VEH 15	TRANSPORT MALTA	
APPLICATION FORM **FOR THE CERTIFICATION OF A MOTOR VEHICLE BY THE VINTAGE VEHICLE CLASSIFICATION COMMITTEE AS A VINTAGE VEHICLE WITH AN AGE OF AT LEAST 30 YEARS FOR PRIVATE USE ONLY**	**Land Transport Directorate** Tel: 2556 0000 Freephone: 8007 2309 Website: www.transport.gov.mt	Transport Malta

WARNING to all applicants - Any false statements, misrepresentation or concealment of material fact on this form or any document presented in support of this application may be grounds for criminal prosecution. INFORMATION PROTECTED - Personal information provided on your application form is protected and used in accordance with the provisions of the Data Protection Act (Cap 586).

APPLICANTS ARE ADVISED TO CONSULT THE POLICY AND GUIDELINES (POL19) TO CONFIRM COMPLIANCE WITH VINTAGE VEHICLE CRITERIA BEFORE SUBMITTING THIS FORM.

Section A: Personal Details of Applicant	
Name & Surname	**ID Card No.**
Address ____ ____	**Mobile No.** **Email:** **Current vehicle storage location (Imported Vehicles Only):**

Section B: Vehicle Details			
☐ Malta Registered Vehicle	☐ Imported Vehicle	☐ Revival	**File No.** *(for office use only)*

Registration No.	**Make**	**Model**	**Body Type**	**Year of Manufacture**

Chassis / Frame No.	**Engine No.**	**Engine cc**

Fuel Type	**Gearbox type**	**Colour**	**Date of arrival** *(imported vehicles)*
	☐ Manual ☐ Automatic		

Section C: Declaration

I hereby apply to have the above-mentioned vehicle certified as an authentic and genuine vintage vehicle which is at least thirty (30) years old from its year of manufacture. I understand that the vehicle shall be kept in a state which is as close as possible to its original state as produced by the manufacturer and which respect the spirit of classic and vintage preservation.

I am aware that vehicles that qualify as vintage vehicles shall be used solely and exclusively for private use. I declare that I will not use this vehicle for the carriage of goods and/or passengers for any activity for hire and/or reward and/or financial gain. I am conscious that if I use or allow the use of a vintage vehicle for any use other than private use, I shall be guilty of an offence and on conviction, I shall be liable to a fine (multa) not exceeding €2,500, or twice the amount of the registration tax endangered, whichever is the greater, or to imprisonment for a term not exceeding six months, or to both such fine and imprisonment. This, in accordance with the provisions of CAP368. I am also aware that if I carry out any changes/modifications on this vehicle I have to re-apply for its certification by re-submitting a fresh application and photos together with the administrative payment.

Furthermore, if upon renewal of the vehicle's circulation licence after having undergone a VRT, it results that the vehicle has registered 3,000 km or more on its odometer in 1 year since its last renewal or an average of 3,000km or more per year with regard to vehicles which undergo the VRT once every 2 years, then, in addition to the administrative fee of €8, I shall also be obliged to pay the full annual circulation licence fee for such year or years during which the said vehicle had registered 3,000 km or more on its odometer.

Imported vehicles for registration: In addition to the above conditions, I am also aware that if these conditions are not observed, the Authority, in accordance with this declaration, shall have the right to revoke this registration and to order the immediate payment of the registration tax and licence fees applicable to non-vintage rates. If this occurs, these rates will apply from the date of first registration and/or upon acceptance of vintage status. I also declare that I am aware that this application form together with the supporting documents must be presented at the Land Transport Directorate within 30 days from date of the vehicle's first arrival into Malta in accordance with the Motor Vehicle Registration and Licensing Act (Cap 368) Article 21(4), failing which a late registration fee of €30 per day shall apply.

I declare that all the above data is true and correct.

________________________ __________________________________
Date Signature

Section D: Decision by the Vintage Vehicle Classification Committee

YEAR OF MANUFACTURE: __________ ☐ **APPROVED** ☐ **DISQUALIFIED**

____
Chairman – Vintage Vehicle Classification Committee

Section E: Supporting Documents

Motor vehicles which are already registered in Malta:

- Application form VEH15;
- Application form VEH54 (which will be used ONLY if the vehicle is approved as an authentic vintage vehicle);
- Eight (8) photographs (four (4) in the case of motorcycles – refer to Section F;
- Payment of an administrative fee of €250 (application fee).

NOTE: A refund of €200 shall ONLY be granted upon approval of the vehicle as an authentic vintage vehicle.

Motor vehicles which have been imported but have not as yet been registered in Malta:

- Application form VEH15;
- Application form VEH05 and Customs Entry Form when a vehicle is imported from a NON-EU Country;
- Eight (8) photographs (four (4) in the case of motorcycles – refer to Section F;
- Original foreign registration certificate and where appropriate an English or Maltese translation of it, issued by the competent authority of the country from where the vehicle has been imported or brought into Malta;
- Vehicles imported from third countries shall be accompanied by a Single Vehicle Approval certificate or by a valid certificate issued by an accredited vintage vehicle certification body;
- A document attesting the date of the vehicle's first arrival in Malta, together with the fiscal receipt, bearing the same date, issued in terms of the Value Added Tax Act specifying the foreign registration number of the vehicle, both of which are to be issued by the shipping organization having transported the vehicle to Malta;
- Invoice issued by the seller to a buyer listing the vehicle or vehicles supplied and stating the sum of money due or paid and the chassis number of the said vehicle or vehicles;
- Administrative fees payable to Transport Malta:
    - €50 application fee and €55 inspection fee.

Payment may be made either by a cheque payable to Transport Malta, by card or by bank transfer

- BOV IBAN Number: MT21VALL22013000000040022460565
- HSBC IBAN Number: MT42MMEB44853000000085128577001

Section F: Photographs (minimum size of 13 x 18 cm (5 x 7 inches)

Photographs submitted with this application must be **recent, in colour, of high quality, printed on photographic paper, taken at eye level, and in daylight.** These photographs are non-returnable. Applicants must submit **eight (8) photographs** of the motor vehicle, each **measuring a minimum of 13 x 18 cm (5 x 7 inches)**, showing the following views: **front, rear, engine, full engine bay, both sides of the vehicle, and two interior views—one of the dashboard and one of the seats.** For **motorcycles**, only **four (4) photographs** are required: **front, rear, and both sides.** Photographs showing the front and rear of the vehicle must clearly display the registration number, unless the vehicle is garaged.

Section G: Physical Inspection Prior Vintage Certification

The Vintage Vehicle Classification Committee shall physically inspect all vehicles before it proceeds to accept or reject the application. The Authority will contact the applicant to schedule an appointment for the physical inspection of the vehicle.

Malta Inspection Location:

https://maps.app.goo.gl/PpXhHT2XwYaYfGTYA

Marsa Public Parking, Vjal Santa Luċija, Limits of Paola (next to Addolorata Cemetery Main Parking)

tm Transport Malta

SCAN HERE

Gozo Inspection Location:

https://maps.app.goo.gl/5oiGWfAoUHFUEMGbA

Marsalforn Parking Area, Triq il-Wied, Marsalforn, Iż-Żebbuġ, Gozo

tm Transport Malta

SCAN HERE

Section H: Mileage

If upon renewal of the vehicle's circulation licence after having undergone a VRT, it results that the vehicle has registered 3,000 km or more on its odometer in 1 year since its last renewal or an average of 3,000km or more per year with regard to vehicles which undergo the VRT once every 2 years, then, in addition to the administrative fee of €8, the applicant shall also be obliged to pay the full annual circulation licence fee for such year or years during which the said vehicle had registered 3,000 km or more on its odometer. **Certified vintage vehicles having fifty (50) years of age and over and motorcycles are exempted from mileage restriction.**

Section I: Onus of Proof

In the event that the Vintage Vehicle Classification Committee feels that it requires any additional information, clarifications and, or documentation from the applicant prior to making its final determination on the application, it shall request the applicant to give such additional information and, or documentation and to make any clarifications as may be requested and shall then proceed to determine the application by accepting or rejecting it. Thus, the onus of proof of vehicle eligibility is upon the applicant.

Section J: Periodic Check

The Authority reserved the right to carry out periodic checks on certified vintage vehicles to ensure conformity with the original application. The vehicles will be inspected by the Vintage Vehicle Classification Committee. The inspection is carried out free of charge.

Section K: Vehicle Registration Plates

The registration plates of a certified vintage vehicle shall be changed to silver characters on black background. The fee for the replacement of vintage vehicle plates shall be of €35.00 per plate. If the vehicle's category is for any reason changed to non-vintage, normal plate fees shall apply.

Section L: Guidelines and Criteria used for the certification of vintage vehicles

Guidelines and criteria used for the certification of vintage vehicles are accessible through the Authority's website https://www.transport.gov.mt/include/filestreaming.asp?fileid=2503

Data Protection Privacy Notice

Transport Malta of Triq Pantar, Lija, Malta, LJA 2021 is the Data Controller for the purpose of the Data Protection Act CAP 586 and the General Data Protection Regulation (EU) (GDPR) 2016/679. This Privacy Notice sets out the way in which we collect and process your Personal Information, as well as the steps we take to protect such information.

1. The information we collect and how we use it

1.1. From this Application Transport Malta collects different types of information which information is that required by Law and is used explicitly for your application related to vintage vehicle classification. It is to be noted that if the required information is not provided the said application could not be processed.

1.2. The primary purpose for collecting information is mainly to process the applications related to vintage vehicle classification, however, your Personal information may also be used for related purposes that amongst other include sending notifications, renewal notice after expiry period, and for the provision of information with regards to any legislative amendments which may affect the services offered to you.

2. To whom we disclose information

2.1. This information will be solely used for the reasons detailed above. However there may be cases where personal iinformation is shared with the following third parties for reasons listed below;

- Any third party offering assistance in providing the service, including Insurance companies and Contractors responsible for the development of Vehicle Registration and Licensing.
- Any law enforcement body who may have any reasonable requirement to access your personal information;
- Third party entities responsible for the data processing.

3. Data Subject Rights

3.1. With respect to your privacy rights, Transport Malta is obliged to provide you with reasonable access to the Personal Data that you have provided to us. Your other principal rights under data protection law are:

a. the right for information;
b. the right to access;
c. the right to rectification;
d. the right to erasure;
e. the right to restrict processing;
f. the right to object to processing;
g. the right to data portability;
h. the right to complain to a supervisory authority; and
i. the right to withdraw consent.

3.2. If you wish to access or amend any Personal Data we hold about you, or to request that we delete any information about you, you may contact us by sending a request to dataprotection.tm@transport.gov.mt. We will acknowledge your request within seventy-two (72) hours and will do our utmost to handle it promptly. We will respond to these requests within a month, with a possibility to extend this period for particularly complex requests in accordance with Applicable Law.

3.3. At any time, you may object to the processing of your Personal Data, on legitimate grounds, except if otherwise permitted by applicable law.

3.4. In accordance with Applicable Law, we reserve the right to withhold personal data if disclosing it would adversely affect the rights and freedoms of others. Moreover, we reserve the right to charge a fee for complying with such requests if they are deemed manifestly unfounded or excessive.

4. Retention period

4.1. Personal data will be retained for not more than 3 months from date of application should the application not be submitted complete or is rejected.

5. Security

5.1. We take appropriate security measures to protect against loss, misuse and unauthorized access, alteration, disclosure, or destruction of your information. Additionally, steps will also be taken to ensure the ongoing confidentiality, integrity, availability, and resilience of systems and services processing personal information, and will restore the availability and access to information in a timely manner in the event of a physical or technical incident. All information gathered is kept confidential and is used solely for the processing of Vintage applications

5.2. If we learn of a security systems breach, we will inform you of the occurrence of the breach in accordance with applicable law.

6. Governing Law

All data collected in this form is processed in accordance with the Privacy Laws that include General Data Protection Regulation (Regulation 2016/679/EU) and Chapter 586 of the Laws of Malta (Data Protection Act).

7. Data Protection Officer

7.1. Transport Malta has a Data Protection Officer ("DPO") who is responsible for matters relating to privacy and data protection. The DPO can be reached at the above address or by email: dataprotection.tm@transport.gov.mt

8. Contacting us

8.1. Please address any questions, comments and requests regarding the application process to info.tm@transport.gov.mt.

VEH 54	Transport Malta Land Transport Directorate Telephone: (00356) 2556 0000 Website: www.transport.gov.mt
APPLICATION FORM TO REQUEST A REFUND	

A. VEHICLE DETAILS		
Vehicle Registration No.	System No.	Date

B. DETAILS OF BENEFICIARY PERSON AND BANK DETAILS	
Name & Surname:	Address:
ID Card No:	
Tel / Mob No:	Email Address:
Bank Name:	IBAN No:

C. REFUND DETAILS	**√**	**TRANSACTION DATE**	**LICENCE VALIDITY**	**REMARKS**
Vehicle Garaged		/ /	/ /	
Vehicle Scrapped		/ /	/ /	
Vehicle Stolen				
Vehicle Exported				
Other Reason				

D. REQUEST

I, the undersigned ___________________________________, owner of the vehicle in section A, find no objection that the refund of the unutilised quarter/s of the annual circulation fee as provided under Regulation 21 (3) (a) and (b) of the Registration and Licensing of Motor Vehicles Registration Regulations (S.L. 368.02) is issued to the beneficiary in section B. Moreover, hereby agree to indemnify and save harmless the Authority for Transport in Malta and all its officers and employees against any all liability, loss, damages, cost or expense which it or them may ever hereafter incur, suffer or be required to pay by reason of said request.

