



## INBOUND DETENTION NOTICE

**\*\* THIS IS NOT A BILL \*\***

If actual charges are incurred an invoice will follow  
OOCL (USA) Inc  
As Agent For Orient Overseas  
Container Line\*

**BOOKING/BL NUMBER:**  
2144647650

**AGREEMENT NUMBER:**

**CUSTOMER REFERENCE:**

**CUSTOMS CLEARANCE LOCATION:**  
DALLAS, TX - FORT WORTH AIRPORT - 6  
SOUTHWEST REGION

**ISSUE DATE :** 15 FEB 2024

|  |  |   |
|--|--|---|
| <b>SHIPPER</b><br>Vietnam Jin Chang Shoes Co.,Ltd    | <b>NOTIFY PARTY</b><br>Kuehne + Nagel Inc. | <b>CONSIGNEE</b><br>Ariat International |
| <b>VESSEL VOYAGE</b><br>COSCO SHIPPING PEONY 027E    | <b>PLACE OF RECEIPT</b><br>Binh Duong      | <b>PORT OF LOADING</b><br>Cai Mep       |
| <b>VESSEL ARRIVAL/DEPARTURE</b><br>19 JAN 2024 15:05 | <b>PORT OF DISCHARGE</b><br>Long Beach     | <b>FINAL DESTINATION</b><br>Dallas      |

| Container   | Size | Pickup Location | Return Location | Free Days (Type) | Overdue | Rule Ref | Rate Ref   |
|-------------|------|-----------------|-----------------|------------------|---------|----------|------------|
| TRHU8742880 | 40HQ | DAL21           | DAL21           | 8 days (W)       | 2 days  | Rule-1   | TierRate-1 |

| Container                | Free Time Start   | Free Time Expiry (Status) | Container Availability | Gate Out Date     | Gate In Date      | Clock End (Status)    | Charges (Status) | Surcharges (Status) |
|--------------------------|-------------------|---------------------------|------------------------|-------------------|-------------------|-----------------------|------------------|---------------------|
| TRHU8742880              | 30 JAN 2024 00:00 | 08 FEB 2024 23:59 (A)     | 28 JAN 2024            | 29 JAN 2024 16:02 | 12 FEB 2024 15:17 | 12 FEB 2024 15:17 (A) | USD 255.00(A)    | N/A                 |
| <b>Total Charges:</b>    |                   |                           |                        |                   |                   |                       | USD 255.00(A)    |                     |
| <b>Total Surcharges:</b> |                   |                           |                        |                   |                   |                       | N/A              |                     |
| <b>Total Amount Due:</b> |                   |                           |                        |                   |                   |                       | USD 255.00(A)    |                     |

### References

| Location                | Rule   | Rate   | Free Time Expiry (Status), Clock End (Status), Charges (Status)   |
|-------------------------|--|--|---|
| DAL21 : BNSF - Alliance | Rule-1:<br>Detention starts<br>1 working day(s) after Last Hub Departure<br>Detention ends<br>0 calendar day(s) after Empty Return | TierRate-1:<br>Tier Rate Type: TierRate after tariff free time:<br>1 - 4 days,USD 105.00 (per container / working day)<br>>= 5 days,USD 150.00 (per container / working day) | (A) : Actual<br>(E) : Estimated<br>(P) : Planned<br>(I) : Interim |
|                         |  |  | <b>Free Days (Type)</b><br>(C) : Calendar<br>(W) : Working        |

### Remarks:

Please note: The charge shown on this notice may be an amount calculated based on the "Clock End" status codes - Estimated (E) or Planned (P) or Interim (I). The final due amount will be accrued at the end of the actual container activity date. The charge and free time shown on this notice may be subject to an adjustment. If any charge dispute, please reach out to NADISPDD@oocl.com

Pursuant to section 41104 (d)(2) of title 46, United States Code, Carrier confirms to the best of knowledge that (a) any demurrage or detention charges applicable to the relevant shipment(s) are consistent with any of the United States Federal Maritime Commission rules with respect to detention and demurrage, including (i) all provisions of part 545 of title 46, Code of Federal Regulations (or successor regulations) and (ii) all applicable provisions and regulations, including the principles of the final rule published on May 18, 2020 entitled "Interpretive Rule on Demurrage and Detention under the Shipping Act" (or successor rule).

Carrier confirms its performance did not cause or contribute to any underlying invoiced detention or demurrage charges.