



## **InfoMo 105 Shipping from the UK & EU-2024**

The following information is provided to assist buyers/customers understand the processes & costs involved with importation of vehicles (cars/bikes) from the UK/EU. It is very meticulous and easily the most definitive account of every detail and cost involved with importing into Australia! If you've imported before you probably remember little beyond the fact it cost you more than you had expected. If you read this document you will also find out why that happened, as well as discover what the REAL costs are, and what it will cost should you decide to proceed. This document is laid-out in a 'Question-and-answer' format based upon the most frequently asked questions.

### **What has changed with Brexit?**

1 February 2020, the UK officially departed from European Union, an event that has had enormous impact on shipping from EU countries. Ideally, bikes from countries close to the English Channel are better suited to departing from our UK base, but changes to HRMC (Her Majesty's Revenue and Customs) on vehicles from the EU result in 20% VAT. Owing to the uncertainty, mid 2021 we established a facility in Italy, enabling us to receive, store, load and ship from Europe and the UK. We can also crate and ship individually from either location.

### **What vehicles can I import?**

If you are unsure about what you are and are not allowed to import, request copy of our InfoMo 103. You will discover not only what can be imported, but why some are simply not worth the exercise even though they seem thousands of dollars cheaper overseas. Irrespective of what you buy, all powered vehicles (cars, bikes, tractors, trucks etc) must undergo assessment by the Federal Department of Infrastructure, and evidence must be supplied that the item meets or exceeds the department's requirements. Once the assessment outcome is known, and is found successful, consent will be given to apply for a Vehicle Import Approval (VIA). VIA's are first lodged with, and assessed by, the department before an approval is provided. Approvals must be obtained before loading, as significant penalties (up to \$23kAUD) and charges are applicable to any vehicle/bike that arrives without approval. VIA applications start from \$128.00. (A – see last page)

### **What do I need to read in this doc?**

If you want to know actual costs then you should read everything. The reason we say "actual" is that many people don't want to know the real cost, but rather they have a figure in their mind, and they don't want that *illusion* smashed. The "illusion" of cost is usually obtained from "a mate", or from a quote obtained from an international freight company

who has given them a cost to ship a bike from A to B. Despite calling themselves “Freight Carriers” these services do not carry freight; they are but one of the many middlemen involved in shipping cargo around the globe. They book space in someone else’s container and the price you have is nothing but the cost of that space plus their margin/mark-up. In most cases it won’t include reference to any of the costs from all the other middlemen involved, so unless you want the illusion smashed, you’d best go no further. However, if you want to know fact from fiction, then please read on.

### **I just want a rough idea of cost.**

Since Covid all shipping & shipping related services have increased 4-fold across the globe, and while container costs have returned somewhat, container space & freight charges have not. If you require an approximate cost to get a bike from the UK/EU to Australia, then use a figure of \$4,500 to 5,400 once a bike is in the loading facility (AA); this includes clearing the bike this end ready for you to collect. **BELIEVE IT**, we’ve been shipping vehicles around the world for over 20 years; if you have a price less than \$3,500 you have an ‘illusion’ and you’re in for a bit of disappointment your bike is finally ready for collection. It’s easy to qualify the “illusion”; if you’ve obtained a price, just ask if it’s from the seller’s door to your door. When the answer is no, ask if it includes preparing the bike for export, preparing the bike for DG (Dangerous Goods) compliance, lodging export Docs, and most importantly, get it in writing that it includes being ‘*cleared for home consumption*’, meaning their price includes processing the bike through the myriad of legislated tasks involved after the ship docks in Australia. **REMEMBER THIS**, the actual sea voyage is the *cheapest part of the exercise*, and almost all carriers only quote for shipping. It’s what happens before and after your bike is on board that’s important, as this is where the real costs occur, and they cannot be avoided.

### **What makes RaiderMoto different?**

RaiderMoto Australia (RMA) runs its British operations from Hampshire, UK, and European operations from Spoleto, Italy, where we have staff on the ground. We also have a dedicated storage facility in Ochsenfurt Germany and agents in St Rémy de Provence France, Basel Switzerland, Varese and Bassano del Grappa in Italy. We have dedicated motorcycle transport services in the UK and the entire European Continent. We do not ‘farm-out’ responsibility to unknown sub-contractors or act as middlemen; our people look after your bike from collection to delivery to your door in Australia. To the best of our knowledge, there is no other company on the globe providing this level of international representation and personal hands-on service.

