



## **InfoMo 106 Shipping motorcycles from the USA**

The following information is provided to assist buyers/customers understand the processes & costs involved with importation of motorcycles from the USA. It is very detailed and easily the most definitive account of every facet involved in and with importing, ESPECIALLY COST! If you've imported bikes 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 know almost to within 10-15% of what the REAL costs are should you decide to proceed.

The document is laid-out in a 'Question-and-answer' format based upon the most regularly repeated questions we receive.

### **What bikes 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 bikes 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 must be obtained before loading, as significant penalties and charges are applicable to any vehicle/bike that arrives without approval. Application costs commence at \$128.00AUD (A – see last page)

### **What do I need to read?**

If you actually want to know the true cost then you should read everything. The reason we say "actually" 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 a freight carrier 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 might be little more than the cost of that space, plus their margin/mark-up. In most cases it won't include reference to the many other costs from the other entities 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.**

If you're only after an approximate base cost to get a bike from somewhere in the US to Australia, then use a figure of \$4,000 AUD once a bike is in our US loading facility (AA). **BELIEVE IT**, we've been shipping bikes around the world for many years; if you have a price less than \$2,500 you have an 'illusion' and you're in for a bit of disappointment once your bike arrives. It's easy to qualify the "illusion", just ask if the price is **door to door**. When the answer is no, ask if it includes having your bike & cargo '*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**, *shipping 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) co-ordinates US operations from the East and West Coasts. On each side we have personnel on the ground as well as dedicated storage facilities in Texas and Long Beach, Ca, and other temporary facilities in the mid-east and New York. From California we have a dedicated motorcycle transport services that covers the entire country with scheduled routes. We prefer not to 'farm-out' responsibility to unknown sub-contractors or act as middlemen; in most cases we can tell you the name of the driver who will collect your bike. However, it's worth noting that every year more and more private carriers are gobbled-up by shipping multinationals so clearly the day is fast approaching when we will no longer enjoy those personal relationships. On arrival in Australia our people unload your bike once it's arrived here in Australia. To the best of our knowledge there is no one else in Australia with this level of representation in the USA.

## **All bikes depart from Long Beach & San Francisco Ca.**

Owing to the complexity and cost of statutory compliance, category restrictions, and excessive undisclosed (hidden) charges, all bikes and parts from the US depart from Ca. The US is a very big place and you need to factor-in inland transport to the total cost. In a bid to save on road transport costs we have in the past experimented with shipping individual bikes out of Ports closer to the point of purchase such as NY, Delaware, Louisiana, and Portland, but smaller Ports mean less volume and higher associated costs. 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 Long Beach (LB) & San Fan (SF).

## **What is the cost to ship LB to Australia?**

Sea-travel only LB/SF to Brisbane can be as low as 1,050.00 USD but an average total cost is usually around 2,000 to 2,800AUD. (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 attitudes when it comes to ensuring their enormous revenues continue unabated. 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) This 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 water-line, which, during heavy seas, can lead to capsizing a vessel. 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 know 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 Australia). 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 the same amount applied to every 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 unpack for frame/VIN verification 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, and 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:** Unique to Australia, and easily the most ridiculous revenue initiative facing all 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 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 the various directives. Cost of preparing this disclaimer commence at \$95.00 p/entry. 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 countries noted as "at risk 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 US?**

All automotive cargo departing the US must have documents lodged with US Customs. Any form of motorised equipment/vehicle is considered 'Dangerous cargo' and every such item must be inspected and the shipper supplied a Dangerous Goods Certificate (DGC) guaranteeing that all combustion-able fluids have been removed, batteries disconnected, and that all cargo is contained and dry (no leaks) and complies to US & international export requirements. These inspections and services are performed by certified agents and depending on currency exchange rate, the US Customs Lodgement and DGC consent fee is approximately \$190-220.00 USD.

