



Procedure:

Export of spare parts, used tires and used vehicule engines



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Prohibited for export:

- Used tires, used non-depolluted engines, used non-depolluted or worn out spare parts, are considered as waste by the customs administration, the DREAL- Direction Générale de la Prévention des Risques (*General Direction for Risk Prevention*) -- Pôle National des Transferts Transfrontaliers de Déchets (*National Pole for Cross-border Transfers Waste*) - therefore deemed prohibited for export (Convention de Bâle - *Basel Convention*) and subject to administrative and criminal sanction

Authorized for export:

- Used vehicle spare parts in good condition and well drained under cover of a depollution certificate drawn up by a VHU centre (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 potting a container, we need the potting photographs to ensure that the spare parts are properly packed, labeled and identifiable. The customs office at the place of customs clearance may require these photographs before a physical inspection 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 confirming the thickness of the profile. Must not be packaged together.



If the exporter is a private individual : it is mandatory to obtain a copy of their identity document and they must justify a verifiable address in France - It is imperative to obtain a detailed and valued list with the names and addresses of the sender and the recipient, along with a packing list allowing the identification of the parts during a customs control as well as a depollution certificate drawn up by a VHU centre (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 containing the SIRET number - VAT identifier - the name and address of the recipient and the details of the spare parts. All invoices must come with a depollution certificate drawn up by an ELV center approved by the prefecture with details of the parts and a packing list allowing the parts to be identified during a customs control. Any invoice including a lot or bulk will be inadmissible

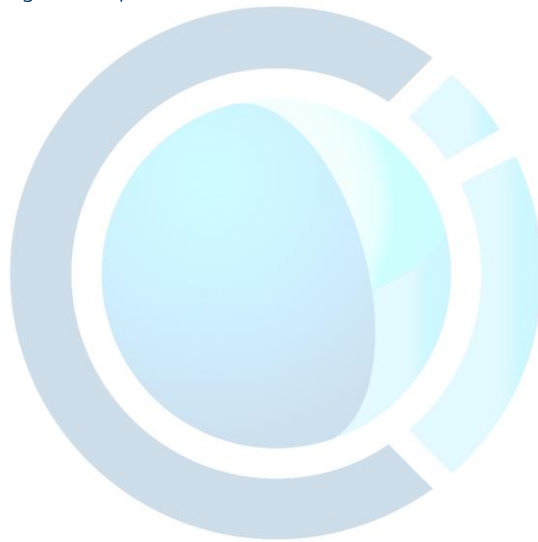


- ✓ This type of operation must imperatively be done under cover of a direct representation mandate duly signed beforehand
- ✓ Litigation, waste transfers, fines and destruction of waste will be the sole responsibility of the exporter

Reference texts :

Regulation (EC) No. 1013/2006 of the European Parliament and of the Council of June 14, 2006 concerning transboundary 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 to Regulation (EC) No 1013/2006 of European Parliament and of the Council to certain countries to which the OECD Decision on the control of transboundary movements of waste does not apply
- Ordinance n ° 2010-1579 of December 17, 2010 laying down various provisions for adaptation to European Union law in the field of waste
- Decree n ° 2011-828 laying down various provisions relating to waste prevention and management, section 5 "specific provisions relating to transboundary movements of waste"
- Order of July 13, 2011 relating to the procedures for the constitution of financial guarantees for cross-border transfers of waste



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