

01525 851545

Karman Shipping

Karman Shipping Limited

**Shipping your car to New Zealand
Information pack**

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**BRITISH INTERNATIONAL
FREIGHT ASSOCIATION**

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Contents

<u>Welcome to Karman Shipping</u>	1
<u>Key Facts</u>	1
<u>A Guide to Shipping</u>	3
<u>Customs Rules and Taxes</u>	4
<u>Costs on Arrival</u>	6
<u>Useful Websites</u>	7
<u>Payment of Shipping Charges</u>	7
<u>Entry Certification, Rules and Regulations</u>	8
<u>Marine Insurance</u>	9
<u>Terms and Conditions</u>	12
<u>Application for Shipping Space</u> (Booking Form)	14

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 New Zealand use our [online quotation form](#) or call Richard on 01525 851545.
- Cars in New Zealand are generally more expensive than in the UK, especially modern European models and luxury/prestige cars.
- We have been shipping cars by safe and secure container from our private East London/Barking warehouse to New Zealand for over 30 years.
- Shipping can be arranged in less than a week and vessels from the UK sail weekly taking 6–7 weeks to Auckland, Tauranga, Napier, Wellington and Christchurch.
- It can take 1–2 weeks in New Zealand to clear customs and quarantine and then pass entry certification and register a car.

- All vehicles and paperwork go through a thorough check upon arrival in New Zealand which is called entry certification. Entry certification is easier for personal imports.
- A personal import is a car owned and used for 12 months prior to shipment and are generally easy to register in New Zealand with no import taxes payable.
- Cars that are not personal imports must be either over 20 years old or at least Euro 4 emission compliant which is almost all cars up to 10 years old.
- Any items packed inside a vehicle would travel free of charge and would clear customs and quarantine separately from the car.
- Fuel does not have to be drained prior to shipment and batteries can be left safely connected.
- UK costs are shipping at about £1,550–1,650 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 New Zealand charges all payable at destination.
- Destination costs payable in New Zealand to import and register a car are about NZ\$2,500–\$3,000.
- New Zealand import taxes are 0% duty on cars + 15% GST on a depreciated car value + shipping cost (no taxes are payable on a car that qualifies as a personal import).
- A personal import only remains free of tax if it is owned for 2 years after importation. Returning New Zealanders have to have been away for at least 21 months to qualify.
- The New Zealand import requirements are quite straightforward especially for cars up to about 10 years old or for any car qualifying as a personal import.
- We have agents in New Zealand 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 to Auckland, Tauranga, Napier, Wellington, and Lyttelton (Christchurch). Ships normally sail every week taking 6–8 weeks and any items packed inside a car travel free of charge. It can take a further 1 to 2 weeks in New Zealand for clearance and entry certification 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 New Zealand must be checked and entry certified by an approved New Zealand testing station before they can be registered and licensed. There are exemptions from some of the regulations for personal import qualifying cars and almost all cars up to 10 years old or over 20 years old. Very few vehicles would not be able to be imported and it is recommended that vehicle details are checked with an NZ entry certifier prior to shipment especially for cars between 10 and 20 years old that are not personal imports. A personal import is a car that qualifies for GST-free entry.

GST-free entry is allowed for first time permanent residents (and for New Zealand nationals that have been away from New Zealand for more than 21 months) that have owned and used a vehicle for over 12 months before shipment.

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 New Zealand costs are payable for local shipping line, port fees and container unpacking, customs clearance and border checks, quarantine inspection and possibly cleaning, entry certification checking and testing, warrant of fitness, annual registration and driving insurance.

New Zealand taxes (if applicable) on most cars are 0% duty and 15% Goods and Services Tax (GST). GST is payable on the UK purchase price less a depreciation allowance based on how long the car has been owned plus the cost of shipment.

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.

A guide to the total costs (excluding any tax) would be about £1,550–1,650 shipping plus £100–400 marine insurance in the UK and NZ\$2,500–3,000 in New Zealand to include port and unpacking charges, customs and MAF fees and entry certification and registration.

