



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
WASHINGTON, D.C. 20460

OFFICE OF  
ENFORCEMENT AND  
COMPLIANCE ASSURANCE

### **2007 Vehicle and Engine Imports Clean Air Act Information Sheet**

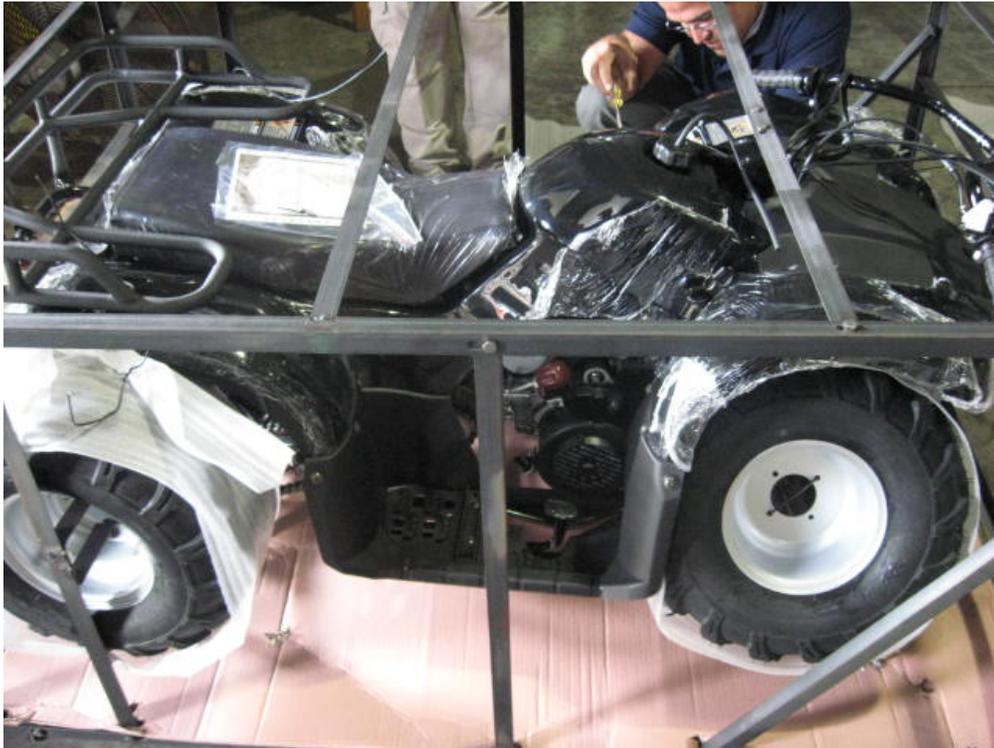
Over the past 18 months between June 2006 and December 2007, EPA has settled 58 cases concerning approximately 48,000 illegal importations of motorcycles, automobiles, generators, tractors, and construction equipment. The sum of the penalties paid to settle these administrative cases has totaled nearly \$2.4 million. This number does not include the U.S. Customs and Border Protection Patrol civil penalties, the storage fees, the cost of exporting the illegal equipment or correcting the violations, and the cost of implementing a compliance plan.

These 58 cases reflect the continued increase in imports from China which began in fall of 2004. Initially, the majority of import violations concerned engines that had not been certified. Recently, many more manufacturers have obtained certification. EPA's mobile air enforcement program interprets this trend as a sign that its efforts in this arena are beginning to take effect. However, now the nature of the violations has shifted to engines that are missing the required emissions controls, do not bear the proper EPA emissions control information labels, and/or do not meet emission standards over the full regulatory life of the equipment. These noncompliant engines can emit over 30% more than EPA standards permit.

The majority of the violators in these cases are small businesses, who are unaware of the environmental regulations that apply to their goods. Because noncompliant imports are often be cheaper than legal alternatives, it is essential for importers as well as consumers to ensure that the equipment they buy is certified and meets EPA emissions standards. In addition, uncertified equipment often does not bear the required warranty for reparation or replacement of the equipment over its useful life.

EPA takes a collaborative approach to identify more effectively imports that violate U.S. Clean Air Act standards. In addition to working with U.S. Customs and Border Protection Patrol, EPA has been working with importers and manufacturers, and with other governments and stakeholders, to stem the importation of unsafe products upon entry into the United States. The Memorandum of Understanding between EPA and the General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China (AQSIQ), signed in fall of 2007, specifically addresses prevention of the manufacture and importation of noncompliant gasoline and diesel engines through a variety of information exchange programs. Given the heightened interest in import safety caused by events in 2007, such as the lead-contaminated toy recall and the melamine-laced pet food scare, this type of multifaceted strategy is critical

to addressing the challenges of import safety, and at the same time, protecting the environment.



Customs inspection of all terrain vehicle shipment



Muffler/ exhaust system missing catalyst