



Shipper:  
**CARGO SERVICES CHINA LTD SHENZHEN B RANCH**  
**36/F 37/F, BLOCK A, XINTIAN BUSINESS CENTRE, ROAD 2, SHIXIA WEST, FUTIAN DISTRICT, SHENZHEN, CHINA**

Carrier's Reference:	<b>SEA WAYBILL</b>	Page:
<b>34051803</b>	<b>HLCUSZX2310ASYB3</b>	<b>1 / 2</b>

Consignee:  
**HAIER US APPLIANCE SOLUTIONS INC**  
**4000 BUECHEL BANK RD**  
**LOUISVILLE, KY 40225**

Please address Inquiries to:  
**HAPAG-LLOYD (AMERICA) LLC**  
**3 RAVINIA DRIVE**  
**SUITE 1600**  
**ATLANTA, GA 30346**  
**USA**  
**TEL : +1 855 227-4612**  
**FAX : +1 678 581-1095**  
**MAIL: USA@SERVICE.HLAG.COM**

Notify Address (Carrier not responsible for failure to notify):  
**EXPEDITORS - LOUISVILLE**  
**4801 COMMERCE CROSSINGS LOUISVILLE, KY 40229 GE-SDF@EXPEDITORS.COM**  
**TEL: 5023676700**

Place of Delivery:  
**APPALACHIAN REGIONAL PORT CRANDALL**  
**8402 U.S. HIGHWAY 411 NORTH**  
**CRANDALL, GA 30711**  
**USA**

Ocean Vessel:	Voyage No.:	<b>038E</b>
<b>YM WITNESS</b>		

Cargo available for Clearance:
<b>APPALACHIAN REGIONAL PORT CRANDALL</b>

Oncarrying Vessel:	Voyage No.:
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Discharging Pier/Terminal:
<b>GEORGIA PORTS AUTHORITY</b>

Port of Loading:	Port of Discharge:
<b>YANTIAN, CN</b>	<b>SAVANNAH, GA, US</b>

Due to arrive at Terminal:
<b>28/NOV/2023</b>

Container Nos, Seal Nos, Marks and Nos	Number and Kind of Packages, Description of Goods	Gross Weight	Measurement
<b>TCLU 5793184</b>	<b>1 CONT. 40'X9'6" HIGH CUBE CONT. SLAC*</b>		
<b>SEAL:</b>	<b>42 PACKAGES</b>	<b>12037.1</b>	<b>60.220</b>
<b>HLG5582217</b>	<b>42 CARTON PACKED IN 42 PALLET</b>	<b>LBR</b>	<b>MTQ</b>
<b>MARKS &amp; NOS:</b>	<b>DOOR OUTER FC</b>	<b>5460.0</b>	<b>60.220</b>
<b>GEA</b>	<b>SUPPLIER: SUN STRONG PRECISION METAL</b>	<b>KGM</b>	<b>CBM</b>
	<b>INTL</b>		
	<b>HS-CODE : 84 22 90</b>		
	<b>MOVEMENT : FCL/MERCHANT'S HAULAGE</b>		
	<b>UN PKGS : PK</b>		
<b>TCKU 6076149</b>	<b>1 CONT. 40'X9'6" HIGH CUBE CONT. SLAC*</b>		
<b>SEAL:</b>	<b>44 PACKAGES</b>	<b>8141.5</b>	<b>51.660</b>
<b>HLG5582071</b>	<b>2104 CARTON PACKED IN 44 PALLET</b>	<b>LBR</b>	<b>MTQ</b>
<b>MARKS &amp; NOS:</b>	<b>WIRE HARNESS</b>	<b>3693.0</b>	<b>51.660</b>
<b>GEA</b>	<b>SUPPLIER: WELL SHIN TECHNOLOGY CO</b>	<b>KGM</b>	<b>CBM</b>
	<b>LTD</b>		
	<b>HS-CODE : 85 44 42</b>		
	<b>MOVEMENT : FCL/MERCHANT'S HAULAGE</b>		
	<b>UN PKGS : PK</b>		

Place of Issue:	Date of Issue:
<b>ATLANTA</b>	<b>22/NOV/2023</b>

\*\*\* Please visit [www.hapag-lloyd.com](http://www.hapag-lloyd.com) for schedule / cargo tracing \*\*\*

