



1 June 2023

Fact Sheet Part A for Ukrainian motorists

entering Germany for the first time with their vehicle

If you have brought your Ukraine registered vehicle to Germany for the first time, please take note of the following information on (1) how to prove the required third-party vehicle insurance and (2) how to register your vehicle, i.e. obtain German licence plates, within one year after entering the country. If you have used your vehicle in Germany for more than a year, please refer to Fact Sheet Part B.

1. Third-party vehicle insurance

Motorists travelling on German roads need a vehicle-specific third-party insurance policy. Driving without a valid insurance is not permitted in Germany; doing so on public roads anyway is an offence. In addition, motorists will be held liable for damage to third-parties that they caused with their vehicle. The uninsured vehicle can also be seized by the authorities.

There are various ways to obtain and prove the required insurance cover for vehicles registered in Ukraine:

- With a green card issued to the insurance holder by the Ukrainian third-party vehicle insurance provider. It is currently possible to request a digital green card from the Ukrainian insurer from Germany. For further information, please visit http://www.mtsbu.ua/ua/green_card/80365/. The green card guarantees third-party vehicle insurance cover for the countries indicated on the card.
- With a frontier insurance policy taken out at the EU border. This kind of insurance policy offers third-party vehicle insurance cover throughout the European Union and in any other country listed on the frontier insurance policy.
- With a frontier insurance policy taken out in Germany. This kind of insurance policy also offers third-party vehicle insurance cover throughout the European Union and in any other country listed on the frontier insurance policy.

Motorists must carry the green card or a confirmation of having taken out frontier insurance and show it or hand it over in case of a roadside check.

More information on taking out frontier insurance in Germany can be found here <https://www.dieversicherer.de/versicherer/auto-reise/news/kfz-versicherung-fluechtlinge-ukraine-84714>.

2. Vehicle registration

Motorists driving a car, which has not been registered in Germany, on German public roads have to register the vehicle in Germany within one year (at the latest). In addition, they can apply for an exemption that entitles them to continue driving the vehicle after expiry of the one-year period, by 31 March 2024 at latest. For this, please refer to Fact Sheet Part B. The one-year period starts on the day of entry into Germany.

In Germany, it is not permitted to drive a motor vehicle without a German registration or a corresponding exemption once the one-year period has expired. Driving a vehicle in Germany that is not registered here even though it would have to be (i.e. after expiry of one year at latest) is an administrative offence punishable with a fine.

A vehicle must be registered before the period of one year has expired if the holder declares that the regular base of the vehicle is in Germany.

A vehicle can be registered at the federal state vehicle registration authorities. The place of residence of the vehicle holder determines, which is the competent registration authority. To register a vehicle, the holder of the vehicle must fill out an application and submit various documents, including proof of third-party vehicle insurance and a personal identity document. In addition, you may need an expert opinion regarding your vehicle issued by an 'inspection organisation', i.e. an officially approved expert for motor vehicle traffic or a 'technical service' that meets certain requirements. For details about the required documents and the application process, please contact the competent registration authority. In addition to that, you need to pay a registration fee.

The vehicle will be registered once all documents have been submitted; the process comprises three steps:

- Assignment of a licence plate
- Affixing seal sticker on the licence plate
- Issuance of a registration certificate

For more information on registering your vehicle, please visit the websites of your competent local authorities.

3. Motor vehicle tax

Ukrainian passenger cars and their trailers entering Germany to stay temporarily are exempted from motor vehicle tax for the duration of up to one year. If the border is crossed again, the one-year period will start again upon return to Germany. The tax exemption does not apply if vehicles serve to carry passengers or goods on a commercial basis or if these vehicles are deemed to have their regular base in Germany under traffic law. If a Ukrainian passenger car and its trailer are registered in Germany, they are considered domestic vehicles and subject to tax. If a Ukrainian passenger car and its trailer are not registered in Germany, even though their regular base is deemed to be in Germany, they are liable to taxation due to unauthorized use.

If you have any further questions on motor vehicle tax, please contact the motor vehicle tax contact points of the customs authorities. Find the contact point in your area by entering your postal code (Postleitzahl) into the search field on the web page of the customs authorities under https://www.zoll.de/DE/Service/Dienststellensuche/Kfz-Steuer/Schritt_02/function/Dienststellenfinder_Anliegen_KFZ_Formular.html. You can contact the central motor vehicle tax help desk of the customs authorities under the following phone number: +49 351 44834-550.



