



01525-851545

Karman Shipping

Karman Shipping Limited

**Shipping your car to Australia
Information pack**

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Welcome to Karman Shipping

Many of the things that are now expected of a motor vehicle shipping agent originated at Karman Shipping.

It all began back in 1984, on December 3rd to be precise. That was the day the 'specialist car shipper' was born.

It was one of the first customers who best described the services provided by this new freight forwarding company:

“... *in these days of slipshod workmanship and shoddy service, it really is a delight to deal with an outfit like Karman.*”

This simply stated philosophy is the very essence of everything we still do today. In fact, for most people, the words 'Karman Shipping' do not simply describe a company in the car shipping industry, but also a method of handling cars that is unique.

These ideas and their attitudes continue to shape the Karman Shipping service to this day and appear like milestones in the history of our company. But our enthusiasm for innovation is always tempered by our responsibility to our customers, and to the safety of their vehicles.

We know that our painstaking method of shipping cars takes more time and trouble, but that's fine with us, as long as there are customers who appreciate such commitment. They make our efforts worthwhile.

Key Facts

- For a personal quotation of all the costs and requirements of shipping and importing a car to Australia use our [online quotation form](#) or call Richard on 01525 851545.
- Cars in Australia are generally very much more expensive than in the UK, especially modern European models and prestige/sports cars.
- We have been shipping cars by safe and secure container from our private East London/Barking warehouse to Australia for over 30 years.
- Shipping can be arranged in less than a week and vessels from the UK sail weekly taking 5–7 weeks to Fremantle (Perth), Adelaide, Melbourne, Sydney and Brisbane.
- It can take 2–4 weeks in Australia to clear customs and quarantine and then pass roadworthy checks and register a car.
- An import approval is required from the Australian Government which can take up to 4–6 weeks to obtain.

- A car newer than 1988 must be owned and used in the UK for over 12 months first and the importer must have Australian residency.
- Any items packed inside a vehicle would travel free of charge and would clear customs and quarantine separately from the car.
- UK costs are shipping at about £1,350–1,450 and Lloyds of London marine insurance cover at up to 2% of the car value.
- The shipping and insurance costs cover everything from the UK through to the arrival port but none of the Australia charges all payable at destination.
- Destination costs payable in Australia from vessel arrival through to getting a car 'on the road' are about A\$5,000–\$6,000.
- Australian import taxes are 5% duty on the vehicle customs value + 10% GST on the same value + the duty + the shipping costs.
- The customs value of a car is calculated working back from a market valuation in Australia and is usually set at about half of that value.
- Fuel and air conditioning gas does not have to be drained prior to shipment and batteries can be left safely connected.
- Modifications to a car once it arrives in Australia are minor to enable a vehicle to pass a roadworthy test.
- The Australian import requirements may seem complicated but are really quite straightforward with advice and assistance available in the UK and Australia.
- We have agents in Australia that assist and handle all of the arrival formalities from vessel arrival through to registration.
- Once a vessel has sailed the shipping and insurance documents along with arrival instructions are emailed and posted along with copies to the destination agent.
- Full track and trace facilities are available of both the container and the ship from the time the container is loaded through to arrival at destination.
- To book a shipment use our [online booking form](#) on our website. Payment is due at the time of shipment by bank transfer or cheque or at any bank.

A Guide to Shipping

A car is shipped on its own in a sealed 20' container from our private warehouse near Barking/East London. Ships normally sail every week taking 5–7 weeks in transit to Fremantle (Perth), Adelaide, Melbourne, Sydney and Brisbane. It can take a further 2 to 4 weeks for clearance and roadworthy testing before a car is ready to be registered to be used on the road.

A booking is made by completing our shipment [booking form](#) and can be made up to 3 months or as little as 1 week before shipment. Cars cannot be shipped if there is finance still outstanding.

