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Exercises by Michael A. Riccioli (2015)

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## INTERNATIONAL VEHICLE SHIPMENTS

Thinking of sending your car, truck or tractor overseas? International **vehicle** shipments can be a daunting **process** if you don't have the help of an expert. This helpful **guide** aims to **illuminate** the process.

## 8 THINGS TO KNOW BEFORE SHIPPING A VEHICLE ABROAD

This guide is designed to help **future** importers and exporters better **understand** the end-to-**end** process of **international** shipping, while avoiding potential transport **delays** and additional **costs**. Whether it's a car for **personal** use, or a tractor for **commercial** purposes, each point can be applied to a **variety** of vehicle types, applications, origins and international **destinations**.

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## 1. TRANSPORT

The method used to ship vehicles is **commonly** determined by the sea **freight** services available from origin to destination and overall **associated** costs.

Shipping Containers: Most vehicles are small **enough** to fit inside a standard 20ft or 40ft shipping **container**.

Roll-**On**, Roll-Off (RORO): The vehicle is physically **driven** on and off the vessel. The service is subject to availability which can be limited depending on the origin and destination.

Out of Gauge (OOG): If RORO services are unavailable and the vehicle is too large to fit inside a 20ft or 40ft **shipping** container, out of **gauge** shipping is required. **Oversized** cargo is typically placed on a **flatrack** container (a shipping container without sides or top) and secured for transport.

Pickup and delivery **considerations** (i.e. door to **door** or **port** to port delivery) are an additional **transport** and **budget** consideration. Where the hire of a shipping container is required, shippers commonly opt to drop-off the vehicle at an agreed **packing** location for **onward** delivery to port. **Similar** considerations are required at destination.

Transport **timeframes** can vary from just a few days (between New Zealand and Australia) to a month (New Zealand to Europe) depending on origin and destination, **service** availability and transshipment requirements (transfer cargo from one ship to another at port for onward **sailing**).

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## 2. OVERALL COSTS

Costs vary depending on a variety of **factors**, such as **carrier** expenses from origin to destination, taxes and tariffs, **regulatory** expenses (i.e. **Customs** Clearances), documentation **processing**, etc. We recommend transport overheads are weighed against the **value** of the vehicle, keeping in **mind** the loss on selling locally and buying at destination if you forgo shipping.

## 3. INSURANCE

A variety of optional insurance **packages** are available, providing additional **peace** of mind. Costs are typically based on the price of the vehicle (either agreed or valued) and the **level** of insurance required (restricted or full). We recommend you take **detailed** photos of the vehicle prior to shipping in **order** to document any pre-existing **scratches** and dents which can be used (if required) to make an insurance **claim**.

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#### 4. TAXES

**Government** taxes, duties and tariffs are country/state **specific**, with consideration to the following (amongst other factors)...

Vehicle's purpose (i.e. personal or commercial **use**, sale, etc.).

The year the vehicle was manufactured.

The value of the vehicle.

Some **tax** exemptions are available depending on the country. For **example**, in New Zealand non-**commercial** vehicle importers may be asked to sign a deed agreeing not to sell the vehicle for at least two years to avoid **Goods** and Services Tax (GST).

#### 5. CUSTOMS

All vehicle imports and **exports** must be cleared by **local** customs and other regulatory **agencies** (i.e. Ministry of **Primary** Industries) before delivery can be permitted. Applicable **local** forms and permits are required in order to facilitate **clearance** in **addition** to successful **inspection** (if carried out). Regulatory expenses are a further cost **consideration**.

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## 6. DOCUMENTATION

The satisfactory **completion** and supply of **transport** documentation is required by carriers and **regulatory** agencies (amongst possible others) at **various** points of the **shipping** process. Submission **errors** or delays can result in fines and **delivery** suspension.

## 7. LEFT OR RIGHT-HAND DRIVE?

Depending on the destination **country**, restrictions can apply to the import of **left**-hand drive cars and trucks where right-**hand** drive vehicles are permitted (or vice **versa**). In some instances (typically depending on the age and **classification** of the vehicle), it may need to be converted at the owner's **expense** before it can be driven on **local** roads. In **most** cases this is either too costly or impractical, especially if the vehicle has **modern** airbags and crumple **zone** protection installed.

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#### 8. PREPARE THE VEHICLE FOR TRANSPORT

Ensure your vehicle is physically **ready** and safe for transport.

Remove all **personal** items from the vehicle.

**Thoroughly** wash and clean the vehicle. Pay particular **care** to remove any build-up of soil around the tyres and **beneath** the chassis which can be classified as a **biosecurity** risk in some countries.

Disconnect the battery.

Turn off or disable any **vehicle** alarms.

If the vehicle is stowed in a 20ft or 40ft shipping container for transport, ensure the **fuel** tank is empty. Champion Freight can arrange this at the time of **packing** if required. Alternatively, roll-on roll-off sea freight services require the **fuel** tank to be minimised, allowing just enough to drive the vehicle on and off the vessel.

Where to from here?

Why use a freight forwarder? details ways you can **save** money, time and stress throughout the **shipping** process.

Champion Freight offers shipping **reliability** and **expert** knowledge, ensuring **prompt** international transport of your vehicle without the stress. Packages can be customised to **match** your needs and budgets. Please contact us if you have any questions relating to the import or export of vehicles, or complete our free **no**-obligation quote request for details on price.

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