__________________________ Signature

__________________________ ID Card Number

__________________________ Date

F. FOR OFFICE USE ONLY	
Approved ☐ Not Approved ☐ Signature:________________________	Stamp:
FOR ACCOUNTS SECTION	
Refund Amount: €	Signature & Stamp
Date posted to DAS: _____ /_____ / _______	
Treasury Ref No:	

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1. The information we collect and how we use it

1.1. From this Application Transport Malta collects different types of information which information is that required by Law and is used explicitly for your applications related to Vehicle Registration and Drivers Licences. It is to be noted that if the required information is not provided the said application could not be processed.

1.2. The primary purpose for collecting information is mainly to process the applications related to Vehicle Registration and Drivers Licences, however, your Personal information may also be used for related purposes that amongst other include: sending notifications, renewal of licence after expiry period, and for the provision of information with regards to any legislative amendments which may affect the services offered to you.

2. To whom we disclose information

2.1. This information will be solely used for the reasons detailed above. However there may be cases where personal information is shared with the following third parties for reasons listed below;

- Any third party offering assistance in providing the service, including Insurance companies and Contractors responsible for the development of Vehicle Registration and Licensing or Driving Licences Applications;
- Any law enforcement body who may have any reasonable requirement to access your personal information;
- Third party entities responsible for the data processing and printing of relative licences.

3. Data Subject Rights

3.1. With respect to your privacy rights, Transport Malta is obliged to provide you with reasonable access to the Personal Data that you have provided to us. Your other principal rights under data protection law are:

a. the right for information;
b. the right to access;
c. the right to rectification;
d. the right to erasure;
e. the right to restrict processing;
f. the right to object to processing;
g. the right to data portability;
h. the right to complain to a supervisory authority; and
i. the right to withdraw consent.

3.2. If you wish to access or amend any Personal Data we hold about you, or to request that we delete any information about you, you may contact us by sending a request to dataprotection.tm@transport.gov.mt. We will acknowledge your request within seventy-two (72) hours and will do our utmost to handle it promptly. We will respond to these requests within a month, with a possibility to extend this period for particularly complex requests in accordance with Applicable Law.

3.3. At any time, you may object to the processing of your Personal Data, on legitimate grounds, except if otherwise permitted by applicable law.

3.4. In accordance with Applicable Law, we reserve the right to withhold personal data if disclosing it would adversely affect the rights and freedoms of others. Moreover, we reserve the right to charge a fee for complying with such requests if they are deemed manifestly unfounded or excessive.

4. Retention period

4.1. Personal data will be retained for not more than 3 months from date of application should the application not be submitted complete or is rejected.

4.2. Once the Licence is issued, we will retain your information for as long as needed to provide you with our service, or to comply with our legal obligations, resolve disputes and enforce our agreements.

5. Security

5.1. We take appropriate security measures to protect against loss, misuse and unauthorized access, alteration, disclosure, or destruction of your information. Additionally, steps will also be taken to ensure the ongoing confidentiality, integrity, availability, and resilience of systems and services processing personal information, and will restore the availability and access to information in a timely manner in the event of a physical or technical incident. All information gathered is kept confidential and is used solely for the processing of Vehicle Registration and Licensing or Driving Licences.

5.2. If we learn of a security systems breach, we will inform you of the occurrence of the breach in accordance with applicable law.

6. Governing Law

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POL19 – LINJI GWIDA TA' UŻU GĦALL-KLASSIFIKAZZJONI TA' VETTURI *VINTAGE*

1. Introduzzjoni

Il-proċeduri li ġejjin huma maħsuba biex iservu bħala linji gwida għall-applikanti li japplikaw għall-klassifikazzjoni ta' vetturi *vintage*, speċjalment għal vetturi rreġistrati barra minn Malta qabel ma jiġu Malta. Dawn il-linji gwida huma maħsuba biex is-sidien ta' vetturi *vintage* ġenwini jibbenefikaw mill-konċessjoni tal-vetturi *vintage*. Il-linji gwida huma parzjalment ispirati mill-Kodiċi Tekniku (2025) tal-*Fédération Internationale des Véhicules Anciens* (FIVA) li huwa l-entità internazzjonali bbażat f'Turin responsabbli għall-vetturi *vintage*, u li huwa rrappreżentat mill-Federazzjoni Maltija Vetturi Antiki.

Vetturi vintage huma rregolati bl-Att dwar ir-Reġistrazzjoni u l-Liċenzjar ta' Vetturi bil-Mutur (KAP368) https://legislation.mt/eli/cap/368/20250417/mlt u r-Regolamenti dwar ir-Reġistrazzjoni u l-Liċenzjar ta' Vetturi bil-Mutur (L.S 368.02) https://legislation.mt/eli/sl/368.2/20241210/mlt.

2. Kriterji Ġenerali

2.1. Eliġibilita'

Vetturi *vintage* ġenwini ta' mill-inqas 30 sena mid-data tal-manifattura tagħhom jistgħu jsiru eliġibbli għall-istatus ta' *vintage* skont sett ta' kriterji. Din il-*cut-off* date hija stabbilita mil-Liġijiet ta' Malta u tista 'tkun soġġetta għal tibdil. Għall-fini ta' din il-konċessjoni, il-kliem *Classic, Historic, Vintage, Veteran* u *Period* huma mifhuma li jfissru l-istess u huma interkambjabbli.

2.2. Definizzjoni ta' Vettura *Vintage*

Vettura *vintage* tfisser vettura awtentika u ġenwina li jkollha tletin (30) sena jew aktar (li jibdew jgħoddu mid-data tal-manifattura), kif ċertifikata mill-kumitat għall-klassifikazzjoni ta' vetturi *vintage*, li tkun miżmuma fi stat li jkun qrib kemm jista' jkun possibbli tal-istat oriġinali kif ikun ipproduċiha l-manifattur u li tkun tirrispetta l-ispirtu tal-preservazzjoni ta' vetturi klassiċi u *vintage.*

2.3. Definizzjoni tad-Data tal-Manifattura

Id-data tal-manifattura tgħodd mid-data meta ġiet prodotta l-vettura. Madankollu, għall-vetturi rreġistrati lokalment, l-applikazzjonijiet għandhom jiġu sottomessi tliet xhur qabel ma tiskadi l-liċenzja annwali taċ-ċirkolazzjoni.

2.4. Użu ta' Vetturi *Vintage*

Il-vetturi *vintage* għandhom jintużaw biss u esklussivament għall-użu privat, u għalhekk ma jistgħux jintużaw għat-trasport ta' merkanzija u/jew passiġġieri għal kwalunkwe attivita' għall-kiri u/jew kumpens u/jew qligħ finanzjarju. Iżda, vetturi *vintage* jistgħu okkażjonalment jintużaw għal skopijiet oħra barra l-użu privat f'attivitajiet u okkażjonijiet ta' darba u eċċezzjonali li għalihom ma tista' tintuża l-ebda vettura ħlief vettura *vintage*. Iżda wkoll, sabiex vetturi *vintage* jintużaw għal xi skop li ma jkunx użu privat f'dawk l-attivitajiet u okkażjonijiet ta' darba u eċċezzjonali, għandha tinkiseb l-awtorizzazzjoni bil-miktub minn qabel tal-Awtorità, liema awtorizzazzjoni għandha tingħata jew tinżamm fid-diskrezzjoni assoluta tal-Awtorità.

2.5. Kilometraġġ

F’każ li mat-tiġdid tal-liċenzja taċ-ċirkolazzjoni tagħha, wara li tkun għamlet test sabiex jiġi ċertifikat li l-vettura hija tajba għat-triq, jirriżulta illi vettura *vintage* tkun għamlet tlett elef kilometru (3,000 km) jew iżjed fuq l-odometru tagħha f’sena (1) waħda minn meta tkun ġiet imġedda l-aħħar il-liċenzja taċ-ċirkolazzjoni tagħha, jew medja ta’ tlett elef kilometru (3,000 km) jew iżjed fis-sena fir-rigward ta’ dawk il-vetturi li jsirilhom it-test biex jiġu ċertifikati tajba għat-triq darba kull sentejn, b’żieda mad-dritt amministrattiv ta’ €8, is-sid ta’ tali vettura għandu jkun obbligat ukoll li jħallas id-dritt tal-liċenzja taċ-ċirkolazzjoni għal dik is-sena jew snin li matulhom dik l-vettura tkun irreġistrat tlett elef kilometru (3,000 km) jew iżjed fuq l-odometru tagħha f’sena (1) waħda jew medja ta’ tlett elef kilometru (3,000 km) jew iżjed fis-sena fir-rigward ta’ dawk il-vetturi li jsirilhom it-test biex jiġu ċertifikati tajba għat-triq darba kull sentejn (2).

Iżda minkejja dan, tali vettura ma għandhiex titlef l-istatus tagħha bħala vettura *vintage* u għandha tibqa’ soġġetta biss għall-ħlas tad-dritt amministrattiv ta’ €8 sakemm, mat-tiġdid tal-liċenzja taċ-ċirkolazzjoni, ma jirriżultax illi s-sid tagħha għandu jkun obbligat ukoll li jħallas id-dritt tal-liċenzja taċ-ċirkolazzjoni kif b’riżultat tal-fatt li tali vettura *vintage* tkun għamlet tlett elef kilometru (3,000 km) jew iżjed f’sena (1) waħda jew medja ta’ tlett elef kilometru (3,000 km) jew iżjed fis-sena fil-każ ta’ vettura li jsirilha t-test biex tiġi ċertifikata tajba għat-triq darba kull sentejn (2).

Vetturi bil-mutur li jkollhom ħamsin (50) sena jew aktar u muturi li jkunu ġew klassifikati bħala *vintage* mill-kumitat għall-klassifikazzjoni ta’ vetturi *vintage* għandhom jibqgħu jkunu eżentati mill-ħlas ta’ dritt għal liċenza ta’ ċirkolazzjoni u għandhom ikunu soġġetti biss għall-ħlas tad-dritt amministrattiv ta’ €8 irrispettivament minn kull konsiderazzjoni ta’ kilometraġġ.

2.6. Test biex jiċċertifika li vettura bil-mutur hija tajba għat-triq (VRT)

Vetturi bil-mutur maħsuba għall-użu privat, li għandhom ħamsin (50) sena jew aktar mid-data tal-manifattura u li huma kklassifikati bħala vetturi *vintage* mill-kumitat għall-klassifikazzjoni ta’ vetturi vintage, għandhom ikunu eżentati mill-VRT.

Iżda tali vetturi għandhom ikunu meħtieġa li jiksbu ċertifikat tal-VRT mal-klassifikazzjoni inizjali u rreġistrazzjoni tagħhom bħala vetturi *vintage* f’Malta. Iżda wkoll, tali vetturi għandhom jinżammu f’qagħda ta’ manutenzjoni tajba mis-sidien rispettivi tagħhom.

L-Awtorità tirriżerva d-dritt li tispezzjona r-rekords tal-manutenzjoni u tista’ tirrevoka l-eżenzjoni jekk tali rekords ma jinżammux b’mod xieraq jew ma jiġux prodotti meta mitluba.

2.7. Kundizzjoni tal-vettura

Minkejja l-eta’ tagħhom, vetturi *vintage* għandhom jinżammu f’kundizzjoni li tirrifletti l-intenzjonijiet tal-manifattur u tirrispetta l-ispirtu tal-konċessjoni jiġifieri, il-preservazzjoni ta’ vetturi *vintage* ġenwini. Applikazzjonijiet għal vetturi li jkunu maħmuġin u ma jinżammux fi stat tajjeb jew f’kundizzjoni simili għall-perjodu, ma jiġux iċċertifikati. Barra minn hekk, vetturi diġa’ ċċertifikati bħala *vintage* li jinstabu f’kundizzjoni ta’ kwalità inferjuri se jkollhom l-istatus ta’ *vintage* tagħhom revokat.

Dawn il-vetturi jirriflettu u jirrispettaw l-ispirtu tal-kunċessjoni.

2.8. Modifiki

Modifiki barra mill-perjodu u bidliet oħra mhumiex permessi. Madankollu, il-kumitat għall-klassifikazzjoni ta' vetturi *vintage*, jista', mingħajr preġudizzju, jikkunsidra modifiki li jkunu saru skont l-ispeċifikazzjonijiet tal-manifattur, jew dawk ta' speċifikazzjonijiet approvati minn parti terza rikonoxxuta. Modifiki li jsiru fl-ispirtu tas-sena in kwistjoni u b'tali mod li l-vettura, jekk ikun meħtieġ, tista' tiġi rrestawrata għall-kundizzjoni oriġinali tagħha huma aċċettabbli.

3. Linji Gwida Tekniċi

3.1. *Body* u *Chassis*

Ebda modifika maġġuri ma hija permessa. Ma jistax isir titwil jew tqassir tal-*body* jew tax-*chassis* ħlief jekk skont l-ispeċifikazzjonijiet tal-fabbrika. Il-vettura għandha tidher eżatt kif mudell simili ħalla l-fabbrika u/jew il-modifikatur approvat mill-fabbrika u għandha tirrifletti s-sena in kwistjoni, ħlief għall-eċċezzjonijiet imsemmija hawn taħt.

