

# Importing a motor vehicle into PNG

## **Who may import a motor vehicle?**

A motor vehicle may be imported into PNG by:

- a) a licensed dealer; or
- b) a private individual or company that:
  - i) imports a vehicle for their own use; or
  - ii) imports vehicles to sell to a licensed dealer; or
  - iii) imports 1 or 2 vehicles in a 12 month period for sale other than to a licensed dealer.

## **Warning**

Although the word 'import' is used here there are in fact few controls on the importation of vehicles. Controls under the Road Traffic Rules only apply to whether vehicles may be used on public streets. You may legally import any type of vehicle if it is for public display or for use on private roads or off road. A vehicle may also be broken up for parts after it arrives or be re-exported. For this reason, the PNG Customs Service and shipping agents do not restrict the entry of vehicles and are not required to provide advice on entry certification requirements.

**Note:** release of a vehicle by the Customs Service after arrival in PNG is not proof that you will be able to register the vehicle for use on public streets in PNG.

## **Vehicle Age**

The age of a motor vehicle intended for use on public streets, at the time of import into Papua New Guinea, must not be more than–

- for vehicles with a gross vehicle weight not exceeding 3,500 kg– 5 years; and
- for other vehicles– 15 years, from the date of first registration in any country.

Papua New Guinea allows the import of new and used vehicles provided the vehicle meets applicable standards, safety and emissions requirements. There must also be acceptable proof of the vehicle's age (for used vehicles), entitlement to the vehicle, and standards compliance.

These things are checked in the process known as entry certification. Entry certifiers are appointed by the Road Traffic Authority to carry out this task. Entry certification is the same whether the vehicle is imported for sale or for the personal use of the owner.

If you want to import a motor vehicle we recommend that you talk with an entry certifier early in the process to get their advice on your vehicle's suitability. If your vehicle doesn't meet the standards on arrival, it may be too late to do anything about it.

**Note:** make sure that you check the paperwork, and that the VIN, chassis and frame numbers are correct, as vehicles without correct paperwork may not be able to be registered.

If the vehicle will never be used on the road, then you don't need to register it or have it meet the standards.

## **What are the main processes?**

**Customs clearance** – PNG Customs Service checks import requirements such as import tax or duty. For more information see their website at [www.customs.gov.pg](http://www.customs.gov.pg)

**Pre export inspection and certification** – this applies only to used vehicles. It is carried out by JEVIC in Japan, New Zealand, Singapore and the United Kingdom. JEVIC has been appointed by RTA to carry out this inspection.

## **What's involved?**

A pre export inspection verifies:

- the vehicle's identity (VIN or chassis number, make, model)
- the age of the vehicle (from first registration in any country)
- the identity of the importer of the vehicle
- the odometer reading at the time of the check

- any obvious significant water damage, structural damage or deterioration
- whether the vehicle is left-hand drive.

The pre export inspection organisation also removes chloro-fluoro-carbon (CFC) and hydro-fluoro-carbon (HFC) gases in air conditioning units and replaces these with hydro-chloro-fluoro-carbon gas. The removal of the CFC and HFC gas is certified by the agent.

The pre export inspection organisation invoices the exporter for each vehicle, to cover the cost of the inspection and certification. Fees will be charged per motor vehicle in the currency of the country of inspection as follows:

Japan: JPY10,100 + Consumption Tax  
 New Zealand: NZD217.39 + Goods and Service Tax  
 Singapore: SGD199.43 (No tax)  
 United Kingdom: GBP109.97 + Value Added Tax

**Entry certification** – applies to all used vehicles, except trailers and low-powered vehicles, entering PNG without pre export certification.

*What's involved?*

Only approved testing stations can carry out entry certification.

The process involves an entry certifier:

- verifying that the vehicle met the required safety emissions and frontal impact standards when manufactured
- carrying out a vehicle inspection to verify it is still in good condition
- deciding whether the vehicle needs any repairs and/or specialist certification to meet legal safety requirements
- certifying that the vehicle currently meets safety and emissions requirements
- verifying who legally owns the vehicle
- verifying the vehicle's identity
- verifying the vehicle's age (if a used vehicle).

**Roadworthiness inspection** – before a newly imported vehicle can be registered for use on public streets in PNG it must pass the standard roadworthiness inspection. This applies to both new and used vehicles. Where the vehicle meets requirements, the testing officer will issue a roadworthiness certificate and safety sticker, which verifies that the vehicle has passed these checks and is safe for you to drive.

## Step 1: Standards

The first step you need to take is to identify which PNG standards apply to the vehicle you want to import.

The standards are set out in the Road Traffic Rules – Vehicle Standards and Compliance.

## Step 2: Evidence

Once you've identified the standards that your vehicle must meet, you need to get the documentation to prove it. You need original documents (faxed or photocopied documents are not sufficient).

For a new vehicle, the best way of proving that the vehicle meets the required standards is with a statement of compliance. In most cases the manufacturer or their agents will supply this automatically. But if you're importing your vehicle from any source other than the manufacturer or their agents, you'll need to ensure you get the necessary evidence from the recognised authorities.

