check and the fines that apply.

You will need a suitable mode of transport to move your vehicle on and off the salt.

Keep the crate your vehicle was packed in – you'll need this when you ship the vehicle back, unless you want to pay for it all over again!

Keep your documents and receipts! You will need your documents for return shipment and in case you need to produce them for any other reason.

Build in enough time to travel from your port / address to the salt.

Documentation

Key documents you will need to ship your vehicle:

- US Department of Transportation (D.O.T) form HS7
- Environmental Protection Agency (EPA) Racing Exemption Certificate
- CARNET
- Packing list

Related documents you may be asked for:

- Indemnity letter / Declaration for the Chambers of Commerce
- Confirmation of drain down

US Department of Transport (D.O.T)

Before you ship your vehicle, you need to notify the US Dept of Transport of the temporary import. To do this we completed [DOT form HS-7](#).

Read the form carefully, and check box 7 and complete all other appropriate details.

1. Complete form HS-7
2. Check out: “Information for Racing Vehicle Exclusions”
Race_excl_new_-_3-2006.doc This was supplied to us by the EPA / DOT and outlines the requirements you must fulfil in order to apply for EPA Racing Exclusion
3. Create a letter of application, detailing the information outlined in Race excl.doc

Attach all documents together and send to:

Dick.Merritt@DOT.gov or on 202-366-5300

Environmental Protection Agency

Racing Exemption

The next stage in the process was to get racing exemption approval from the EPA; this exempts you from the need to produce proof of emissions. If your vehicle does not have EPA Racing Exemption and is not EPA approved, your shipment may be refused entry to the States. See [EPA Frequently Asked questions](#) for more information

We can't quite remember who contacted us next, but the stage in the process as we remember it was that after sending the HS-7 and related documents to the D.O.T, we received a letter from the EPA confirming that on the basis of the information received, they would issue a racing exemption, subject to completion of form [3520-1](#).

NOTE: this form has to be signed, notarised and returned within a fixed time limit, so make sure you take note of how long you get to do this!

Our contact at the EPA through all of this process was John LaCroix at the U.S Environmental Protection Agency: lacroix.john@epamail.epa.gov

NOTE: the contact details we have supplied here are the people we had contact with throughout the process. We can't guarantee that they're still there, or that the forms and processes haven't changed since we raced in 2009. If you can, access the relevant government websites for up to date information and contact details.

CARNET

What is a CARNET?

A carnet is an internationally recognised shipping document that acts as a temporary passport for your vehicle.

The CARNET allows you to **temporarily** import your vehicle to listed countries avoiding complex customs procedures and exempting you from the payment of duties, VAT and the need to buy temporary import bonds.

You can temporarily import a vehicle without a CARNET, but may be asked to purchase temporary import bonds or leave tools or money as a form of guarantee that the import is temporary.

There are two types of CARNET: an ATA CARNET and a TECRO/IAT CARNET. Unless you are importing from Taiwan, you will need an ATA CARNET. TECRO/IAT CARNET documents apply only to imports from Taiwan.

We've attached a couple of photos of our CARNET because we haven't been able to find a good online version – we'll try and send through a better (scanned) copy.

How do you get a CARNET?

Our shippers dealt with our CARNET but there are plenty of other service providers who can do this for you. You may be able to apply for this directly through your local Chamber of Commerce, but we haven't done this – let us know if you have!

You will need the following information:

1. An itemised equipment list
2. An itinerary of countries you intend to visit including all countries of transit – even if you do not intend using the goods in the country/ies of transit.
3. The intended use of goods
4. Date of departure
5. Name of person/s operating the CARNET – this means the shipper or shipper's agent, not necessarily you as the owner of the goods, unless you are personally responsible for the shipment
6. Delivery address for the shipment, including full name and contact number of the recipient
7. Invoice address (who is paying for the shipment)

How does a CARNET work?

Once raised or opened, the CARNET will be valid for a year. The CARNET travels with your vehicle and is produced at customs clearance. **A CARNET does NOT guarantee that your vehicle will clear customs** – this is at the discretion of the individual customs officer.

YOU (or your shippers) **MUST** keep the CARNET safe as you will need it for the return journey, when it again accompanies your vehicle. When your vehicle returns home, re-entry into the country of origin is recorded. The CARNET may be used multiple times within its validity period, but **MUST** be closed before its expiry date otherwise you may find yourself liable for import duties and other fines.