Jekk vettura tkun ġiet ikkonvertita eżattament kif kienet tkun fil-fabbrika u/jew fil-modifikatur approvat mill-fabbrika, dan ikun permess sakemm tingħata prova mill-applikant. Mingħajr preġudizzju għar-rekwiżiti msemmija hawn fuq, ċerti *body kits* jistgħu jiġu permessi basta li jkunu rikonoxxibbli u verifikabbli bħala *extra*s oriġinali tal-fabbrika ta' dak il-perjodu, jew inkella fornuti minn fornituri rikonoxxuti tas-suq ta' wara l-bejgħ tal-perjodu.

Ċerti każijiet ta' *body-building* huma permessi minħabba li xi manifatturi kienu jipprovdu *chassis-cab* li fuqu s-sid imbagħad jibni *loading bay* jew kaxxa jew *special purpose application vehicle*. Għalhekk, *body* mibni reċentement fuq *chassis* ġenwin huma permess, sakemm il-bini, il-materjali u l-metodi użati jirriflettu dak tal-manifattur u l-perjodu inkwistjoni.

Roof-racks u *tow-hooks* normalment mhumiex permessi peress li dawn jindikaw li l-vettura possibbilment qiegħda tintuża għal skopijiet kummerċjali. Madankollu, jistgħu jitwaħħlu *roof-racks* li jidhru tal-epoka (eż. wooden slats) jew *tow-hooks* fuq vetturi ex-militari.

Il-muturi m'għandhomx jiġu mgħammra b'kaxxi, kontenituri, *racks* jew pjattaformi li ma jkunux oriġinali tal-fabbrika jew *aftermarket*. Kwalunkwe *panniers* jew *top-boxes* oriġinali tal-fabbrika jew *aftermarket* għandhom jidhru xierqa għall-perjodu in kwistjoni u għandhom ikunu ta' daqs proporzjonat mad-dimensjonijiet tal-vettura.

Ċerti modifiki tax-*chassis* huma permessi kif dettaljat fis-sezzjoni tar-Riproduzzjonijiet, *Replicas & Re-Bodied Vehicles* f'dawn il-linji gwida.

Bħal kull vettura vintage ċċertifikata, il-vetturi militari għandhom ikunu bil-finitura oriġinali tagħhom u miżmuma f'kundizzjoni tajba li tirrifletti l-ispirtu tal-kunċessjoni.

Eżempju B1
Aċċettabbli: Morris 1000 b'2 bibien, konvertit minn *saloon* għal *convertible* billi intuża l-kit speċjali ta' tisħiħ flimkien ma' *folding hook* kif suppost. Il-konverżjoni hija identika għal dik oriġinali tal-fabbrika, u esperti tal-marka biss jistgħu jinnotaw id-differenza, jekk jista' jkun.

Mhux aċċettabbli: Vettura ta' applikant li ġie mneħħi s-saqaf tagħha biex tiġi magħmula *convertible* b'mod li qatt ma sar mill-fabbrika Morris.

Eżempju B2
Aċċettabbli: VW Beetle li ġie konvertit f'Karmann *replica* li kważi ma tistax tiddistingwiha minn karozza oriġinali tal-fabbrika.

Mhux aċċettabbli: VW bis-saqaf tagħha maqlugħ b'mod li fabbrika Volkswagen qatt ma għamlet.

Eżempju B3
Aċċettabbli: VW Beetle li ġie konvertit f'*Beach Buggy* li huwa riproduzzjoni eżatta ta' mudell rikonoxxut u identifikabbli tas-snin 60 (per eżempju Rhino), basta li *chassis* u *running-gear* huma fi ħdan il-perjodu stabbilit, u l-*body* ikun magħmul skont l-ispeċifikazzjonijiet u l-materjali tal-perjodu.

Mhux aċċettabbli: VW Beetle konvertit f'*Beach Buggy* li huwa sempliċement riżultat tad-disinn jew l-immaġinazzjoni personali tas-sid. Dan jitqies bħala *customisation*, li mhijiex permessa.

Eżempju B4
Aċċettabbli: Austin Cambridge li ġie konvertit minn *saloon* għal *pick-up* eżatt kif kienu jsiru fis-snin 50 u 60.

Mhux aċċettabbli: L-istess vettura kif imsemmi hawn fuq, b'*non-original American-style "side-step" loading bay*.

3.2. Kulur

Il-kulur għandu jirrifletti l-perjodu in kwistjoni. Huwa permess li tintuża żebgħa metallika basta tirrifletti l-istil tal-perjodu. Mhux permessi *flake, matte jew pearlescent finishes* li ma kinux oriġinali. Mhuwiex neċessarju li l-kulur ikun eżattament dak li kien offrut mill-fabbrika.

Il-kulur ta' dan il-Mini mhuwiex l-oriġinali, iżda xorta huwa aċċettabbli peress li jirrifletti l-perjodu.

Eżempju K1
Aċċettabbli: Alfa Romeo tas-snin 60 miżbugħa b'kulur ta' Ferrari tas-snin 60.

Eżempju K2
Aċċettabbli: Ford Mustang tas-snin 60 miżbugħ *metallic gold* modern ta' Toyota li jixbah ħafna lill-kulur oriġinali ta' Ford ta' dak il-perjodu.

Eżempju K3
Aċċettabbli: VW Beetle li ġiet miżbugħ b'żewġ kuluri (two-tone).

Eżempju K4
Unacceptable: Morris tas-snin 20 miżbugħ metallic blue.

Mhux permessi l-ebda grafika, fjammi, xogħol artistiku, eċċ., ħlief fejn dawn kienu offruti bħala għażla mill-fabbrika jew jitwettqu minn *factory-approved third parties.*

Fil-każ ta' *replica* jew *reproduction racing* jew *special vehicles*, skemi ta' kulur tal-perjodu bħal *chequered roofs* jew *matte black bonnets*, eċċ., huma aċċettabbli sakemm din kienet prattika fl-istess perjodu in kwistjoni.

3.3. Ġewwa tal-vettura

Ġewwa tal-vettura għandu jidher kemm jista' jkun standard. Mhux permess li jsir *customisation*, ħlief għal xi *"reversible" fittings* żgħar biss.

Eżempju Ġ1
Aċċettabbli: Ford Escort Mk1 mgħammar bil-*seats* ta' Ford Capri. Dan huwa aċċettabbli għax jidhru simili għal xulxin ħafna u ż-żewġ vetturi huma ta' l-istess perjodu. Huma aċċettabbli wkoll l-istrumenti tal-13GT li jkunu mgħammra minflok dawk standard ta' 1100 fuq il-mudelli bażiċi.

Eżempju Ġ2
Aċċettabbli: Mini li ġie mgħammar b'dashboard tal-injam jew plastik li jista' jitneħħa, li kien popolari fis-snin 60. Dan huwa "riversibbli" u ma sarux ħsarat fil-*bodyshell*. F'dawn il-każijiet, għandu jinżamm il-ħarsa u l-ispirtu tal-perjodu in kwistjoni, u għandhom jintużaw arloġġi, *switches*, eċċ. tal-perjodu. Jekk jintużaw oġġetti b'dehra moderna, il-vettura tiġi skwalifikata.

Eżempju Ġ3
Mhux aċċettabbli:

- *Bucket seats* jew *seats* minn karozzi mhux relatati, b'*headrests* jew mingħajr, li ma jikkonformawx mal-perjodu in kwistjoni.
- Toqob miftuħa fid-*dashboard* għal *switches* u strumenti.
- Toqob kbar u prominenti barra mill-perjodu għal *speakers* fil-bibien jew xkaffa ta' wara.
- Twieqi bil-kulur skur (dark-tint u/jew *tinted film*).
- *Stickers, labels, stripes*, reklami, eċċ. mhux tal-perjodu.

Ġewwa tal-vetturi għandu jkun nadif u ordnat u kemm jista' jkun viċin tal-oriġinali. Instrumenti, *speakers, switches, stickers*, eċċ. barra mill-perjodu mhumiex aċċettabbli.

3.4. Magni

Il-magna trid tkun tal-istess tip oriġinali jew tas-serje identika bħal dik li kienet installata mill-manifattur. Madankollu, modifiki u *upgrades* tal-magna oriġinali huma aċċettabbli sakemm jirriflettu l-perjodu. Id-dehra u l-istil ġenerali tal-perjodu in kwistjoni għandhom jiġu rispettati.

Jekk il-magna installata fil-vettura tal-applikant qatt ma ġiet installata mill-fabbrika jew minn *factory-approved third party,* dan jikkostitwixxi punt ta' skawlifika awtomatika.

Konverżjonijiet biex il-vettura taħdem fuq LPG/Autogas huma aċċettabbli sakemm il-karburatur(i) oriġinali jinżammu u d-dehra ġenerali tal-fabbrika tibqa' simili.

Il-magni u l-kompartimenti tal-magna għandhom ikunu nodfa u f'qagħda tajba, mingħajr partijiet bis-sadid. *Clips, grommets, wiring harnesses, labels,* eċċ., għandhom ikunu f'kundizzjoni tajba.

Eżempju M1
<u>Aċċettabbli:</u> Ford Escort Mk1 li oriġinarjament kienet mgħammra b'magna Kent *pushrod* ta' 1100cc. Issa hija mgħammra b'magna Kent jew Pinto ta' 1600cc u karburaturi Weber *side-draft*.

<u>Mhux aċċettabbli:</u> L-istess karozza msemmija hawn fuq iżda mgħammra b'*turbo* jew sistema ta' *fuel injection*.

Eżempju M2
<u>Aċċettabbli:</u> Mercedes 220 ta' nofs is-snin sittin b'erba' ċilindri (*4-cylinder*) mgħammra b'magna ta' Mercedes ta' nofs is-snin sittin b'sitt ċilindri (6-cylinder).

<u>Mhux aċċettabbli:</u> L-istess karozza msemmija hawn fuq, mgħammra b'magna Mercedes *turbo-diesel* ta' ħames ċilindri (5-cylinder) mill-1980s.

Eżemplu M3
<u>Aċċettabbli:</u> Land Rover tas-sittin li oriġinarjament kienet mgħammra b'magna petrol Rover ta' 2286cc, iżda issa hija mgħammra b'magna diesel Rover ta' 2286cc.

<u>Mhux aċċettabbli:</u> L-istess vettura msemmija hawn fuq, li oriġinarjament kienet mgħammra b'magna Rover ta' 2286cc, issa hija mgħammra b'magna Rover aktar riċenti ta' 2495cc, li qatt ma kienet installata mill-fabbrika.

Eżempju M4
Mhux aċċettabbli: Ford Anglia mgħammra b'magna Escort jiġifieri *cross-flow* minflok *down-flow*.

Eżempju M5
Mhux aċċettabbli: Ford jew Morris minn tal-bidu li oriġinarjament kienet mgħammra b'magna *side-valve*, iżda issa hija mgħammra b'magna aktar riċenti *pushrod*.

3.5. Roti

Ir-roti għandhom ikunu oriġinali jew jirriflettu l-perjodu in kwistjoni fid-dehra, fid-daqs u fil-wisa'. *Spoke wheels* tal-perjodu huma wkoll permessi.

Ir-roti ta' dan il-Ford Escort jirriflettu l-perjodu.

Eżempju R1
Aċċettabbli: Mini tas-snin 1960 mgħammra b'roti *Wolfrace* tal-perjodu.

Eżempju R2
Mhux Aċċettabbli: Ford Escort Mk1 mgħammra 17" *Alloys* jew *low-profile tyres* moderni.

3.6. Riproduzzjonijiet, Repliki u Vetturi b'Karozzerija Mibdula (Re-Bodied)

RIPRODUZZJONI jew REPLIKI huma kopja ta' vettura storika mibnija minn min jirriproduċiha, bl-użu ta' partijiet skont l-ispeċifikazzjonijiet tal-perjodu, u tirriproduċi mudell speċifiku. Dan għandu jkun irrimmarkat b'mod ċar biex jindika li huwa "RIPRODUZZJONI" jew "REPLIKI". Vetturi storiċi ta' dan it-tip jiġu msejħa b'isem kombinat tal-manifattur oriġinali u dak li rriproduċihom, kif ukoll il-mudell minn fejn ġiet rriprodotta l-vettura (Eżempju: *Smith Bugatti Type 35*).

Ir-RIPRODUZZJONI tinkludi wkoll vetturi li ġew prodotti jew jimitaw vetturi li jidhru fil-films, serje tat-TV, dokumentarji, eċċ (irreferi għall-eżempji R8 sa R10). Madankollu, il-vettura lest għandha finalment tirrispetta l-perjodu ta' manifattura u l-vettura oriġinali minn fejn ġiet ispirata.

VETTURA B'KAROZZERIJA MIBDULA (*RE-BODIED*) hija waħda li fiha x-*chassis* u l-partijiet mekkaniċi (*running gear*) ġew miżmuma, li ġiet mgħammra, pereżempu, bi *special lightweight body* primarjament għal skopijiet ta' tlielaq tal-perjodu. Dawn il-vetturi speċjali għandhom iżommu d-dehra u l-ħarsa tal-perjodu in kwistjoni. L-istess metodi ta' fabbrikazzjoni għandhom jintużaw (eż. *hand-beaten* jew *English-wheeled body panels*).

