



## **Inventory of registration rules within the FIVA countries as of August 2009**

### *Introduction*

The Swedish ANF is frequently approached by club members encountering problem when they want to have a historic vehicle registered, whether imported or found in Sweden but without registration documents. We thought that if the Swedish registration rules are unique, or at least more or less so, we might have a chance to convince the Swedish Road Administration that some modifications of their rules could be warranted. In order to get the desired information we sent a questionnaire to the members of FIVA Legislation Commission, including the enlarged one.

Our questions were:

Is it in your country

1. necessary to proof previous registration in order to have an imported vehicle registered,
2. possible to register a historic vehicle found in your country but without any document and no knowledge of previous registration number,
3. necessary to present registration documents in original,
4. possible to keep or get back original documents and
5. necessary to present a title deed or some other document showing that you are the rightful owner of a vehicle you want to register, independently of when and how the vehicle came into your possession?

We got answers from the following 18 countries:

Andorra, Austria, Belgium, Denmark, El Salvador, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Lichtenstein, Malaysia, Portugal, The Czech Republic, Singapore and UK.

According to the information we got from Lichtenstein are the rules in force in Switzerland exactly the same as those in Lichtenstein which, including Sweden, give a total of 20 countries.

*Question number 1: Is it in your country necessary to proof previous registration in order to have an imported vehicle registered?*

This is the case in Belgium, Greece, Hungary, Finland, Ireland, Lichtenstein, Malaysia, Sweden and Switzerland.

In Greece it is seems that this request is less rigorous in the case the vehicle only will be used for maintenance and/or participation in events for historic vehicles, having plates given by the Greek Federation, than in case the owner wishes to put the vehicle in circulation with the plates given by the Hellenic ministerial authorities.

In Hungary a vehicle can only be imported as parts if previous registration cannot be proven.

In Ireland's answer it is said: "This is normally necessary in order to prove the year, size of engine etc." This statement suggests that exceptions may be possible.

In Andorra, Austria, Czech Republic, Denmark, El Salvador, France, Germany, Italy, Portugal, Singapore, UK it is not necessary to proof previous registration in order to have an imported vehicle registered.

In Austria there is an actual case where the confirmation of the authority of the foreign country that no documents exist was sufficient for registration.

The Danish answer to this question is very interesting and says in free translation from Danish: It is of course better if the owner can present a document that shows that he is the rightful owner of a vehicle bought from abroad and that it previously has been registered. If it is not possible to prove the date for first registration, December 31 of the production year is taken as the date of first registration. Old official production data found in literature about the make are considered good enough to define the year of production. The Danish authorities are able to see e.g. that an old BSA is not manufactured in 2009 even though documentation of first registration cannot be shown. Even vehicles not previously registered (typically military vehicles) have been registered based on a sensible estimation of year of production.

In UK some type of identification is required to give the age of the vehicle. In certain circumstances it could be a factory record of the car, but previous registration makes everything much easier.

In several of the countries above the owner only have to prove that he/she is the rightful owner of the vehicle.

*Question number 2: Is it in your country possible to register a historic vehicle found in your country but without any document and no knowledge of previous registration number?*

This is the case in Andorra, Austria, Belgium, Czech Republic, Denmark, El Salvador, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Lichtenstein, Portugal, Sweden, Switzerland and UK.

In Belgium it is possible but the owner should provide a dossier with a lot of information, some pictures, some copies of brochures, internet pages to prove the

year of the vehicle. On request of the registration office the Belgian ANF has produced a type-questionnaire which the owner should fill out (based on the FIVA application form).

In El Salvador a declaration is made in the office of a public notary including all possible proving information of make, origin, year of production, etc. Better and easier if matching numbers for engine and chassis with production figures from the maker can be provided.

Old vehicles earlier in use in Finland can be registered even if papers are missing. In such cases two reliable persons must guarantee knowing the history (background) of the vehicle and testify its whereabouts.

The answer from France reads: "Yes, this is one of the major points behind our concept of "Carte Grise de Collection" (CGC - special V5 type of document, restricted to historic vehicles, defined as by FIVA -30 years, etc.). The FFVE has a formal delegation from French Ministry of Transport to issue a "Request for Registration Form" (RRF), as long as the following is provided: proof of ownership, any document to support date of manufacturing and chassis/engine numbers, photos of vehicle and... 50 euros. With these, the FFVE makes a research to check the validity of the information and, providing that the result is satisfactory, issues the RRF. The owner, with RRF and equivalent of MoT, then goes to his local Préfecture (representation of Ministry of Interior at County level) to obtain his CGC (which will cost him about 30 euros per "fiscal HP"). This CGC now does not bear any difference with a normal carte grise, except that it allows for a MoT every five years instead of two."

In Germany basically the following applies: It is not necessary to present the previous registration; if the car was acquired without papers it is necessary to make an inquiry at the central car register in Flensburg. They will check whether the car is/was reported stolen. If not, they will issue an "Unbedenklichkeitsbescheinigung", a certificate that the car seems to be legally in the owner's possession. The local governmental body will accept this as proof of rightful ownership, combined with a copy of the purchasing contract. However, if an "old" vehicle for some reason has not been registered yet and admitted that to the authorities, they will refuse the car to be registered unless it fulfills all demands for a newly registered modern car (pollution standards etc.). If the documents are lost, or said to be, it is necessary to make the inquiry as mentioned above. I.e. produce prove of the year of build and in the new registration documents the first of July will be mentioned there as a fictitious registration date.