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

Auckland and North Island: Mr. Grant Hudson,
Aironaut Customs Brokers Ltd.,
156, Parnell Road, Level 4
(PO Box 37712) Parnell,
AUCKLAND 1052,
tel. no. (09) 309 8814,
email: grant@aironaut-customs.co.nz
www.aironaut.co.nz.

Lyttelton/Christchurch and South Island: Mr. Hugh Little,
Canterbury Customs Agency Ltd.,
36, Logistics Drive,
Harewood,
CHRISTCHURCH 8051,
tel. no. (03) 358 8191,
email: info@angloPacific.co.nz

Customs Rules & Taxes

DUTY AND GOODS AND SERVICES TAX – Duty is no longer levied on motor cars or motorcycles. Duty on camper vans and motor homes is 10%. GST is levied on the customs value plus the total cost of shipping. The current rate of GST is 15% on all vehicles that do not have concessionary entry.

TAX FREE ENTRY FOR IMMIGRANTS AND RETURNING NEW ZEALAND NATIONALS – A vehicle would be admitted free of GST (and duty if applicable) provided that the NZ Customs Service was satisfied that the importer has lived overseas for more than 21 months and has the intention of forthwith taking up permanent residence in New Zealand, or is a returning New Zealand national AND the importer has ‘personally owned and personally used’ the vehicle for at least 1 year before their date of departure for New Zealand or the date on which the vehicle was handed over for shipment, whichever is the earlier. If an importer is not present in New Zealand when the vehicle arrives then taxes must be paid and cannot be reclaimed at a later date even when they do arrive to take up residence. The vehicle must not be sold or otherwise disposed of within 2 years of its importation otherwise full taxes must be paid.

EVIDENCE FOR TAX FREE ENTRY – Documentary evidence of more than 12 months personal ownership and use of a vehicle must be produced to the NZ Customs Service as follows: dated receipt covering the purchase and showing the actual date of delivery of the vehicle, UK registration document (V5C), evidence of

the date on which the vehicle was surrendered and the date on which it was loaded on the vessel for shipment to New Zealand, passport showing permanent residency visa (or a working visa for at least 12 months or a visitor's visa valid for at least 3 years) and date of entering New Zealand. Returning NZ nationals should provide their passport and comprehensive proof that they have resided outside of New Zealand for the previous 21 months.

CUSTOMS VALUATION IF NOT TAX FREE – The customs value, upon which GST (Goods and Services Tax) is levied, is normally determined as being the actual purchase price paid, less an allowance for depreciation if the vehicle has been personally owned and used by the importer for more than 90 days prior to the date the vehicle arrives in New Zealand, plus the cost of shipment.

DEPRECIATION ALLOWANCE – If a vehicle has been owned and used overseas for more than 90 days then a depreciation allowance can be deducted from the purchase price, before adding the cost of shipment, so as to arrive at a 'customs value':

less than 90 days	= 0.0%,
more than 3 but less than 4 months	= 13.0%,
more than 4 but less than 6 months	= 20.0%,
more than 6 but less than 9 months	= 27.5%,
more than 9 but less than 12 months	= 35.0%,
more than 1 but less than 2 years	= 50.0%,
more than 2 but less than 3 years	= 60.0%,
more than 3 but less than 4 years	= 70.0%,
more than 4 years	= 75.0%

DUTY & EXCHANGE RATES – duty is no longer levied on motor cars or motorcycles. The customs service in New Zealand use the exchange rate in force at the time the vehicle is entered into New Zealand. Duty on camper vans and motor homes is 10%.

GOODS & SERVICES TAX – GST is levied on the customs value plus the total cost of shipping. The current rate of GST is 15% on all vehicles that do not have concessionary entry.

USE OF OTHER VALUATION METHODS – Under certain circumstances, for example if a vehicle was purchased overseas at an unrealistically low price or a vehicle was acquired as a gift or was bequeathed, then an alternative method of valuation may be used which would involve a calculation working back from a New Zealand market value. Should there be doubts about amounts that would be payable upon importation of a vehicle or any of the customs requirements then the NZ Customs Service can be contacted at feedback@customs.govt.nz (tel: +64 9 300 5399 or 0800 428 786).