Riproduzzjonijiet, repliki u vetturi b'karozzerija mibdula (*re-bodied*) għandhom ikunu konformi mal-kundizzjonijiet imsemmija hawn fuq kif ukoll ma dak stipulat fil-**klawsola 3.1**.

Importanti: F'każijiet bħal dawn, l-applikazzjoni trid tindika b'mod ċar li l-vettura hija Riproduzzjoni jew Replika. Barra minn hekk, għalkemm iċ-ċertifikazzjoni mill-kumitat tfisser li l-vettura kisbet l-istatus ta' *vintage*, dan ma jfissirx li l-vettura hija mudell ġenwin prodott mill-fabbrika. Il-kumitat ma jistax jinżamm responsabbli jekk xi vettura ċċertifikata, pereżempju bħala Mini Cooper S, tirriżulta li hija riproduzzjoni ta' mudell komuni jew standard.

Eżempju R1
Aċċettabbli: Ford Escort Mk1 ta' 1100cc konvertit biex jidher eżattament bħal RS1600.

Eżempju R2
Aċċettabbli: Mini 1000 standard magħmul biex jidher bħal Mini Cooper S.

Eżempju R3
Aċċettabbli: Ford Sierra standard konvertit f'Ford Sierra Cosworth.

Eżempju R4
Aċċettabbli: Riproduzzjoni ta' Jaguar E-Type jew AC Cobra mibnija minn min jirriproduċiha billi juża magni standard, *space-frames*, *chassis* u/jew partijiet mekkaniċi oħra (*running gear*).

Eżempju R5
Mhux Aċċettabbli: Riproduzzjoni ta' Jaguar E-Type jew AC Cobra magħmula bl-użu ta' *non-standard space-frames* jew inkella *non-original chassis* u/jew partijiet mekkaniċi (*running gear)* li mhumiex oriġinali.

Eżempju R6
Aċċettabbli: Triumph Saloon tas-snin 1930 magħmula f'*racer 2-seat* stijl tas-snin 1930 bl-użu tal-magna tal-fabbrika (standard jew modifikat), *chassis* u/jew partijiet mekkaniċi (*running gear*). Mgħammar b'*aluminium body* mibni bl-idejn. Jintużaw fanali, arloġġi, rota tal-i*steering*, *seats*, eċċ. ġenwini tal-perjodu.

Eżempju R7
Mhux aċċettabbli: Triumph Saloon tas-snin 1930 magħmul f'racer 2-seat stijl tas-snin 1930 bl-użu tal-magna tal-fabbrika (standard jew modifikat), chassis u/jew partijiet mekkaniċi (*running gear*), iżda intuża *glass-fibre body moder*. Intuża komponenti mhux tal-perjod.

Eżempju R8
Aċċettabbli: Riproduzzjoni ta' Mini Cooper mill-film tal-1969 *The Italian Job*. F'dan il-każ, kemm il-film kif ukoll il-vettura huma kontemporanji u jirrispettaw ir-rekwiżiti tal-età ta' dawn il-linji gwida.

Eżempju R9
Aċċettabbli: Riproduzzjoni ta' *General Lee*, id-Dodge Charger tal-1969 mis-serje televiżiva *Dukes of Hazzard*. F'dan il-każ, kemm is-serje kif ukoll il-vettura huma kważi kontemporanji u jirrispettaw ir-rekwiżiti tal-età ta' dawn il-linji gwida.

Eżempju R10
<u>Mhux aċċettabbli:</u> Ford Mustang tas-snin 1960 jew 1970 modifikat biex jidher bħal-vettura *Eleanor* fil-film tal-2000 *Gone in Sixty Seconds*. F'dan il-każ, il-vettura fil-film hija kompletament *customised* u qatt ma eżistiet fil-perjodu meta l-vettura oriġinali ġiet manifatturata u għalhekk mhijiex aċċettabbli.

3.7. Muturi

Ir-regoli ta' hawn fuq japplikaw ukoll għall-muturi. Madankollu, *café racers* bħan-Norvins, Tribsas, eċċ., huma permessi. Muturi modifikati, imqattgħin u *bobbed* mhumiex aċċettabbli. Għal darb'oħra, l-ispirtu ġenerali tal-perjodu in kwistjoni għandu jinżamm, u għandhom jintużaw komponenti tal-perjodu fuq vetturi tal-istess perjodu.

Eżempju M1
<u>Aċċettabbli:</u> Triumph tas-snin 1960 mgħammra b'magna BSA tas-snin 1960 li toħloq Tribsa.

Eżempju M2
<u>Aċċettabbli:</u> Norton tas-snin 1970 mgħammra b'magna ta' mutur Honda tas-snin 1970.

Eżempju M3
<u>Mhux aċċettabbli:</u> BSA tas-snin 1960 mgħammra b'magna Yamaha tas-snin 1990.

4. Kategorija Speċjali għal vetturi klassiċi Maltin ta' valur kulturali jew storiku ta' qabel l-1976

Sabiex jiġu ppreservati vetturi *vintage* meqjusa bħala tradizzjonali "Maltin" li kienu parti mill-istorja soċjo-kulturali ta' Malta, jistgħu jiġu aċċettati ċerti eċċezzjonijiet limitati u speċifiċi mir-rekwiżiti tekniċi msemmija hawn fuq.

Għalhekk, minkejja l-kriterji ta' eliġibbiltà msemmija hawn fuq, il-vetturi li ġejjin li għandhom sinifikat lokali: bħall-karozzi tal-linja Maltin, vetturi tal-bejjiegħa tal-Pitrolju, trakkijiet tal-ġebel, u vetturi kummerċjali oħra, jistgħu jiġu ċċertifikati b'magni mhux oriġinali iżda tal-perjodu, soġġetti għad-dispożizzjonijiet li ġejjin:

4.1. Magni

- Magni mmanifatturati wara l-1975 mhumiex aċċettabbli.
- Jekk il-vettura tal-applikant kienet disponibbli b'magna diesel mgħammra mill-manifattur jew approvata minn parti terza, imbagħad din il-marka, mudell u tip biss huma permessi.
- Il-kundizzjonijiet msemmija hawn fuq ma japplikawx għal vetturi militari. Dawn għandhom ikunu mgħammra bl-istess tip ta' magni oriġinali tagħhom.

4.2. Bodies, Żebgħa u Finituri

- Il-karozzi tal-linja għandhom ikollhom il-*coachwork* mibnija f'Malta.
- Il-karozzi tal-linja jridu jkunu miżbugħa biss b'kuluri tradizzjonali tar-rotot tal-karozzi tal-linja lokali, jew "privates".
- Il-vetturi tal-bejjiegħa tal-pitrolju jridu jkunu bil-kuluri u finitura tradizzjonali tal-perjodu, inkluż, iżda mhux limitat għal, it-tank tal-pitrolju ċelesti.

- Trakkijiet tal-ġebel għandhom ikunu miżbugħa bil-kuluri tradizzjonali Maltin normalment, iżda mhux dejjem, b'kabina ħamra, *mudguards* suwed, u kaxxa ħadra.
- Vetturi kummerċjali għandhom ikollhom kulur u disinn tradizzjonali Maltija.
- Tberfil tradizzjonali Malti u reklam jew ismijiet huma permessi sakemm jirriflettu disinni tal-perjodu u jiġu magħmula b'metodi tradizzjonali. Tberfil modern jew ta' stil mhux tal-perjodu, *stickers, badges*, numri tat-telefon jew tal-mowbajl, siti elettronici, dettalji diġitali, u temi simili mhumiex permessi.
- Reklami promozzjonali tradizzjonali tal-perjodu huma permessi biss jekk ikunu miktuba b'idejn u mhux bi *stickers*, u jekk ir-reklam u/jew il-*logos* in kwistjoni mhumiex moderni u/jew mhux ta' dak il-perjodu.

4.3. Kundizzjonijiet Oħra

Il-vetturi f'din il-kategorija speċjali għandhom ikunu ġew irreġistrati u liċenzjati f'Malta qabel l-1976. Il-vetturi importati reċentement ma jistgħux jibbenefikaw minn din il-kunċessjoni.

Jekk xi vetturi ċertifikati f'din il-kategorija, li kienu oriġinarjament vetturi militari, jiġu konvertiti lura għall-ispeċifikazzjonijiet militari, japplikaw ir-regolamenti normali dwar il-magni u l-oriġinalità, u ma jiġu aċċettati l-ebda magni li mhumiex oriġinali.

Il-kundizzjoni tal-vetturi speċjali msemmija hawn fuq trid tkun skont l-istess standards stretti tal-żebgħa, fuq ġewwa, kompartiment tal-magna, tapezzerija, eċċ., kif deskritt f'partijiet oħra ta' dawn il-Linji Gwida.

Applikanti għal din il-kategorija speċjali li hija maħsuba biex tippreserva l-istorja tat-trasport f'Malta, huma mfakkra li vetturi ċertifikati hekk ma jistgħux jintużaw għall-kiri jew kumpens.

5. Vetturi Użati Impurtati biex jiġu rreġistrati f'Malta

5.1. Definizzjoni

Vettura użata importata minn barra tfisser vettura li għadha ma ġietx irreġistrata f'Malta, iżda li kienet diġà rreġistrata f'pajjiż ieħor.

5.2. Spezzjoni qabel iċ-ċertifikazzjoni

Importaturi, negozjanti awtorizzati ta' vetturi bil-mutur jew sidien ta' vetturi li jdaħħlu jew jimpurtaw vetturi li għandhom mill-inqas tletin (30) sena minn id-data tal-manifattura tagħhom jistgħu jagħżlu li japplikaw għaċ-ċertifikazzjoni *vintage* ta' dawn il-vetturi. F'dawn il-każijiet, il-vettura trid tiġi spezzjonata mill-kumitat għall-klassifikazzjoni tal-vetturi *vintage* maħtur mill-Awtorità qabel ma tiġi ċċertifikata bħala vettura *vintage*.

5.3. Valur tar-Reġistrazzjoni (VR)

Il-kumitat għall-klassifikazzjoni ta' vetturi *vintage* maħtur minn Transport Malta għandu jiddetermina l-valur ta' reġistrazzjoni ta' tali vettura għall-fini tal-kalkolu tat-taxxa ta' reġistrazzjoni pagabbli fuq dik il-vettura.

Il-valur tar-reġistrazzjoni ta' kwalunkwe tali vettura għall-fini tal-kalkolu tat-taxxa fuq ir-reġistrazzjoni għandu jkun ibbażat fuq il-valur medju fis-suq ta' vetturi bil-mutur identiċi, ekwivalenti jew simili fis-suq internazzjonali, madanakollu l-valur tar-reġistrazzjoni ma għandux fi kwalunkwe każ ikun inqas mill-valur tal-fattura.

Iżda, il-valur ta' reġistrazzjoni ta' karavan bil-mutur jew ta' *motor home* m'għandux, f'kull każ, ikun inqas minn għoxrin elf ewro (€20,000).

5.4. Rati tat-Taxxa tar-Reġistrazzjoni

5.4.1. Vetturi bil-mutur għal użu privat li jkollhom 30 sena jew aktar iżda inqas minn 50 sena mid-data tal-manifattura:

Kapaċita' tal-magna	**Rata**
Mhux aktar minn 1000cc	25.5%
Aktar minn 1000cc iżda ta' mhux aktar minn 1300cc	25.5%
Aktar minn 1300cc iżda ta' mhux aktar minn 1500cc	26.5%
Aktar minn 1500cc iżda ta' mhux aktar minn 1800cc	30%
Aktar minn 1800cc iżda ta' mhux aktar minn 2000cc	32.5%
Aktar minn 2001cc	37.5%

5.4.2. Muturi (motorcycles) għal użu privat li jkollhom 30 sena jew aktar iżda inqas minn 50 sena mid-data tal-manifattura:

Kapaċita' tal-magna	**Rata**
Mhux aktar minn 250cc	0%
Minn 251cc u aktar	21%

5.4.3. Vetturi bil-mutur użati għall-ġarr tal-merkanzija għall-użu privat li jkollhom 30 sena jew aktar iżda inqas minn 50 sena mid-data tal-manifattura:

Piż Gross tal-Vettura	**Rata**
Mhux aktar minn 3,500kg	28.5%
Minn 3,501kg u aktar	28.5%

5.4.4. Karavans bil-mutur jew *motor homes* għall-użu privat li jkollhom 30 sena jew aktar iżda inqas minn 50 sena mid-data tal-manifattura:

Karavans bil-mutur jew ta' *motor homes*	**Rata**
Il-valur ta' reġistrazzjoni m'għandux, f'kull każ, ikun inqas minn għoxrin elf ewro (€20,000).	50%

5.4.5. Vetturi bil-mutur għall-użu privat li jkollhom 50 sena jew aktar mid-data tal-manifattura:

Tali vetturi huma eżentati mill-ħlas tat-taxxa tar-reġistrazzjoni meta jkunu rreġistrati għall-ewwel darba f'Malta.