### **I might be looking at a bike in Europe; where will it ship from?**

Id possible, EU bikes ship from our Italian base unless crating and export services can be arranged in the country of origin. It’s worth noting that not all EU ports permit the export of used vehicles/bikes, so it’s a matter of establishing case by case if crating & shipping from the country of origin is possible & feasible.

In past years we’ve crated and shipped individual bikes out of several European ports, Italy, France, Holland, Germany, and we’ve also investigated costs out of many eastern ports, Croatia, Poland, Romania and Ukraine. Varying compliance requirements and language causes great chaos, while costs out of Eastern Bloc countries are outrageous; language difficulties & ‘questionable behaviour’ also increase the risk of theft and/or mishap, not to mention in some cases extortionate charging over & above of any quote.

Having gone through the exercises and dealt with all the aggravation, we know it is far less expensive, safer, and a lot easier to ship via our own containers.

### **What is the cost to ship EU/UK to Australia?**

Sea-travel only to Sydney in one of our containers is \$1,850.00 USD. (AAA)

**IMPORTANT:** Shipping lines have a number of mechanisms to ensure their profits are maintained irrespective of fluctuations in global economics, or any downturn in the amount of cargo being moved about the world. Shipping and Oil are the last two cartels on earth, and both share similar practices when it comes to maintaining their revenue. Be very aware that our prices exclude any additional charges that can be introduced at any time during the process of shipping. We can't include a cost factor or estimate of something we have no knowledge of, or for something that is applied randomly to cargo.

### **What are some of the randomly applied shipping charges?**

**SOLAS** (Safety Of Life At Sea) Thus regulation was introduced 1 July 2016 to ensure the VGM (Verified Gross Mass) of every container was accurate before loading. This has come into effect due to an alarming increase in the number of containers that have had their weight deliberately under-stated. Most countries apply Duty based upon weight or volume, and considerable savings are made by under-stating weight. From a safety perspective, vessel loading is reliant upon accurately placing maximum weight low and proportionately around each vessel to ensure stability and safety at sea. Loading is strategically formulated to have the vessel's roll-centre at or slightly above the water line. Deliberately under quoting weight can lead to a vessel having tens of 1,000's of Tonnes to one side of the vessel, or far more dangerously, too high above the waterline, which, during heavy seas, can lead to capsizing. The effect in cost to this new regulation causes delays at loading for every container must be weighed by the sender in advance to delivering to Port, they are weighed at the Port before loading. Time is money and the increases are passed on to the owners of every container, but the amounts are never known until arrival. Please be aware there may be some small increase in the prices noted in this document relative to this new international requirement.

**Customs administrative audit:** Customs carry-out random audits of paperwork to ensure processes are being followed and all cargo in the container is being exported/imported legally and by authorised operators & rightful owners of the cargo being shipped. For this reason, it is imperative that all cargo listed on the manifest has been purchased by RMA, and that we have a paper trail of purchase documents and international bank transfer receipts to support the requirement that RMA owns all container contents and that when cross-referenced all cargo has been paid for at amounts identical to those listed on the manifest. Changes introduced to Australian arrival classifications require containers as either FCL (Full Container Load) or LCL (Less than Container Load). FCL is when the consignee is a recognised shipper that holds accounts with the main industry providers (OOCL & ONE, etc). FCL shipments are processed as one transaction where as LCL is treated as multiple transactions, with every individual owner charged independently, the same amount repeatedly at every step of the arrival and clearing process. LCL generates vast profits for the various entities involved as the amount charged to an FCL shipment is not much more than what is applied to every individual owner in an LCL shipment.

**Customs Cargo Audit:** Customs & Border Protection departments in all countries can and do perform random audits of paperwork and in some case, entire container unpacks for verification of frame/VIN's and to inspect for contraband and/or non-declared cargo. When these events occur there are additional costs and delays, and we have no control over the processes. All additional costs are applied evenly to all items in the container i.e., if there are 10 bikes in a container and an audit charge of 3000US is applied to the shipment, an extra \$300USD will be applied to each bike when your final costings are established.