Cont/Seals/Marks	Packages/Description of Goods	Weight	Measure
TLLU 5349671	1 CONT. 40'X9'6" HIGH CUBE CONT. SLAC* 44 PACKAGES	20432.2	52.710
SEAL:	960 CARTON PACKED IN 44 PALLET	LBR	MTQ
HLG5582058	POWER SUPPLY CORD SETS	9268.0	52.710
MARKS & NOS:	WIRE HARNESS	KGM	CBM
GEA	SUPPLIER:WELL SHIN TECHNOLOGY CO LTD HS-CODE : 85 44 42 MOVEMENT : FCL/MERCHANT'S HAULAGE UN PKGS : PK		
HLXU 8227780	1 CONT. 40'X9'6" HIGH CUBE CONT. SLAC* 48 PACKAGES	13082.0	51.020
SEAL:	480 CARTON PACKED IN 48 PALLET	LBR	MTQ
HLG5582020	WIRE HARNESS	5934.0	51.020
MARKS & NOS:	SUPPLIER:WIRE HARNESS INDUSTRIES	KGM	CBM
GEA	HS-CODE : 85 44 42 MOVEMENT : FCL/MERCHANT'S HAULAGE UN PKGS : PK		
SEKU 6068892	1 CONT. 40'X9'6" HIGH CUBE CONT. SLAC* 40 PACKAGES	11007.5	50.280
SEAL:	1296 CARTON PACKED IN 40 PALLET	LBR	MTQ
HLG5582133	WIRE HARNESS	4993.0	50.280
MARKS & NOS:	SUPPLIER:WELL SHIN TECHNOLOGY CO	KGM	CBM
GEA	LTD HS-CODE : 85 44 42 MOVEMENT : FCL/MERCHANT'S HAULAGE UN PKGS : PK		

\*SLAC = Shipper's Load, Stow, Weight and Count

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218 PACKAGES	64700.6	265.890
	LBR	MTQ
	29348.1	265.890
	KGM	CBM

ONCARRIAGE ROUTING:  
SAVANNAH, GA (RAIL) CHATSWORTH, GA

CHARGE	RATE BASIS	W/M/V	CURR	PREPAID	COLLECT
MARINEFUEL RECOVER	800.00 CTR		1 USD		4000.00
LUMPSUM			USD		12250.00
				=====	
	TOTAL COLLECT USD			16250.00	

									
<a href="#">Track &amp; Trace</a>	<a href="#">Import Overview</a>	<a href="#">Navigator</a>	<a href="#">Send Delivery Order</a>	<a href="#">LFD Request</a>	<a href="#">Auto Demurrage Calculator</a>	<a href="#">Dispute Form</a>	<a href="#">Customs</a>	<a href="#">Operational News</a>	<a href="#">My Shipments</a>

Please note our new Customer Service email address and please ensure to include the full Hapag-Lloyd Bill of Lading Number and/or Carrier Reference Number in subject line: [USA@SERVICE.HLAG.COM](mailto:USA@SERVICE.HLAG.COM)

To view the details of your import shipments including invoice, payment options, carrier container release status and more visit ODeX at <https://online.odexglobal.com/>

#### IMPORTANT NOTICE - CARRIER HAULAGE DELIVERIES

US Import Carrier Haulage shipments require the following to be satisfied 5 days prior to Last Free Day:

- Original Bill of Lading (if applicable) received by carrier.
- Credit or freight payment received by carrier.
- Delivery Instructions: Complete Delivery Order/instructions from the customer received by carrier (Click here to submit your **DELIVERY INSTRUCTIONS** online: [USA - Hapag-Lloyd](#))
- Customs clearance received with no other regulatory restrictions.
- Customer facility can receive the container within the designated free time.
- For carrier haulage moves from inland rail ramps to door, customers will need to guarantee storage directly with rail providers as needed prior to picking up their container(s) - no additional demurrage will apply if customer still meets the five-day rule mentioned above.
- For carrier haulage moves from marine terminals to door, customers will be subject to Hapag-Lloyd tariff demurrage. [Detention & Demurrage - Hapag-Lloyd](#)

#### DETENTION AND DEMURRAGE TARIFF GUIDE FOR THE UNITED STATES – Effective October 1, 2022

As mentioned in our customer letter dated September 1, 2022

For your reference, the tariff can be viewed on our website at the following section of our website:

[Detention & Demurrage - Hapag-Lloyd](#)