All vehicles entering Australia require an import approval. The personal import requirements are that Australian residency (a visa allowing work for at least 2 years or that can be upgraded in the future to a permanent visa) or nationality is required and that the car owner can show that they are actually moving to live in Australia. Only 1 car per person is allowed every 5 years and the vehicle must have been owned and used in the UK for a minimum period of 12 months. If the vehicle is older than 1989 then none of these requirements apply although an import approval is still necessary.

Import approval is obtained by completing an online Australian Government (DIT in Canberra) application form and attaching scanned copies of the car and personal papers and it can take 4–6 weeks to obtain. Although the approval is only required once a car arrives at the Australian port it should be obtained before shipment of the vehicle from the UK.

The costs in the UK are for shipping and Lloyds of London [marine insurance](#) payable before the day of sailing by UK cheque or bank transfer. In Australia costs are payable for local shipping line, port fees and container unpacking, customs clearance, quarantine inspection and possibly cleaning, road safety preparation and a roadworthy test, as well as annual registration and possibly stamp duty and driving insurance.

The Australian import taxes on most cars are 5% duty and 10% GST. Duty is paid on the customs value and GST is paid on the total of the customs value + duty + cost of shipment. Usually the customs value is based on the Australian 'as landed' value which can be as low as half of the actual Australian market value.

Any items or personal/household effects packed inside a car would travel free of charge. An unaccompanied personal effects declaration is required at destination and items would be customs and quarantine cleared separately from the vehicle.

We recommend agents in Australia who liaise with the local port and arrange unpacking, handle all of the arrival custom and quarantine formalities and work with a roadworthy preparation company for testing and registration.

A guide to the costs would be £1,350–1,450 shipping + £200–400 marine insurance in the UK and A\$5,000–6,000 in Australia, excluding taxes and annual registration and insurance.

For your further information we can advise you that we can recommend agents in Australia that would be able to assist with the import formalities, namely:

PERTH:

Mr. Andrew Soukos,
Cargoclear International (WA) Pty. Ltd.,
43A, Sustainable Avenue,
Bibra Lake,
PERTH,
WA 6163.
Tel. No. (08) 9494 2460,
Website: www.cargoclear.com.au,
E-mail: andrew@cargoclear.com.au.

MELBOURNE and ADELAIDE:

Mr. David Stewart,
All Ports International Logistics Pty. Ltd.,
1, Mareno Road,
Tullamarine,
MELBOURNE,
VIC 3043,
Tel. No. (03) 9933 3600,
E-mail: david@allports.com.au.

SYDNEY and BRISBANE:

Mr. Craig McRitchie,
EDI International Freight Management Pty. Ltd.,
10, Hutcheson Street,
ALBION,
QLD 4010,
Tel. No. (07) 3862 4788 / (0447) 460 077,
Website: www.edicustoms.com.au
E-mail: autos@edicustoms.com.au.

Vehicle Tax Rates for 2018

- ALL VEHICLES UP TO 30 YEARS OLD: 5% DUTY + 10% GST
- VEHICLES OVER 30 YEARS OLD & MOTORCYCLES: 0% DUTY + 10% GST

(Duty is levied on the customs value (CV) and GST is levied on the CV + shipping costs + duty)

(Luxury Car Tax (LCT) of 33% is additional on vehicles over about £32500 (UK value) only)

ALTERNATIVE FALL-BACK CUSTOMS VALUE (used in most cases). For vehicles owned in the UK for over 12 months before shipment – an ‘as landed’ valuation is carried out at the Australian arrival port less an allowance and less all costs of shipping and importing the vehicle to Australia. The resulting figure can be as low as half of the eventual ‘Australian full showroom market value’ because the ‘as landed’ value is that of the vehicle before importation, before taxes, before roadworthy and registration etc., OR

OTHER (NORMAL) CUSTOMS VALUE (only used in very few cases). Mainly used for vehicles older than 1989 which have been purchased and shipped to Australia straight away (unlike vehicles 1989 or newer that have to be owned and used for a minimum of 12 months in the UK first) and based on the original UK purchase price in Australian dollars.