QUARANTINE RULES – These are very strict in New Zealand and many cars will need to be cleaned by the Ministry of Agriculture and Forestry (MAF)/Biosecurity upon arrival unless they are already spotlessly clean. Pre-shipment cleanliness certificates are not necessary as each vehicle is individually inspected upon arrival in New Zealand.

VEHICLES REGISTERED IN THE NAME OF A COMPANY – In cases where a vehicle has been registered in the name of a company and this company is owned 100 percent by the importer then concessionary entry may be considered provided that documentary evidence is produced to confirm 100 percent ownership of the company. Company cars would also be considered for GST-free entry on a case-by-case basis and it would need to be shown that the importer had full personal use of the vehicle as part of a salary package and that the vehicle was registered in the importer's name prior to the departure for New Zealand.

LEFT-HAND DRIVE VEHICLES – A left-hand drive vehicle cannot be sold within 5 years of importation if it is newer than 20 years old and it must have been owned and used overseas for at least 90 days. If the vehicle is over 20 years old then it must not be sold within 6 months of importation.

DRIVING LICENCES – A UK driving licence is valid for up to 12 months where after it must be converted to a New Zealand licence. Proof of any driving insurance no claims bonus in the UK can be used to reduce premiums in New Zealand.

Costs on Arrival

Local fees and port and container unpacking charges:

(NZ\$900–1,100) – payable to the clearance agent/local shipping line office.

Quarantine/MAF inspection:

(NZ\$100–150) – payable to the MAF/Biosecurity NZ.

Customs fees and border check:

(NZ\$200–250) – payable to the NZ Customs Service.

Customs clearance (if carried out by an agent):

(NZ\$200–250) – payable to the clearance agent.

Cleaning fees (if ordered by the MAF officer):

(NZ\$300–400) – payable to the cleaning contractor.

Vehicle check and inspection:

(NZ\$400–600) – payable to the appropriate entry certifier

Registration:

(approximately NZ\$600–800) – payable to the motor registration centre

Driving insurance:

(variable) – payable to a local insurance broker.

Useful Websites

NZ Customs Service:

www.customs.govt.nz/inprivate/sendingitemstonz/motorvehicles/Pages/default.aspx

NZ car values:

<http://autotrader.co.nz/>

NZ registration and licensing:

www.nzta.govt.nz/vehicle/registration-licensing/index.html

NZ Transport Agency Vehicle Importing Guide:

www.nzta.govt.nz/vehicle/importing/index.html

NZ factsheets and resources:

www.nzta.govt.nz/resources/factsheets/44/importing-a-vehicle.html

(select 'Importing a Vehicle' and 'Factsheet 44a' at the bottom of the page)

and

<http://www.nzta.govt.nz/vehicles/importing-a-vehicle/step-2-evidence/used-vehicles-from-europe/>

(for vehicles 10-20 years old that do not qualify as a personal tax free import)

NZ AA enquiry:

<http://www.aa.co.nz/cars/licensing-safety-fees/export-import-car/importing-a-car-into-new-zealand/importing-a-car-enquiry-form/>

(New Zealand AA enquiry form for checking compliance prior to shipment)

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.

Entry Certification, Rules and Regulations

The New Zealand Transport Agency (NZTA) has laid down a set of rules and regulations for vehicle imports – tel: 0800 108 809 or +64 9 9506200 or info@nzta.gov.nz. The regulations concern safety, emissions and frontal impact standards and verifying the legal owner of a vehicle and that it does not require any repairs prior to registration in New Zealand.

