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## Export of used vehicles from Finland

This guideline describes briefly the procedures when exporting used vehicles from Finland according to waste legislation. This guideline is targeted at holders of used vehicles arranging the transboundary shipment of used vehicles.

**The exporter of used vehicles has to be able to prove that no waste is exported. A used vehicle may be classified as waste, if sufficient evidence to classify the vehicle as an operational or repairable vehicle is not available. The authorities may ask for an explanation, which has to be delivered during the given time limit. If no explanation is given or it is insufficient, the shipment will be considered as an illegal shipment.**

(Regulation (EC) No 1013/2006 on shipments of waste; article 50, paragraph 4; articles 24 and 25)

### 1. Recognizing an used vehicle

The following three groups of vehicle are classified as used vehicles: operational used vehicles, repairable used vehicles and vintage cars or vehicles.

| Operational used vehicle   | Repairable used vehicle   | Vintage car or vehicle  |
|--|---|---|
| <ul style="list-style-type: none"> <li>roadworthy in accordance with European safety standards</li> <li>in good working order, no repair is needed in the country of dispatch prior to export</li> <li>no significant corrosion and no damage to the axle or body is present</li> <li>tyre profile is above the wear limit (1.6 mm)</li> <li>comports to import restrictions in the country of destination (e.g. as to its age)</li> </ul> | <ul style="list-style-type: none"> <li>meets European safety standards after minor repairs</li> <li>minor repairs are needed for issues such as broken windscreen, broken lights, missing bonnet or battery, brake pads need to be replaced, tyre tread is bare, non-essential vehicle part is damaged, or door/s cannot be opened or closed properly</li> <li>vehicle is not a write-off</li> <li>no essential parts or areas (e.g. engine, pillars, roof, axle, fuel injection system or transmission holders) are missing or badly damaged and which might cost too much to repair in the country of dispatch</li> <li>no signs of dismantling are present (e.g. missing seats)</li> </ul> | <ul style="list-style-type: none"> <li>historical vehicles or vehicles of value to collectors or intended for museums</li> <li>kept in a proper and environmentally sound manner, either ready for use or stripped into parts</li> <li>the restrictions concerning the export of artefacts should be noted</li> </ul> |

The vehicle must be appropriately protected against damage during transportation, loading and unloading.

The vehicle must not pose a safety risk or a risk to the environment, for example by:

- doors not being attached to the car
- discharge of fuel or fuel vapour
  - if the vehicle is transported in a container, the volume of fuel may not exceed one quarter of the tank capacity
- leakage within the liquid gas system
- discharge of operating liquids
- excessive wear of brake and steering components

## 1.1 Documentary evidence

You must be able to provide the following documents to the relevant authority when shipping an operational or repairable vehicle abroad:

- A copy of the invoice/ receipt and contract relating to the sale and/or transfer of ownership of the vehicle with, in the case of an operational used vehicle, a guarantee stating that the vehicle is fully functional and roadworthy.
- Copy of documents stating, that the vehicle is not classified as waste:
  1. In the case of an operational used vehicle:
    - a) registration certificate with an indication of a valid vehicle inspection or
    - b) registration certificate and proof, that the vehicle has been inspected according to vehicle inspection procedure by a registered professional
  2. In the case of a repairable used vehicle in addition to the registration certificate:
    - "Vehicle is repairable" certification referred to in Correspondents' Guidelines No 9, Annex 3 (attached) or
    - other certification including the respective information
- A declaration by the holder who arranges the transboundary shipment stating that the vehicle is not waste.

## 2. A vehicle classified as waste

A vehicle is classified as waste if at least one of the following criteria applies:

- The existence of a certificate of destruction
- The vehicle stems from a waste collection or waste treatment system
- The vehicle is destined for dismantling and reuse of spare parts or for shredding/scraping
- The vehicle has among its constituent parts anything that is required to be discarded, or is prohibited to be exported under European Union or national legislation (e.g. CFCs or HCFCs contained in air conditioning systems according to Regulation (EC) No 1005/2009)
- The vehicle is a write-off/is not suitable for minor repair/has badly damaged essential parts (e.g. as a result of an accident) or is cut into pieces