5.4.6. Ħlasijiet

- <u>Vetturi mpurtati minn **pajjiżi terzi**</u>

Ma' l-importazzjoni, l-importatur negozjanti awtorizzati jew sid ta' vetturi bil-mutur li jimporta vettura minn **pajjiż terz** huwa obbligat li jħallas lill- Awtorità **it-taxxa sħiħa tar-reġistrazzjoni** applikabbli għall-vettura importata. Dan ir-rekwiżit japplika għal kull vettura li għandha tletin (30) sena jew aktar, inklużi vetturi ta' ħamsin (50) sena jew aktar.:

Iżda, mal-klassifikazzjoni mill-kumitat għall-klassifikazzjoni tal-vetturi *vintage* tal-vettura msemmija bħala vettura *vintage* awtentika, l-importatur, in-negozjant awtorizzat ta' vetturi bil-mutur jew sid għandu jkun intitolat għal rifużjoni mill-Awtorità li tikkorrispondi għad-differenza bejn it-taxxa ta' reġistrazzjoni mħallsa u t-taxxa ta' reġistrazzjoni li għandha titħallas għall-imsemmija vettura bħala *vintage* awtentika.

It-taxxa minima ta' reġistrazzjoni m'għandhiex tapplika għal vetturi li għandhom aktar minn tletin (30) sena u aktar fiż-żmien tal-importazzjoni u li se jiġu sottomessi għal ċertifikazzjoni vintage.

<u>**Nota:**</u>
Rifużjoni mill-Awtorità li tirrappreżenta d-differenza bejn it-taxxa ta' reġistrazzjoni mħallsa u t-taxxa ta' reġistrazzjoni li għandha tiġi mħallsa tiġi mogħtija biss jekk il-vettura tkun iċċertifikata bħala kompletament rrestawrata mill-Kumitat għall-Klassifikazzjoni tal-Vetturi *Vintage*.

Jekk il-vettura tkun ikklassifikata bħala mhux restawrata, ma tistax tiġi liċenzjata għall-użu fit-triq u trid tiġi ggaraxxjata uffiċjalment. F'każijiet bħal dawn, ir-rifużjoni ma tiġix mogħtija waqt ir-reġistrazzjoni. Din tingħata biss lura wara riċertifikazzjoni u konferma mill-Kumitat li l-vettura ġiet kompletament irrestawrata.

Jekk is-sid jagħżel li jilliċenzjail-vettura għall-użu fit-triq mingħajr ma jikseb riċertifikazzjoni, huwa jkollu jħallas it-taxxa minima ta' reġistrazzjoni, jew it-taxxa ta' reġistrazzjoni ibbażata fuq il-valutazzjoni pprovduta mil-Awtorità, skont liema tkun l-ogħla.

- <u>Vetturi importati minn pajjiżi tal-UE</u>

Importatur, negozjanti awtorizzati ta' vetturi bil-mutur jew sid li jimporta vettura minn pajjiż tal-UE għandhom, fil-mument tar-reġistrazzjoni, l-obbligu li jħallsu lill-Awtorità t-taxxa tar-reġistrazzjoni bbażata fuq il-valur tar-reġistrazzjoni kif stabbilit mill-kumitat għall-klassifikazzjoni tal-vetturi *vintage*.

5.4.7. Ċertifikat ta' *Single Vehicle Approval*

Vetturi impurtati minn pajjiżi terzi għandhom ikunu akkumpanjati minn ċertifikat ta' *Single Vehicle Approval* jew minn ċertifikat validu maħruġ minn entità akkreditat għall-ċertifikazzjoni ta' vetturi vintage.

6. Formoli tal-applikazzjoni, dokumenti oħra u drittijiet amministrattivi applikabbli

Il-formola/i tal-applikazzjoni flimkien mad-dokumenti meħtieġa u l-ħlasijiet għandhom jiġu depożitati jew mibgħuta bil-posta lid-Direttorat tat-Trasport fuq l-Art, A3 Towers, Triq l-Arkata, Raħal Ġdid.

6.1. Vetturi bil-mutur li diġà huma rreġistrati f'Malta (Applikanti għall-ewwel darba):

- Applikazzjoni VEH15;
- Applikazzjni VEH54;
- Tmien (8) ritratti, kull wieħed b'daqs minimu ta' 13 x 18 cm (5 x 7 pulzieri), meħuda barra fid-dawl tax-xemx u żviluppati fuq karta fotografika;
- Ħlas ta' dritt amministrattiva ta' €250 (dritt tal-applikazzjoni).

NOTI:

- Tingħata rifużjoni ta' €200 wara l-approvazzjoni tal-vettura bħala vettura *vintage* awtentika.
- Mill-1 ta' Settembru 2025, il-vetturi kollha għandhom jiġu spezzjonati fiżikament mill-kumitat għall-klassifikazzjoni tal-vetturi *vintage* qabel ma tingħata ċ-ċertifikazzjoni.
- Wara l-klassifikazzjoni tal-vettura bħala vettura *vintage* awtentika, l-Awtorità tirrifondi €200 lill-applikant. Madankollu, jekk il-vettura ma tiġix approvata bħala vettura *vintage* awtentika, id-dritt amministrattiva ta' €250 ma jkunx rifondibbli.

6.2. Riċertifikazzjoni ta' vetturi ċċertifikati *vintage* (kull ħames (5) snin)

- Applikazzjoni VEH15B;
- Tmien (8) ritratti, kull wieħed b'daqs minimu ta' 13 x 18 cm (5 x 7 pulzieri), meħuda barra fid-dawl tax-xemx u żviluppati fuq karta fotografika;
- Ħlas ta' dritt amministrattiva ta' €25 (dritt tal-applikazzjoni).

NOTE:

- Mill-1 ta' Settembru 2025, il-vetturi kollha għandhom jiġu spezzjonati fiżikament mill-kumitat għall-klassifikazzjoni tal-vetturi *vintage* qabel ma tingħata ċ-ċertifikazzjoni.
- Iddritt amministrattiva ta' €25 ma jkunx rifondibbli.

Vetturi li huma ċċertifikati bħala vintage u għandhom ħamsin (50) sena jew iktar ser ikunu eżentati mill-ħtieġa ta' riċertifikazzjoni. Din tapplika bil-kundizzjoni li jiġi ppreżentat lill-Awtorità ċertifikat validu minn entità akkreditata għall-ċertifikazzjoni ta' vetturi *vintage*. Madankollu, il-formola ta' applikazzjoni VEH15B, flimkien mad-dokumenti elenkati fis-Sezzjoni E, xorta waħda għandhom jiġu sottomessi minkejja l-preżentazzjoni ta' tali ċertifikat.

6.3. Vetturi bil-mutur li ġew importati imma għadhom ma ġewx irreġistrati f'Malta:

- Applikazzjoni VEH15;
- Applikazzjoni VEH05 meta vettura tigi mpurtata minn pajjiż terz;
- Vetturi importati minn pajjiżi terzi għandhom jiġu akkumpanjati minn ċertifikat ta' *Single Vehicle Approval* jew minn ċertifikat validu maħruġ minn entità akkreditat għall-ċertifikazzjoni ta' vetturi *vintage*.
- Tmien (8) ritratti, kull wieħed b'daqs minimu ta' 13 x 18 cm (5 x 7 pulzieri), meħuda barra fid-dawl tax-xemx u żviluppati fuq karta fotografika;
- Iċ-ċertifikat oriġinali tar-reġistrazzjoni tal-vettura, jew ċertifikat tal-esportazzjoni u, fejn hemm bżonn, traduzzjoni bl-Ingliż jew bil-Malti tiegħu, maħruġ mil-awtorità kompetenti tal-pajjiż minn fejn il-vettura tkun ġiet reġistrata u importata jew tkun inġiebet f'Malta;

- Dokument li jafferma d-data tal-ewwel wasla tal-vettura f'Malta, flimkien mal-irċevuta fiskali, li jkollha l-istess data, maħruġa skont l-Att dwar it-Taxxa fuq il-Valur Miżjud li turi n-numru tar-reġistrazzjoni barrani tal-vettura, li t-tnejn li huma għandhom jinħarġu mill-organizzazzjoni ta' merkanzija bil-baħar li tkun ittrasportat il-vettura lejn Malta;
- Fattura maħruġa mill-bejjiegħ lix-xerrej li tinkludi l-vettura jew il-vetturi pprovduti u li tispeċifika s-somma ta' flus dovuta jew imħallsa kif ukoll in-numru tax-*chassis* tal-vettura jew il-vetturi msemmija;
- Drittijiet amministrattivi dovuti lil-Awtorità għat-Trasport f'Malta:
    - €50 dritt tal-applikazzjoni; u
    - €55 dritt tal-ispezzjoni.

6.4. Dritt Amministrattiv Annwali

Il-vetturi kollha ċċertifikati bħala *vintage* huma eżentati mill-ħlas annwali tal-liċenzja taċ-ċirkolazzjoni, madankollu, mat-tiġdid tal-liċenzja tat-triq tal-vettura għandu jitħallas id-dritt amministrattiv ta' €8.00.

Minkejja dan t'hawn fuq, f'każ li mat-tiġdid tal-liċenzja taċ-ċirkolazzjoni tagħha, wara li tkun għamlet test sabiex jiġi ċertifikat li l-vettura hija tajba għat-triq, jirriżulta illi vettura *vintage* tkun għamlet tlett elef kilometru (3,000km) jew iżjed fuq l-odometru tagħha f'sena (1) waħda minn meta tkun ġiet imġedda l-aħħar il-liċenzja taċ-ċirkolazzjoni tagħha, jew medja ta' tlett elef kilometru (3,000 km) jew iżjed fis-sena fir-rigward ta' dawk il-vetturi li jsirilhom it-test biex jiġu ċertifikati tajba għat-triq darba kull sentejn, b'żieda mad-dritt amministrattiv ta' €8, is-sid ta' tali vettura għandu jkun obbligat ukoll li jħallas id-dritt tal-liċenzja taċ-ċirkolazzjoni għal dik is-sena jew snin li matulhom dik l-vettura tkun irreġistrat tlett elef kilometru (3,000 km) jew iżjed fuq l-odometru tagħha f'sena (1) waħda jew medja ta' tlett elef kilometru (3,000 km) jew iżjed fis-sena fir-rigward ta' dawk il-vetturi li jsirilhom it-test biex jiġu ċertifikati tajba għat-triq darba kull sentejn. Iżda minkejja dan, tali vettura ma għandhiex titlef l-istatus tagħha bħala vettura *vintage* u għandha tibqa' soġġetta biss għall-ħlas tad-dritt amministrattiv ta' €8 sakemm, mat-tiġdid tal-liċenzja taċ-ċirkolazzjoni, ma jirriżultax illi s-sid tagħha għandu jkun obbligat ukoll li jħallas id-dritt tal-liċenzja taċ-ċirkolazzjoni kif b'riżultat tal-fatt li tali vettura *vintage* tkun għamlet tlett elef kilometru (3,000 km) jew iżjed f'sena (1) waħda jew medja ta' tlett elef kilometru (3,000 km) jew iżjed fis-sena fil-każ ta' vettura li jsirilha t-test biex tiġi ċertifikata tajba għat-triq darba kull sentejn (2).

Vetturi bil-mutur li jkollhom ħamsin (50) sena jew aktar u muturi li jkunu ġew klassifikati bħala *vintage* mill-kumitat għall-klassifikazzjoni ta' vetturi *vintage* għandhom jibqgħu jkunu eżentati mill-ħlas ta' dritt għal liċenza ta' ċirkolazzjoni u għandhom ikunu soġġetti biss għall-ħlas tad-dritt amministrattiv ta' €8 irrispettivament minn kull konsiderazzjoni ta' kilometraġġ.

6.5. Ritratti

Ir-ritratti li għandhom jiġu sottomessi mal-applikazzjoni, u li ma jiġux ritornati, iridu jkunu żviluppati fuq karta fotografika, reċenti, bil-kulur, ta' kwalità tajba, meħuda *eye level* u meħuda barra fid-dawl tax-xemx.

Għandhom jiġu sottomessi tmien (8) ritratti, kull wieħed b'daqs minimu ta' 13 x 18 cm (5 x 7 pulzieri), żviluppati fuq karta fotografika, li juru fuq quddiem u fuq wara tal-vettura, il-magna, il-kompartiment kollu tal-magna, iż-żewġ naħat tal-vettura, u żewġ ritratti ta' ġewwa tal-vettura (wieħed li juri d-dashboard u l-ieħor is-seat). Madankollu, għall-muturi (motorcycles) għandhom jiġu sottomessi biss

erba' (4) ritratti, jiġifieri: quddiem, wara, u iż-żewġ naħat. Ir-ritratti li juru quddiem u wara tal-vettura għandhom jinkludu n-numru tar-reġistrazzjoni. Dan ma japplikax meta l-vettura tkun iggaraxxjata.

7. Pjanċi ta' reġistrazzjoni tal-vetturi

Il-pjanċi tar-reġistrazzjoni ta' vettura ċċertifikata bħala *vintage* għandhom ikollhom karattri f'kulur *silver* fuq materjal iswed, b'tali mod li l-karattri b'kulur *silver* ikunu dejjem fuq sfond iswed. Id-dritt tal-ħlas għas-sostituzzjoni ta' pjanċi ta' vettura *vintage* tkun ta' €35.00 għal kull pjanċa. Jekk il-kategorija tal-vettura, għal xi raġuni, tinbidel għal waħda mhux *vintage*, japplika d-dritt normali għall-pjanċi.