## **A. New vehicles – manufacturer or agent**

### ***Evidence for vehicles sourced from manufacturers or their agents***

In most cases, if you're sourcing your new vehicle directly from the manufacturer or their agents, they'll provide you with all the information you need automatically. Usually this will be in the form of a statement of compliance, though it may be in the form of a compliance plate. See plate examples from Australia, Europe and the United States.

You may also need test certificate information that shows it was manufactured to meet the required standards.

### ***Evidence of compliance with emissions standards***

#### *For new light vehicles*

The manufacturer's representative must provide documentation that proves the vehicle was manufactured to meet an applicable emissions standard.

#### *For new heavy vehicles*

The evidence you supply to show compliance, e.g. a statement of compliance, must include proof that the vehicle was manufactured to meet an applicable emissions standard.

## **B. New vehicles - private or parallel imports**

Private or parallel imports are new vehicles that you buy from a source other than an authorised manufacturer's representative.

For these vehicles to be registered for use on PNG public streets you need to provide evidence that:

- your vehicle meets all the standards applying to the particular vehicle class
- your vehicle meets all safety and emissions standards
- you are the legal owner of the vehicle.

### ***Evidence of compliance with emissions standards***

You can take your vehicle to the same entry certifiers as for used vehicles. They'll be able to assess your vehicle's compliance with emissions standards based on their experience of similar used models of your vehicle.

## **C. Used vehicles – general**

If you're importing a used vehicle you must provide evidence that it meets a range of approved standards before it can be registered for use on public streets in PNG.

You must provide evidence of:

- age of the vehicle
- ownership
- emissions standards
- frontal impact standards
- overall standards
- electronic stability control (ESC) standards
- heavy-vehicle brake standards.

The proof you need depends on the country from which you're importing the vehicle.

### ***Proof of age and ownership***

You need to provide evidence that you're the legal owner of the vehicle. This includes:

- the original documents that prove previous registration and provide an ownership trail that goes back to the last registered owner in the country where the vehicle was last registered.
- an invoice, bill of sale or receipt, etc.

## D. Used vehicles from Japan

### **Proof of ownership**

#### **Motorcycles**

Motorcycles over 250cc: You need to provide the original certificate of return vehicle inspection certificate issued by Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT).

Small motorcycles (250cc or less, over 125cc): the original mini-vehicle notification certificate – confirmation of return issued by Japan Light Motor Vehicle and Motorcycle Association.

Smaller than 125cc: You need to provide the original notification of dismantlement issued by a city office in Japan.

#### **Passenger vehicles**

Passenger vehicles excluding mini-vehicles: the original export certificate (with a type designation number (TDN) and a model code) issued by Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) or completion inspection certificate.

Mini-vehicles (660cc or less, Kei-Jidosha): You need to provide the original export certificate issued by Light Motor Vehicle Inspection Organisation.

**All other vehicles:** You can use an original export certificate issued by Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) or a completion inspection certificate.

#### **Alternatively, for heavy vehicles, you need to provide:**

- the original detailed registration history certificate issued by MLIT, which includes full history details of the previous owners in Japan, and
- original documents to establish an ownership trail, e.g. the detailed registration history certificate, bill of sale, purchase receipts.

In some cases certified English translations of documents not in English may be required.

#### **Evidence of compliance with emissions standards**

For both used and parallel-imported new vehicles you can present an original Japanese export or completion inspection certificate showing one of the applicable emissions code character sets (in the table below) at the beginning of the industry model code.

See examples of the certificates below (the industry model code including the emission codes are circled in red).

Regulation		Fuel type	
		Petrol, CNG or LPG	Diesel
Japan 05	Those complying to the 2005 Regulations	Those displaying a three digit emissions code (e.g. 'ABA', 'CBA', 'DBA', 'DAA', 'LDA', 'ZAA')	

Alternatively, a statement of compliance that includes an approved emission standard is acceptable proof that your vehicle meets PNG requirements.

Examples of Japanese certificates

輸出予定届出証明書 / Export Certificate

番号 99999 整理番号 999999999999999

車種	軽自動車	型式	ABCDD03	車体番号	ZY20
所有者の氏名又は名称	国土交通省				
所有者の住所	東京都千代田区霞が関2丁目1-1				
使用する本拠の位置	東京都千代田区千代田				
自動車の種類	乗用	自家用	スチールワゴン	型式	3190
輸出予定日	平成23年 3月 24日	型式	3190	型式	001

平成23年 3月 24日

Export certificate (Japan) – cars over 660cc

輸出予定届出証明書 / Export Certificate

番号 04620 整理番号 5041215993942494

平成28年 2月 15日 軽自動車検査協会

車両番号 / Motor vehicle number	千葉 599 る 4249	交付年月日 / Grant Date	平成28年 2月 15日	軽自動車	乗用	自家用	箱型	(091)
車台番号 / Maker's serial number	ABC-123456	型式	DBA-ABC	車体番号	DEF	ガソリン	0.65	440
所有者の氏名又は名称	株式会社 軽自動車							
所有者の住所	東京都港区港南3丁目3-7							
輸出予定日	平成28年 8月 14日							

Export certificate (Japan) – vehicles less than 660cc excluding motorcycles

Evidence of compliance with frontal impact standards

If your vehicle is a car, 4x4, SUV or forward control van, you must prove that it was manufactured to meet an approved frontal impact standard. Depending on the date of manufacture you can provide proof of its compliance using:

- an export certificate with a type designation number (TDN). A TDN has five digits, and is also referred to as a type approval number (see examples of certificates above, circled in blue) or
- a completion inspection certificate.

