



centrimex

**Procedure: Export of spare
parts, used tires and used
vehicle engines**

The following are prohibited for export:

- Worn tires, used engines not cleaned up, used spare parts not cleaned up or out of use, are considered as waste by the Customs administration, the DREAL - Directorate General of Risk Prevention - National Center of Cross-border Transfers of Waste - therefore deemed to be prohibited for export (Basel Convention) and subject to administrative and criminal penalties.

The following are authorized for export:

- Spare parts for used vehicles in good condition and well drained under cover of a depollution certificate established by an ELV center approved by the prefecture with details of the parts.
- **Must imperatively be packaged on pallets or in boxes and identifiable. In addition, in the context of the stuffing of a container, we need the photographs during the stuffing to ensure that the spare parts are correctly packed, labeled and identifiable. The customs office at the place of clearance may require these photographs before a physical check of the goods.**
- Used tires in good condition with a profile thickness greater than 1.6 mm under cover of a duly signed certificate from the exporter attesting to the profile thickness must not be packed into each other.



If the exporter is an individual it is mandatory to obtain a copy of his identity document and must provide proof of a verifiable address in France - It is mandatory to obtain a detailed and valued list with the names and addresses of the sender and the recipient, including a packing list allowing the identification of the parts during a customs control as well as a certificate of depollution established by an ELV center approved by the prefecture with the details of the parts.



If the exporter is a company it is mandatory to obtain an export invoice showing the SIRET number - VAT identifier - the name and address of the recipient and details of the spare parts. All invoices must come with a depollution certificate established by an ELV center approved by the prefecture with details of the parts and a packing list allowing the identification of the parts during a customs check. Any invoice showing a lot or bulk will be inadmissible.



- ✓ **This type of transaction must be carried out under cover of a direct representation mandate duly signed in advance**
- ✓ **Litigation, waste transfers, fines and destruction of waste will be the sole responsibility of the exporter.**

References :

- Regulation (EC) n ° 1013/2006 of the European Parliament and of the Council of 14 June 2006 on cross-border shipments of waste.
- Regulation (EC) No 1418/2007 of the European Parliament and of the Council of 29 November 2007 on the export of certain waste intended for recovery, listed in Annex III or IIIA of Regulation (EC) No 1013/2006 of the Parliament European Union and Council to certain countries to which the OECD decision on the control of transboundary movements of waste does not apply
- Ordinance No. 2010-1579 of December 17, 2010 on various adaptation provisions to European Union law in the field of waste
- Decree No. 2011-828 laying down various provisions relating to the prevention and management of waste, section 5 "special provisions relating to transboundary movements of waste"
- Order of July 13, 2011 relating to the modalities for constitution of financial guarantees in the area of cross-border waste shipments.