Again – let us know if you have experience here!! We only used our CARNET once, so if you’ve used yours multiple times and have something to add, let us know.

A.T.A. CARNET / CARNET A.T.A.
FOR TEMPORARY ADMISSION OF GOODS
POUR L'ADMISSION TEMPORAIRE DES MARCHANDISES

LONDON CHAMBER OF COMMERCE AND INDUSTRY

A. HOLDER AND ADDRESS / Titulaire et adresse
 MR A D COATSWITH
 33 EMU CLOSE, HEATH & REACH
 LEIGHTON BUZZARD, BEDFORDSHIRE, LU1

B. REPRESENTED BY* / Représenté par*
 ANY AUTHORISED REPRESENTATIVE

C. INTENDED USE OF GOODS / Utilisation prévue des marchandises
 PROFESSIONAL EQUIPMENT

G. FOR ISSUING ASSOCIATION USE / Réserve à l'association émettrice
FRONT COVER / Couverture

a) CARNET No. / Carnet N°: **GB/L0 06/09/09959**

b) ISSUED BY / Délivré par: **LONDON CHAMBER OF COMMERCE AND INDUSTRY
 33 QUEEN STREET, LONDON EC4R 1AP**

c) VALID UNTIL / Valable jusqu'au: **2010 JULY 22**

P. This Carnet may be used in the following countries/Customs territories under the guarantee of the associations listed on page four of the cover: / Ce carnet est valable dans les pays/territoires douaniers ci-après, sous la garantie des associations reprises en page quatre de la couverture.

EUROPEAN UNION		THIRD COUNTRIES	
AUSTRIA (AT)	LITHUANIA (LT)	ALGERIA (DZ)	JAPAN (JP)
BELGIUM (BE)	LUXEMBOURG (LU)	ANDORRA (AD)	KOREA (KR)
BULGARIA (BG)	MALTA (MT)	AUSTRALIA (AU)	LEBANON (LB)
CYPRUS (CY)	NETHERLANDS (NL)	BELARUS (BY)	MACEDONIA
CZECH REPUBLIC (CZ)	POLAND (PL)	CANADA (CA)	(Former Yugoslav Republic)
DENMARK (DK)	PORTUGAL (PT)	CHILE (CL)	(MK)
ESTONIA (EE)	ROMANIA (RO)	CHINA (CN)	MALAYSIA (MY)
FINLAND (FI)	SLOVAKIA (SK)	COTE D'IVOIRE (CI)	MADRITUS (MU)
FRANCE (FR)	SLOVENIA (SI)	CROATIA (HR)	MONGOLIA (MN)
GERMANY (DE)	SPAIN (ES)	GIBRALTAR (GI)	MONTENEGRO (ME)
GREECE (GR)	SWEDEN (SE)	HONG KONG (HK)	MOROCCO (MA)
HUNGARY (HU)	UNITED KINGDOM (GB)	ICELAND (IS)	NEW ZEALAND (NZ)
IRELAND (IE)		INDIA (IN)	NORWAY (NO)
ITALY (IT)		IRAN (IR)	PAKISTAN (PK)
LATVIA (LV)		ISRAEL (IL)	RUSSIA (RU)
			SENEGAL (SN)
			SERBIA (CS)
			SINGAPORE (SG)
			SOUTH AFRICA (ZA)
			SRI LANKA (LK)
			SWITZERLAND (CH)
			THAILAND (TH)
			TUNISIA (TN)
			TURKEY (TR)
			UKRAINE (UA)
			UNITED STATES OF AMERICA (US)

H. CERTIFICATE BY CUSTOMS AT DEPARTURE
 Attestation de la douane, au départ

a) Identification marks have been affixed as indicated in column 7 against the following items No(s), of the General List
 Apposés les marques d'identification mentionnées dans la colonne 7 en regard du (des) numéro(s) d'ordre suivant(s) de la liste générale

b) GOODS EXAMINED* / Vérifié les marchandises: Yes / Oui

c) Registered under Reference No. / Enregistré sous le numéro*: **FPI/D12 LHR/LK 2009 / 07/24**

d) Place and date of issue (year/month/day) / Lieu et date d'émission (année/mois/jour): **24 JUL 2009**