If these don't apply to your vehicle, you'll need to get a statement of compliance as evidence.

## **For cars**

- Mini-sized cars (under 660cc) from Japan comply if they were manufactured on or after 1 July 2000.
- Cars that are not mini-sized comply if they:
  - were manufactured on or after 1 January 1996 in Japan, for the Japanese market or
  - were manufactured outside Japan on or after 1 April 1999 and were accepted through Japan's vehicle approval process.

## **For 4x4, SUV and forward control vans**

If your 4x4, SUV or forward control van was manufactured after 1 October 2003 it must meet a frontal impact standard.

If the vehicle was made in Japan for the Japanese market on or after 1 October 2003, it will meet a frontal impact standard accepted in PNG.

### ***Evidence of compliance with electronic stability control (ESC) standards***

You must check for the presence of ESC. See **J - Electronic stability control identification**.

### ***Evidence of compliance with heavy-vehicle brakes standards***

You must check for compliance with one of the approved brake standards if you want to import a heavy vehicle no matter what date the vehicle was manufactured.

See the detailed information about how to prove compliance with an approved brake standard in [I.- Brakes standard compliance](#).

### ***Evidence of overall standards compliance***

You need to prove your vehicle meets all applicable PNG standards, which depend on the date of manufacture. One way to do this is to get a statement of compliance.


### ***Evidence you can present***

As an alternative to a statement of compliance, you can use:

- an export certificate issued by Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT)
- a completion inspection certificate.

An off-road passenger vehicle entering PNG on or after 1 March 2016 must also be fitted with an electronic stability control (ESC) system.

## **Kai mark**

Check the certificate for a kai mark like this  after the model code. This indicates that the vehicle has been modified and may no longer meet the required standards. We strongly recommend that you check with an entry certifier to make sure that the vehicle complies with required standards.

Your vehicle export certificate or completion inspection certificate must contain a type designation number (TDN). If there's no TDN on the certificate, you'll need to get a statement of compliance, or apply for a TDN exemption through the entry certifier.

## **E. Used vehicles from Australia**

### ***Proof of age and ownership***

You need to provide:

- the original documents showing the ownership history to the last registered owner in Australia (e.g. deregistration or change of ownership papers), and
- an invoice, bill of sale or receipt, etc.

### Evidence of compliance with emission standards

For both used and parallel-imported new vehicles, a statement of compliance that includes an approved emission standard is acceptable proof your vehicle meets PNG requirements. The emission standards applying to light vehicles are coded ADR 79. You can determine the version of the ADR 79 standard from the date on the ADR compliance plate.

Date on ADR plate	Petrol	Diesel
Up to 12/2002	Non-compliant with ADR 79	Non-compliant with ADR 79
01/2003–12/2003	ADR 79/00 (Euro 2)	Non-compliant with ADR 79
01/2004–12/2005	ADR 79/00 (Euro 2)	ADR 79/00 (Euro 2)
01/2006–12/2006	ADR 79/01 (Euro 3)	ADR 79/00 (Euro 2)
01/2007–06/2010	ADR 79/01 (Euro 3)	ADR 79/01 (Euro 4)
07/2010 onwards	ADR 79/02 (Euro 4)	ADR 79/01 (Euro 4)

Some vehicles may comply up to a year in advance of these dates (and up to two years in the case of petrol vehicles complying with ADR 79/02). To confirm compliance in these cases, contact the vehicle manufacturer.

### Examples of ADR compliance plates

#### AMVCB second edition compliance plates

(in use before 1 July 1988 and until 1 July 1991)

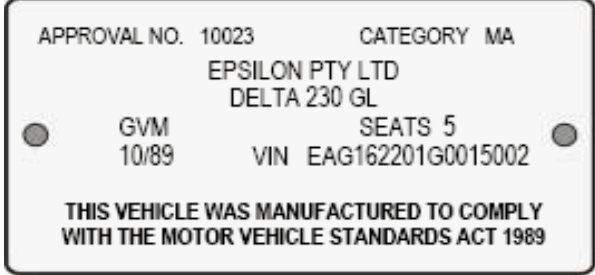

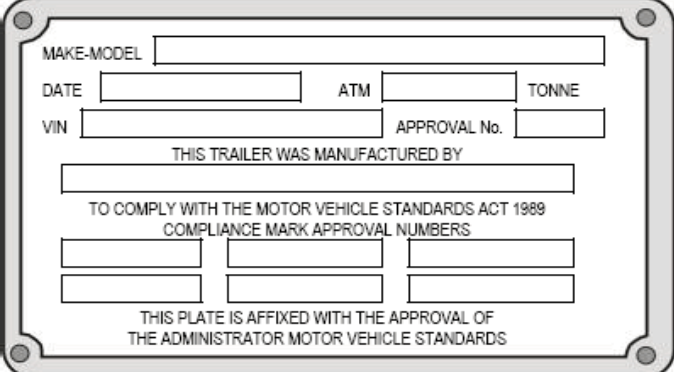
Motor vehicles except motorcycles (90 mm x 90 mm)	Motorcycles only (100 mm x 40 mm)
<b>General use</b> Colour: other than red, green, blue or yellow.	