All vehicles must be entry inspected by an NZTA-appointed entry certifier once they have cleared customs and quarantine and before they can be registered for use on the road. Only approved testing stations in New Zealand can verify entry certification compliance and it is important that an entry certifier is contacted prior to shipment from the UK. To confirm that any particular vehicle can be imported and registered in New Zealand they would require details of the vehicle type, year, make, model, chassis – vin number, details of any UN-ECE or EC plate/sticker fixed to the vehicle along with the importer's residency status, length of car ownership and how long they would have lived in the UK prior to taking up permanent residence in New Zealand. Once a vehicle has passed entry certification a form MR2A is issued which allows it to be registered, licensed and then used legally on the road.

Approved entry certifiers are (cost about NZ\$400–600 plus any repair/modification costs):

The Automobile Association (AA),
tel. no. +64 9 966 8800, email: aatech@aa.co.nz

Vehicle Inspection New Zealand (VINZ),
tel. no. +64 9 573 5070, email: info@vinz.co.nz

Vehicle Testing New Zealand (VTNZ),
tel. no. +64 4 495 2500, email: technical@vtnz.co.nz

Vehicles must meet emission standards, be entry inspected, roadworthy (WoF), right-hand drive, be built to approved frontal impact standards (4x4s only if manufactured after 1st October 2003), must have evidence of the vehicle's fuel consumption and must meet other vehicle standards. Many of the regulations can be shown to be complied with by way of a UN-ECE or EC plate/sticker that is fitted to almost all modern vehicles manufactured in the past 10–15 years. A vehicle handbook would normally show where this plate/sticker is located on a vehicle and normally it is close by to the chassis – vin plate under the bonnet or sometimes on the inside of the vehicle door frame.

Vehicles that qualify for personal import status (immigrant's and New Zealanders that have been overseas for more than 21 months that have owned and used their vehicle for more than 12 months) can be exempt from the emissions and frontal impact rules leaving just the roadworthy and other standards to be complied with. Exemption is also available for all vehicles over 20 years old which only require proof of ownership and a roadworthy check on arrival.

If a vehicle does not qualify for exemption under either the 4x4 pre-October 2003 or older than 20 years or personal import vehicle then emission compliance is required and only vehicles that are Euro 4 compliant are allowed to be imported (vehicles manufactured from around 2005-2007 onwards). Safety compliance applies to all vehicles up to 20 years old and almost all vehicles built for the European market, and especially newer models, already comply with the required standards and this is shown if an appropriate UN-ECE or EC plate/sticker is fitted to the vehicle.

Part of entry certification involves making sure that a vehicle, although originally manufactured to an approved standard, has not been modified or repaired unsafely or deteriorated to an unsafe state. Problems can arise with vehicles that have been repaired poorly (welding, non-standard parts) or that have lowered suspension or 'race' parts added with non-standard exhaust systems, after-market seats and such like. These vehicles would have to then go through repair certification by an approved repair certifier.

AS A SUMMARY – Almost all unmodified vehicles in good condition will be allowed to be imported to New Zealand except for a few older cars between 15 and 20 years old that are without an approved plate/sticker AND that are not immigrant's/returning New Zealander vehicles. An entry certifier in New Zealand can confirm exactly what is required for each importer/vehicle.

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 incepts 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

(A COPY OF THESE TERMS AND CONDITIONS IN LARGER PRINT IS AVAILABLE UPON REQUEST).

BRITISH INTERNATIONAL FREIGHT ASSOCIATION (BIFA) STANDARD TRADING CONDITIONS 2005A EDITION

THE CUSTOMER'S ATTENTION IS DRAWN TO SPECIFIC CLAUSES HEREOF WHICH EXCLUDE OR LIMIT THE COMPANY'S LIABILITY AND THOSE WHICH REQUIRE THE CUSTOMER TO INDEMNIFY THE COMPANY IN CERTAIN CIRCUMSTANCES AND THOSE WHICH LIMIT TIME AND THOSE WHICH DEAL WITH CONDITIONS ISSUING EFFECTIVE GOODS INSURANCE BEING CLAUSES 8, 10, 12-14 INCLUSIVE, 18-20 INCLUSIVE, AND 24-27 INCLUSIVE.