LONDON CHAMBER OF COMMERCE & INDUSTRY
 23 JUL 2009

LONDON CHAMBER OF COMMERCE & INDUSTRY
 Signature of Holder / Signature du titulaire: **A. Coats**

Photo of CARNET listing uses and participating countries

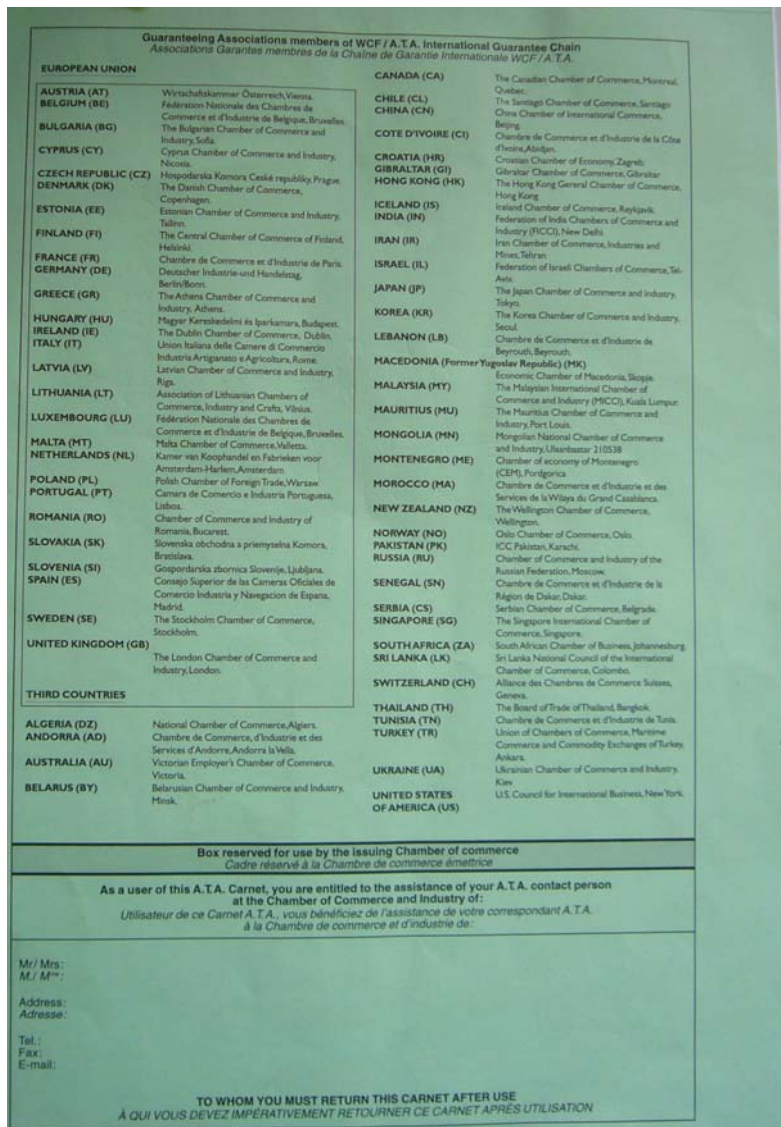


Photo of CARNET page listing Association Members in individual countries.

Timescales

EPA race exclusion was very quick and we completed this process within around 1 week from start to finish and can be completed well in advance if you want to get it out of the way – we did ours in April, several months before we shipped the bike.

CARNET – this took the best part of a fortnight to get sorted out. To try and make the process as quick and painless as possible, make sure you have a complete packing list, along with all weights and dimensions.

SHIPMENT TIMES – this will vary depending on how you ship your vehicle (air or sea) and your port of entry. Check shipment times well in advance, especially if you are shipping by sea. Don't forget to build in time for overland freight.

Shipment by air is much quicker than by sea, but is significantly more expensive. Costs for air freight vary more frequently and by larger amounts than for sea freight so make sure you check your quote is still valid before you fly.

Comment

That's all we have to say – our shippers picked up the shipment and sent it home for us and we didn't have any problems. We hope this is useful, but please let us know if you did anything differently, or if you have anything to add that would be useful for others to know.

Good luck

Oz & Beck