The following indicators may also be relevant for classifying a used vehicle as waste:

- The vehicle has not had its required national roadworthiness test for more than two years from the date when this was last required
- The vehicle has no identification number and the owner of the vehicle is unknown
- The vehicle was handed over to a waste treatment facility (e.g. a car dismantling company)
- The repair costs exceed the present value of the vehicle and the possibility for repair cannot be assumed (exception: vintage cars or vehicles)
- The vehicle is welded up or closed by insulating foam

If a used vehicle is considered waste, EU Regulation (EC) No 1013/2006 on shipments of waste is applied to its transboundary shipment. When exporting hazardous waste to EU/OECD member countries a prior written notification (waste shipment permit) is required. The export of hazardous waste outside the EU/OECD is prohibited. When exporting green listed waste (e.g. a "dry" end-of-life vehicle), Article 18 of the above-mentioned regulation is applied (a document in accordance with Annex VII of the Waste Shipment Regulation), unless a country of destination outside the OECD has determined some other control procedure.

If you are exporting vehicles that may be classified as waste, familiarize yourself with Correspondents' Guidelines on Shipments of Waste Vehicles. <http://ec.europa.eu/environment/waste/shipments/guidance.htm>.

## "Vehicle is repairable" Certification (Appendix 3; Correspondents' Guidelines No 9)

A repairable used vehicle is a vehicle that is certified (or if acceptable to the competent authority, or any other state authority such as customs, police or other relevant bodies, a declaration to that effect may be made in writing), in accordance with the criteria mentioned under B below, as being capable of being repaired and used for its original purpose after minor repair.

### A. Sample certificate or declaration<sup>1</sup>

1. Name and address of the vehicle holder \_\_\_\_\_

\_\_\_\_\_

2. Vehicle type: Class of vehicle, brand and model \_\_\_\_\_

3. Vehicle identification number (chassis) \_\_\_\_\_

4. Mileage on the clock \_\_\_\_\_

5. Estimated current market value \_\_\_\_\_

6. Parts to be repaired and cost of same (including material and labour costs in the country of dispatch)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

7. The testing procedure for the vehicle \_\_\_\_\_

8. Name and address of the facility where the vehicle was tested \_\_\_\_\_

\_\_\_\_\_

9. Name and contact details of the authorised inspector, motor assessor or vehicle mechanic<sup>2</sup> who has tested the vehicle

\_\_\_\_\_

\_\_\_\_\_

10. I declare that the vehicle specified above has been repaired/needs only a minor repair and is repairable, is/can become roadworthy, is suitable for use for its original purpose and meets/can meet European safety standards.

11. Signed by the authorised inspector, motor assessor or vehicle mechanic

\_\_\_\_\_

12. Date and stamp of the facility

<sup>1</sup> It is noted that the repairs may be conducted in the course of the certification.

<sup>2</sup> Motor assessor: a registered professional who routinely assesses (e.g. for the vehicle insurance industry) damage and value of the vehicles, and is accredited in the country of dispatch for the shipment.

Vehicle mechanic: a person skilled in maintaining, repairing and operating vehicles and motors and with appropriate certification as to his/her skills from a National Accreditation Body in the country of dispatch for the shipment; where no such accreditation exists, the opinion may be acceptable where issued by a licensed garage.

## **B. Criteria for the assessment that a "Vehicle is repairable"**

The "Vehicle is repairable" certificate declares that the vehicle concerned has been repaired/needs only minor repair and is repairable, is/can become roadworthy, is suitable for use for its original purpose and meets/can meet European safety standards. The following may be used to gauge if the vehicle is repairable:

- a) Present market value (cf. Eurotax lists) of the vehicle;
- b) Condition of the vehicle by reference to:
  - The extent of the damage
  - Year of construction
  - Mileage/kilometre on the clock
- c) Description of the repairs needed
- d) Repair costs by reference to repair costs in the EU Member States of dispatch

### **Notes:**

1. The defective part(s) should, if considered reasonable, (for example a cracked windscreen need not be removed) be removed prior to the transport.

2. A non-exhaustive list with examples of minor repairs is provided in Correspondents' Guidelines No 9 (Appendix 1; type 2, column "Quality").