Costs on Arrival

Approximate Charges Payable on Arrival in Australia

Please note that many but not all charges are subject to GST which in Australia is currently 10%.

Port charges and fees:

(A\$700–900) – payable to the shipping line office or the clearance agent.

Haulage and container unpacking charges:

(A\$800–1,000) – payable to the local shipping line office and/or the unpacking warehouse/clearance agent.

Australian ‘as landed’ valuation (if necessary):

(A\$300–500) – payable to the car valuer.

Customs and air-conditioning gas exemption fees:

(A\$200–300) – payable to the Australian Customs Service/clearance agent.

Customs clearance:

(A\$300–500) – payable to the clearance agent.

Customs clearance for any personal effects packed inside the car:

(A\$200–300) – payable to the clearance agent.

Quarantine inspection and fees:

(A\$400–500) – payable to DAFF/the clearance agent.

Cleaning fees (if ordered by DAFF):

(A\$400–500) – payable to DAFF/the clearance agent.

Speedometer change from mph to kph only (if necessary), child safety restraint points (if necessary), wing mirror glass (if necessary), engineer’s report (if necessary):

(A\$800–1,200) – payable to the workshop/engineer – each state in Australia has its own particular requirements.

Transportation fees after container unpacking:

(A\$200–300) – payable to the trucking company.

Roadworthy test:

(A\$200–300) – payable to the registration office.

Annual registration:

(A\$600–800 per year) – payable to the registration office.

Stamp Duty (2% to 5% where applicable):

– payable at the registration office.

Driving insurance (for fully comprehensive cover):

(A\$Variable) – payable to an insurance broker.

Payment of Shipping Charges

Our quotations are valid for 28 days. Shipping charges are due prior to shipment. Payment can be made by UK cheque or direct bank transfer or telephone or Internet banking – sorry no debit or credit cards. All charges, unless otherwise specified, are to arrival port only and exclude all destination charges and fees including import duty, stamp duty, GST, other taxes, port, haulage, container unpacking, customs clearance, quarantine, agriculture, local delivery, local and national compliance, inspection and registration costs.

Rules & Regulations

The Australian Government is continually updating the rules, regulations and duty/tax rates, therefore much of what can be read online is out of date and obsolete.

PERSONAL IMPORT APPROVAL – Please read carefully the rules regarding personal import approval and 12 months UK use and ownership unless exempt if the vehicle is older than 1989. All vehicles require an import approval and this should be obtained prior to shipment – allow 4–6 weeks. A car should not be shipped until an import approval is granted by DIT Canberra.

AUTHORITY FROM THE DEPARTMENT OF INFRASTRUCTURE AND TRANSPORT (DIT) – A vehicle should not arrive in Australia without an import approval from the Administrator of Vehicle Standards, GPO 594, Canberra, ACT 2601, tel: (02) 6274 7444, email: vimports@infrastructure.gov.au. The fee is A\$50 and is payable by debit/credit card. An Australian postal address is required for the original of the approval to be sent to (emailed only until an Australian address can be provided).

REGISTERING AND APPLYING ONLINE FOR AN IMPORT APPROVAL –

First register at:

<https://vis.infrastructure.gov.au/VISSitePages/Registration.aspx>

and then apply online at:

https://vis.infrastructure.gov.au/_layouts/VISBranding/VISLogin.aspx

WHO CAN IMPORT A VEHICLE – Personal import approval will only be given to migrants with residency visas (those visas that allow permanent residency in the future such as a 410 or 457 visa) or to Australian nationals or to New Zealand nationals who are of driving age in Australia. Proof of Australian residency is required by way of a passport or visa. Married couples where only one person has

residency can also import a vehicle even if the vehicle is UK registered in the non-resident's name. Married couples who both have residency can normally import two vehicles even if both are UK registered in one person's name. Companies, tourists and short term visa holders would not qualify a vehicle as a personal import.

