VIRM: Entry certification amendment

Effective from **14 October 2026**

September 2026

Pre-registration and VIN

2-2 Vehicle attributes definitions

Table 2-2-13 Test regime codes. Both the definitions and codes are kept in one table to avoid duplication. New definition of ADR 79/05 added, 2x minor technical corrections made to Japan 2018 and UNR83/08, Euro 4, definition deleted from 11.2 Exhaust emission summary of legislation and moved here to be with the other emissions definitions.

Table 2-2-13. Test regime codes

Test regime description	LANDATA code	Definitions and comments
JAPAN 2018	J2018	Japan 2018 means Japan Safety Regulations for Road Vehicles, Article 31 – Emission Control Device, as revised by the Ministry of Land Infrastructure and Transport Notification No. 1172 of 31 October 2016, as established by the relevant Japan Safety Regulations for Road Vehicles test procedures, technical standards and circulars as evidenced by a Japanese three-character emissions code starting with the digit 3, 4, 5, 6, or 7 and (in respect of diesel vehicles manufactured on or after 1 January 2024) including Japan Safety Regulations for Road Vehicles, Attachment 119 – Technical Standard for On-Road Exhaust Emissions of Diesel-Powered Light- and Medium-Duty Vehicles, as announced by the Ministry of Land Infrastructure and Transport Announcement no. 2 of 5 January 2024 ~~528 of 30 March 2018~~.
AUSTRALIAN ADR 79/05	A79/05	**ADR 79/05** is an abbreviation for the combination of: a) Vehicle Standard (Australian Design Rule 79/05 - Emission Control for Light Vehicles) 2024, and b) Vehicle Standard (Australian Design Rule 111/00 - Advanced Emission Control Light Vehicles) 2024), and c) Vehicle Standard (Australian Design Rule 112/00 - Control of Read Driving Emissions for Light Vehicles) 2024. Note: Vehicles complying with ADR 79/05 via one of the alternative standards specified in section 7 of ADR 79/05 need not comply with ADR 111/00 or ADR 112/00.

EURO 4 OR IV	EUR4	See the Land Transport Rule: Vehicle Exhaust Emissions 2007 for the full definition of Euro 4. Euro 4 (Euro IV for heavy vehicles) a) means: i. UN/ECE Regulation No. 83, or ii. Council Directive 70/220/EEC as amended by Council Directive 98/69/EC, or iii. UN/ECE Regulation No. 49, or iv. Council Directive 88/77/EEC as amended by Council Directive 1999/96/EC, or v. Council Directive 2005/55/EC, and b) for a diesel vehicle, also includes: i. UN/ECE Regulation No. 24, or ii. Council Directive 72/306/EEC as amended by Council Directive 97/20/EC. A vehicle does not need to be officially certified as Euro 4 to meet this definition. To be treated as a Euro 4 vehicle under the Emissions Rule, it must meet both of these requirements: • It must be certified to UN/ECE Regulation 83.05 or EC Directive 70/220/EEC, as amended by 98/69/EC (or a later version). • The emissions results recorded on that certification must be within the limits shown in Row B of the table (the Euro 4 emissions limits). A vehicle can be officially certified in Europe as a Euro 3 vehicle but still meet the stricter emissions limits required for Euro 4 (Row B). This can happen because some certification standards, such as UN/ECE Regulation 83.05 and Directive 98/69/EC (and later versions), include both Euro 3 and Euro 4 requirements. If a vehicle certified as Euro 3 meets the Row B emissions limits, it meets the definition of a Euro 4 vehicle under the Emissions Rule and can be accepted as Euro 4.
EURO5+	EUR5+	A higher standard to Euro 5M

2-3 Amending vehicle attributes or status

The deleted content below has been incorporated into a rewritten Technical bulletin 36.

2 Removing the border check damage flag

A damaged flag may be recorded against a vehicle by a border inspection organisation performing the border check. See Technical bulletin 36: Removing a border damage flag.