All headings are indicative and do not form part of these conditions.

DEFINITIONS AND APPLICATION

1 In these conditions the following words shall have the following meanings:- "Company" the BIFA member trading under these conditions. "Consignee" the Person to whom the goods are consigned. "Customer" any Person at whose request or on whose behalf the Company undertakes any business or provides advice, information or services. "Direct Representative" the Company acting in the name of and on behalf of the Customer and/or Owner with H.M. Revenue and Customs ("HMRC") as defined by Council Regulation 2193/92 or as amended. "Goods" the cargo to which any business under these conditions relates "Person" natural person(s) or any body or bodies corporate. "SDR" are Special Drawing Rights as defined by the International Monetary Fund. "Transport Unit" packing case, pallets, container, trailer, tanker, or any other device used whatsoever for and in connection with the carriage of Goods by land, sea or air. "Owner" the Owner of the Goods or Transport Unit and any other Person who is or may become interested in them. 2 (A) Subject to sub-paragraph (B) below, all and any activities of the Company in the course of business, whether gratuitous or not, are undertaken subject to these conditions. 2 (B) If any legislation, to include regulations and directives, is compulsorily applicable to any business undertaken, these conditions shall, as regards such business, be read as subject to such legislation, and nothing in these conditions shall be construed as a surrender by the Company of any of its rights or immunities or as an increase of any of its responsibilities or liabilities under such legislation, and if any part of these conditions be repugnant to such legislation to any extent, such part shall as regards such business be overridden to that extent and no further. 3 The Customer warrants that he is either the Owner, or the authorised agent of the Owner and, also, that he is accepting these conditions not only for himself, but also as agent for and on behalf of the Owner.