#### AMVCB third edition compliance plates

(in use after 1 July 1988 and until 1 July 1992)

Motor vehicles except motorcycles (100 mm x 50 mm)	Motorcycles only (95 mm x 35 mm)
<b>General use</b> Colour: other than red, green, blue or yellow.	

**Motor vehicle standards compliance plates**  
(in use from October 1989 – current style)

Motor vehicles except motorcycles (100 mm x 50 mm)	Motorcycles only (100 mm x 40 mm)
<b>General use</b> Colour: other than red, green, blue or yellow.	
 <p>APPROVAL NO. 10023      CATEGORY MA            EPSILON PTY LTD            DELTA 230 GL            GVM                      SEATS 5            10/89                    VIN EAG162201G0015002  <b>THIS VEHICLE WAS MANUFACTURED TO COMPLY WITH THE MOTOR VEHICLE STANDARDS ACT 1989</b></p>	 <p>APPROVAL NO. 10024      CATEGORY LC            EPSILON PTY LTD            DELTA ZS 350 GL            10/89      VIN EAG162001GD01416  <b>THIS VEHICLE WAS MANUFACTURED TO COMPLY WITH THE MOTOR VEHICLE STANDARDS ACT 1989</b></p>
<b>Trailers over 4.5 tonnes ATM</b> (150 mm x 90 mm)	
<b>Trailer</b> Colour: other than red, green, blue or yellow.	
 <p>MAKE-MODEL <input type="text"/>            DATE <input type="text"/>      ATM <input type="text"/>      TONNE            VIN <input type="text"/>      APPROVAL No. <input type="text"/>            THIS TRAILER WAS MANUFACTURED BY  <input type="text"/>            TO COMPLY WITH THE MOTOR VEHICLE STANDARDS ACT 1989            COMPLIANCE MARK APPROVAL NUMBERS  <input type="text"/>    <input type="text"/>    <input type="text"/>  <input type="text"/>    <input type="text"/>    <input type="text"/>            THIS PLATE IS AFFIXED WITH THE APPROVAL OF            THE ADMINISTRATOR MOTOR VEHICLE STANDARDS</p>	

**Evidence of compliance with frontal impact standards**

**For motor cars**

If your vehicle was manufactured after 1996 it should have an ADR compliance plate, which is accepted evidence. **No ADR compliance plate?** You'll need to get a statement of compliance as evidence.

**For 4x4, SUV and forward control vans**

If your 4x4, SUV and forward control van was manufactured after 1 October 2003, it must meet a frontal impact standard. Acceptable proof is an ADR compliance plate. **No ADR compliance plate?** You'll need to get a statement of compliance as evidence.

**Before you import a vehicle from Australia**

We recommend that you talk with an entry certifier to determine whether the ADR plate on your vehicle is acceptable. You don't have an acceptable ADR plate? You'll need to get a statement of compliance as evidence.

**Evidence of compliance with electronic stability control (ESC) standards**

All cars, 4x4, SUV and forward-control vans having ADR compliance from 1 November 2013 have electronic stability control. Otherwise, you must check for the presence of ESC.

See [J - Electronic stability control identification](#).



### **Evidence of compliance with heavy-vehicle brake standards**

You must check for compliance with one of the approved brake standards if you want to import a heavy vehicle, no matter what date the vehicle was manufactured.

See the detailed information about how to prove compliance with an approved brake standard in [I.– Brakes standard compliance.](#)

### **Evidence of overall standards compliance**

An ADR plate fixed to your vehicle is acceptable evidence that your vehicle meets applicable standards in PNG. The plate proves your vehicle met the standards when manufactured. No ADR compliance plate? You'll need to get a statement of compliance as evidence.

## **F. Used vehicles from the USA**

### **Proof of age and ownership**

You need to provide:

- the original documents showing the ownership history to the last registered owner in the United States (e.g. deregistration or change of ownership papers or a USA certificate of origin), and
- an invoice, bill of sale or receipt, etc.

### **Evidence of compliance with emissions standards**

For both used and parallel-imported new vehicles, an EPA label or statement of compliance that includes an approved emissions standard is acceptable proof your vehicle meets PNG requirements.

