

**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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**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.

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**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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**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 (3,00 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.

**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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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 and/or manufacturer'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.

**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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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 slates) 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 salon 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.

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**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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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 car 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 Mustang 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.



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**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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**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*

Acceptable: 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*

Acceptable: 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*Unacceptable:

- 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.
- 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.

**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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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*

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

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

*Example E2*

Acceptable: A mid-sixties Mercedes 220 4-cylinder vehicle fitted with a mid-sixties Mercedes 6-cylinder engine.

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

*Example E3*

Acceptable: A sixties Land Rover that was originally fitted with a 2286cc Rover petrol engine but is now fitted with a 2286cc Rover diesel engine.

Unacceptable: 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*

Unacceptable: A Ford Anglia that has been fitted with an Escort engine i.e. cross-flow instead of down-flow.

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**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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*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: A1960s 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 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". 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*).

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. 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 from a common or standard model.



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**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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*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.

### **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 1960s BSA fitted with a 1990s Yamaha engine.

**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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**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.
- Non-original engines must have been fitted up to 1975 only.
- The make, model and type of engine fitted to be applicant vehicle must be the same as that officially registered with the Authorities up to 1975. However, 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 Hawkiers 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.

## **POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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 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 even 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:**

<b>Engine Capacity</b>	<b>Rate</b>
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%

**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**
**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 homes 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**

Upon importation, the importer or authorised motor vehicle dealer shall be obliged to pay to the Authority the **full registration tax** applicable to the imported vehicle:

Provided that, upon classification by the Vintage Vehicle Classification Committee, of the said vehicle as an authentic vintage vehicle, the importer or authorised motor vehicle dealer 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 and over at the time of importation and which will be submitted for vintage certification.

**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.

**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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**6.1. Motor vehicles which are already registered in Malta (1<sup>st</sup> time applicants):**

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

**NOTES:**

- As of 1<sup>st</sup> 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 with a minimum size of 13 x 18 cm (5 x 7 inches), printed on photographic paper;
- Payment of an administrative fee of €25 (application fee).

**NOTE:**

- As of 1<sup>st</sup> 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 certified as vintage and aged fifty (50) years or more shall be exempt from the re-certification requirement provided that a valid certificate issued by an accredited vintage vehicle certification body is submitted to the Authority.

**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 with a minimum size of 13 x 18 cm (5 x 7 inches), printed on photographic paper;
- 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;
- 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,



**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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- 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, as established in the Fourth Schedule to the Act 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 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.

**POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

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**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 it is required 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 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**

Incorrect, incomplete, unsigned or misleading applications, poor-quality and/or missing photos will render the application ineligible and will not be 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 certified as vintage and aged fifty (50) years or more shall be exempt from the re-certification requirement provided that a valid certificate issued by an accredited vintage vehicle certification body is submitted to the Authority.

## **POL19 – POLICY GUIDELINES USED FOR THE CLASSIFICATION OF VINTAGE VEHICLES**

---

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 of the non-vintage annual circulation licence fee (if applicable) shall be paid. 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 will 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 fault, the vehicles' 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)h)).