8. Noti Importanti

8.1. Definizzjoni ta' Entità Akkreditat għaċ-Ċertifikazzjoni ta' Vetturi *Vintage*

Entità akkreditat għaċ-ċertifikazzjoni ta' vetturi *vintage* tfisser il-*Fédération Internationale des Véhicules Anciens* (FIVA) u/jew l-Awtorità Nazzjonali tal-FIVA (ANF) fil-pajjiż partikolari, jew kwalunkwe entità oħra approvata ekwivalenti għaċ-ċertifikazzjoni ta' vetturi *vintage* kif jista' jiġi nominat mill-Awtorità minn żmien għal żmien.

Il-FIVA (ANF) f'Malta hija l-Federazzjoni Maltija Vetturi Antiki (FMVA).

8.2. Oneru tal-prova

F'każ li l-kumitat għall-klassifikazzjoni tal-vetturi *vintage* jħoss li huwa meħtieġ kwalunkwe informazzjoni addizzjonali, kjarifiki u/jew dokumentazzjoni addizzjonali mingħand l-applikant qabel ma jieħu d-deċiżjoni finali tiegħu fuq l-applikazzjoni, huwa għandu jitlob lill-applikant biex jagħti dik l-informazzjoni u/jew dokumentazzjoni addizzjonali u biex jagħmel kwalunkwe kjarifika li tista' tintalab u mbagħad jipproċedi biex jiddetermina l-applikazzjoni billi jżommha jew jirrifjutaha. Għaldaqstant, l-oneru tal-prova tal-eliġibbiltà tal-vettura huwa fuq l-applikant.

8.3. Spezzjoni fiżika

L-Awtorità għandha d-dritt li tagħmel spezzjoni fiżika tal-vetturi kollha sottomessi mill-applikanti qabel l-approvazzjoni jew ir-rifjut ta' applikazzjoni biex vettura tiġi klassifikata bħala vettura awtentika *vintage*.

8.4. Applikazzjonijiet mhux kompluti

Applikazzjonijiet li ma jkollhomx id-dokumenti kollha meħtieġa, li jkunu nieqsa minn informazzjoni essenzjali, li jkunu qarrieqa, jew li jkollhom ritratti ta' kwalità baxxa u/jew nieqsa jistgħu jagħmlu l-applikazzjoni mhux eliġibbli u jistgħu jiġu miċħuda mill-Awtorità mingħajr ma jiġu pproċessati.

8.5. Riċertifikazzjoni tal-Vetturi

Il-vetturi kollha li huma ċċertifikati bħala vetturi awtentiċi *vintage* mill-kumitat għall-klassifikazzjoni tal-vetturi *vintage*, huma suġġetti għall-riċertifikazzjoni kull ħames (5) snin sabiex tiġi kkonfermata l-konformità kontinwa mal-kriterji *vintage* stabbiliti mill-Awtorità f'dak iż-żmien.

Vetturi li huma ċċertifikati bħala *vintage* u għandhom ħamsin (50) sena jew iktar ser ikunu eżentati mill-ħtieġa ta' riċertifikazzjoni. Din tapplika bil-kundizzjoni li jiġi ppreżentat lill-Awtorità ċertifikat validu minn entità akkreditata għall-ċertifikazzjoni ta' vetturi *vintage*. Madankollu, il-formola ta' applikazzjoni VEH15B, flimkien mad-dokumenti elenkati fis-Sezzjoni E, xorta waħda għandhom jiġu sottomessi minkejja l-preżentazzjoni ta' tali ċertifikat.

L-applikazzjonijiet għar-riċertifikazzjoni ta' vetturi *vintage* għandhom jiġu sottomessi fuq il-applikazzjoni apposita mill-inqas tliet (3) xhur qabel l-iskadenza tal-liċenzja annwali taċ-ċirkolazzjoni.

8.6. Kundizzjonijiet

- Jekk wara l-ispezzjoni u/jew ir-riċertifikazzjoni, il-vettura tinsab li hija f'kundizzjoni kemm jista' jkun viċin tal-istat oriġinali kif ipproduċijha il-manifattur u li tirrispetta l-ispirtu tal-preservazzjoni ta' vetturi *vintage*, allura l-vettura tiġi kkonfermata bħala vettura *vintage* awtentika.

- Jekk wara l-ispezzjoni u/jew ir-riċertifikazzjoni l-vettura **MA TINSTABX** f'kundizzjoni kemm jista' jkun viċin l-istat oriġinali kif ipproduċijha l-manifattur u ma tirrispettax l-ispirtu tal-preservazzjoni ta' vetturi *vintage*, il-vettura tiġi immedjatament skwalifikata mill-klassifikazzjoni *vintage*. F'dawn iċ-ċirkostanzi, il-kategorija tal-vettura titbiddel għal waħda mhux *vintage* u jinħareġ ċertifikat ta' reġistrazzjoni ġdid (logbook) għad-dritt amministrattiva ta' €10.00. Għandha titħallas ukoll il-liċenzja pro-rata tad-dritt annwali taċ-ċirkolazzjoni għal vetturi mhux vintage (jekk tkun applikabbli). Kwalunkwe differenza fit-taxxa tar-reġistrazzjoni għandha titħallas waqt il-bidla tal-kategorija. Ma jkunux jistgħu isiru tranżazzjonijiet sakemm il-pagamenti kollha pendenti jiġu mħallsa. Mat-tiġdid tal-liċenzja li jmiss, japplika d-dritt sħiħ tal-liċenzja annwali taċ-ċirkolazzjoni. Sid il-vettura jista' jagħżel li jerġa' japplika għaċ-ċertifikazzjoni tal-vettura tiegħu ladarba din tkun f'kundizzjoni xierqa. Il-pjanċi tal-vettura għandhom jinbidlu wkoll għal dawk normali bi sfond abjad u tipa sewda, għal dritt ta' ħlas ta' €35.00 għal kull pjanċa.

- Jekk l-ispezzjoni ma ssirx minħabba nuqqas tas-sid, il-kategorija tal-vettura tiġi immedjatament mibdula għal mhux *vintage*. Għandu jinħareġ ċertifikat ta' reġistrazzjoni (logbook) ġdid bi dritt amministrattiva ta' €10.00. Il-liċenzja pro-rata tad-dritt annwali taċ-ċirkolazzjoni għal vetturi mhux *vintage* (jekk tkun applikabbli) għandha titħallas. Kwalunkwe differenza fit-taxxa tar-reġistrazzjoni għandha titħallas waqt il-bidla tal-kategorija. Ma jkunux jistgħu isiru tranżazzjonijiet sakemm il-pagamenti kollha pendenti jiġu mħallsa. Mat-tiġdid tal-liċenzja li jmiss, japplika d-dritt sħiħ tal-liċenzja annwali taċ-ċirkolazzjoni. Il-pjanċi tal-vettura għandhom jinbidlu wkoll għal dawk normali bi sfond abjad u tipa sewda, għal dritt ta' ħlas ta' €35.00 għal kull pjanċa.

8.7. Dritt ta' Appell

Persuna li tħoss ruħha aggravata bid-deċiżjoni mogħtija mill-kumitat għall-klassifikazzjoni ta' vetturi *vintage* li jirrifjuta l-applikazzjoni tagħha għall-klassifikazzjoni tal-vettura bil-mutur tagħha bħala vettura *vintage* tista' tappella dik id-deċiżjoni quddiem it-Tribunal ta' Reviżjoni Amministrattiva fi żmien wieħedu għoxrin (21) ġurnata mid-data li fiha dik id-deċiżjoni tiġi notifikata lilha. L-appellanti għandhom jipprovdu r-riċerka u d-dokumentazzjoni kollha meħtieġa biex isostnu t-talba tagħhom (KAP368, Artikolu 25(9)).

8.8. Offiżi u Penalitajiet

Kull min, mingħajr l-awtorizzazzjoni tal-Awtorità għat-Trasport f'Malta jew bi ksur ta' xi kundizzjoni li taħtha tista' tkun ingħatat dik l-awtorizzazzjoni, jużа jew jippermetti l-użu ta' vettura *vintage* mhux għal użu privat ikun ħati ta' reat u meta jinstab ħati jeħel multa ta' mhux iżjed minn elfejn u ħames mitt euro (€2,500), jew daqs darbtejn l-ammont tat-taxxa ta' reġistrazzjoni f'perikolu, skont liema tkun l-aktar, jew għal priġunerija għal żmien mhux iżjed minn sitt xhur, jew għal dik il-multa u priġunerija flimkien.

POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES

1. Introduction

The following policy procedures are intended to serve as guidelines to applicants applying for the classification of vintage vehicles, especially for foreign registered vehicles prior to coming into Malta. These guidelines are intended to genuine vintage vehicle owners to benefit from the vintage vehicle concession. The guidelines are partially inspired by the Technical Code (2025) of the *Fédération Internationale des Véhicules Anciens (FIVA)* that is the international body based in Turin responsible for vintage vehicles, and which is represented by the *Federazzjoni Maltija Vetturi Antiki*.

Vintage vehicles are regulated by the Motor Vehicles Registration and Licensing Act (CAP368) https://legislation.mt/eli/cap/368/eng and the Registration and Licensing of Motor Vehicles Regulations (Subsidiary Legislation 368.02) https://legislation.mt/eli/sl/368.2/eng.

2. General Criteria

2.1. Eligibility

All genuine vintage vehicles of at least 30 years of age from their date of manufacture may become eligible for vintage status according to a set of criteria. This cut-off date is established by the Laws of Malta and may be subject to change. For the purpose of this concession, the words Classic, Historic, Vintage, Veteran and Period are understood to mean the same and are interchangeable.

2.2. Definition of Vintage Vehicle

Vintage Vehicle means an authentic and genuine vehicle with an age of thirty (30) years or more (to be reckoned from the date of manufacture), as certified by the Vintage Vehicle Classification Committee, which is kept in a state which is as close as possible to its original state as produced by the manufacturer and which respects the spirit of classic and vintage vehicle preservation.

2.3. Definition of Date of Manufacture

The date of manufacture counts from the date when the vehicle was produced. However, for locally registered vehicles, applications shall be submitted three months before the lapse of the expiry of the annual circulation licence.

2.4. Use of Vintage Vehicles

Vintage Vehicles shall be used solely and exclusively for private use, thus cannot be used for the carriage of goods and/or passengers for any activity for hire and/or reward and/or financial gain. Provided that, vintage vehicles may occasionally be used for purposes other than private use in one-off and exceptional activities and occasions for which no vehicle other than a vintage vehicle may be used. Provided further, that in order for vintage vehicles to be used for any purpose other than private use in such one-off and exceptional activities and occasions, the prior written authorisation of the Authority shall be obtained, which authorisation shall be given or withheld in the Authority's absolute discretion.

2.5. Mileage

In the event that, upon renewal of its circulation licence after having undergone a vehicle roadworthiness test, it results that a vintage vehicle has registered three-thousand kilometres (3,000km) or more on its odometer in one (1) year since the last renewal of its circulation licence, or an average of three-thousand kilometres (3,000km) or more per year with regard to such vehicles which undergo a vehicle roadworthiness test once every two (2) years, then in addition of the administrative fee of €8, the owner of the said vehicle shall also be obliged to pay the full annual circulation licence fee for such year or years during which the said vehicle had registered three-thousand kilometres (3,000km) or more on its odometer in one (1) year or an average of three-thousand kilometres (3,000km) or more per year with regards to such vehicles which undergo a vehicle roadworthiness test once every two (2) years.

Nevertheless, such vehicle shall not lose its status as a vintage vehicle and shall continue to pay solely the administration fee of €8 unless, upon renewal of the circulation licence, it results that the owner thereof shall also be obliged to pay the full annual circulation licence fee as a result of the fact that such vintage vehicle has registered three-thousand kilometres (3,000 km) or more in one (1) year or an average of three-thousand kilometres (3,000 km) or more per year if it is a vehicle which undergoes a road worthiness test once every two (2) years.

Motor vehicles with an age of fifty (50) years and over and motorcycles which have been classified as vintage by the Vintage Vehicle Classification Committee shall continue to be exempt from the payment of a circulation licence fee and shall only be subject to the payment of the administrative fee of €8 irrespective of any mileage considerations.

2.6. Vehicle Roadworthiness Test (VRT)

Motor vehicles intended for private use, which are fifty (50) years or more from the date of manufacture and which are classified as vintage vehicles by the Vintage Vehicle Classification Committee, shall be exempt from doing a VRT.

Provided that such vehicles shall be required to obtain a VRT certificate upon their initial classification and registration as vintage vehicles in Malta. Moreover, such vehicles shall also be maintained in a state of good repair by their respective owners.

The Authority reserves the right to inspect maintenance records and may revoke the exemption if such records are not adequately maintained or are not produced when requested.

2.7. Condition of Vehicle

Notwithstanding their age, vintage vehicles shall be kept in a condition that reflects the manufacturer’s intentions and respects the spirit of the concession namely, the preservation of genuine vintage vehicles. Applications for vehicles that are dirty and not kept in a good state or condition similar to period will not be certified. Moreover, vehicles already certified as vintage found to be in substandard condition will have their vintage status revoked.

These vehicles reflect and respect the spirit of the concession.

2.8. Modifications

Out-of-period modifications and other changes are not allowed. However, the Vintage Vehicle Classification Committee, may, without prejudice, consider modifications which are carried out according to manufacturer's specifications, or those by a recognised third-party's approved specifications. Modifications made in the spirit of the year in question and in such a manner that the vehicle can, if necessary, be converted back to its original condition are acceptable.

