

## **Export guidelines**

### **Delivery** (*private persons only*)

- Upon delivery of the vehicles at our terminal **only** the **driver** is entitled access to our transit zone. He/she **must** wear a high visibility (fluorescent) jacket.

### **Accumulators/batteries**

- Must be charged and always accessible.

### **Tyres**

- All vehicles must be equipped with roadworthy tyres. Flat and/or damaged tyres can cause unnecessary damage to the car and/or the vessel.

### **Cargo**

- Vehicles containing cargo must be provided with a ***packinglist***.
- Cargo must be lashed and secured correctly.
- Undeclared, dangerous goods, such as: paints, detergents, wet batteries, matches and empty/full gas cylinders are not in compliance with the International Maritime Dangerous Goods code (IMDG) and may not be transported overseas.

### **Numberplates**

- Must be removed after delivery to the terminal.

### **Bonnet**

- Must be unlocked and opened to facilitate the verification of the chassis number.

### **Personal effects**

- Removal and/or adding of cargo at the terminal is not allowed by unauthorized persons.

### **Roadworthiness**

- Vehicles with serious mechanical defects such as: broken axles, broken suspension, faulty clutches, malfunctioning brakes and/or oil leak(s) will be refused for shipment.

### **Rolling stock**

- All vehicles exceeding 3.500 kgs must be self-propelled.

### **Road tankers and tanktrailers**

- A cleaning certificate and/or a certificate of degasification must be presented upon delivery.
  - Tanks must be completely empty and degasified.
  - The necessary certificates must be issued by an authorised company.

### **Access to the vehicles**

- *Welding and/or sealing* of the vehicles is **strictly forbidden**.
- Engine compartment, bonnet and boot must be accessible under all circumstances.
  - The VIN-number must always be accessible for verification (**V**ehicle **I**dentification **N**umber = chassisnumber).
  - In case of fire, the engine compartment must be accessible for extinguishing purposes.

The passenger door must remain unlocked, the front passenger seat and leg room must remain empty.

## Guidelines for the export to RDC

### **Export allowed**

- Used vehicles;
- Used car parts in good condition;
- Used tyres;
- Sorted second-hand clothing;
- Used but functioning electric/electronic equipment in good condition, packed and protected adequately.

### **Electrical/electronic equipment is not considered waste if**

- The device works;
- Essential parts such as, leads or plugs are not missing;
- The goods aren't severely damaged and have an obvious retail-value;
- It is properly packed to prevent or to minimize damage during transport;
- It does not contain parts that should be removed (such as CFC's, R12 refrigerant, asbestos, ...);
- There is an retail-market for such equipment in the country of destination;
- It is not being exported for the recovery of parts or raw materials.

### **Export prohibited**

- Car wrecks;
- Discarded car parts;
- Old polluted car parts in bad condition, which can no longer be used for their original purpose;
- Worn-out tyres;
- Refrigerators and freezers containing CFC's (CFC12, R12, R502,...);
- Parts containing CFC's (i.e. cooling compressors);
- Old and non functioning electrical and/or electronic equipment;
- Oil residues or wasteproducts containing oil;
- Worn-out batteries and accumulators;
- Expired pharmaceuticals;
- Inflammable and/or dangerous waste.

## **Electrical/electronic equipment is considered waste if**

- The equipment no longer works;
- Essential parts, such as leads or plugs, are missing;
- The goods are damaged so that it is clear that they no longer work, or are not safe;
- They are not properly packed, so it is probable that the equipment will get damaged during transport;
- The equipment contains elements that must be removed (such as CFC's, R12 refrigerant, asbestos,...);
- There is no retail-market for the equipment;
- The equipment is solely being exported for the recovery of parts or raw materials.

## **Test-reports**

With this report the owner/exporter demonstrates that the appliance works and is not waste.

For each appliance must be indicated:

- who or what company did the test;
- the date of the test;
- a declaration that the appliance can be used immediately (i.e. without repair) for the function for which it was made;
- an identification number of the appliance.

If there is no test report, the suspicion exists that it is waste. If the inspector has a doubt, it is up to the owner/exporter to show that the appliance works. Additionally, test reports speed up transit times in port.

The European Union imposes strict requirements on the export of waste. European rules prohibit the export of electronic waste to African countries without a licence. This waste is often processed in a hazardous manner in West African countries. This is harmful for both people and the environment. Residue from this waste ends up on rubbish dumps. The health of the people who come into contact with the substances released through the improper processing and disposal of this waste is in great danger. Electronic equipment is really anything with a plug on it. Within European legislation, second-hand electrical/electronic appliances are rapidly considered waste, unless they still function and can be used.

Only if the conditions stipulated above are complied with, can electrical/electronic equipment be considered a second-hand product. If it does not comply with these conditions, it is considered waste and may only be exported under special conditions, or not at all.

People who export waste illegally or are only involved, even as a favour, may come up against controlling authorities, such as the police, Customs and OVAM.