1 June 2023

Fact Sheet Part B for Ukrainian motorists who have used their vehicles for more than a year in Germany

If you have brought your Ukraine-registered vehicle to Germany and have used it in Germany for more than a year, please take note of the following information:

1. Applying for an exemption with the competent registration authority

Owners of Ukraine-registered vehicles who are recognized to be refugees and have vehicle registration documents that entitle them to operate their vehicles internationally, have to file an application to continue using the Ukrainian licence plate temporarily and declare that they do not intend to take up permanent residence in Germany.

The application has to be filed with the authority competent under federal state law. The following conditions have to be met to be granted an exemption:

- a) existing insurance for the vehicle,
- b) documentation proving that the vehicle has passed the safety inspection and
- c) a statement declaring that Germany is not deemed to be the regular base of the vehicle.

The exemption issued by the registration authority must be carried in the vehicle at all times. The exemption is issued with a validity until 31 March 2024 at the latest and only for the period of validity of the frontier insurance policy. The exemption's scope of application is the territory of the Federal Republic of Germany.

a. Third-party vehicle insurance

Motorists travelling on German roads need a vehicle-specific third-party insurance policy with sufficient coverage. Driving without a valid insurance is not permitted in Germany; doing so on public roads anyway is an offence. In addition, motorists will be held liable for damage to third-parties that they caused with their vehicle. The uninsured vehicle can also be seized by the authorities.

Motorists must carry the green card or a confirmation of having taken out frontier insurance and show it or hand it over in case of a roadside check.

b. Successful safety inspection of the vehicle

The vehicle has to be inspected by a body authorized to carry out main inspections. If this safety inspection is passed, a corresponding certificate is issued, which is to be added to the application mentioned under 1. The content of the inspection can be found in the Annex to Fact Sheet B "Safety inspection of Ukrainian vehicles to demonstrate compliance with operating and road safety requirements".

c. No regular base in Germany

It is only possible to apply for an exemption if the holder declares that the regular base of the vehicle is not in Germany. If the holder declares that the regular base of the vehicle is in Germany, the vehicle has to be registered in Germany without delay.

2. Registration of a motor vehicle from 1 April 2024

Motorists who receive a permit have to register their vehicle in Germany by **1 April 2024** at the latest. In Germany, it is not permitted to drive a motor vehicle without a German registration or a corresponding exemption once the one-year period has expired. Driving a vehicle in Germany that is not registered here even though it would have to be (or in cases where no exemption was granted) is an administrative offence punishable with a fine.

3. Motor vehicle tax

Ukrainian passenger cars and their trailers entering Germany to stay temporarily are exempted from motor vehicle tax for the duration of up to one year. If the border is crossed again, the one-year period will start again upon return to Germany. The tax exemption does not apply if vehicles serve to carry passengers or goods on a commercial basis or if these vehicles are deemed to have their regular base in Germany under traffic law. After expiry of the one-year period, the aforementioned vehicles are subject to motor vehicle tax in Germany. The customs authorities levy taxes for every calendar day spent partly or entirely in Germany by means of the motor vehicle tax card. In these cases, please contact the motor vehicle tax contact points of the customs authorities yourself. The annual standard tax due for a foreign passenger car is 186 euros if the motor vehicle tax is calculated on a per-day basis.

If a Ukrainian passenger car is registered in Germany, it is considered a domestic vehicle and subject to tax. Due to the traffic law provisions explained above, a Ukrainian passenger car and its trailer have to be registered in Germany by 1 April 2024 at the latest, even if an exemption under traffic law has been granted.

If a Ukrainian passenger car is not registered in Germany, even though its regular base is deemed to be in Germany, it is liable to taxation due to unauthorized use.

If you have any further questions on motor vehicle tax, please contact the motor vehicle tax contact points of the customs authorities. You can find the contact point in your area by entering your postal code (Postleitzahl) into the search field on the web page of the customs authorities under https://www.zoll.de/DE/Service/Dienststellensuche/Kfz-Steuer/Schritt_02/function/Dienststellenfinder_Anliegen_KFZ_Formular.html.

You can contact the central motor vehicle tax help desk of the customs authorities under the following phone number: +49 351 44834-550.

ANNEX

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This general approach has already been discussed with the federal states, for example within the Federal Government/Federal State Expert Committee on Automotive Engineering.

Safety inspection - outline

Safety inspection of Ukrainian vehicles to demonstrate compliance with operating and road safety requirements in accordance with section 20(3) of the Vehicle Registration and Licensing Regulations (FZV). The tests and scope of the safety inspection for Ukrainian vehicles are to comprise at least the test items of the regular safety check, complemented by a test of the lighting equipment and a check for irregularities in terms of emission and noise performance. Therefore, the following tests have to be carried out:

1. chassis/structure/coupling devices
2. steering
3. tyres/wheels
4. braking system
5. lighting equipment
6. noise behaviour
7. Gas system (motor vehicle types that have been fitted with special equipment or components to use liquefied petroleum gas (LPG), compressed natural gas (CNG), liquefied natural gas (LNG) or hydrogen)
8. High-voltage system
9. a) Simplified CO measurement in idle for positive-ignition engines or
b) Simplified opacity measurement for compression-ignition engines, in the diagnostic mode of the test device if available (otherwise with the user prompts) in a simplified procedure without entering vehicle data.