3. Technical Guidelines

3.1. Body and Chassis

No major modifications are allowed. No lengthening or shortening of the body or chassis except in line with factory specifications. The vehicle must appear exactly as a similar model left the factory and/or factory approved modifier and must reflect the year in question, save for the exceptions mentioned below.

If a vehicle has been converted exactly as it would have been at the factory and/or factory approved modifier, this is allowed as long as proof is provided by the applicant. Notwithstanding the requirements above, certain body kits may be allowed as long as these are recognisable and verifiable period factory extras or else supplied by recognised period aftermarket suppliers.

Certain cases of body-building are allowed because some manufacturers used to provide a chassis-cab upon which the owner would then build a loading bay or box or a special purpose application vehicle. Therefore, recently built bodies on a genuine chassis are allowed, as long as the build, materials and the methods used reflect the manufacturer and period in question.

Roof-racks and tow-hooks are not normally allowed as these indicate that the vehicle is possibly being used for commercial purposes. However, period-looking roof-racks (e.g. with wooden slats) or tow-hooks on ex-military vehicles may be fitted.

Motorcycles are not to be fitted with non-factory or non-aftermarket carry cases, boxes, racks or platforms. Any factory or aftermarket panniers or top-boxes must look correct for the period in question and be of a size that is proportional to the dimensions of the vehicle.

Certain modifications to the chassis are allowed as detailed under the Reproductions, Replicas & Re-Bodied Vehicles section of this manual.

Like all certified vintage vehicles, military vehicles must be in their original finish and kept in a good condition that reflects the spirit of the concession.

Example B1
Acceptable: A Morris 1000 2-door converted from saloon to convertible using the special stiffening kit with the proper folding hood. Conversion is indistinguishable from the original factory model and only a marque expert would notice the difference, if at all.

Unacceptable: An applicant vehicle which has had its roof removed to be made into a convertible in a way that the Morris factory never did.

Example B2
Acceptable: A VW Beetle that has been converted into a Karmann replica that is virtually indistinguishable from the genuine factory car.

Unacceptable: A VW with its roof removed in a way that the Volkswagen factory never did.

Example B3
Acceptable: A VW Beetle that is converted into a Beach Buggy that is an exact reproduction of a recognised and identifiable 1960's model (for example a Rhino) as long as the chassis and running-gear are within the applicable cut-off period, and the body is made according to the period specifications and materials.

Unacceptable: A VW Beetle converted into a Beach Buggy that is simply the result of the owner's own design or imagination. This would make it a customisation which is not allowed.

Example B4
Acceptable: An Austin Cambridge that has been converted from a saloon to a pick-up just like it used to be done in the 1950s and 60s.

Unacceptable: The same care as above but with a non-original American-style "side-step" loading bay.

3.2. Colour

The colour should reflect the period in question. Metallic paint is allowed as long as it reflects the period. No non-original flake, matte or pearlescent finishes allowed. It is not necessary that the colour be the exact one offered by the factory.

The colour of this Mini Is not the original one but is still acceptable as it reflects the period.

Example C1
Acceptable: A 1960s Alfa Romeo painted in a 1960s Ferrari colour.

Example C2
Acceptable: A 1960s Ford Musang painted in a modern Toyota metallic gold that looks very similar to the period Ford colour.

Example C3
Acceptable: A VW Beetle that has been sprayed in two-tone.

Example C4
Unacceptable: A 1920s Morris painted in metallic blue.

No graphics, flames, artwork, etc. are allowed except where these were offered as a factory-option or else carried out by factory-approved third parties.

In the case of replica or reproduction racing or special vehicles, period colour schemes such as chequered roofs or matte black bonnets, etc. are acceptable as long as this was the practice during the period in question.

3.3. Interior

The interior must look as close to standard as possible. No customisation is allowed except for very minor "reversible" fittings.

Example I1
<u>Acceptable:</u> A Ford Escort Mk1 fitted with a Ford Capri seats. This is acceptable because they look so similar to each other and the two vehicles are of the same period. Also acceptable are 13GT instruments fitted instead of the standard 1100 ones on base models.

Example I2
<u>Acceptable:</u> A Mini that has been fitted with a removable wooden or plastic dashboard which was a popular fitting during the 1960s. It is "reversible" and no damage has been done to the bodyshell. In such cases the overall look and feel of the period in question must be respected and period clocks, switches, etc. must be used. If modern-looking items are used vehicle will be disqualified.

Example I3
<u>Unacceptable:</u>

- Bucket seats or seats from unrelated cars with or without headrests that jar with the period in question.
- Holes cut in the dashboard for switches and instruments.
- Large prominent out-of-period holes for speakers in doors or rear parcel-shelf.
- Dark-tinted windows and/or tinted film.
- Non-period stickers, labels, stripes, adverts, etc.

Interiors must be clean and tidy and as close to original as possible. Out of period instruments, speakers, switches, stickers, etc. are not acceptable.

3.4. Engine

The engine has to be original type or the same series as that fitted by the manufacturer. However, modifications and upgrades of the original engine are acceptable as long as they reflect the period. The overall look and feel of the period in question must be respected.

If the engine fitted to the applicant vehicle was never fitted by the factory or factory-approved third party, this is an automatic failing point.

Conversions to run on LPG/Autogas are acceptable as long as the original carburettor(s) are retained and the general standard factory look remains similar.

Engines and engine compartments must be clean and tidy with no rusty parts. Clips, grommets, wiring harnesses, labels, etc. must be in good condition.

Example E1
<u>Acceptable:</u> A Ford Escort Mk1 originally fitted with an 1100cc Kent pushrod engine. It is now fitted with a 1600cc Kent or Pinto engine and Weber side-draft carburettors.

<u>Unacceptable:</u> The same car as above but fitted with a turbo or fuel injection system.

Example E2
<u>Acceptable:</u> A mid-sixties Mercedes 220 4-cylinder vehicle fitted with a mid-sixties Mercedes 6-cylinder engine.

<u>Unacceptable:</u> The same car as above fitted with a Mercedes 5-cylinder turbo-diesel from the 1980's.

Example E3
<u>Acceptable:</u> A sixties Land Rover that was originally fitted with a 2286cc Rover petrol engine but is now fitted with a 2286cc Rover diesel engine.

<u>Unacceptable:</u> The same vehicle as above originally fitted with a 2286cc Rover engine, now fitted with a later 2495cc Rover engine which was never done by the factory.

Example E4
<u>Unacceptable:</u> A Ford Anglia that has been fitted with an Escort engine i.e. cross-flow instead of down-flow.

Example E5
Unacceptable: An early Ford or Morris that was originally fitted with a side -valve engine but is now fitted with a later pushrod engine.

3.5. Wheels

Wheels shall be original or reflect the period in question, in appearance, size and width. Period spoke wheels are also allowed.

The wheels of this Ford Escort reflect the period.

Example W1
Acceptable: A 1960s Mini fitted with period Wolfrace wheels.

Example W2
Unacceptable: A Ford Escort Mk1 fitted with modern 17" Alloys and low-profile tyres.

3.6. Reproductions, Replicas and Re-Bodied Vehicles

A REPRODUCTION or REPLICA is a copy of a historic vehicle built by a reproducer, from parts to period specification, reproducing a specific model. This must be clearly marked to indicate that it is a "REPRODUCTION" or "REPLICA". Such historic vehicles will be called by a combined name of the reproducer and manufacturer as well as the model from which the vehicle is reproduced *(Example: Smith Bugatti Type 35)*.

REPRODUCTIONS also include vehicles that reproduce or mimic vehicles that feature in films, TV series, documentaries, etc (refer to example R8 and R10). However, the finished vehicle must ultimately respect the period of manufacture and the original donor vehicle.

A RE-BODIED vehicle is one whose chassis and running gear has been retained, which has been fitted with, for example, a special lightweight body mainly for period racing purposes. These special vehicles must retain the look and feel of the period in question. The same fabrication methods must be used (e.g. hand-beaten or English-wheeled body panels).

All reproductions, replicas and re-bodied vehicles must conform to the conditions above and as per clause 3.1.

Important: In such cases the application must clearly state that the vehicle is a Reproduction or Replica. Moreover, although certification by the Committee means that the vehicle has obtained

vintage status, this does not mean that, a vehicle is a genuine factory-produced model. The Committee cannot be held responsible if a vehicle certified to be, for example a Mini Cooper S, turns out to be a reproduction or replica created from a common or standard model.

Example R1
Acceptable: A Ford Escort Mk1 1100cc converted to look exactly like an RS1600.

Example R2
Acceptable: A standard Mini 1000 made to look like a Mini Cooper S.

Example R3
Acceptable: A standard Ford Sierra converted to a Ford Sierra Cosworth.

Example R4
Acceptable: A reproduction Jaguar E-Type or AC Cobra made by a reproducer using standard engines, space-frames, chassis and/or running gear.

Example R5
Unacceptable: A reproduction Jaguar E-Type or AC Cobra reproduced using either non-standard space-frames or else non-original chassis and/or running gear.

Example R6
Acceptable: A 1930s Triumph Saloon made into a 1930s style 2-seat racer using the factory engine (standard or modified), chassis and/or running gear. Fitted with a hand-built aluminium body. Genuine period, lamps, clocks, steering wheel, seats, etc. are used.

Example R7
Unacceptable: A 1930s Triumph Saloon made into a 1930s style 2-seat racer using the factory engine (standard or modified), chassis and/or running gear, but has used a modern glass-fibre body. Non-period fitting used.

Example R8
Acceptable: A reproduction of a Mini Cooper from the 1969 film *The Italian Job*. In this case both the film and the vehicle are contemporary and respect the age requirements of these guidelines.

Example R9
Acceptable: A reproduction of *General Lee*, the 1969 Dodge Charger from the TV Series *Dukes of Hazzard*. In this case both the film and the vehicle are almost contemporary and respect the age requirements of these guidelines.

Example R10
Unacceptable: A 1960s or 1970s Ford Mustang modified to resemble the *Eleanor* vehicle in the 2000 film *Gone in Sixty Seconds*. In this case the film car is a complete customisation which never existed in the period the original vehicle was manufactured and is therefore unacceptable.

3.7. Motorcycles

The above rules apply to motorcycles as well. However, café racers such as Norvins, Tribsas, etc. are allowed. Customised, chopped and *bobbed* motorcycles are **not** acceptable. Again, the overall spirit of the period in question must be retained and period parts must be fitted to period vehicles.

Example M1
Acceptable: A 1960s Triumph fitted with a 1960s BSA engine producing a Tribsa.

Example M2
Acceptable: A 1970s Norton fitted with a 1970s Honda motorcycle engine.

Example M3
Unacceptable: A 19602s BSA fitted with a 1990s Yamaha engine.

4. Special Category pre-1976 Maltese Classics of Cultural or Historic Value

In order to preserve vintage vehicles considered to be traditional "Maltese" that formed part of Malta's socio-cultural history, certain limited and specific deviations in the aforementioned technical requirements may be accepted.

Therefore, notwithstanding all the above eligibility criteria, the following locally significant vehicles: Maltese buses, paraffin hawkers (*Tal-Pitrolju*), builders' trucks (*Trakkijiet tal-Ġebel*), and other commercial vehicles, may be certified with non-original period engines subject to the following conditions:

4.1. Engines

- Engines manufactured post-1975 are not acceptable.
- If the applicant vehicle was available with a diesel engine fitted by the manufacturer or approved third-party, then only this make, model and type is allowed.
- The above does not apply to military vehicles which must be fitted with their original type engines.

4.2. Bodies, Paintwork and Finishes

- Buses must have had their coachwork built in Malta.
- Buses must be finished in traditional local bus route colours, or "privates" only.
- Paraffin Hawkers vehicles must be in the traditional period colours and finishes including, but not limited to, the sky-blue paraffin tank.
- Builders' Trucks (*Trakkijiet tal-Ġebel*) must be painted in traditional Maltese colours normally, but not always, with a red cabin, black wings, and a green loading bay.
- Commercial vehicles must follow traditional recognisable Maltese liveries and finishes.
- Traditional Maltese pin-striping and sign or name-writing is allowed as long as this follows period designs and executed using traditional methods. Modern or out-of-period style pin-striping, stickers, badges, mobile or telephone numbers, websites, digital details, and similar themes, etc. are not permitted.

- Traditional period promotional adverts are allowed as long as they are sign-written and not stickers, and as long as the advert and/or logos in question are not modern and/or out-of-period.

4.3. Other Conditions

Vehicles in this special category must have been registered and licensed in Malta before 1976. Newly imported vehicles cannot benefit from this special concession.

Should any vehicles certified in this category, derived from ex-military vehicles, ever be converted back to military specifications, then the usual regulations governing engines and originality apply, and no non-original engines will be accepted.
The condition of the above special vehicles must be to the same rigorous paintwork, interior, engine bay, upholstery, etc. standards as described elsewhere in these Guidelines.

Applications for this special category, intended to preserve Maltese transport history, are reminded that such certified vehicles cannot be used for hire and reward.

5. Used Imported Vehicles to be registered in Malta

5.1. Definition

A used motor vehicle brought from abroad means a vehicle which has not as yet been registered in Malta, but which has been registered in another country.

5.2. Inspection prior to certification

Importers or motor car dealers or owners of motor vehicles who bring or import such vehicles which are of at least 30 years of age from their date of manufacture may opt to apply for the vintage certification of such vehicles. In such cases, the vehicle shall be inspected by the Vintage Vehicle Classification Committee appointed by the Authority prior to its certification as a vintage vehicle.