THE COMPANY

4 (A) Subject to clauses 11 and 12 below, the Company shall be entitled to procure any or all of the services as an agent, or, to provide those services as a principal. 4 (B) The Company reserves to itself full liberty as to the means, route and procedure to be followed in the performance of any service provided in the course of business undertaken subject to these conditions. 5 When the Company contracts as a principal for any services, it shall have full liberty to perform such services itself, or, to subcontract on any terms whatsoever, the whole or any part of such services. 6 (A) When the Company acts as an agent on behalf of the Customer, the Company shall be entitled, and the Customer hereby expressly authorises the Company, to enter into all and any contracts on behalf of the Customer as may be necessary or desirable to fulfil the Customer's instructions, and whether such contracts are subject to the trading conditions of the parties with whom such contracts are made, or otherwise. 6 (B) The Company shall, on demand by the Customer, provide evidence of any contract entered into as agent for the Customer. Insofar as the Company may be in default of the obligation to provide such evidence, it shall be deemed to have contracted with the Customer as a principal for the performance of the Customer's instructions. 7 In all and any dealings with HMRC for and on behalf of the Customer and/or Owner, the Company is deemed to be appointed, and acts as, Direct Representative only. 8 (A) Subject to sub-clause (B) below, the Company: (i) has a general lien on all Goods and documents relating to Goods in its possession, custody or control for all sums due at any time to the Company from the Customer and/or Owner on any account whatsoever, whether relating to Goods belonging to, or services provided by or on behalf of the Company to the Customer or Owner. Storage charges shall continue to accrue on any Goods detained under lien; (ii) shall be entitled, on at least 28 days notice in writing to the Customer, to sell or dispose of or deal with such Goods or documents as agent for, and at the expense of, the Customer and apply the proceeds in or towards the payment of such sums; (iii) shall, upon accounting to the Customer for any balance remaining after payment of any sum due to the Company, and for the cost of sale and/or disposal and/or dealing, be discharged of any liability whatsoever in respect of the Goods or documents. 8 (B) When the Goods are liable to perish or deteriorate, the Company's right to sell or dispose of or deal with the Goods shall arise immediately upon any sum becoming due to the Company, subject only to the Company taking reasonable steps to bring to the Customer's attention its intention to sell or dispose of the Goods before doing so. 9 The Company shall be entitled to retain and be paid all brokerages, commissions, allowances and other remunerations customarily retained by, or paid to, freight forwarders. 10 (A) Should the Customer, Consignee or Owner of the Goods fail to take delivery at the appointed time and place when and where the company is entitled to deliver, the Company shall be entitled to store the Goods, or any part thereof, at the sole risk of the Customer or Consignee or Owner, whereupon the Company's liability in respect of the Goods, or that part thereof, stored as aforesaid, shall wholly cease. The Company's liability, if any, in relation to such storage, shall be governed by these conditions. All costs incurred by the Company as a result of the failure to take delivery shall be deemed as freight earned, and such costs shall, upon demand, be paid by the Customer. 10 (B) The Company shall be entitled at the expense of the Customer to dispose of or deal with (by sale or otherwise as may be reasonable in all the circumstances):- (i) after at least 28 days notice in writing to the Customer, or (where the Customer cannot be traced and reasonable efforts have been made to contact any parties who may reasonably be supposed by the Company to have any interest in the Goods) without notice, any Goods which have been held by the Company for 90 days and which cannot be delivered as instructed; and (ii) without prior notice, any Goods which have perished, deteriorated, or altered, or are in immediate prospect of doing so in a manner which has caused or may reasonably be expected to cause loss or damage to the Company, or third parties, or to contravene any applicable laws or regulations. 11 (A) No insurance will be effected except upon express instructions given in writing by the Customer and accepted in writing by the Company, and all insurances effected by the Company are subject to the usual exceptions and conditions of the policies of the insurers or underwriters taking the risk. Unless otherwise agreed in writing, the Company shall not be under any obligation to effect a separate insurance on the goods, but may declare it on any open or general policy held by the Company. 11 (B) Insofar as the Company agrees to effect insurance, the Company acts solely as agent for the Customer, and the limits of liability under clause 26(A) (ii) of these conditions shall not apply to the Company's obligations under clause 11. 12 (A) Except under special arrangements previously made in writing by an officer of the Company so authorised, or made pursuant to or under the terms of a printed document signed by the Company, any instructions relating to the delivery or release of the Goods in specified circumstances (such as, but not limited to, against payment or against surrender of a particular document) are accepted by the Company, where the Company has to engage third parties to effect compliance with the instructions, only as agents for the Customer. 12 (B) Despite the acceptance by the Company of instructions from the Customer to collect freight, duties, charges, dues, or other expenses from the Consignee, or any other Person, on receipt of evidence of proper demand by the Company, and, in the absence of evidence of payment (for whatever reason) by such Consignee, or other Person, the Customer shall remain responsible for such freight, duties, charges, dues, or other expenses. 12 (C) The Company shall not be under any liability in respect of such arrangements as are referred to under sub-clause (A) and (B) hereof save where such arrangements are made in writing, and in any event, the Company's liability in respect of the performance of, or arranging the performance of, such instructions shall not exceed the limits set out in clause 26(A) (ii) of these conditions. 13 Advice and information, in whatever form it may be given, is provided by the Company for the Customer only. The Customer shall indemnify the Company against all loss and damage suffered as a consequence of passing such advice or information on to any third party. 14 Without prior agreement in writing by an officer of the Company so authorised, the Company will not accept or deal with Goods that require special handling regarding carriage, handling, or security whether owing to their thief attractive nature or otherwise including, but not limited to, bullion, coin, precious stones, jewellery, valuables, antiques, pictures, human remains, livestock, pets, plants. Should any Customer nevertheless deliver any such goods to the Company, or cause the Company to handle or deal with any such goods, otherwise than under such prior agreement, the Company shall have no liability whatsoever for or in connection with the goods, howsoever arising. 15 Except pursuant to instructions previously received in writing and accepted in writing by the Company, the Company will not accept or deal with Goods of a dangerous or damaging nature, nor with Goods likely to harbour or encourage vermin or other pests, nor with Goods liable to taint or affect other Goods. If such Goods are accepted pursuant to a special arrangement, but, thereafter, and in the opinion of the Company, constitute a risk to other goods, property, life or health, the Company shall, where reasonably practicable, contact the Customer in order to require him to remove or otherwise deal with the goods, but reserves the right, in any event, to do so at the expense of the Customer. 16 Where there is a choice of rates according to the extent or degree of the liability assumed by the Company and/or third parties, no declaration of value will be made and/or treated as having been made except under special arrangements previously made in writing by an officer of the Company so authorised as referred to in clause 26(D).