~~**2.1 Light vehicles**~~

~~If a vehicle is flagged on LANDATA by a border inspection organisation as damaged and the vehicle inspector determines that the damage does not exceed the threshold for requiring repair certification, an application must be made to remove the damage flag.~~

~~Forms to request the removal of a border damage flag are available in Reference material 17. The vehicle inspector must complete this form and give it to the supervisor authorised to remove damage flags.~~

~~Reference material 17.~~

~~**2.2 Heavy vehicles**~~

~~Once appropriate heavy vehicle specialist certification has been carried out as required, the border damage flag must be removed from a heavy motor vehicle. An entry certifier must complete a 'Request to remove border damage flag' form (see Reference material 17) and give it to the supervisor authorised to remove damage flags.~~

~~Reference material 17.~~

Inspection and certification

1-6 Specialist certification

Note added regarding removing border damage flag for heavy vehicles while still keeping necessary information on the vehicle file. See also the update to Technical bulletin 36.

Note 6

For a damage-flagged heavy vehicle with a *Heavy vehicle specialist certificate* (LT400) for repairs, the entry certifier must enter:

- the **LT400 certificate**, and
- a second record with the certificate type **REP (repair)**.

This is required because the vehicle can't be approved for registration unless a **REP certificate** is recorded in the IVERT system.

To key the REP certificate type:

Step	Field	Action
1	Type	REP
2	Number	The serial number of the LT400 issued for the repair
3	Issue ID	Use the generic ID of 'HVSC'
4	Issue date	The issue date of the LT400 issued for the repair
5	Comments	'Repair as per LT400'

9-1 Steering and suspension systems

This change aligns the VIRM with the intent of the amended (November 2025) Land Transport Rule: Steering Systems 2001. The current wording incorrectly suggests that compliance with frontal impact standard removes the need to demonstrate compliance with *all* steering system standards. The 2025 amendment indicates that, among the steering system standards, only UN/ECE R12 and EEC 74/297 are considered not applicable where compliance with the frontal impact standards is demonstrated.

Reasons for rejection | Tables and images | Summary of legislation

Compliance with approved standards

3. A vehicle that is required to comply with an approved steering system standard in respect of its steering system did not comply, or cannot be demonstrated to have complied, at the time of manufacture, with ~~a)~~ the steering system standard(s) listed in at least one of the four columns in Table 9-1-1 (Note 2).

- ~~b) at least one of the frontal impact standard(s) listed in Table 3-2-1 of this manual.~~

Note 2

If it can be shown that the vehicle complies with an approved frontal impact standard listed in Table 3-2-1, evidence that the vehicle meets UN/ECE R12 or EEC 74/297 isn't needed.

Reasons for rejection | **Tables and images** | Summary of legislation

Table 9-1-1. Approved steering system standards*

UN-ECE Regulation no.	EEC/EC Directive	FMVSS	ADR	Japan
12 (Note 2) and 79	74/297 (Note 2) or 91/662 and one of: 70/311 92/62 99/7	203 and 204	10 and 90 (or, for class MA, MB, MC: 69 73)	TS for steering system impact Article 11

* A steering system that is required to comply with an approved steering system standard must comply with the standard(s) listed in at least one of the four columns.

11-2 Exhaust emissions

Reference to Land Transport Rule: Vehicle Exhaust Emissions 2007 added for clarity.

- **Immigrants' vehicles** – meaning a motor vehicle that has been identified in writing, under Land Transport Rule: Frontal Impact 2001, or in accordance with Schedule 4 of the Land Transport Rule: Vehicle Exhaust Emissions 2007 (Table 11-2-5) by the Director or by an organisation appointed by the Director under 5.3(2).

Table 11-2-5

Rule reference	Applicable vehicle classes
Vehicle Exhaust Emissions 2007	LA, LB, LC, LD, LE, MA, MB, MC, MD1, MD2, MD3, MD4, ME, NA, NB, and NC

Definition of Euro 4 moved to Table 2-2-13.

Reasons for rejection | Tables and images | **Summary of legislation**

5. Refer to the Land Transport Rule: Vehicle Exhaust Emissions 2007 for definitions of the emissions standards and to Table 2-2-13 for LANDATA codes and further information. ~~defines Euro 4 as follows:~~

~~*Euro 4*~~
~~*(a) means:*~~

~~*1. UN/ECE Regulation No. 83, uniform provisions concerning the approval of vehicles with regard to the emission of pollutants according to engine fuel requirements (E/ECE/324E/ECE/TRANS/505/Rev.1/Add.82/Rev.2) incorporating the 05 series of amendments, as per the limit values in row B of the table to clause 5.3.1.4; or*~~

~~*2. Council Directive 70/220/EEC as amended by Council Directive 98/69/EC as per the limit values in row B of the table to clause 5.3.1.4 of Annex I of 98/69/EC…*~~