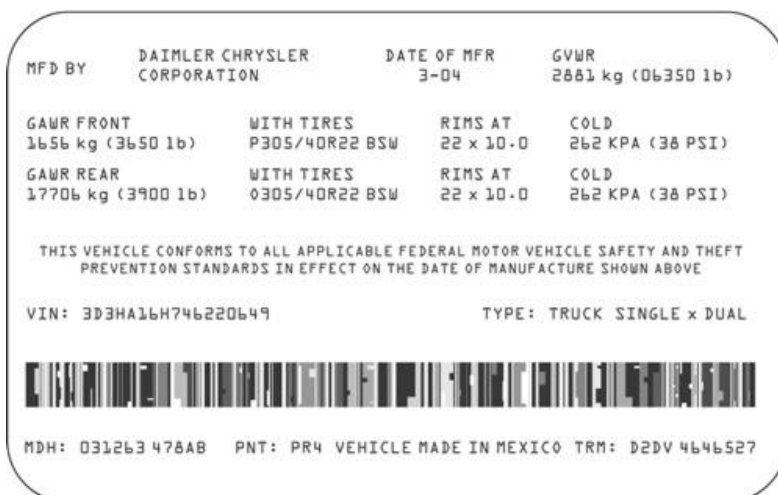
US statements of compliance often refer to emissions standards using the terms 'EPA Federal Tier 1' or 'EPA Federal Tier 2' or similar. However, the vehicle industry does not use these terms in the Vehicle Emissions Rule for US standards ('US2001', 'US2004', etc.). Use the following table to match the different terms:

US Federal/EPA Tier 1	US 96 US 98D/98P
US Federal/EPA Tier 2	US 2001 US 2004

### **Evidence of compliance with frontal impact standards**

#### **For motor cars**

If your motor car was manufactured in the last 20 years it should have an FMVSS plate, which is acceptable as evidence.



Example of an FMVSS (US Federal Motor Vehicle Safety Standards) plate

No FMVSS compliance plate? You'll need to get a statement of compliance as evidence.

### **For 4x4, SUV and forward-control vans**

If your **4x4, SUV or forward-control van** was manufactured after 1 October 2003, it must meet a frontal impact standard.

Acceptable proof is an FMVSS plate. No FMVSS compliance plate? You'll need to get a statement of compliance as evidence.

### **Before you import a vehicle from the USA**

Talk to an entry certifier to check whether the FMVSS plate on your vehicle is acceptable.

You don't have an acceptable FMVSS plate? You'll need to get a statement of compliance as evidence.

### ***Evidence of compliance with electronic stability control (ESC) standard***

All **motor cars, 4x4, SUV and forward-control vans** having FMVSS compliance from 1 September 2011 have electronic stability control. Otherwise, you must check for the presence of ESC.

See [J - Electronic stability control identification](#).

Also, vehicle-specific information can be found on this [safercar.gov website \(external link\)](http://safercar.gov)

### ***Evidence of compliance with heavy-vehicle brake standards***

You must check for compliance with one of the approved brake standards if you want to import an omnibus, no matter what date the vehicle was manufactured.

See the detailed information about how to prove compliance with an approved brake standard in [I.– Brakes standard compliance](#).

### ***Evidence of overall standards compliance***

To prove your vehicle meets applicable standards in PNG it must have an FMVSS plate fixed. This proves it met the standards when manufactured. The vehicle must also have:

- original documentation confirming that it was first registered in the USA
- for a new vehicle, documentation confirming that it was manufactured for the US market and would be permitted for use on public roads in the USA, e.g. a USA certificate of origin.

## **G. Used vehicles from Europe**

If you're importing a used vehicle from Europe (including the United Kingdom) you must provide evidence that it meets a range of approved standards before it can be registered for use on a public street.

### ***Evidence***

Europe has two vehicle standards regimes:

- the Regulations of the United Nations Economic Commission for Europe (UN/ECE)
- the Directives of the Commission of the European Communities (EC, or formerly EEC).

Evidence that your vehicle complies with either of the standards may be acceptable for PNG requirements.

### ***Proof of age and ownership***

You need to provide:

- the original documents that prove previous registration and provide an ownership trail that goes back to the last registered owner in the country where the vehicle was last registered, and
- certified English translations of all documents not in English (bills of sale, purchase receipts etc.).

### **Evidence of compliance with emission standards**

For both used and parallel-imported new vehicles, acceptable proof your vehicle meets PNG requirements can be:

- a suitable European Community (EC) whole vehicle approval plate/sticker
- a suitable UN/ECE approval plate/sticker
- a certificate of conformity or statement of compliance that includes an approved emission standard.

### **Determining emissions level from EC directives (for light vehicles)**

The following is a list of EC/EEC directives for vehicle exhaust emissions and the 'Euro' emissions level corresponding to each directive.

70/220/EEC	Euro 0 unless accompanied by one of the appropriate directives for Euro 1, Euro 2, Euro 3 or Euro 4.	
91/441/EEC	Euro 1	
93/59/EEC		
94/12/EC	Euro 2	
96/44/EC		
96/69/EC		
98/69A/EC	Euro 3	
98/77A/EC		
1999/102A/EC		
2001/1A/EC		
2001/100A/EC		
2002/80A/EC		
2003/76A/EC		
2006/96A/EC		
98/69/EC		Indeterminate – the default emissions level is Euro 3 unless otherwise indicated on compliance documentation
98/77/EC		
1999/102/EC		
2001/1/EC		
2001/100/EC		
2002/80/EC		
2003/76/EC		
2006/96/EC		
98/69B/EC	Euro 4	
98/77B/EC		
1999/102B/EC		
2001/1B/EC		
2001/100B/EC		
2002/80B/EC		
2003/76B/EC		
2006/96B/EC		

If a directive is not listed on the above table, and the first number is a '7' or an '8,' the emissions level is Euro 0.