The Greece answer reads: "It is under proof that the vehicle for which registration is being asked had circulated in Greece legitimately or that it had been given to the authorities for destruction. In this second case, even if it was not destroyed but just kept apart by the authorities, it can be registered again with the exception of those

vehicles that were given to the authorities by early '90s in order to be replaced by others of the then new technology and less pollution.”.

In Ireland: “It is necessary to have a motor engineer issue a certificate stating the specifications of the vehicle i.e. make, model, body type, engine size etc. It is also necessary for the new owner to swear an affidavit before a Commissioner of Oaths (solicitor) declaring how the vehicle came into his procession and the history of the vehicle.”.

In Portugal the owner has to declare that an historic vehicle has been in his/hers possession for more than ten years. With this document, if the type of vehicle is in the past commercialized in Portugal with specifications (model, body type, engine size, etc) in the files of IMTT (Road Administration), is possible to get it registered.

UK: “Some documents will always be required, but these could be local government office records, factory build records or other historical data. In the UK it is possible to apply for an ‘age-related’ registration number so that the vehicle does have a registration number that relates to the time it was built. However if it seems likely that the vehicle has been altered or there is not enough evidence to give an age related number then a registration with a ‘Q’ suffix is allocated. The historic vehicle owners do not like this type of number!”.

In Malaysia and Singapore is it not possible to register a historic vehicle found in the country but without any document and no knowledge of previous registration number.

In Malaysia no attempt to register a historic vehicle under the condition given in the question has been done recently but it is thought unlikely that a registration could be accepted.

In Singapore it is: Extremely difficult but for different reasons. If the car was previously deregistered in Singapore it is by law not allowed to be registered in the Republic again. This is part of Singapore's unique car quota management policy which we are engaging the authorities on at the moment as the effect is no ex-Singapore can return to the country. If the car had lapsed its registration only then there is a stronger chance of a successful application. These cases are rare and document proof is essential.

*Question number 3: Is it in your country necessary to present registration documents in original?*

This is the case in Belgium, Finland, Ireland, Lichtenstein, Malaysia, Portugal, Sweden, Switzerland and UK.

In Belgium there is a mixed picture. Registration documents in original are requested for imported vehicles and for Belgian motorcycles but not for Belgian cars.

In UK the original documents must be shown to a local office, but that office can then make a certified copy which is what will be sent off the Driver and Vehicle Licensing Agency (DVLA). The UK ANF always tells members not to send original documents, only certified copies.

In Andorra, Austria, Czech Republic, Denmark, El Salvador, France, Germany, Greece, Hungary, Italy and Singapore it is not necessary to present registration documents in original.

*Question number 4: Is it in your country possible to keep or get back original documents?*

This is possible in Austria, Czech Republic, Denmark, Germany, Hungary, Italy Lichtenstein, Portugal, Singapore, Switzerland and UK.

As there are no documents given to the authorities in the Czech Republic, consequently there are none to get back.

In Denmark it is possible to get original documents back stamped "cancelled". However, this procedure seems to be in conflict with an EU Directive of 1999.

The German answer reads: "This is tricky and depends on the people in the local governmental office; as legislation within the EU has changed recently and you only have space for registering two owners max., many old papers will become obsolete. But if you tell them that you need the original documents back for historic/authenticity reasons, many will do so, having stamped them "obsolete" before. Otherwise, give them copies only in the first place and tell them this is all you have got. If these copies seem to be old, this should work.".

Hungary: "On personal application of the new owner but invalidated (punched through or corner cut), yet it is up to the registration authorities.".

In Portugal the document are replaced after the registration by another one, and the ancient get back to the owner with a rubber stamp "annulated".

It is not possible to keep or get back original documents in Andorra, Belgium, El Salvador, Finland, France, Greece, Ireland, Malaysia and Sweden.

According to the Belgian answer these documents following the EU directive are destroyed. See above the Danish comment.

In Greece the answer is no unless the civil servant in charge, acting within his rights, will consider the whole matter of no importance for the authorities.

In Malaysia documents used to import and register the car are retained by the authorities. May be possible to obtain them back if the vehicle is subsequently exported.

*Question number 5. Is it in your country necessary to present a title deed or some other document showing that you are the rightful owner of a vehicle you want to register, independently of when and how the vehicle came into your possession?*

As in this is necessary in Belgium, Denmark, Czech Republic, Finland, France, Germany, Hungary, Italy, Portugal, Singapore, Sweden and UK.

In Denmark the rightful ownership shall normally be proved but it may be an old hand written receipt. In the case of an imported vehicle the customs declaration will suffice.

If in the Czech Republic e.g. no purchase agreement is available an affidavit by the applicant is sufficient.

In Finland they are used to present an unbroken chain of ownership.

In Germany a copy of the purchasing agreement will do.

In Hungary registration authorities require ownership justification by contract or by something else, notarial declaration is not sufficient.

It is not necessary in Andorra, Austria, El Salvador, Greece, Ireland, Lichtenstein Malaysia and Switzerland.

From Andorra and El Salvador we have got the same answer: "You need to present an invoice or you need to make a declaration in the office a public notary.".

Austria: Only if there are no further documents ( barn find).

In Greece presentation of relevant documents will obviously be of help. But even their non existence can be left behind by a declaration (where the owner declares under severe penalties that he is stating the truth) made by the owner.

In Ireland the presentation of the registration documents is taken as proof of rightful ownership.

For Malaysia the answer is no because of "The process is rather labyrinthine because a vintage or classic car has to be officially imported by and in the name of the only franchise holding company (a monopoly bestowed by the government) who then transfers the car to the owner for registration."..