THE CUSTOMER

17 (A) The Customer warrants: (i) that the description and particulars of any Goods or information furnished, or services required, by or on behalf of the Customer are full and accurate, and (ii) that any Transport Unit and/or equipment supplied by the Customer in relation to the performance of any requested service is fit for purpose, and 17 (B) that all Goods have been properly and sufficiently prepared, packed, stowed, labelled and/or marked, and that the preparation, packing, stowage, labelling and marking are appropriate to any operations or transactions affecting the Goods and the characteristics of the Goods. 17 (C) that where the Company receives the Goods from the Customer already stowed in or on a Transport Unit, the Transport Unit is in good condition, and is suitable for the carriage to the intended destination of the Goods loaded therein, or thereon, and 17 (D) that where the Company provides the Transport Unit, on loading by the Customer, the Transport Unit is in good condition, and is suitable for the carriage to the intended destination of the Goods loaded therein, or thereon. 18 Without prejudice to any rights under clause 15, where the Customer delivers to the Company, or causes the Company to deal with or handle Goods of a dangerous or damaging nature, or Goods likely to harbour or encourage vermin or other pests, or Goods liable to taint or affect other goods, whether declared to the Company or not, he shall be liable for all loss or damage arising in connection with such Goods, and shall indemnify the Company against all penalties, claims, damages, costs and expenses whatsoever arising in connection therewith, and the Goods may be dealt with in such manner as the Company, or any other person in whose custody they may be at any relevant time, shall think fit. 19 The Customer undertakes that no claim shall be made against any director, servant, or employee of the Company which imposes, or attempts to impose, upon them any liability in connection with any services which are the subject of these conditions, and, if any such claim should nevertheless be made, to indemnify the Company against all consequences thereof. 20 The Customer shall save harmless and keep the Company indemnified from and against:- 20 (A) all liability, loss, damage, costs and expenses whatsoever (including, without prejudice to the generality of the foregoing, all duties, taxes, imposts, levies, deposits and outlays of whatsoever nature levied by any authority in relation to the Goods) arising out of the Company acting in accordance with the Customer's instructions, or arising from any breach by the Customer of any warranty contained in these conditions, or from the negligence of the Customer, and 20 (B) without derogation from sub-clause (A) above, any liability assumed, or incurred by the Company when, by reason of carrying out the Customer's instructions, the Company has become liable to any other party, and 20 (C) all claims, costs and demands whatsoever and by whomsoever made or preferred, in excess of the liability of the Company under the terms of these conditions, regardless of whether such claims, costs, and/or demands arise from, or in connection with, the breach of contract, negligence or breach of duty of the Company, its servants, sub-contractors or agents, and 20 (D) any claims of a general average nature which may be made on the Company. 21 (A) The Customer shall pay to the Company in cash, or as otherwise agreed, all sums when due, immediately and without reduction or deferment on account of any claim, counterclaim or set-off. 21 (B) The Late Payment of Commercial Debts (Interest) Act 1998, as amended, shall apply to all sums due from the Customer. 22 Where liability arises in respect of claims of a general average nature in connection with the Goods, the Customer shall promptly provide security to the Company, or to any other party designated by the Company, in a form acceptable to the Company.