Tests 1 to 8 are carried out and evaluated based on the Guidelines for conducting roadworthiness tests (in German: "main inspections" - "HU") and assessing deficiencies identified in vehicles in accordance with Annex VIII and VIIIa of section 29 of the German Road Vehicles Registration and Licensing Regulations (StVZO). (BMVI/StV 22/7341.1/40 of 2 December 2019, Federal Ministry of Transport Gazette P. 871, amended by BMDV/StV22/7345.2/22-1 of 25 November 2021, Federal Ministry of Transport Gazette P. 1175 and correction of 13 June 2022, Federal Ministry of Transport Gazette p. 466) By derogation from the Guidelines for conducting roadworthiness tests, there is also a deficiency assessment such as under the Guidelines on safety checks.

Test 9a) CO in idle: The vehicles have deficiencies if

- the exhaust after treatment system fitted by the manufacturer is missing or is visibly damaged (visual inspection);
- there are leakages affecting emission measurements (visual inspection);
 - a) the exhaust gases exceed the specific values defined by the manufacturer (measurement)
 - b) or, in case there is no information available on these values, if the CO emissions exceed
 - i) 4.5% in vehicles without modern exhaust after treatment systems (measurement)
 - ii) 0.5% in vehicles with modern exhaust after treatment systems when the engine runs in idle (measurement)
 - c) in vehicles with modern exhaust gas after treatment system: on-board diagnostic system (OBD) shows considerable malfunctions.

Test 9b) Measuring the exhaust gas opacity when the vehicle accelerates (without load) from idle speed until the speed is cut-off with the gear lever in a neutral position and the clutch disengaged or reading out the OBD: The vehicles have deficiencies if

- the exhaust after treatment system fitted by the manufacturer is missing or is visibly damaged (visual inspection).
- there are leakages affecting emission measurements (visual inspection);
- the exhaust gas opacity exceeds the value indicated on the manufacturer label at the vehicle (measurement during acceleration). If this information is not available, the maximum is at
 - a. 2.5 m⁻¹ for naturally aspirated engines (measurement),
 - b. 3.0 m⁻¹ for turbocharged engines (measurement),

Inspection result:

During the safety inspection of the vehicle

- a. no deficiencies have been found,
- b. deficiencies have been found or
- c. an immediate traffic hazard has been identified.

Note: It is not possible to assess whether the vehicles comply with regulations for any of the tests, because there are no provisions governing this for vehicles that have not been registered in Germany.

Documentation:

The documentation issued within the context of the safety inspection contains at least the following information:

1. Vehicle Identification Number (VIN or chassis number)
2. Licence plate number of the vehicle and country symbol of the State of registration
3. Place and date of the inspection
4. Odometer reading at the time of the inspection, if available
5. Vehicle category, if applicable
6. List of deficiencies found
7. Result of the inspection
8. Name of inspection organisation/centre and signature or identification of the person responsible for the inspection
9. Other information:
 - a. If deficiencies have been found, it has to indicated under 9. in writing that the deficiencies must be remedied within a month and the vehicle has to be presented again for a retest.
 - b. If an immediate traffic or environmental hazard has been found, it has to be indicated under 9. in writing that,
 - in accordance with section 22 of the Vehicle Registration and Licensing Regulations (FZV), the vehicle must not be used in road traffic anymore and
that it is possible to carry out a retest within one month.

Carrying out safety inspections

The inspection may be carried out by officially recognized inspection organisations (in accordance with Annex VIIIb to StVZO) and vehicle inspection agencies (in accordance with the Motor Vehicle Traffic Experts Act (KfSachVG)).

Cost estimate

There are no requirements to be met on the basis of the Schedule of Fees for Measures relating to Road Traffic (GebOSt) or remuneration tables.

The total costs for the safety inspection of Ukrainian vehicles including tests 1 to 7 and test 9 are estimated to be at two thirds of the cost per vehicle for a main inspection. The additional costs for test 7 (if necessary) are estimated to correspond to the cost for a gas system retest.

Action to be taken as a result of the safety inspection:

Within their competence in accordance with section 46 of FZV in conjunction with section 22 of FZV, the federal state authorities may have to restrict the use of a foreign vehicle or impose a ban on operating it altogether.