



01525-851545

Karman Shipping

Karman Shipping Limited

**Shipping your car to New Zealand
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 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 £1,450–1,550 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\$3,000–\$3,500.
- 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.

We recommend agents in New Zealand who liaise with the local port and arrange unpacking, handle all of the arrival custom and quarantine formalities and work with an entry certifier for testing and registration.

A guide to the total costs (excluding any tax) would be about £1,450–1,550 shipping plus £200–400 marine insurance in the UK and NZ\$3,000–3,500 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%

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\$1,000–1,200) – payable to the clearance agent/local shipping line office.

Quarantine/MAF inspection:

(NZ\$200–250) – payable to the MAF/Biosecurity NZ.

Customs fees and border check:

(NZ\$300–350) – payable to the NZ Customs Service.

Customs clearance (if carried out by an agent):

(NZ\$250–300) – payable to the clearance agent.

Cleaning fees (if ordered by the MAF officer):

(NZ\$200–250) – 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:

<https://www.customs.govt.nz/personal/move-to-nz-permanently/vehicles-boats-and-planes/>

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.govt.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 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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