### **Determining emissions level from UN/ECE regulations for light vehicles**

The following is a list of UN/ECE regulations for vehicle exhaust emissions and the 'Euro' emissions level corresponding to each regulation.

UN/ECE Regulation 83.02	Euro 1
UN/ECE Regulation 83.03	Euro 2 (passenger cars only); Euro 1 (light commercial vehicles only)
UN/ECE Regulation 83.04	Euro 2
UN/ECE Regulation 83.05	Indeterminate – the default emissions level is Euro 3 unless otherwise indicated on compliance documentation

The regulation name can be listed either independently or within a UN/ECE system approval number.

**Evidence of compliance with frontal impact standards**

**For motor cars**

Your vehicle will most likely have an EC whole vehicle approval plate/sticker affixed to it, which you may be able to use to show that it complies with almost all of PNG's vehicle requirements. You can only use it as evidence if it includes the EC directive '2001/116'.

**For 4x4, SUV and forward-control vans**

If your **4x4, SUV or forward-control van** was manufactured after 1 October 2003, it must meet a frontal impact standard.

Your vehicle will most likely have an EC whole vehicle approval plate or sticker attached to it, which you may be able to use to show that it complies with almost all of PNG's vehicle requirements. You can only use it as evidence if it includes the EC directive '2001/116'.

**Evidence of compliance with electronic stability control (ESC) standards**

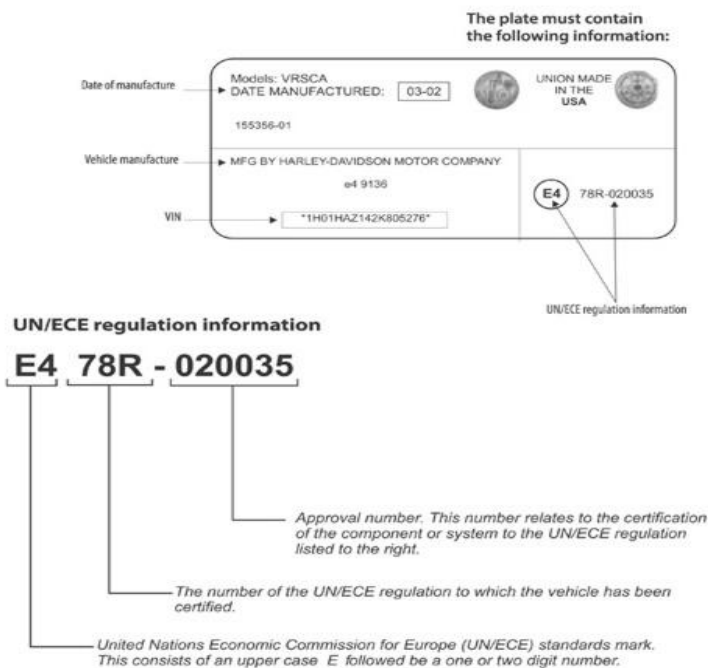
All motor cars, 4x4, SUV or forward-control vans having UN / ECE compliance from 1 November 2014 have electronic stability control. Otherwise, you must check for the presence of ESC.

See [J - Electronic stability control identification](#).

**Evidence of compliance with heavy vehicle brakes standards**

You must check for compliance with one of the approved brakes standards if you want to import an omnibus, **no matter what date the vehicle was manufactured**.

See the detailed information about how to prove compliance with an approved brake standard in [I.- Brakes standard compliance](#).



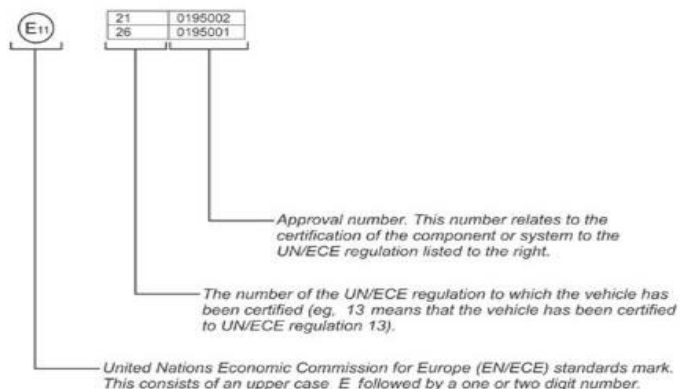
**Identifying the UN/ECE compliance plate - motorcycles.**

The plate must contain the following information:

DATE OF MFR. (BUILT)		6-97		MDH: 061907	
VIN: 1C4GHB4RBVU149464					
E4	21	0195002	E11	13	063098
	26	0195001		14	030169
E6	10	010035	E13	17	040212
	11	020011		39	00155
	18	010010		44	0244038
E11	46	010019	51	011082	Table in this format listing the UN/ECE regulations that the vehicle has been certified to, the approval numbers relating to these certifications, and the UN/ECE standards marks.
	85	000044	64	000029	
	28	010016	79	00155	
	12	030263	48	015003	

Sample plate only

#### Explanation of table



### Identifying the UN/ECE compliance plate - vehicles excluding motorcycles.

#### Evidence of overall standards compliance

In many cases an EC whole vehicle approval plate/sticker or a suitable UN/ECE Approval plate/sticker affixed to your vehicle is acceptable evidence that your vehicle meets applicable standards in PNG. This proves your vehicle met the EC or UN/ECE standards when manufactured.