LIABILITY AND LIMITATION

23 The Company shall perform its duties with a reasonable degree of care, diligence, skill and judgment. 24 The Company shall be relieved of liability for any loss or damage if, and to the extent that, such loss or damage is caused by:- 24 (A) strike, lock-out, stoppage or restraint of labour, the consequences of which the Company is unable to avoid by the exercise of reasonable diligence; or 24 (B) any cause or event which the Company is unable to avoid, and the consequences of which the company is unable to prevent by the exercise of reasonable diligence. 25 Except under special arrangements previously made in writing by an officer of the Company so authorised, the Company accepts no responsibility with regard to any failure to adhere to agreed departure or arrival dates of Goods. 26 (A) Subject to clause 2(B) and 11(B) above and sub-clause (D) below, the Company's liability howsoever arising and, notwithstanding that the cause of loss or damage be unexplained, shall not exceed (i) in the case of claims for loss or damage to Goods: (a) the value of any loss or damage, or (b) a sum at the rate of 2 SDR per kilo of the gross weight of any Goods lost or damaged whichever shall be the lower. (ii) subject to (iii) below, in the case of all other claims: (a) the value of the subject Goods of the relevant transaction between the Company and its Customer, or (b) where the weight can be defined, a sum calculated at the rate of two SDR per kilo of the gross weight of the subject Goods of the said transaction, or (c) 75,000 SDR in respect of any one transaction, whichever shall be the least. (iii) in the case of an error and/or omission, or a series of errors and/or omissions which are repetitions of or represent the continuation of an original error, and/or omission (a) the loss incurred, or (b) 75,000 SDR in the aggregate of any one trading year commencing from the time of the making of the original error, and/or omission, whichever shall be the lower. For the purposes of clause 26(A), the value of the Goods shall be their value when they were, or should have been, shipped. The value of SDR shall be calculated as at the date when the claim is received by the Company in writing. 26 (B) Subject to clause 2(B) above and sub-clause (D) below, the Company's liability for loss or damage as a result of failure to deliver, or arrange delivery of goods, in a reasonable time, or (where there is a special arrangement under Clause 25) to adhere to agreed departure or arrival dates, shall not in any circumstances whatever exceed a sum equal to twice the amount of the Company's charges in respect of the relevant contract. 26 (C) Save in respect of such loss or damage as is referred to at sub-clause (B), and subject to clause 2(B) above and Sub-Clause (D) below, the Company shall not in any circumstances whatsoever be liable for indirect or consequential loss such as (but not limited to) loss of profit, loss of market, or the consequences of delay or deviation, however caused. 26 (D) On express instructions in writing declaring the commodity and its value, received from the Customer and accepted by the Company, the Company may accept liability in excess of the limits set out in sub-clauses (A) to (C) above upon the Customer agreeing to pay the Company's additional charges for accepting such increased liability. Details of the Company's additional charges will be provided upon request. 27 (A) Any claim by the Customer against the Company arising in respect of any service provided for the Customer, or which the Company has undertaken to provide, shall be made in writing and notified to the Company within 14 days of the date upon which the Customer became, or ought reasonably to have become, aware of any event or occurrence alleged to give rise to such claim, and any claim not made and notified as aforesaid shall be deemed to be waived and absolutely barred, except where the Customer can show that it was impossible for him to comply with this time limit, and that he has made the claim as soon as it was reasonably possible for him to do so. 27 (B) Notwithstanding the provisions of sub-paragraph (A) above, the Company shall in any event be discharged of all liability whatsoever and howsoever arising in respect of any service provided for the Customer, or which the Company has undertaken to provide, unless suit be brought and written notice thereof given to the Company within nine months from the date of the event or occurrence alleged to give rise to a cause of action against the Company.

JURISDICTION AND LAW

28 These conditions and any act or contract to which they apply shall be governed by English law and any dispute arising out of any act or contract to which these Conditions apply shall be subject to the exclusive jurisdiction of the English courts.

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:

The customer's attention is drawn to the specific clauses of BIFA terms and condition 2005A which exclude or limit the Company's liability and those which require the customer to indemnify the Company in certain circumstances and those which limit time and those which deal with conditions issuing effective goods insurance being clauses 8, 10, 12-14 inclusive, 18-20 inclusive, and 24-27 inclusive. The declared value should represent the destination replacement 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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