**Asbestos Warning:** Easily one of the most ridiculous revenue-based 'safety' initiatives facing all Australian automotive imports comes from the Australian Quarantine Services (AQIS). AQIS has discovered that brakes, clutches and engine gaskets in all manner of automotive vehicle and motorcycle once contained asbestos, and their approach to dealing with this irrelevant fact has been, and continues to be, draconian, and nothing but a thinly veiled strategy to increase revenue at the Ports. As anyone with appropriate knowledge of asbestos will attest, the level of asbestos in automotive gaskets was always minimal, and when contained between surfaces like cylinder heads, poses absolutely zero risk. There is no scientific data to support any claim to the contrary.

Despite these facts, AQIS continues to impound automotive imports and the results in testing for asbestos in brakes and clutches has caused major disruption and charges to those importing such items. To minimise the risk of being exploited by this ploy, RMA must prepare an asbestos report and disclaimer to state the individual bike has been inspected before loading to confirm the brake pads/shoes comply to Directive 76/769/EEC, or ECE R90. Cost of preparing this disclaimer is \$95.00 p/vehicle/bike. HOWEVER, whilst we endeavour to by-pass the risk of inspection, all costs relating to an asbestos impound are responsibility of the customer.

**Brown Marmorated Stink Bug (BMSB)** - BMSB is a major bio-security concern that comes into effect annually. The BMSB season fluctuates each year but will come into effect on or around October/September and run until April/May. Certain goods manufactured in, or shipped from France, Georgia, Germany, Greece, Hungary, Italy, Romania, Russia, and the United States of America, will be subject to BMSB measures. All containers from or containing cargo from these countries MUST be fumigated and additional costs are applicable, as are major delays to shipping and delivery schedules. During high risk seasons many shipping lines will refuse to ship to Australia and New Zealand due to the extended wait times for unloading.

### **What other costs are involved in the UK?**

Vehicles purchased inside the UK need local road transport to get from seller to our loading/storage facilities in Hampshire. As with any road transport, cost depends on distance & difficulty, and any bikes inside the London road system incur City of London fees and access charges, which are paid by the courier. £150-200 is a safe figure for pick-ups below Cambridge; £220-250 a safe figure from below Manchester; £250-300 a safe figure from Glasgow & surrounding environs. Pick-ups further north, or from surrounding British Islands, Ireland etc, are best quoted individually.

All automotive cargo must have documents lodged with the outgoing Customs authorities. Any form of motorised equipment/vehicle is considered 'Dangerous cargo' and from 2018 EU/UK authorities introduced a mandatory surcharge for Dangerous Goods Certification (DGC), which is not supplied until the loader provides proof all batteries are isolated (disconnected & terminals secured) and all fuel cells drained and vacuumed dry. Shippers violating this requirement face penalties of circa \$3,700-AUD per breach. Both loading facilities apply a circa \$65-AUD per bike fee to disconnect batteries and remove all fuels. Changes introduced in 2015 were updated in 2018 and dictate that all export preparations and loading must be conducted, or supervised, by certified agents. Our containers are loaded by accredited staff in both facilities. Costs are varied but average around \$210-325-AUD).

### **What other costs are involved in the EU?**

In most EU countries sellers are required to lodge statutory documents (de-registration) in the country of origin. Most times this goes unmentioned in advertisements, but in most EU countries bikes/cars must be formally entered into government records in order to be allowed export. Costs include nominating a national signatory (resident in country of departure) to file paperwork (from €160.00), MOT Filing fee (from €70.00), Export Papers (from €90.00), DGC Fee from (€98.00)

Unlike Australia, space is a precious commodity to the rest of the world. Our UK storage facility is several kilometres from the loading facility, and when loading we have to transport all the bikes and parts from one location to the other. The preferred option is for your bike to be delivered the week of loading so that it can go directly into the container. However, if that is not possible your bike can sit in our secure facility, but charges are applicable for storage and loading. Storage in our facilities start from £20.00p/wk/p/bike, but bikes delivered or arriving within 3 weeks of departure are stored free of charge. A once

only £10.00 administration fee applies to parcels and non-bike items couriered or posted to either facility. **NOTE:** If you or your bike cause a delay or postponement to loading, all storage & associated costs for the entire container will become your responsibility. It is not fair that other owners bear the cost of additional storage if delays are caused by another.