5.3. Registration Value (RV)

The Vintage Vehicle Classification Committee appointed by Transport Malta shall determine the registration value of such vehicle for the purpose of calculating the registration tax payable on such a vehicle.

The registration value of any such vehicle for the purpose of calculating the registration is based on the average market value of identical, equivalent or similar motor vehicles on the international market, however, the registration value shall not in any case be less than the invoice value.

Provided that, the registration value of a motor caravan or a motor home, shall not, in any event, be less than twenty thousand euro (€20,000).

5.4. Registration Tax Rates

5.4.1. Private vehicles used for private use with an age of 30 years or over but less than 50 years from the date of manufacture:

Engine Capacity	Rate
Not exceeding 1000cc	25.5%
From 1001cc but not exceeding 1300cc	25.5%
From 1301cc but not exceeding 1500cc	26.5%
From 1501cc but not exceeding 1800cc	30%
From 1801cc but not exceeding 2000cc	32.5%
From 2001cc and over	37.5%

5.4.2. Motorcycles for private use with an age of 30 years or over but less than 50 years from the date of manufacture:

Engine Capacity	Rate
Not exceeding 250cc	0%
From 251cc and over	21%

5.4.3. Goods Carrying Vehicles used for private use with an age of 30 years or over but less than 50 years from the date of manufacture:

Gross Vehicle Weight	Rate
Not exceeding 3,500kg	28.5%
From 3,501kg and over	28.5%

5.4.4. Motor caravans or a motor home used for private use with an age of 30 years or over but less than 50 years from the date of manufacture:

Motor Caravans or Motor Homes	Rate
The registration value shall not, in any event, be less than twenty thousand euro (€20,000).	50%

5.4.5. Vehicles used for private use with an age of 50 years or over from the date of manufacture:

Such vehicles are exempted from the payment of registration tax when they are registered for the first time in Malta.

5.4.6. Payment

- Vehicles imported from **third countries**

Upon importation, the importer, authorised motor vehicle dealer or owner who imports a vehicle from a **third country** shall be obliged to pay to the Authority the **full registration tax** applicable to the imported vehicle. This requirement applies to all vehicles that are thirty (30) years of age and over, including vehicles that are fifty (50) years of age and over:

Provided that, upon classification by the Vintage Vehicle Classification Committee, of the said vehicle as an authentic vintage vehicle, the importer, authorised motor vehicle dealer or owner shall be entitled to a refund from the Authority corresponding to the difference between the registration tax paid and the registration tax payable for the said vehicle as an authentic vintage vehicle.

The minimum registration tax shall not apply to vehicles that are over thirty (30) years of age at the time of importation, and which will be submitted for vintage certification.

Note:
A refund from the Authority representing the difference between the registration tax paid and the registration tax payable will only be issued if the vehicle is certified as fully restored by the Vintage Vehicle Classification Committee.

If the vehicle is classified as unrestored, it cannot be licensed for road use and must be officially garaged. In such cases, the refund will not be issued upon registration. It will only be disbursed following re-certification and confirmation by the Committee that the vehicle has been fully restored.

Should the owner choose to de-garage the vehicle without obtaining re-certification, he shall pay the minimum registration tax, or the registration tax based on the valuation provided by the Authority, whichever is the highest.

- Vehicles imported from EU countries

Importers, authorised motor vehicle dealers or owners who import a vehicle from an EU country shall upon registration be obliged to pay to the Authority the registration tax based on the registration value as established by the vintage vehicle classification committee.

5.4.7. Single Vehicle Approval Certificate

Vehicles imported from third countries shall be accompanied by a Single Vehicle Approval certificate or by a valid certificate issued by an accredited vintage vehicle certification body.

6. Application forms, other documents and applicable administrative fees

The prescribed application form(s) together with the necessary documents and payments shall be deposited or mailed to the Land Transport Directorate, A3 Towers, Arcade Street, Paola.

6.1. Motor vehicles which are already registered in Malta (1st time applicants):

- Application form VEH15;
- Application form VEH54;
- Eight (8) photographs, each with a minimum size of 13 x 18 cm (5 x 7 inches), taken outside in daylight and printed on photographic paper;
- Payment of an administrative fee of €250 (application fee).

NOTES:

- A refund of €200 shall be granted upon approval of the vehicle as an authentic vintage vehicle.
- As of 1st September 2025, all vehicles shall be physically inspected by the Vintage Vehicle Classification Committee prior to certification.

- Upon classification of the vehicle as an authentic vintage vehicle, the Authority shall refund €200 to the applicant. However, if the vehicle is not approved as an authentic vintage vehicle, the administrative fee of €250 will be non-refundable.

6.2. Re-certification of certified vintage vehicles (every five (5) years)

- Application form VEH15B;
- Eight (8) photographs, each of a minimum size of 13 x 18 cm (5 x 7 inches), taken outside in daylight and printed on photographic paper;
- Payment of an administrative fee of €25 (application fee).

NOTES:

- As of 1st September 2025, all vehicles shall be physically inspected by the Vintage Vehicle Classification Committee prior to certification.
- The administrative fee of €25 is non-refundable.

Vehicles that are certified as vintage and are fifty (50) years or older shall be exempt from the re-certification requirement, provided that a valid certificate from an accredited vintage vehicle certification body is submitted to the Authority. However, the application form VEH15B, together with the documents listed in Section E, must still be submitted notwithstanding the presentation of such a certificate.

6.3. Motor vehicles which have been imported but have not as yet been registered in Malta:

- Application form VEH15;
- Application form VEH05 when a vehicle is imported from a third country;
- Vehicles imported from third countries shall be accompanied by a Single Vehicle Approval certificate or by a valid certificate issued by an accredited vintage vehicle certification body.
- Eight (8) photographs, each of a minimum size of 13 x 18 cm (5 x 7 inches), taken outside in daylight and printed on photographic paper;
- Original foreign registration certificate or an export certificate, and where appropriate an English or Maltese translation of it, issued by the competent authority of the country from where the vehicle has been imported or brought into Malta;
- A document attesting the date of the vehicle's first arrival in Malta, together with the fiscal receipt, bearing the same date, issued in terms of the Value Added Tax Act specifying the foreign registration number of the vehicle, both of which are to be issued by the shipping organisation having transported the vehicle to Malta;
- Invoice issued by the seller to a buyer listing the vehicle or vehicles supplied and stating the sum of money due or paid and the chassis number of the said vehicle or vehicles,
- Administrative fees payable to Transport Malta:
    - €50 application fee; and
    - €55 inspection fee.

6.4. Annual Administrative Fee

All certified vintage vehicles are exempted from the payment of the annual circulation licence fee, however, upon renewal of the vehicle's road licence an annual administrative fee of €8.00 shall be paid.

Notwithstanding the above, in the event that, upon the renewal of its circulation licence after having undergone a vehicle roadworthiness test, it results that a vintage vehicle has registered three-thousand kilometres (3,000km) or more on its odometer in one (1) year since the last renewal of its circulation licence, or an average of three-thousand kilometres (3,000km) or more per year with regard to such vehicles which undergo a vehicle roadworthiness test once every two (2) years, then, in addition to the administrative fee of €8.00, the owner of the said vehicle shall also be obliged to pay the full annual circulation licence fee for such year or years during which the said vehicle had registered three-thousand kilometres (3,000km) or more on its odometer in one (1) year or an average of three-thousand kilometres (3,000km) or more per year with regards to such vehicles which undergo a vehicle roadworthiness test once every two (2) years. Nevertheless, such vehicles shall not lose its status as a vintage vehicle and shall continue to pay solely the administration fee of €8.00 unless, upon renewal of the circulation licence, it results that the owner thereof shall also be obliged to pay the full annual circulation licence fee as a result of the fact that such vintage vehicle has registered three-thousand kilometres (3,000km) or more in one (1) year or an average of three-thousand kilometres (3,000km) or more per year if it is a vehicle which undergoes a road worthiness test once every two (2) years.

Motor vehicles with an age of fifty (50) years and over and motorcycles which have been classified as vintage by the Vintage Vehicle Classification Committee shall continue to be exempted from the payment of a circulation licence fee and shall only be subject to the payment of the administrative fee of €8.00 irrespective of any mileage considerations.

6.5. Photographs

The photographs which shall be submitted with the prescribed application form, and which are not returnable, must be on photographic paper, recent, in colour, of good quality, taken at eye level and taken outside in day light.

Eight (8) photographs, each with a minimum size of 13 x 18 cm (5 x 7 inches), printed on photographic paper shall be submitted showing the motor vehicle's front, rear, engine, complete engine bay, both sides of the vehicle and two (2) interior photos (one (1) showing the dashboard and the other showing the seats). However, only four (4) photographs shall be submitted for motorcycles, namely front, rear, and both sides. The photographs showing the front and rear of the vehicle must include the registration number. This is not applicable when the vehicle is garaged.

7. Vehicle Registration Plates

The registration plates of a certified vintage vehicle shall exhibit silver characters on black material in such a way that the silver characters will at all times appear on a black background. The fee of the replacement of vintage vehicle plates shall be of €35.00 per plate. If the vehicle's category is, for any reason, changed to non-vintage, normal plates fee shall apply.

8. Important Notes

8.1. Definition of Accredited Vintage Vehicle Certification Body

An accredited vintage vehicle certification body means the *Fédération Internationale des Véhicules Anciens* (FIVA) and/or the National FIVA Authority (ANF) in the particular country or any other

approved equivalent vintage vehicle certification body as shall be designated by the Authority from time to time.

The FIVA (ANF) in Malta is the *Federazzjoni Maltija Vetturi Antiki* (FMVA).

8.2. Onus of Proof

In the event that the Vintage Vehicle Classification Committee feels that any additional information is required, clarifications and, or documentation from the applicant prior to making its final determination on the application, it shall request the applicant to give such additional information and, or documentation and to make any clarifications as may be requested and shall then proceed to determine the application by withholding or rejecting it. Thus, the onus of proof of vehicle eligibility is upon the applicant.

8.3. Physical Inspection

The Authority shall have the right to carry out a physical inspection of all applicant vehicles prior to the approval or rejection of an application for a vehicle to be classified as an authentic vintage vehicle.

8.4. Incomplete Applications

Applications that do not include all the required documents, that are missing essential information, which are misleading, and have poor-quality and/or missing photos may render the application ineligible and may be rejected by the Authority without being processed.

8.5. Re-Certification of Vehicles

All vehicles which are certified as authentic vintage vehicles by the Vintage Vehicle Classification Committee shall be subject to re-certification every five (5) years in order to confirm the continued compliance with the established vintage criteria set up by the Authority at the time.

Vehicles that are certified as vintage and are fifty (50) years or older shall be exempt from the re-certification requirement. This applies provided that a valid certificate from an accredited vintage vehicle certification body is submitted to the Authority. However, the application form VEH15B, together with the documents listed in Section E, must still be submitted notwithstanding the presentation of such a certificate.

Applications for the re-certification of a vintage vehicle shall be submitted on the prescribed form at least three (3) months prior to the expiry of the annual circulation licence.

8.6. Conditions

- If following the inspection and/or re-certification, the vehicle is found to be in a state which is as close as possible to its original state as produced by the manufacturer and which respect the spirit of vintage vehicle preservation, then the vehicle will be confirmed as an authentic vintage vehicle.

- If following the inspection and/or re-certification, the vehicle is **NOT** found to be in a state which is as close as possible to its original state as produced by the manufacturer and which

does not respect the spirit of vintage vehicle preservation, the vehicle will be immediately disqualified from the vintage classification. In such cases, the vehicle's category will be set to non-vintage and a new registration certificate (logbook) shall be issued against an administrative fee of €10.00. The pro-rata licence of the non-vintage annual circulation licence fee (if applicable) shall be paid. Any difference in registration tax shall be paid during the change of category. No transactions shall be carried until any outstanding payments are settled. As from the next renewal, the full annual circulation licence fee shall apply. The owner of such vehicle may opt to re-apply for the certification of his vehicle again once it is brought up to standard. The vehicle plates shall also be changed to normal white background and black font against a fee of €35.00 per plate

- If the inspection is not carried out due to owner's inaction or fault, the vehicle's category will be immediately set to non-vintage. A new registration certificate will be issued against an administrative fee of €10.00. The pro-rata of the non-vintage annual circulation licence fee (if applicable) shall be paid. No transactions shall be carried out until any outstanding payments are settled. As from the next licence renewal the full annual circulation licence fee shall apply.

8.7. Right of Appeal

Any person who feels aggrieved by a decision given by the Vintage Vehicle Classification Committee for the refusal of his application for the classification of his motor vehicle as a vintage vehicle may file an appeal from the said decision to the Administrative Review Tribunal within twenty-one (21) days from the date when the decision is communicated to that person. Appellants must provide all the necessary research and documentation to support their claim (CAP368, Article 25(9)).

8.8. Offences and Penalties

Any person who without the authorisation of the Authority for Transport in Malta or in violation of any condition under which such authorisation may have been granted, uses or allows to be used a vintage vehicle for any use other than a private use shall be guilty of an offence and on conviction shall be liable to a fine (multa) not exceeding two thousand five hundred euro (€2,500), or twice the amount of the registration tax endangered, whichever is the greater, or to imprisonment for a term not exceeding six months, or to both such fine and imprisonment (CAP368, Article 21(1)(g)).