~~This definition does not necessarily require the vehicle to be formally certified as Euro 4. The two elements required to meet this definition are:~~

~~1. The vehicle must be certified to UN/ECE Regulation 83.05 or EC Directive 70/220/EEC as amended by 98/69/EC (or a later amendment), and~~

~~2. The declared emissions values on that certification must be within the specified limits set out in Row B of the quoted table (the Euro 4 emissions limits).~~

~~In practice, it is possible for a vehicle to be formally certified in Europe as a Euro 3 vehicle, but for it to comply with the Row B emissions limits required for Euro 4. Such vehicles are certified to UN/ECE Regulation 83.05 or 98/69/EC, or later amendment, (which contain both Euro 3 and Euro 4 requirements) In cases like this, despite being formally certified as Euro 3, the vehicle meets the Emissions Rule definition as a Euro 4 vehicle and can be accepted as such.~~

Table 11-2-1 Exhaust emissions requirements for Class MA, MB, MC, MD1, MD2, NA vehicles (except used-import disability vehicles)

- see Note 3

Date of border inspection (used vehicles) or manufacture (new vehicles)	Fuel type	Used or new	Exhaust emissions requirements
From 30 April 2024 to 30 November 2025 ~~30 June 2027~~	Petrol, CNG/LPG	Used	Euro 5; or US Tier 2; or Japan 2005 Low Harm; or Japan 2018; or ADR 79/04
		New	Euro 5; or US Tier 2; or Japan 2005 Low Harm; or Japan 2018; or ADR 79/04
	Diesel	Used	Euro 5; or US Tier 2; or Japan 09; or ADR 79/04
		New	Euro 5; or US Tier 2; or Japan 09; or ADR 79/04
From ~~1 July 2027~~ 1 December 2025 to 30 June 2028	Petrol, CNG/LPG	Used	Euro 5; or US Tier 2; or Japan 2005 Low Harm; or Japan 2018; or ADR 79/04
		New	For existing model vehicles (Note 2) Euro 5; or US Tier 2; or Japan 2005 Low Harm; or Japan 2018; or ADR 79/04 For new model vehicles (Note 2) Euro 6d; or US Tier 3; or Japan 2018 Low Harm; or UNR83/08; or ADR 79/05
	Diesel	Used	Euro 5; or US Tier 2; or Japan 09; or ADR 79/04
		New	For existing model vehicles (Note 2) Euro 5; or US Tier 2; or Japan 09; or ADR 79/04 For new model vehicles (Note 2) Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08; or ADR 79/05

From 1 July 2028	Petrol, CNG/LPG	Used	Euro 6d; or US Tier 3; or Japan 2018 Low Harm; or UNR83/08; or ADR 79/05
		New	Euro 6d; or US Tier 3; or Japan 2018 Low Harm; or UNR83/08; or ADR 79/05
	Diesel	Used	Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08; or ADR 79/05
		New	Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08; or ADR 79/05

Table 11-2-2 Exhaust emissions requirements for used-import disability vehicles – Class MA, MB, MC, MD1, MD2, NA

- see Note 3

Date of border inspection (used vehicles) or manufacture (new vehicles)	Fuel type	Exhaust emissions requirements
From 1 January 2031	Petrol, CNG/LPG	Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08; or ADR 79/05
	Diesel	Euro 6d; or US Tier 3; or Japan 2018; or UNR83/08; or ADR 79/05

Technical bulletins

28 Exhaust emissions standards compliance

Table 28-1-7. Translating EU Directives and Regulations

Refer to Reference material 80 for old EC directives.

Vehicle class	EU Base Emissions regulation	Followed by the EU Implementing or amending emissions directive or regulation	Followed by 1 or 2 characters identifying the level or step (Note 2)	Emissions Rule Standard
Motorcycles and mopeds	134/2014	901/2014 2016/1824 2018/295 2019/129 2023/2724	A1	Euro 4m
			A2	~~Euro 4m~~ Euro 5m
			A3	~~Euro 5m~~ Euro 5+

36 Removing a border damaged flag

Technical bulletin rewritten to give clarity around removing border damage flag for heavy vehicles while still keeping necessary information on the vehicle file. See also the update to 1-6 Specialist certification.