**Breach of Procedure policy:** Raidermoto has been shipping bikes around the globe for a very, very, long time, and from that vast experience we have established procedures & protocols that not only work, but they allow us to deliver a very unique all-inclusive personal service at a price we know cannot be achieved by any individual attempting the same process. Our processes ensure security of your cargo and compliance with the vast array of confusing & complicated legal requirements of all countries involved. From time to time we encounter customers who cause an unnecessary waste of time & resources, either from a need to be in control and to control the flow of information, or from having a cavalier attitude towards the importance of the task they're undertaking. Irrespective of whether you're driven by a need to micro-manage every situation, or consider you've delegated the responsibility to us and therefore it's '*our problem*', be very much aware that your approach to responding to requests and providing the information we require will determine your final cost. Whilst we know exactly what we require from customers, shipping lines and the array of associated sub-suppliers involved can and do introduce new protocols, request additional information, and make all manner of expectation irrespective of whether it is really necessary. We detail clearly what information is required, and if we are forced to make repeated requests for information, chase sellers to supply your information, or are forced to break with our procedures, then costs relevant to the extra time involved will be additional to indicative prices supplied in this document.

**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 bike COD?**

Possibly, depending on where, our US agents can personally inspect a bike and pay in cash. Charges are applicable relative to distance and all bank fees and costs associated with converting currency into cash are borne by the buyer. Also bear in mind that we know many of the dealers specialising in rare & collectible motorcycles throughout the US, so unless it's a very special bike, or there's a genuine need to be cautious, inspections are not always necessary.

## **DMV Titles & Ownership. IMPORTANT – PLEASE READ CAREFULLY!!**

All vehicles in the USA must have a clear Title to be allowed export approval; this includes competition bikes (MX, Trials, Drag-racing, Road-racing etc.), many of which were never sold with a Title from new. Owners of vehicles without a Title can have a VIN Verification

check, and then lodge application with their local DMV office; the process take around 21 working days. This procedure is required only if the item is to be exported. Consequently many owners are not interested in undertaking this effort and will sell only to local buyers. When required, RMA can obtain a Title but costs are applicable and the seller must provide a notarised (signed) Bill of Sale. Unless otherwise instructed, the **ORIGINAL Title must remain with the vehicle** as only the original can be lodged for export consent. Log-books, Owner's hand-books, and any other items/documents being sold should be mailed direct to the purchaser.

### **Storage charges in the US**

There is no storage charge for vehicles arriving 2 weeks before a container loads. Items that cannot be loaded due to reasons beyond control of the loading facility, will be charged storage starting at \$25.00 USD per day until cleared for loading. There are two common reasons for delays; first is that many customers want their vehicle removed from the seller's premises ASAP after paying. That's fine, but it can take up to 6 weeks to get your Australian Vehicle Import Approval (VIA), and bikes without a VIA will not be loaded. Second are **owners/sellers failing to leave the original title with the vehicle**; if your seller fails to supply the original title to our US carrier, or fails to secure-mail the title to our loading facility, it's guaranteed to incur storage charges while the original title is located and sent to our loading facility. A once only \$20.00 USD administration fee applies to parcels and items couriered or posted to Long Beach.

### **What cost should I expect for inland transport in the USA?**

America is very large, long, and wide, and while it has a fabulous Interstate road system the majority of cities and counties are a long way from those main Interstate highways. Most of the pricing you see on-line is city to city, and therefore carriers increase charges relative to how far off the Interstate they have to go to collect a vehicle. Some states apply road taxes to commercial carriers while others have tolls for particular tunnels and river crossings. Drivers have regular schedules and therefore the most cost effective method is leaving your vehicle with the seller until the next scheduled trip; this may be a week or several, depending on how remote the seller's location. If required a vehicle can be collected immediately but costs will be substantially higher. Average cost to collect and deliver a motorcycle from East to West is 850-1,150 USD if within proximity to what carriers classify as a major route. More isolated, &/or those with difficult access, may require use of smaller collection vehicles and therefore additional charges are applicable. All estimates provided in this document include Toll/Ferry/Tunnel fees.

### **Do I need to crate my bike?**

It is definitely cheaper to ship a crated motorcycle across America, but if you factor in the crating cost it ends up being more expensive. Below is an average break-up of costs in USD.

- |                  |  |
|------------------|--|
| 1. \$120 - \$250 | Transport seller to crating service (if service can be located nearby) |
| 2. \$250 - \$350 | Crating for reinforced plastic skid with cardboard surround            |
| 3. \$550 - \$650 | Crating for metal/timber skid and plywood surround                     |
| 4. \$380 - \$450 | Average cost road transport approx.. 1,500 miles                       |
| 5. \$650 - \$750 | Average cost road transport of approx. 3,000 miles                     |

## **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 or freight services to our Long Beach facility. US Post is tightly controlled and all cargo must be signed upon delivery. Any unidentified cargo arriving to our facility without prior knowledge or addressed correctly may be refused. US Post can and have destroyed unidentified parcels. RMA takes no liability for the security of additional items.