CARS OLDER THAN 1989 – Although an import approval is still required no other criteria need be met and the car would not have to be owned and used in the UK for more than 12 calendar months. Vehicles must have been manufactured prior to 1st January, 1989.

ADDITIONAL REQUIREMENTS – All import approvals are also subject to the criterion that the importer must be travelling to Australia to take up indefinite residence. An Australian national or resident cannot be visiting Australia temporarily just to meet and import a car and then return to the UK. Personal imports are limited to one car every five years. Applications must be made at any time before or within six months of the applicant's arrival in Australia.

AUSTRALIAN RETURNING VEHICLES – Australian vehicles that have not been modified whilst overseas can be re-imported provided they are still fitted with an Australian compliance plate.

LEFT-HAND DRIVE VEHICLES – Registration of a LHD vehicle is not possible unless it is more than 30 years old (over 15 years old for Perth WA for bona fide immigrants).

IMPORTING WITHOUT APPROVAL – It is an offence to import a vehicle without approval and can be penalised with a fine and having to re-export or scrap the vehicle.

LOW VOLUME CERTIFICATION/SEVS/RAWS & ALL OTHER IMPORT SCHEMES – These alternative import methods are not normally feasible for shipments from the UK and are in place for race cars or specialist cars.

VEHICLE CUSTOMS VALUE GUIDE – The destination clearance agent can provide details of a local valuer in Australia for an indication of an 'as landed' value to enable an estimate of taxes to be ascertained. An initial guide can also be assessed from the Australian market values at:

www.redbook.com.au

www.carsales.co.au

DUTIES & TAXES – There are no duty-free schemes or tax concessions. The 'Import Duty' and 'Goods and Services Tax' can sometimes be levied on the UK purchase price but more likely will be on an Australian 'as landed' value which can

be as low as 50% of the actual Australian full market value. The rates, payable to Australian Customs at the Australian entry port, are:

- Vehicles up to 30 years old: 5% duty + 10% GST
- Vehicles over 30 years old and motorcycles: 0% duty + 10% GST.

The duty is levied on the 'customs value' only. The GST is levied on the 'customs value' plus the duty plus the total cost of shipment to Australia figure.

LUXURY CAR TAX (LCT) – This is an additional tax and is levied at a rate of 33% on vehicles with a GST-inclusive value in excess of A\$65,094. LCT is only payable on the amount in excess of the GST-inclusive 'break point' and will only be levied in very few instances as the 'break point' only relates to cars with a customs value over about £32,500/A\$55,000.

PERSONAL VEHICLE IMPORT APPROVAL CERTIFICATE – The government department DIT issues the personal import approval (email notification). This approval notice will be required to clear customs when the car arrives at the Australian port and when the vehicle is presented for state roadworthy inspection.

ADDITIONAL STATE REGISTRATION AND SAFETY COMPLIANCE – Most modern cars do not require expensive modifications to bring them up to an acceptable roadworthy standard. Consult the state or territory registering authority of where you intend to register your vehicle for their local requirements. The general modifications that are sometimes required do differ from state to state and checks are made for:

- seat belts are to be fitted to all seat positions,
- child safety restraints anchorage points are to be fitted to each rear seating position,
- windscreens and side windows must not be heavily tinted,
- head restraints to the front seats must be built in at manufacture,
- approved system alarm immobilisers must be fitted,
- rear vision wing mirrors must be normal flat and non-tinted mirrored glass and not convex glass,
- normally, speedometers in mph also have to display in kilometres per hour.

Not all states have all these requirements. Sydney and Brisbane can sometimes be stricter than Perth and Melbourne.

PERSONAL IMPORT STICKER/PLATE – Before a vehicle can be registered the completed Endorsement of Compliance Certificate issued by the state inspector/roadworthy department is sent to:

Niddrie Nameplates Pty Ltd,
PO Box 106,
Niddrie,
VIC 3042

They will supply a personal import sticker/plate which is affixed under the bonnet or inside the door. Number plates are normally supplied by the registration authority. There is no minimum length of compulsory ownership and a vehicle can be re-sold at any time without restriction once a vehicle has been registered.

