



Bob Vale Coach Sales Ltd

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EXPORT TERMS AND CONDITIONS

Bob Vale Coach Sales have generated these terms and conditions to highlight potential pitfalls and to outline terms for deposit payments.

Bob Vale Coach Sales are not responsible for shipping costs for vehicles that are being exported or for arranging the shipping. We are not able to provide CIF quotations. We have a list of Shipping Agents that the customer can contact for shipping quotations (these are companies that previous customers have used in the past. Their inclusion in the list is not an endorsement from Bob Vale Coach Sales)

Shipping costs can be expensive; Bob Vale Coach Sales *strongly recommend* a customer researches these costs before beginning to pay for a vehicle. We advise customers to be sure that they can raise enough money to purchase a vehicle *and* to cover shipping costs. The customer also need to decide which Port a vehicle will be shipped from so that any delivery costs can be calculated *before* any deposit is paid.

Vehicles are sold on an as-is basis with no warranty offered or implied.

VEHICLE PURCHASE & TIMESCALES

1. The deposit will be 20% of the purchase price of the vehicle, with a minimum of £1000.
THIS DEPOSIT IS NON-RETURNABLE
2. From the date of receiving a deposit, Bob Vale Coach Sales will take the vehicle off the market on the understanding that the purchaser will settle in full the cost of the vehicle within a 4-week period.
3. If a vehicle is not fully paid-for within a 4-week period from receiving the deposit, then the customer will forfeit the deposit and Bob Vale Coach Sales will put the vehicle back on the market.
4. From the date of receiving a deposit, the vehicle is expected to be removed from the Bob Vale Coach Sales site within an 8-week period.
5. If a vehicle is not removed from the Bob Vale Coach Sales site within an 8-week period from receiving the initial deposit, then the customer will forfeit the deposit and Bob Vale Coach Sales will retain the deposit and put the vehicle back on the market. The balance will be returned to the customer, less any associated banking charges.

BANK CHARGES

The customer is required to pay bank charges accrued from currency conversions and payments from foreign banks.

VAT

EC Countries:

For export to EC countries, we are required to charge VAT at the current UK rate.

However, if you have a valid VAT number we are permitted to use a zero-rate for VAT as long as we verify your VAT number and display it on our sales invoice.

Non-EC Countries:

For export to non-EC countries, as long as the vehicle is invoiced to that non-EC country, we are permitted to use a zero-rate for VAT purposes. If we transport the vehicle to the docks ourselves, we would require a shipping note from the customer's selected shipping company to gain access to the docks. We can use that shipping note as evidence that the vehicle is being exported. Then after the vehicle is delivered and the vessel has sailed, we would seek a bill of lading from the shipping company. According to current UK VAT legislation, this is deemed sufficient evidence of export.

However, if the export is indirect, ie you use a separate transportation company to deliver a vehicle to the docks, instead of Bob Vale Coach Sales delivering the vehicle for you, obtaining proof that the vehicle has truly been exported is more difficult. Under these circumstances, we would require an additional deposit to the value of the VAT amount for that sale at the current UK rate. As long as the vehicle is exported within a 3 month period from the date of sale and you can produce evidence in the form of an original bill of lading from the shipping company, then the deposit equivalent to the VAT amount would be returned to you (less any associated banking charges accrued from such deposit). Beyond this time, we would have to pay the VAT and you would not get this refunded.

SHIPPING & DELIVERY

We are not able to provide CIF (Cost, Insurance and Freight) quotations.

The buyer is responsible for organizing and paying for all shipping costs and also any delivery costs.

We can deliver to the following docks, with the corresponding charges (to cover fuel and a driver):

Southampton	£ 150
Sheerness	£ 200
Tilbury	£ 200

We are not able to deliver to any other docks.

For delivery to a dock, any required payment for delivery must be cleared into our account before delivery arrangements are made. We then need 5 working days notice, so that the relevant arrangements can be made.

If you choose to ship from any other docks, you would need to employ a professional transportation company to deliver the vehicle on your behalf. Note that these vehicles do not have road tax and often do not have a valid MOT certificate. Consequently to drive the vehicles on the UK roads, the vehicles would need to be moved with the use of trade plates. This can be expensive and may counteract any cost benefit of selecting a cheaper dock. Please also read the note above regarding VAT, as we would require an additional deposit to cover UK VAT with a 3rd party delivering the vehicle.

VEHICLE DOCUMENTS

Once a vehicle is delivered to the UK docks, we notify the UK vehicle authorities (DVLA) that the vehicle has been exported by sending them the relevant section of the V5C vehicle registration document. We would then be able to send the remainder of the V5C registration document, along with other available vehicle documents and original invoices to an address specified by the customer.

We normally send documents by Airmail, which we provide free-of-charge.

If the customer wishes for documents to be sent by another method, for example by courier, this would need to be paid for by the customer. We would be able to provide a quotation.