**RMA Administration Charges:** RMA has a schedule of fees for services, just request a copy of InfoMo 100 – Schedule of fees.

### **Can someone inspect and pay for my vehicle?**

Possibly, our staff in the UK or our agents across the EU can personally inspect & purchase your vehicle. Charges are applicable relative to distance and all bank fees and costs associated with converting currency into cash are borne by the buyer. Be mindful, fuel in the UK/EU is double that of Australia and European tolls are excessive. Also bear in mind that we know many of the dealers specialising in rare & collectible motorcycles throughout Europe, so unless it's a very special bike, or there's a genuine need to be cautious, inspections are not always necessary.

### **What does it cost to get bikes from Europe to the UK?**

Europe is very large and very expensive to traverse; all commercial carriers are by law required to use motorways throughout Europe. All EU motorways are 'user pays' (toll roads) and commercial carriers pay much higher charges than private motorists. Additional costs are applied for using mountain and river/channel tunnels. If a seller is willing to retain a bike until our transport service is passing the area, costs can be greatly reduced. If buyer/seller wants the bike collected ASAP then it will entail collecting and storing the bike in our German facility until the next scheduled trip to the UK; this means double handling and it will cost more.

Average cost to collect and deliver a bike to Ochsenfurt is €550-650 depending on location. Average cost from Ochsenfurt to Hampshire is €660.00 per bike; prices exclude VAT and volume discounts are sometimes available. Commercial carriers entering/leaving the UK incur charges for using the cross-channel ferry/tunnel, and there are charges applied to commercial transporters using various UK tunnels. All estimates provided in this document include Toll/Ferry/Tunnel fees.

### **What is the cheapest way to transport bikes from Europe to the UK?**

The most inexpensive way to ship a bike across Europe is via general road transport, but to do this all bikes require crating. Our agents will sometimes crate bikes, but beyond that we have no regular crating services and would have to out-source. Below is an average break-up of costs excluding VAT.

1. €180 - €250 Transport seller to crating service (if service can be located nearby)
2. €350 - €450 Crating for reinforced plastic skid with cardboard surround
3. €550 - €650 Crating for metal/timber skid and plywood surround
4. €380 - €480 Average 750km road transport i.e. Ochsenfurt to Hampshire
5. €550 - €50 Average 1,400km road transport i.e. Milan to Hampshire

### **What Government charges are involved with transporting bikes to the UK?**

If a bike is being purchased in a non-EU signatory country, additional export/cross border applications must be lodged and approved in advance to collecting the bike from the country of origin. Charges vary and range between €160 - €300.

### **Can I send additional cargo with the bike?**

In most cases additional items can be transported but RMA must be notified in advance and supplied with photographs of the items. Alternatively, items can be sent by conventional post to our Hampshire or Spoleto facilities. UK/EU Post is tightly controlled & all cargo must be signed upon delivery & unidentified cargo may be refused. UK Post can and have destroyed unidentified parcels.

### **Addressing additional cargo**

All additional cargo must be clearly marked and numbered individually as detailed below.

For multiple items mark each item as follows.

Your initials & item number.

1 item – JS 1/1, 2 items – JS1/2, JS 2/2, 3 items – JS1/3, JS2/3, JS3/3 etc.

### **What documentation do I need for additional cargo?**

Photographs of all additional cargo must be emailed in advance to delivery, and a detailed description & invoice must be supplied for out-going & Australian Customs declaration purposes. Random inspection of cargo and paperwork audits are performed regularly by all Customs authorities and any cargo not on the manifest will be removed and sent for inspection. Fines and penalties apply for each breach of requirement & all costs associated will be passed on to the owner of the cargo.

### **What are the costs when my bike arrives in Australia?**

All containers arriving to Australia attract a 'Port Charge' once a ship enters Australian waters. That fee is included in our shipping cost. Once a container is unloaded it is placed under bond by the ACBP (Australian Customs & Border Protection Service), who, together with AIS (Australian Inspection Services) dictate and control all subsequent movements and processes involved in clearing imported goods. Once these departments clear the container for Bio Direction it is collected and transported from dock to an AQIS certified Bonded warehouse where all departments oversee the opening, unpacking, and then inspect each bike and item of cargo to ensure all that is on the manifest is all that is inside the container.