STAMP DUTY – In some instances there is stamp duty payable on the car value upon registration (Perth 2.75% and 6.5% on high value cars, Sydney 3% and 5% on high value cars, Brisbane 3–4% depending on the number of engine cylinders, Adelaide 4% and Melbourne 4%).

DRIVING INSURANCE/LICENCE – An immigrant's UK driving licence is normally valid in Australia. Included in the state registration fee is third-party insurance which is the minimum requirement in Australia. It is strongly advised that a local insurance broker be contacted to upgrade this to fully comprehensive cover. Any UK 'no claims bonus' entitlement is valid in Australia for a reduction in the cost of driving insurance.

AIR CONDITIONING GAS – A signed statement can be provided that the vehicle is a one-off personal import to ensure exemption from the air conditioning regulations and this avoids having to degas the HFC air conditioning system of an imported vehicle. Older (1980s) CFC air conditioning systems must be degassed and decommissioned prior to shipment.

ASBESTOS ZERO TOLERANCE – All importers have to sign a declaration that their vehicle does not contain asbestos. Asbestos was completely banned in the UK from 1990 and any vehicle manufactured after this should not contain any asbestos (although take care if any cheap after market imported brake pads have been fitted). For very old unrenovated classic cars it is worthwhile considering shipment without brake pads fitted as if of ancient manufacture these could contain asbestos. The Australian authorities may make random checks and can send any vehicle being imported away for testing.

Customs Valuation

(NORMAL) METHOD OF VALUATION (called 'normal' but NOT normally used by Customs): The customs value for vehicles if when purchased the sale under consideration took place with the purpose of shipping it to Australia is normally assessed as the purchase price actually paid in the UK for the vehicle. This method of valuation is usually only used if the vehicle is older than 1989 and was purchased in the UK within 12 months of shipment.

This method of valuation is not ordinarily used in cases where

- the vehicle has altered during ownership
- it has been owned for more than a year in the UK (a personal import).

FOR VEHICLES PURCHASED IN THE UK AND OWNED AND USED FOR AT LEAST 12 MONTHS (ALL PERSONAL IMPORTS) THE SALE UNDER CONSIDERATION (CAR PURCHASE) DID NOT TAKE PLACE WITH THE PURPOSE OF EXPORTING IT TO AUSTRALIA AND THE VALUE OF THE VEHICLE HAS ALTERED SINCE THE CAR WAS PURCHASED THEREFORE THE FOLLOWING CUSTOMS VALUATION METHOD APPLIES:

(ALTERNATIVE) METHOD OF VALUATION (called 'alternative' but is the method normally used for all vehicles newer than 1989 (a personal import)). Where the normal method of valuation is not used, then the customs value will generally be assessed using the fall-back deductive method. This involves obtaining an 'Australian landed valuation', as imported, and as valued by an independent Australian motor specialist less a series of deductions and the figure remaining is deemed to be the 'customs value' upon which duty and GST is levied. The importer is responsible for obtaining, as well as the cost of the 'landed' valuation.

A valuer may at first consider the market value of a similar vehicle in Australia and make a significant reduction for the fact that the vehicle has not yet been imported and registered. From this figure can also be deducted all the subsequent costs of getting a vehicle 'on the road' and then deducting the 10% GST and then the 5% duty (and where applicable on very high value cars the 33% LCT). From the remaining figure customs would then deduct all the costs of shipping the car to Australia to arrive at the 'customs value'. The resulting 'customs value' can be as low as 50% of the actual 'Australian full market value' and in most instances is a system that benefits the car owner/importer.

What Vehicles May Be Worthwhile Taking to Australia?

The difference between the buying and selling prices of cars in Australia can be as much as 20%, for example, a car that can be purchased from a dealer for \$20,000 is only worth about \$16,000 if you were selling the same vehicle privately.