Background

~~'Request to remove border damage flag' (Reference material 17) forms are to be processed by the entry certifier.~~

~~When a border inspection organisation identifies damage on a vehicle during the border check inspection, the vehicle will be flagged as damaged on LANDATA.~~

~~Light vehicles~~

~~Refer to VIRM: Entry certification, Inspection and certification, 3-4 Vehicle structure – Threshold for requiring repair certification. If the entry certifier determines that the damage does not exceed the threshold for requiring repair certification, an application must be made to remove the damage flag.~~

~~A repair certifier can determine whether or not a light vehicle may have a border damage flag removed once the vehicle has been repaired in accordance with the requirements of the VIRM: Light vehicle repair certification. This is recorded on the LT308 issued. If required, the entry certifier must complete an application to remove the damage flag.~~

~~Heavy vehicles~~

~~Once the appropriate heavy vehicle specialist certification has been carried out (including an LT400 to cover the repairs to the vehicle) the entry certifier must complete an application to remove the damage flag.~~

~~Form~~

~~A 'Request to remove border damage flag' form is available in Reference material 17. The entry certifier completes the form and gives it to the supervisor authorised to remove damage flags.~~

~~Procedures~~

If a border inspection organisation finds damage during a border inspection, the vehicle will be recorded as damaged in LANDATA.

A vehicle with a border damage flag can't be approved for registration until a repair certificate (code REP) has been entered in the Vehicle Certification (IVCERT) system. This applies to heavy vehicles as well. See 1-6: Specialist certification.

If a vehicle has a border damage flag and the vehicle inspector decides the damage meets the criteria for removing the flag, the entry certifier must process a Request to remove border damage flag form.

Criteria for removing a border damage flag

A border damage flag can be removed when one of the following applies:

1. **An entry certifier confirms the damage is below the repair certification threshold.**
   See VIRM: Entry certification, 3-4 Threshold for requiring repair certification.
2. **A repair certifier confirms a light vehicle has been repaired to the required standard.**
   The repairs must meet the requirements in the *VIRM: Light vehicle repair certification*, and a Light Vehicle Repair Certificate (LT308) must have been issued.
3. **A repair certifier confirms a light vehicle does not need repair certification.**
   The damage must be below the repair certification threshold, and a Light Vehicle Repair Declaration (LT307) must have been issued. See reference material 79 for an example of an LT307.
4. **A heavy vehicle certifier confirms a heavy vehicle has been repaired to the required standard.**
   The repairs must meet the requirements in the VIRM: Heavy vehicle repair certification, and a Heavy Vehicle Specialist Certificate (LT400) must have been issued.
5. **A heavy vehicle certifier confirms a heavy vehicle does not need repair certification.**
   The damage must be below the repair certification threshold, and the vehicle can be returned with a *Request to remove border damage flag* form.

Procedure for removing a border damage flag in LANDATA

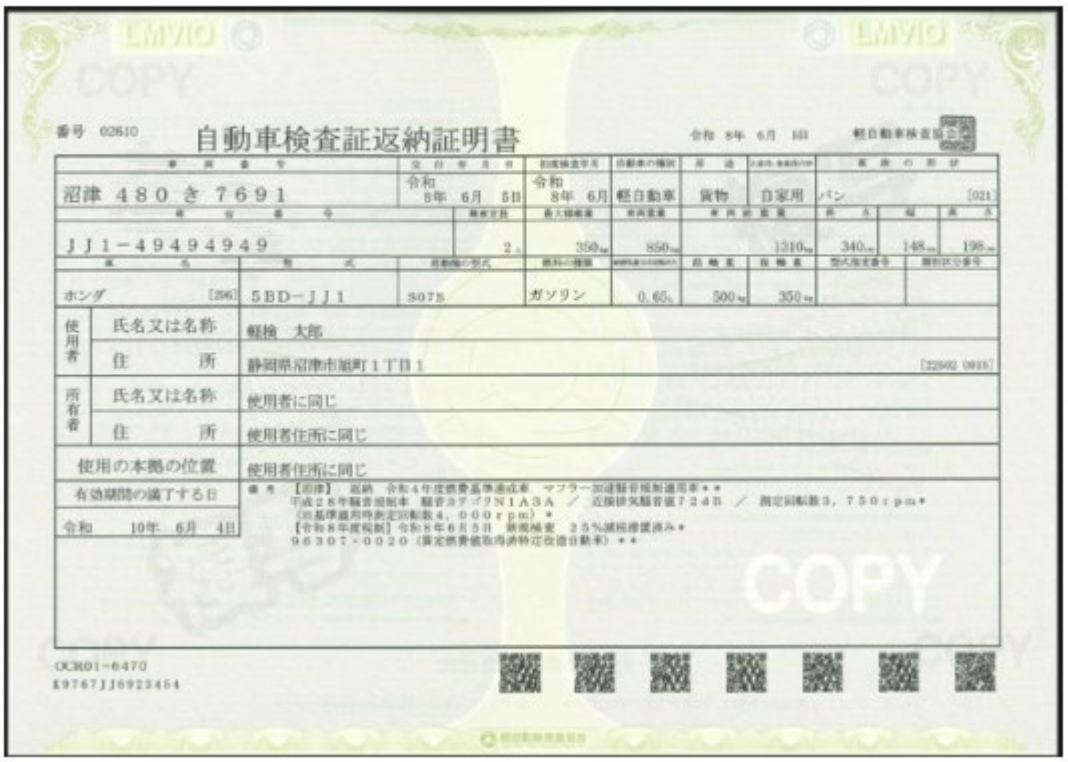
The entry certifier completes the *Request to remove border damage flag* form and gives it to the supervisor authorised to remove damage flags.