#### Before you import a European vehicle

Talk to an entry certifier to check whether the EC or UN/ECE whole vehicle approval on your vehicle is acceptable.

No plate or sticker? You'll need to get a statement of compliance as evidence.

## H. Used vehicles from anywhere else

#### Proof of age and ownership

You need to provide evidence that you're the legal owner of the vehicle. This can include:

- the original documents that prove previous registration and provide an ownership trail that goes back to the last registered owner in the country where the vehicle was last registered, and
- certified English translations of all documents not in English (bills of sale, purchase receipts, etc.).

For vehicles imported from Hong Kong you can present a vehicle registration card that shows the ownership history and is stamped 'cancelled' or 'deregistered' by the Hong Kong Transport Department.

#### Evidence of compliance with emissions standards

You can provide:

- a suitable compliance plate/label or
- a statement of compliance that includes an approved emissions standard.

### ***Evidence of compliance with frontal impact standards***

#### **For motor cars**

You may be able to provide acceptable evidence from a suitable compliance plate/label or the vehicle documentation, such as a statement of compliance.

#### **For 4x4, SUV and forward control vans**

If your 4x4, SUV or forward control van was manufactured after 1 October 2003, it must meet a frontal impact standard.

Acceptable proof is the same as for passenger cars above. You may be able to provide acceptable evidence from a suitable compliance plate/label or the vehicle documentation, such as a statement of compliance.

### ***Evidence of overall standards compliance***

You need to prove your vehicle meets all applicable PNG standards, which depend on the date of manufacture. You may be able to provide acceptable evidence from a suitable compliance plate/label or the vehicle documentation, such as a statement of compliance.

For vehicles manufactured for the Japanese market but not previously registered in Japan, the vehicle's completion inspection certificate is acceptable proof of compliance.

### ***Evidence of compliance electronic stability control (ESC) standards***

You must check for the presence of ESC. See [J - Electronic stability control identification](#).

### ***Evidence of compliance with heavy vehicle brake standards***

You must check for compliance with one of the approved brake standards if you want to import a heavy omnibus, or goods vehicle, no matter what date the vehicle was manufactured.

See the detailed information about how to prove compliance with an approved brake standard in [I.- Brakes standard compliance](#).

## **I. Brakes Standard Compliance**

When a heavy powered vehicle undergoes entry-level certification for importation into PNG, proof that the vehicle was manufactured to meet an approved brakes standard may be required.

This technical bulletin applies to all omnibuses, and goods vehicles with a gross vehicle weight not exceeding 12 tonnes.

Any one of the following methods may be used to prove a vehicle was manufactured to meet approved brake standards.

#### ***Acceptable proof of brakes compliance for new or used vehicles manufactured for the Japanese market***

1. A vehicle manufactured in Japan for the Japanese market on or after 1 July 2000, but not previously registered in Japan, an original completion inspection certificate
2. A vehicle manufactured in Japan for the Japanese market and previously registered in Japan on or after 1 July 2000, an original Japanese de-registration, export or detailed registration history certificate

**Note** These vehicles will meet Japanese Technical Standards.

#### ***Acceptable proof of brakes rule compliance for new or used vehicles manufactured for the Australian market***

An ADR compliance plate on a vehicle manufactured on or after 1 July 1979.

**Note:** If the ADR plate lists individual rules, ADR 35 must be listed for proof of compliance.

**Acceptable proof of brakes rule compliance for new or used vehicles manufactured for the European market**

1. An EC whole vehicle approval plate
2. A UN/ECE compliance plate listing an approved brakes standard.

**Acceptable proof of brakes rule compliance for used vehicles manufactured for the United Kingdom market**

UK Registration Certificate

**Acceptable proof of brakes compliance for new or used vehicles manufactured for the US market**

1. Original documents confirming the vehicle was manufactured for the US market and would be permitted for use on public roads in the US, and a Federal Motor Vehicle Safety Standard (FMVSS) plate or label affixed to the, or
2. An FMVSS plate or label affixed to a vehicle with air brakes manufactured on or after 1 January 1975, or a vehicle with hydraulic brakes manufactured on or after 1 September 1983, or a vehicle with electric brakes manufactured on or after 1 November 1997, and original documents confirming when the vehicle was first registered in the US.

**Acceptable proof of brakes rule compliance for new or used vehicles manufactured anywhere**

1. A vehicle manufactured for the United Kingdom market and previously registered in the United Kingdom on or after 1 May 2002 is compliant. A UK registration certification will show the date of first registration.
2. A statement of compliance including an approved brakes standard.