Japanese and Korean cars are sold in Australia at keen prices to compete with the locally assembled Fords and Holdens.

Ford models in Australia can be completely different to the Ford models sold in the UK. Rust-free 'prestige cars', for example, Audi, BMW, Jaguar, Land Rover, Lotus, Mercedes Benz, Porsche and Volvo manufactured in the last 3–7 years with a current

UK value of between £10,000 and £20,000 and which are still in good condition, are financially most worthwhile considering shipping, as are many European models of car that have depreciated significantly in the UK.

Makes that are not normally shipped are Alfa Romeo, Chrysler, Citroen, Fiat, Honda, Hyundai, Isuzu, Kia, Lexus, Mazda, Mini, Mitsubishi, Nissan, Peugeot, Renault, Rover, Saab, Seat, Subaru, Suzuki and Toyota.

Almost all small-engined (less than 2,000cc) vehicles from any manufacturer are not normally shipped.

Diesel models can be sought after in Australia with the increasing petrol prices there over the years as in the past manufacturers concentrated on selling only their petrol models which has caused a slight scarcity of second hand diesel cars available for sale.

Personal Import Approval

All vehicles imported into Australia require import approval from the Department of Infrastructure and Transport (DIT) in Canberra (A\$50 fee) (Vimports@infrastructure.gov.au).

Import approval should be applied for well before shipment and takes 4–6 weeks. Approval is either as a personal import (cars manufactured from 1989 to 2016) OR if the vehicle is older than 1989. Personal import requirements are for one car per person only for a person who is taking up indefinite residence in Australia and for a car that has been owned and used in the UK for a minimum period of 12 calendar months.

For a personal import the first step is to read the instructions page:
https://infrastructure.gov.au/vehicles/imports/import_options/pis.aspx

and then register for the Vehicle Import System:
<https://vis.infrastructure.gov.au/VISSitePages/Registration.aspx>

Prepare a folder on your computer and collect together and scan the following documents ready for your personal import:

- Car purchase document
- Driving licence
- UK V5C registration document (page 2 with the name/address/car details listed)
- Passport photo page (both, if more than one passport)
- Australian visa
- 2 x proofs of the following: ending your employment in the UK,

employment offer in Australia, rental termination/selling your UK residence, rental agreement/house purchase/ownership in Australia. If any of these are not available then there are several other documents that can be substituted and for full details of what these are see (each document has a points value and 2–4 documents should suffice for the minimum of 100 points required): https://infrastructure.gov.au/vehicles/imports/import_options/pis.aspx

- Statement of travel detailing – the ‘statement of travel’ should certify the date of purchase as on the invoice, the date of registration in your name as on the registration document, the date of handover of the car for shipment and your planned departure from the UK, details of any overseas trips from the UK since the purchase date and the actual period that qualifies for ‘the minimum 12 months period of use and ownership’. Periods away from the vehicle overseas are allowed as long as the vehicle remained taxed, insured and left at the UK residence address in a roadworthy and usable condition – UK residence must be retained during any absences and so lengthy stays in other countries or visits to Australia may mean that the personal import qualifying status is lost. An example of a statement, which can be hand-written or typed onto a separate sheet, and which should be included with all personal import applications is:

“TO WHOM IT MAY CONCERN”

Mr. John Smith,
1, High Street,
Anytown,
Buckinghamshire,
TP1 1PT.

RE: 2014 BMW 530D SE, CHASSIS NO. ABCDEF12345678910.

I, Mr. John Smith, hereby certify that I purchased the above mentioned motor car in the UK on 5th June, 2016 and registered it in my name on the 6th June, 2016. I propose to hand over my car for shipment in May, 2018 and plan to leave the UK to travel to Australia permanently in June, 2018. I have ‘owned and used’ my car in the UK for over 12 months and during this time I have been away from the UK and the car for the following periods: August 2016 – 2 week holiday to Spain, June 2017 – weekend in Paris, October 2017 – day trip to Belgium and March/April 2018 – 3 weeks visit / holiday to Australia. During my absence from the UK the vehicle remained at my residence taxed and insured and able to have been used if I had remained in the UK.