Request to remove border damage flag

Reference materials

22 Sample export certificates (Japan)

Cars less than 660cc from 2024

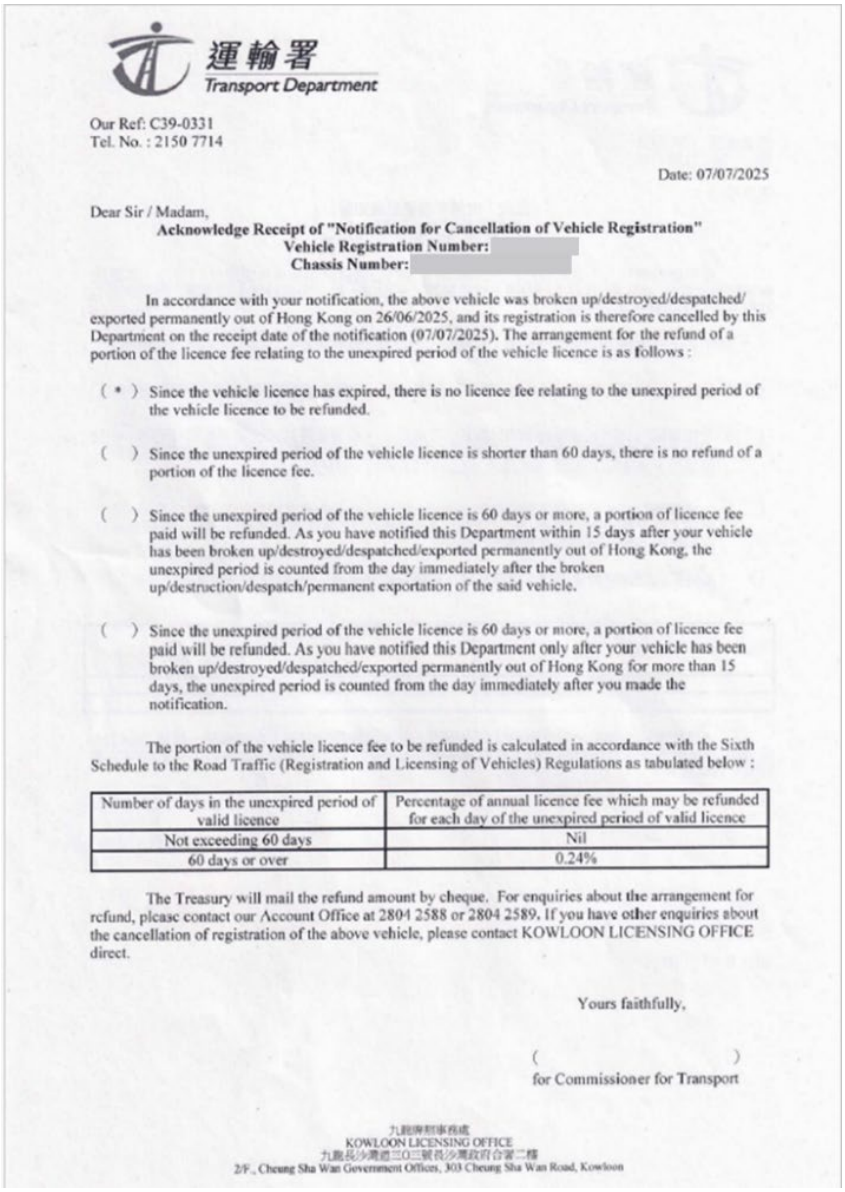


自動車検査証返納証明書

番号	02610
令和	8年 6月 1日
車両番号	沼津 480 き 7691
交付年月日	令和 8年 6月 5日
初度検査年月	令和 8年 6月
自動車の種別	軽自動車
用途	貨物
自家用	自家用
車体の形状	バン [021]
車台番号	JJ1-49494949
乗車定員	2人
最大積載量	350kg
車両重量	850kg
車両総重量	1310kg
長さ	340cm
幅	148cm
高さ	198cm
車名	ホンダ [256]
型式	5BD-JJ1
原動機の型式	S07B
燃料の種類	ガソリン
総排気量	0.65L
定格出力	500kg
乗車定員	350kg
型式指定番号	
類別区分番号	
使用者 氏名又は名称	軽検 太郎
使用者 住所	静岡県沼津市旭町1丁目1 [22602 0015]
所有者 氏名又は名称	使用者に同じ
所有者 住所	使用者住所に同じ
使用の本拠の位置	使用者住所に同じ
有効期間の満了する日	令和 10年 6月 4日
備考	【前歴】 返納 令和4年度燃費基準達成車 マフラー加速騒音規制適用車＊＊ 平成28年騒音規制車 騒音カテゴリN1A3A ／ 近接排気騒音値724dB ／ 測定回転数3，750rpm＊ (加速走行時測定回転数4，000rpm)＊ 【令和8年度税制】令和8年6月5日 新規検査 25%減税措置済み＊ 96307-0020（算定燃費値取得済特定改造自動車）＊＊

OCR01-6470
K9767JJ6923454

27 Sample registration documents (Hong Kong)



運輸署
Transport Department

Our Ref: C39-0331
Tel. No. : 2150 7714

Date: 07/07/2025

Dear Sir / Madam,

Acknowledge Receipt of "Notification for Cancellation of Vehicle Registration"
Vehicle Registration Number:
Chassis Number:

In accordance with your notification, the above vehicle was broken up/destroyed/despatched/ exported permanently out of Hong Kong on 26/06/2025, and its registration is therefore cancelled by this Department on the receipt date of the notification (07/07/2025). The arrangement for the refund of a portion of the licence fee relating to the unexpired period of the vehicle licence is as follows :

(*) Since the vehicle licence has expired, there is no licence fee relating to the unexpired period of the vehicle licence to be refunded.

( ) Since the unexpired period of the vehicle licence is shorter than 60 days, there is no refund of a portion of the licence fee.