EXPORTS TO AFRICA

Some African countries require vehicles to be inspected prior to being imported. Other countries are considering introducing such inspections.

We strongly recommend the customer investigates the current regulations of their intended country of import.

Some of the countries that already require inspections are listed below, with further details in the following sections. These details are correct to our best knowledge but the customer must check with the relevant authorities the procedure that they should follow:

MOZAMBIQUE
ZAMBIA
UGANDA

EXPORTS TO MOZAMBIQUE

The Government of Mozambique has appointed Intertek as the sole provider of pre-export roadworthiness inspection (RWI) of used vehicles. Under Ministerial Diploma 244/2011 all used vehicles imported into Mozambique are subject to a compulsory Pre-Shipment Inspection – PSI (physical inspection performed at origin, prior to the vehicle being shipped to Mozambique).

If the vehicle arrives in Mozambique without having been inspected it will not clear through Customs and it will then require an inspection at destination. This destination inspection (DI) will take place at the Customs clearance point and the full costs of a pre-shipment inspection payable. In addition a fine equal to 10% of the CIF value determined by Intertek for Customs purposes will be levied.

Intertek require the buyer to contact them to arrange for a vehicle inspection using the following email address:

info.mozambique.gs@intertek.com

The customer would need to quote the reference “MOZ” and arrange for Intertek to visit Bob Vale Coach Sales to inspect the vehicle on our premises. Intertek would then contact Bob Vale Coach Sales to organise the inspection. Bob Vale Coach Sales would obtain a price for the inspection charge then invoice the customer for this charge. The inspection charge must be paid into our bank account, so that we can then pass-on the charge to Intertek before they will perform the inspection.

If exporting to Mozambique, let us know once you have selected a vehicle that suits your needs, then we can obtain current prices for the required inspection and pass-on an invoice.

EXPORTS TO ZAMBIA

The Zambia Bureau of Standards (ZABS) has appointed the Japan Export Vehicle Inspection Center Co Ltd (JEVIC) for the pre-export roadworthiness inspection (RWI) of used vehicles from Japan, UK, Singapore, Dubai and South Africa destined for use within the Republic of Zambia.

This inspection is initiated by ZABS to minimize the risk of unsafe and substandard vehicles entering the Zambian market, thus ensuring health, safety and environmental protection for Zambians. All used vehicles must meet the requirements of this important safety pre-export inspection.

Any vehicle not inspected prior to arrival in Zambia will incur a fee calculated at 15% CIF and is subject to inspection upon arrival by ZABS.

It is Bob Vale Coach Sales understanding from JEVIC that vehicles would normally require a valid MOT certificate with at least 4 months of validity remaining. However, if an MOT certificate without the required validity period remaining is not available, then JEVIC would be able to accept an engine smoke test and brake test in its place (measured using calibrated equipment).

Bob Vale Coach Sales are able to arrange for a JEVIC inspection, along with any required engine smoke test and brake tests, but these would have to be paid for by the customer prior to the tests and inspection being carried out. There are facilities available close to Bob Vale Coach Sales which could perform these functions at a reasonable cost. Also, JEVIC are able to visit our depot for inspections, which removes the costs of transporting a vehicle off-site.

If exporting to Zambia, let us know once you have selected a vehicle that suits your needs, then we can obtain current prices for the required tests and inspections and pass-on a quotation. Cleared funds would need to be in our bank account for tests and inspections to be performed.

EXPORTS TO UGANDA

The Uganda National Bureau of Standards (UNBS) has appointed the Japan Export Vehicle Inspection Center Co Ltd (JEVIC) for the pre-export roadworthiness inspection (RWI) of used vehicles from Japan, UK, Singapore, Dubai and South Africa destined for use within Uganda.

This inspection is intended to minimize the risk of unsafe and substandard vehicles entering the Ugandan market, thus ensuring health, safety and environmental protection for Ugandans. All used vehicles must meet the requirements of this important safety pre-export inspection.

Any vehicle not inspected prior to arrival in Uganda will incur a fee calculated at 15% CIF and is subject to inspection upon arrival by UNBS.

It is Bob Vale Coach Sales understanding from JEVIC that vehicles would normally require a valid MOT certificate with at least 4 months of validity remaining. However, if an MOT certificate without the required validity period remaining is not available, then JEVIC would be able to accept an engine smoke test and brake test in its place (measured using calibrated equipment).

Bob Vale Coach Sales are able to arrange for a JEVIC inspection, along with any required engine smoke test and brake tests, but these would have to be paid for by the customer prior to the tests and inspection being carried out. There are facilities available close to Bob Vale Coach Sales which could perform these functions at a reasonable cost. Also, JEVIC are able to visit our depot for inspections, which removes the costs of transporting a vehicle off-site.

If exporting to Uganda, let us know once you have selected a vehicle that suits your needs, then we can obtain current prices for the required tests and inspections and pass-on a quotation. Cleared funds would need to be in our bank account for tests and inspections to be performed.