CERTIFIED TRUE AND CORRECT,
(signed) MR. JOHN SMITH.

Once these are ready then apply for an import approval online at:
<https://vis.infrastructure.gov.au/VISSitePages/Registration.aspx>

and then

https://vis.infrastructure.gov.au/_layouts/VISBranding/VISLogin.aspx

On occasion DIT request further documentation or clarification but this is quite normal and is part of the process of issuing an import approval. The import approval certificate is emailed (after 4–6 weeks) and is required when the vehicle arrives in Australia by Customs, the Registration Authority and to enable a personal import plate to be issued – https://infrastructure.gov.au/vehicles/imports/plating_vehicles.aspx.

Important Internet Pages for Further Information

Import Approval

Steps to import a vehicle:

https://infrastructure.gov.au/vehicles/imports/process_overview.aspx

Eligibility to import a vehicle:

<https://infrastructure.gov.au/vehicles/imports/quiz/>

Importation frequently asked questions:

<https://infrastructure.gov.au/vehicles/imports/faq/>

Personal import option information (all 1989-2016 car owners):

https://infrastructure.gov.au/vehicles/imports/import_options/pis.aspx

Pre-1989 option information:

https://infrastructure.gov.au/vehicles/imports/import_options/pre1989scheme.aspx

Import plates to be fitted after importation:

https://infrastructure.gov.au/vehicles/imports/plating_vehicles.aspx

Import approval registration:

<https://vis.infrastructure.gov.au/VISSitePages/Registration.aspx>

Import approval application (once registered):

https://vis.infrastructure.gov.au/_layouts/VISBranding/VISLogin.aspx

Australian Customs (not very clear to understand):

<http://www.border.gov.au/Busi/Impo/Impo-1>

State Vehicle Licencing and Registration

Sydney:

www.rms.nsw.gov.au/roads/index.html

Melbourne:

www.vicroads.vic.gov.au

Brisbane:

www.tmr.qld.gov.au/

Perth:

www.transport.wa.gov.au/licensing/licensing.asp

Adelaide:

www.sa.gov.au/topics/transport-travel-and-motoring.

Marine Insurance

We value your business and hope that we can carry out your forthcoming shipment. Whilst we take every care to ensure that your vehicle and belongings arrive safely at their destination we strongly recommend that you take advantage of the marine insurance cover.

We will look after your vehicle to the best of our ability but unfortunately accidents do occasionally happen. You are insured with Lloyd's of London but naturally there have to be some conditions and exclusions and there are some circumstances that cannot be covered. In order for us to have arranged marine insurance cover you must declare to us the value of your vehicle. If you do not give us a valuation or decline marine insurance cover then our liability will default to Limited Liability. The declared value should represent the replacement value at destination otherwise 'average' could apply to any claim.

Policy Coverage: Accidental damage, destruction, theft and physical loss, subject to the policy clauses, conditions and exclusions.

In respect of all shipments the following clauses apply, except the war clauses that only apply to waterborne/air movements:

- Institute Cargo Clauses (A)
- Institute Cargo Clauses (Air) (Excluding sendings by post)
- Institute War Clauses (Cargo)
- Institute War Clauses (Air Cargo) (Excluding sendings by post)
- Institute War Clauses (Sendings by post)
- Institute Strikes Clauses (Cargo)
- Institute Strikes Clauses (Air Cargo)
- Institute Classification Clause
- Institute Replacement Clause

- Institute Radioactive Contamination, Chemical, Biological, Bio-Chemical and Electromagnetic Weapons Exclusion Clause
- Institute Cyber Attack Exclusion Clause

Correct Valuation: In the event of the actual value being greater than the declared value the marine insurance cover shall only bear such proportion of the loss as the declared value bears to the total value of the vehicle.