**J. Electronic stability control identification**

The following evidence is acceptable proof that the vehicle is fitted with an ESC system:

- The presence and correct operation of appropriate ESC tell-tale indicators on the vehicle's dashboard
- A Statement of Compliance showing ESC fitment
- A tell-tale indicator like the symbol below refers to an ESC system:



- A tell-tale indicator on the vehicle's dashboard comprising one of the following acronyms:

AUDI	ESP (Electronic Stabilization Program)
BMW	DSC (Dynamic Stability Control)
CRYSLER	ESP (Electronic Stability Program)
DAIHATSU	DVS (Daihatsu Vehicle Stability control system)
FORD	ESP (Electronic Stability Program) DSC (Dynamic Stability Control)
GM	PSC (Precision Control System)
HOLDEN	ESC (Electronic Stability Control)
HONDA	VSA (Vehicle Stability Assist)
JAGUAR	DSC (Dynamic Stability Control)
LANDROVER	DSC (Dynamic Stability Control)
LEXUS	VSC (Vehicle Stability Control) VDIM (Vehicle Dynamics Integration Management)

MASERATI	<b>MSP (Maserati Stability Program)</b>
MAZDA	<b>DSC (Dynamic Stability Control)</b>
MERCEDES-BENZ	<b>ESP (Electronic Stability Program)</b>
MITSUBISHI	<b>ASC (Active Stability Control)</b>
	<b>ASTC (Active Stability and Traction Control)</b>
NISSAN	<b>VDC (Vehicle Dynamics Control)</b>
PORSCHE	<b>PSC (Porsche Stability Management)</b>
SUBARU	<b>VDC (Vehicle Dynamics Control)</b>
SUZUKI	<b>ESP (Electronic Stability Program)</b>
TOYOTA	<b>VDIM (Vehicle Dynamics Integration Management)</b>
	<b>VSC (Vehicle Stability Control)</b>
VOLVO	<b>DSTC (Dynamic Stability and Traction Control)</b>
VOLKSWAGEN	<b>ESP (Electronic Stabilization Program)</b>

The above list is not exhaustive, other manufacturer-specific symbols or acronyms may also be acceptable if the certifier is satisfied that the lamp refers to an ESC system.



## K. How to get a statement of compliance

A statement of compliance may be acceptable evidence that your vehicle meets the standards required before it can be used on the road. The statement lists the standards to which a vehicle was certified when it was manufactured. To be accepted as evidence the statement:

- must come from an authorised representative of a vehicle manufacturer, and
- list standards that are in PNG rules and regulations.

To get a statement of compliance you need to:

1. Contact an authorised representative of the vehicle's manufacturer. The representative must be either a PNG or an overseas representative who is authorised by the manufacturer to issue statements of compliance.
2. Ask the authorised representative to complete a statement of compliance and provide a covering letter on company letterhead. The representative must sign both the statement of compliance and the covering letter. You then present the original documents to the entry certifier (the manufacturer's authorised representative may offer to do this).

Vehicle manufacturers can attach a schedule to the statement of compliance, listing the standards to which the vehicle was certified. The statement of compliance must still be completed and signed. The manufacturer should write the words 'see attached schedule' on the part of the table where the standards are specified.

## Step 3: Preparation

If your vehicle meets the applicable PNG standards, you can arrange transport with a shipping agent to get it to PNG.

If your vehicle is currently registered in its country of origin, you need to deregister the vehicle with that country's registration authority and keep all the documents.

## Step 4: Importing

Having completed steps 1 to 3, it's a good time to double check that you have all the information and documentation required for when the vehicle arrives. You also need to arrange for an entry certifier to perform the entry certification inspection.

### ***Meeting other requirements***

Your vehicle will need to pass customs checks before it arrives in PNG. Make sure you have the necessary documentation. For more information on customs requirements see:

### ***Importing a left-hand drive vehicle***

*Are there restrictions on LHD vehicles?*

**Yes.** Most left-hand drive vehicles have to be converted to right-hand drive (RHD) before they can be driven on PNG public streets.

For modern vehicles, this is either very expensive or impractical – especially if the vehicle has a modern frontal impact protection system (e.g. airbags and crumple zones).

The only vehicles that can be registered as LHD and driven on PNG public streets are those that have been authorised by the RTA.

Before going to the expense of importing a LHD vehicle, you should check very carefully that your vehicle will be authorised by the RTA or is capable of being converted to RHD. Otherwise, you may find it impossible to use the vehicle on PNG public streets.

*How is the system enforced?*

Restrictions on a LHD vehicle are enforced when you go to register it for use on public streets, not when it's imported into PNG.

### ***Importing a vehicle temporarily***

A temporary vehicle import is where a vehicle is brought into PNG by a resident of another country, for a maximum of 6 months, while remaining registered in its country of origin. (Note that 'vehicle' includes motorcycles.) The vehicle is called a "visiting motor vehicle" and the provisions for such a vehicle are set out in s26 of the Road Traffic Rules – Registration of Motor Vehicles.

The vehicle must be exported out of PNG within the allowed temporary entry period. You must not import the vehicle with the intention of selling it.

*Does the vehicle need to be registered in PNG?*

A visiting vehicle import is exempt from having a PNG registration as long as it's registration in its country of origin remains current for the duration of its stay in PNG and it remains in the ownership of the person who imported the vehicle into PNG.

The vehicle does not need PNG registration plates (also called 'number plates' or in some overseas jurisdictions, 'licence plates'). It must continue to display the overseas plates.