During these inspections AQIS will investigate the cleanliness of each bike and flag any bike or part they consider requires washing. At the direction of AQIS & ACBP, Bond yard staff can be instructed to strip bikes for cleaning, open and display packaged cargo, remove & drain fuel tanks, basically anything a federal inspector deems necessary. These inspections and Bond staff services are referred to as "Under-bond" fees, and their amounts are unknown until the tasks are completed. Australia & NZ is recognised as having the highest level of quarantine scrutiny in the world, and ever since the Bovine spongiform encephalopathy epidemic (Mad Cow's disease) it is almost guaranteed that AQIS will impound bikes from the UK for cleaning. Historically, containers arriving from the UK attract arrival charges of between \$350.00 - \$450.00 AUD per bike. The various Government departments involved are necessary, very necessary really, but it's also an

extremely profitable process; it's how the Australian Government generates additional income from importing, and that's in addition to the Duty/GST they already charge on every item entering the country.

### **How much Duty and Tax will I pay?**

There is no specific Duty on second-hand motorcycles, but there are still Duty & miscellaneous Customs charges applicable. Customs Duty is calculated on a complex formula and well detailed in Infomo 102 & 102A for the LCT (luxury car tax).

On average the total Customs Duty is between 10.5% & 12% of the purchase value, calculated at official RBA exchange rate on date of sailing. For more accurate details request copy of our Calculating Duty information sheet which has links to the Australian Customs and Boarder Protection web site.

### **Do I have to pay GST on items under \$1,000 value?**

Many people are of the opinion that provided they purchase parts with a value less than \$1,000.00 AUD then no GST/Duty is applicable. That provision ended in 2018, but irrespective, \$1,000.00 is the total landed cost and must include a value for shipping and/or any GST applicable arrival charges. However, when items are shipped to Australia via container, the only means by which an item can meet the requirement is if it is shipped independently as opposed to being part of our shipment. As a separate item you will then face all the arrival charges associated with sending LCL cargo, which can total anything between \$400.00 and \$800.00. The "no-GST" provision was once available to items sent via post, or international courier.

### **Do I have to declare the true value of my bike?**

All vehicles entering Australia are subject to Duty/GST, which is predominated by 10% GST on the purchase price plus some small Customs processing charges that brings the total up to between 10.5-12% of the purchase value. The Federal Statute states that Duty is applied upon the higher of two amounts: the purchase price or the Australian market value. Initial reaction of many is to declare a silly amount to avoid a few hundred dollars Duty, but Customs are not ignorant to the real value of vehicles, and they can become very punitive in flexing their considerable muscle when feeling insulted.

Customs can if they choose, determine the local value of a bike and apply duty to that figure, irrespective of what you actually paid, but in most cases, they refer to what amounts have been declared over the past 24 months for the same model. They also have the power to add a 100% penalty factor for individuals they consider are attempting to deliberately deceive and/or mislead Customs. We rely upon the value as per the invoice you provide, and provided that amount is within reason the application is processed without query. If we think you're being less than honest then there's a better than even chance Customs will as well. It is important to remember that in all probability many hundreds of the identical bikes/models have already entered the country, and therefore at the press of a button Customs can compare and ascertain an average value.

### **Do I pay tax on spare parts?**

\* Every item imported into Australia is required by federal law to be assessed for duty. Whilst 10% GST is payable on the combined total of purchase price plus shipping, all new

parts and some specific used parts, attract an additional 6% duty. When assessing duty Customs views every item separately, irrespective of whether or not you bought a bike with parts inclusive of the cost; the parts must have a value nominated and if you fail to provide a value or invoice, Customs will make their own determination and you can be assured it will be significantly higher than what you actually paid.

### **INSURANCE:**

Insurance is available from our underwriter at a percentage of the insured value; unless you state otherwise your bike will be included in the insured manifest. No vehicle can be chipped without maritime insurance. Captain Long-Beard may be fictional, but piracy is not: theft, malicious damage, negligence, and just plain old simple accidents occur every day in shipping. Something in the region of 32% of all BRAND-NEW vehicles (bikes, cars, trucks etc) arriving in Australia require some form of accident repair. Customers organising their own insurance need only forward copy of their maritime cover certificate 30 days in advance to departure.