- A) Line Demurrage and Terminal Storage Charged Separately To increase transparency, wherever possible the Hapag-Lloyd tariff represents line demurrage only and the terminals charge their storage to customers independently. For those terminals where this is not currently possible, Hapag-Lloyd invoices line demurrage plus terminal storage as a straight pass-through charge – these terminals are clearly outlined in the above-mentioned tariff.
- B) Tariff Simplification Hapag-Lloyd is simplifying and standardizing its port and inland demurrage tariff and aligning the demurrage charges across port and inland locations with the current detention tariff.
- C) Demurrage Under Carrier Haulage Hapag-Lloyd will not charge Line Demurrage for Carrier Haulage moves at Marine and Railroad Terminals, provided the following conditions are met:

The merchant satisfies the below requirements five calendar days before the expiration of free time to allow proper time for Hapag-Lloyd to deliver your carrier haulage containers in a timely manner.

- Original Bill of Lading (if applicable) received by the carrier.
- Credit or freight payment received by the carrier.
- DO: Complete Delivery Order/instructions from the merchant received by the carrier. (You can find the link to Delivery Order Input here. [USA - Hapag-Lloyd](#))
- Customs clearance received with no other regulatory restrictions.
- Merchant facility is available to receive the container when the trucker calls, providing an appointment no later than 48 hours of Motor Carrier contact.

As a reminder: Import carrier's haulage moves happen when the carrier arranges for the delivery of the full container to the merchant's premises and for the pickup of the empty container from the merchant's premises.

- D) Demurrage Under Customs Hold: When a container is put on customs hold for no fault of the customer, Hapag Lloyd stops the Line Demurrage/Detention clock and restarts it when the hold is released. This policy applies to both Carrier Haulage and Merchant Haulage on-carriage

If the container is held inside the Marine or Rail Terminal, then the Line Demurrage clock begins at the release date. The hold and release dates and all days in between are not counted towards free time days. In this case, the customer is responsible for any storage charges that are imposed by the terminal operator during the hold days. In the instance when Hapag-Lloyd collects terminal charges on behalf of the terminal operator, Hapag-Lloyd will invoice these pass-through charges to the customer.

If the container is held by Customs outside the terminal or at a Customs warehouse, then the detention clock begins at the release date. The detention free time starts the day after the date of customs release. In this case, the customer will be responsible for any storage charges that are applied by the Warehouse Operator or the government body during the hold days.

Please note that the existing Hapag-Lloyd demurrage tariff and policies will apply for shipments that gated in full at origin ports before October 1, 2022

#### **REVENUES CHARGES**

If you deem that charges on this arrival notice need to be disputed; please click on link Customer Revenue Dispute or visit our Hapag-Lloyd website ([www.hapag-lloyd.com](http://www.hapag-lloyd.com)); select Offices & Local info - USA, link to RNA Disputes. Please complete the dispute template, following available instructions. [USA - Hapag-Lloyd](#)

#### **CUSTOMS CLEARANCE**

Containers moving beyond the port of discharge jurisdiction are automatically moved In-Bond unless notification is received within 48 hours prior to vessel arrival at port of discharge.

#### **CHASSIS NOTICE**

Please note that Hapag-Lloyd does not provide chassis for CY/MH moves. Contact the responsible Hapag-Lloyd office shown on this Arrival Notice for more information.

#### **GENSET NOTICE**

As per our new Genset program, we will no longer provide a Genset for merchant haulage shipments which start or end at a port facility in the USA. Should a genset be requested, for shipments between port terminals and local delivery points under Merchant Haulage, and Hapag-Lloyd is able to provide a genset, then an additional fee per genset will be applied, as per local charges defined in RURE-001 036.5. Hapag-Lloyd will make best efforts to provide a genset when requested but it is not under any obligation to provide.

#### **OVERWEIGHT CONTAINERS - INTERMODAL DELIVERIES NOTICE**

Overweight Containers may require the use of tri-axle equipment. As there are only a finite amount of this type of equipment available in the USA, delivery delays may result from a lack of available triaxles in your delivery area. We will work to minimize the impact of any storage / demurrage accrued as a result such delays.

#### **OVERWEIGHT CONTAINER NOTICE**

It is the sole responsibility of the merchant and it is motor carrier to confirm the cargo weight before taking the cargo on public roads and to ensure that equipment capability, relevant permits and other appropriate measures are taken to provide for safe transport and to comply with all applicable Federal, State and Local laws and regulations relating to on the road weight limitations, including but not limited to the Intermodal Safe Container Act 1992, as Amended. Subject to the terms and conditions of the carrier's applicable tariff. Any costs or charges incurred because of noncompliance with the foregoing shall be for the account of the merchant.