Restrictions, Limits and Exclusions:

Limit: As declared and evidenced by the customer prior to shipment but in no event exceeding GBP 100,000 any one vehicle.

Excess: £250 each and every loss (£500 for vehicles over 10 years old) or 1% of the insured value whichever is greater.

Exclusions: Excluding loss or damage whilst under own power except for loading and unloading.

Excluding third party liability.

Excluding electrical and mechanical derangement unless caused by an insured peril.

Duration: Cover incept from the time the customer's property is in the care, custody and control of the Assured and continues until such property is delivered to the consigned location and/or where the Assured's care, custody and control ceases.

Claims Procedure

In the unlikely event of any damage then please notify the local Lloyd's of London office immediately at destination (full contact details appear on your marine insurance certificate). Under NO circumstances give a clean receipt except under written protest if the vehicle or goods are in doubtful condition – without this any insurance claim you make will be declined. If you appoint an Agent or Third Party to collect the vehicle on your behalf then they likewise must obtain the required damage notification. **TO REPEAT: YOU MUST OBTAIN AN OUT-TURN POST-SHIPMENT VEHICLE CONDITION REPORT COMPLETED AT THE TIME THE VEHICLE WAS HANDED OVER FROM THE CONTAINER** and not one completed at a later date after the vehicle was collected by you or your Agent. Apply immediately for a survey at the docks/unpacking warehouse by carrier's (shipping line) representative if any loss or damage is apparent at the docks/unpacking warehouse. Claim on the carrier, port authority or any negligent party for damage or omissions. You should attempt where possible to obtain estimates for repair or replacement. Send all correspondence with carriers or other negligent parties along with as many details as possible including photographs to the loss adjuster/local Lloyd's of London office at destination.

Terms and Conditions

Our terms and conditions are available on request. Please email us at info@karmanshipping.com or call us on 01525 851545.

APPLICATION FOR SHIPPING SPACE

[CLICK HERE TO COMPLETE THIS FORM ONLINE](#)

As an alternative this form can be completed online on our website. The process will be easier if you have all the relevant information to hand.

*delete as appropriate.

Name of the person in which the vehicle is to be shipped:

UK contact address:

Telephone number:

Email address:

Year/make/model of vehicle:

UK registration number:

Chassis/Vin number:

Shipment to (Port):

In the UK is the vehicle to be COLLECTED/DELIVERED?

(Collection is by transporter at additional cost. Delivery is to our warehouse in Barking.)

On (date):

If the vehicle is to be collected, then from (address):

(Please note that the vehicle must contain a minimum amount of fuel.)

Your date of departure from the UK:

Any other instructions:

Your overseas destination address:

Telephone number:

Email address:

Address for posting of shipping documents
if different from your destination address

(shipping documents available about 5-7 days after sailing):

Marine insurance

YES/NO

Declared value of the vehicle:

Upon receipt of this completed form Karman Shipping will prepare shipping documentation and an invoice normally within 48 hours and will forward copies to you for checking.

Shipment cannot be arranged if finance remains outstanding on a vehicle. Shipping charges are to be settled prior to shipment.

THE UNDERSIGNED AS OWNER OR AGENT AUTHORISES KARMAN SHIPPING LIMITED TO PROCEED WITH SHIPMENT AND AGREES TO ALL TERMS AND CONDITIONS.

Full name:

Signed:

Date:

KARMAN SHIPPING LIMITED

HEAD OFFICE: TIMBER LODGE, PLANTATION ROAD, LEIGHTON BUZZARD, BEDFORDSHIRE, LU7 3JB

Tel.: 01525 851545 Email: info@karmanshipping.com Website: www.karmanshipping.com

All shipping and forwarding work is undertaken by us in accordance with our standard trading conditions (latest edition), copies of which are available upon request.

For transportation the standard conditions of the agencies and / or carriers involved apply.

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