( ) Since the unexpired period of the vehicle licence is 60 days or more, a portion of licence fee paid will be refunded. As you have notified this Department within 15 days after your vehicle has been broken up/destroyed/despatched/exported permanently out of Hong Kong, the unexpired period is counted from the day immediately after the broken up/destruction/despatch/permanent exportation of the said vehicle.

( ) Since the unexpired period of the vehicle licence is 60 days or more, a portion of licence fee paid will be refunded. As you have notified this Department only after your vehicle has been broken up/destroyed/despatched/exported permanently out of Hong Kong for more than 15 days, the unexpired period is counted from the day immediately after you made the notification.

The portion of the vehicle licence fee to be refunded is calculated in accordance with the Sixth Schedule to the Road Traffic (Registration and Licensing of Vehicles) Regulations as tabulated below :

Number of days in the unexpired period of valid licence	Percentage of annual licence fee which may be refunded for each day of the unexpired period of valid licence
Not exceeding 60 days	Nil
60 days or over	0.24%

The Treasury will mail the refund amount by cheque. For enquiries about the arrangement for refund, please contact our Account Office at 2804 2588 or 2804 2589. If you have other enquiries about the cancellation of registration of the above vehicle, please contact KOWLOON LICENSING OFFICE direct.

Yours faithfully,

( )
for Commissioner for Transport

KOWLOON LICENSING OFFICE
2/F., Cheung Sha Wan Government Offices, 303 Cheung Sha Wan Road, Kowloon