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Export of used spare vehicle parts from Finland

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

The exporter of used spare vehicle parts has to be able to prove that no waste is exported. A used spare vehicle part may be classified as waste, if sufficient evidence to classify the part as a usable spare part 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)

Used spare vehicle parts are not classified as waste if:

- the parts are in usable shape
- the parts are labelled or they are otherwise recognizable from the packing list
- the shipment is accompanied by a packing list; the model, type and price of the spare parts should be listed
- the parts are packed in a way that protects them from damage during transportation and
- the liquids are removed or it is ensured that they will not leak from the parts during transportation (e.g. fuel, motor oil, gearbox oil, transmission fluid, hydraulic fluid, cooling fluid, antifreeze, brake fluid, air conditioning fluid)

Examples of vehicle parts which are classified as waste:

- vehicle halves
- tyres which do not fulfil the requirements in Finnish legislation, for example concerning the tyre tread (minimum 1.6 mm), or are packed in a way that may presumably cause damage to them (for example two to three tyres of the same size inserted into each other)
- tyres that are more than ten years old
- among its constituent parts, the item includes anything that must be discarded, or is prohibited to be exported under European Union or national legislation (e.g. PCB or CFC-compounds)
- unlabelled, unpacked or partly broken spare parts
- the parts are destined for recovery or disposal (e.g. scrapping or landfilling), not for re-use

If the spare vehicle parts are considered waste, EU Regulation (EC) No 1013/2006 on shipments of waste is applied to their transboundary shipments. 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. unalloyed metal scrap or tyres without rims) a waste shipment permit is not required, but a movement document (a document in accordance with Annex VII of the Waste Shipment Regulation) and a contract with the waste treatment facility are needed. This means that Article 18 of the Waste Shipment Regulation is applied, unless a country of destination outside the OECD has determined some other control procedure.

Finland has implemented Directive 2000/53/EC on end-of-life vehicles, their parts and materials by Government Decree 123/2015.

Correspondents' Guidelines on Shipments of Waste Vehicles is available on the website of the European Commission at <http://ec.europa.eu/environment/waste/shipments/guidance.htm>.