### **CONDITION & APPEARANCE:**

Seldom will a vehicle arrive in Australia looking as pristine as in the purchase photos. Unless you were present, beside the item at the time of payment, you have no way of knowing the true condition of the item purchased; photos given by the seller could be a couple of days, or several years old, how would you know? Wherever possible we take video of the bike at collection and placement into storage, prior and post loading, and then on arrival into Sydney.

Getting a vehicle from the point of purchase to the export port, then across the oceans to Australia involves weeks of travelling and sitting idle, and at no time during travel is cargo cleaned. Your item will also pass through differing climates, sometimes varying by as much as 30°C, plus endure weeks of night/day temperature change during which condensation will occur resulting in some level of mould/mildew and/or surface oxidisation. Under such circumstance, bare metal and unsealed polished alloys will arrive with visual deterioration, albeit mostly minor, and in most cases easily removed and/or treatable. It is important to acknowledge that with exception to physical damage (provided you have insurance), making good cosmetic appearance and/or climatic deterioration is completely your responsibility.

### **When do I pay?**

Once you've made the decision to ship, you will receive a separate document that requests all relevant information relating to the bike and its present location. Once the container is on the water you will receive an invoice for collection, loading, and sea travel.

Once the ship arrives into Australian waters, we receive Port arrival charges and a range of regulatory charges. Once all Port arrival charges are paid the container is placed under AQIS direction and transported under bond to a Bonded Warehouse where it is unpacked and various Government departments conduct all manner of inspection and due process. Upon completion you shall receive a final invoice and once paid your bike and cargo will be cleared for Home Consumption, meaning the Australian Government has approved your bike for entry onto Australian soil. If you are collecting the bike personally you will receive a Gate Clearance that is presented to the Bond store for release of the item. If you arrive at

the Bond Store without this clearance you will be turned away and could incur storage charges if the item remains beyond the collection window.

The final invoice must be paid immediately (within 24hrs), while all other invoices are strictly 7-day. We have arrangements with our shipping lines that enable us to provide you with lower prices than normally available, but it is based upon an agreement that we pay our shipping in advance and all other invoices immediately (within 24hrs). We expect our customers to honour these arrangements. Those that do not do so at their own peril; the shipping industry has zero tolerance to non-payment.

### **How long will my bike take to arrive?**

A great deal of work is required after we have a shipment ready. Once paperwork is prepared and lodged we must book a container slot, and the container is delivered to our loading facility; loading takes 3 days. On the fourth day the container is collected and taken to port for final inspection and paperwork clearance and is usually paced on board the ship within 2-4 days. Sea travel takes on average 6 – 8 weeks.

**PLEASE REMEMBER;** shipping lines do nothing but steam their vessels around the globe; they do not organise cargo, nor deal with the owners of cargo, and their only priority is to maximise profit. Lines will without notice, change direction and/or add weeks to a voyage if doing so results in additional revenue. Historically the voyage takes around 6 weeks, but it can take up to eight, so please refrain from sending emails before the 8 week period as the container will arrive when it arrives, and you will be informed as soon as the shipping line sends a Pre-alert notice of arrival. More importantly, you will receive at least two weeks' notice in advance, so there is ample time for you to organise yourself for arrival & collection.

**NOTE:** Engaging RMA to ship your bike implies you have read, understand, and agree to the requirements, Terms and conditions as required in this and all relevant documents. Customers not fully aware of the undertaking are encouraged to make further inquiry and to make sure they are confident in their understanding of costs and processes involved after engaging RMA. All prices nominated in this and all RMA correspondence are subject to change without notice due to the nature of shipping; RMA has no control of pricing and procedure changes introduced by shipping lines and ancillary suppliers of the shipping & transport industry. We do endeavour to supply a broad-based understanding of the complexity of the shipping industry and do our utmost to supply reasonably accurate approximations of costs involved, but none of the prices supplied should be considered "fixed values".

**A:** This cost is to prepare Raidermoto as the applicant. If Raidermoto is appointed as the buyer's agent, the department requires additional information. Time related costs are applicable in responding to departmental queries.

**AA:** This cost includes loading, exports docs, shipping, arrival and Australian clearance costs. It does not include EU/UK road transport, UK/EU storage, collection from Australian Bond or delivery.

**AAA:** This is sea travel only & does not include export preparation, loading, unloading and clearance in Australia.

# **END OF DOCUMENT**