## **Addressing additional cargo**

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

Multiple items mark each item as follows. **Note:** JS is your buyer initials (John Smith)

1 item – JS 1/1

2 items – JS1/2, JS 2/2

3 items – JS1/3, JS2/3, JS3/3 etc.

**We take no responsibility for freight send via post or carrier.**

Photographs of parts & a detailed invoice must be emailed in advance to delivery for US & Australian Customs declaration purposes. Random inspection of cargo and paperwork audits are performed regularly by US/AU Customs and any cargo not on the manifest will be removed and sent for inspection. Fines and penalties apply for each breach of requirement.

## **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. Those costs are included in our shipping charge. Once a container is unloaded it is placed under bond by the ACBP (Australian Customs & Border Protection Service), who, together with AQIS (Australian Quarantine Inspection Services) dictate and control all subsequent movements and processes. Once these departments clear the container for collection it is transported from dock to a Bonded warehouse where both 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 vehicle and flag anything they consider requires washing. At the direction of AQIS & ACBP, Bond yard staff can be instructed to strip bikes & clean, open packaged cargo, remove fuel tanks, basically anything deemed necessary. These inspections & yard labour are known as "Under-bond" fees, and costs are unknown until completed. Australia & NZ are 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 vehicles from particular countries for cleaning.

Most vehicles from the USA arrive clean & rarely attract additional charges, but it's possible, and almost a certainty if buying 'barn-find' or ADV & recreational vehicles that a seller has failed to clean. Whilst the various Government departments involved are necessary, very necessary really, they're also extremely profitable processes that return massive income for the Australian Government.

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

There is no specific Duty on second-hand vehicles, but there are still Duty & miscellaneous Customs charges applicable. Customs Duty is calculated on a complex formula and well detailed in a separate info sheet we provide. On average the total Customs Duty is between 11% & 12% of the purchase value and 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 AUD then no GST/Duty is applicable. This is not entirely correct; firstly the \$1,000 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 arrival charges associated with sending LCL cargo, which can total anything between \$400 & \$800. The "no-GST" provision really only suits 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 taxes, which is effectively 10% GST on the purchase price plus some small Customs processing charges that brings the total up to between 11-12% of the purchase value. The Federal Statute states that tax 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, 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 vehicle 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 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 vehicle has 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 taxes & 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 vehicle 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 into 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 oxidation. 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'll be provided with a separate document that requests all the relevant information relating to the vehicle and its present location. Your first invoice will be for collection of the bike. Once our container is on the water we shall receive the shipping charges, and then you'll receive your shipping invoice.

Once the ship arrives into Australian waters we receive Australian Customs charges, Duty and GST. These charges are calculated as per above mentioned formula then invoiced to each customer. Once all 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'll receive a notice that your cargo is cleared for Home Consumption, meaning the Australian Government has approved your vehicle for entry onto Australian

soil. If you are collecting personally you'll also receive a Gate Clearance that is presented to the Bond store for release of the item.

With exception to the final invoice, which must be paid immediately (within 24hrs), all other invoices are strictly 7 day accounts. 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 don't do so at their own peril, for they shall discover the shipping industry has zero tolerance.

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

A great deal of work is required after we have a shipment ready. Once the paperwork is prepared and lodged we book a container slot, and the container is delivered to our US loading facility in either Long Beach or San Francisco; loading takes 2-3 days. Once loaded the container is collected and taken to the port, and is usually paced on board the nominated ship within 2-4 days. Sea travel takes on average 6 weeks from departing the west coast.

**PLEASE REMEMBER;** shipping lines do nothing but steam their vessels around the globe going port to port; they do not organise cargo, nor deal with the owners of cargo, and their only priority is to maximise their profit, and that includes changing direction and/or adding weeks to the voyage if doing so results in additional revenue. **PLEASE** think of this when you have an urge to ask when your bike is arriving, and **BE AWARE** that we cannot answer that question with any accuracy. As noted above, historically the voyage takes around 6 weeks, but it can take up to eight, so please refrain from sending emails wanting to know when yours is arriving; it will arrive when it arrives, and you will be informed as soon as we know when that date is. More importantly, you will receive at least a week to 2 weeks' notice in advance, so you will have more than enough time to organise 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 id Raidermoto is 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 US road transport, US 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**