

Celestica IMPAKT(Korea) Routing Guide

Site Name and Address	Site logistics contacts	Title	Phone	Email
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Yeonsu-Gu				
Incheon, Korea				

For heavy weight palletized cargo without a consolidation point, the supplier must consolidate and arrange shipment 1-2 times a week at most;
For small parcel (carton) shipments by express service, supplier must consolidate all daily shipments into no more than 1 shipment per day. The supplier must follow Celestica IMPAKT (Korea) routing guide instructions based on total daily shipments instead of individual Purchase Orders with consolidating multiple PO's into 1 (one) consolidation under 1 (one) airway bill.

Multiple small packages shipped on the same day to Celestica must be consolidated into one shipment. The supplier is required to combine multiple part numbers and purchase orders in one shipping container/on one pallet/ once AWB/HAWB

Shipments of comparable size, height, and density that are difficult to handle, and for which the combined gross weight exceeds 150 pounds (68 kg) or are oversized should be palletized.

Consolidate items shipped on one day to the same destination on one pallet, one bill of lading, one air waybill or ocean bill of lading. The Carrier to be used for same day consolidated shipment will be based on the weight breaks listed below:

Below is the standard freight routings. Please coordinate all expedites, express freight and ocean shipments with Celestica IMPAKT logistics contacts.

For the areas with no consolidation point, it's the suppliers responsibility to consolidate shipments by 2-3 times a week to reduce Celestica custom declaration charge.

Failure to comply with these instruction may cause extra cost and will be charged back to the supplier.

All shipments including Chicago/Los Angeles consolidation point shipments must include a commercial invoice. Please see international documentation requirements below.

AIR shipment weights are based on chargeable weights (max of dim weight and actual weight) when determining mode of transportation. See Page 3 for weight definitions and calculation examples

Inbound Standard Routing														
Country	Small Pack			Heavyweight Air			LTL Truck		Full Truck	Ocean LCL			Ocean Container	
Supplier Shipping Origin Location	Chargeable Weight	Avg.TT (Days)	Carrier	Chargeable Weight	Avg.TT (Days)	Carrier	Weight	Carrier	Carrier	Weight	Avg.TT (Days)	Carrier	Avg.TT (Days)	Carrier
USA -Santa Clara	-	-	-	<250 kg	.7-9	DSV	-	-	-	250 kg +	.50-55	Bay Logistics	.40-50	Bay Logistics
USA -Portland, Livermore	-	-	-	<250 kg	.7-9	DSV								
Asia	<100 kg	.2-3	FedEx Express	100 kg +		Contact Site Logistics								
Asia Exceptions														
Hongkong	-	-	-	-	-	-	-	-	-	250 kg +	.12-15	Bay Logistics	-	-
China (City Kunshan)	<80 Kg	.1-3	DHL Express				-	-	-	-		-		-
Malaysia	<120 kg	.2-3	FedEx Express	120 kg +	.5-7	DHL Global Forwarding	-	-	-	-		-		-
Singapore	<40 kg	.2-3	DHL Express				-	-	-	-		-		-

Carrier Information				
Carrier	Phone	Contact Name	Web Site/ Email Address	Account Number
DHL Global Forwarding	See web site for local contacts	See web site for local contacts	https://www.dhl.com/my-en/home.html https://www.dhl.com/ca-en/home/our-divisions/global-forwarding/contact-us.html	Contact Buyer or see PO
DHL Express	Refer to carrier website	Refer to carrier website	http://www.dhl.com/en/express.html	Contact Buyer or see PO
FedEx		See web site for local contacts	https://www.fedex.com/global/choose-location.html	Contact Buyer or see PO
DSV	See web site for local contacts	See web site for local contacts	www.dsv.com	Contact Buyer or see PO
Bay Logistics	See web site for local contacts	See web site for local contacts	https://www.baylogistics.com/	Contact Buyer or see PO

International Commercial Invoice Requirements

All Commercial invoices must contain the following information or shipments will be held in Customs or returned to the origin.

1-Supplier Name, Address, Contact and Telephone Number

2-Consignee Name :

All Commercial invoices must list the following address. Please do not list a consolidation point address on the commercial invoice.

Celestica IMPAKT(Korea)

A-1 Engineering Korea Inc
22013 117 Venture-ro
Yeonsu-Gu
Incheon, Korea

3-Date of shipment

4-Invoice Number

5-Celestica Purchase Order and PO Line number

6-Name of Celestica Buyer

7-Celestica Part Number

8-Complete, Clear Description of Goods- Do not use abbreviations or codes -

9-Quantity of each shipment shipped

10-Number of cartons or skids ,weight and dimensions.

11-Unit price

12-Total invoice price

13-Currency of settlement (US dollars)

14- Incoterms

15- Forwarder& Tracking #

16- Country of origin (for each line item)

US origin vendors/shipper (those shipping to the consols), a Shippers Export Declaration (SED) or an Automated Export System Record (AES) is required

<http://www.access.gpo.gov/ds/ear/pat/r300.pdf>

<http://www.census.gov/foreign-trade/regulations/regs/regulations20080602-federalregister.pdf>

Please forward these documents prior to arrival of shipment to Panalpina dock. Send to the email above and attach a copy on the outside of the shipping carton.

1-Commercial Invoice (please refer to the above international documentation requirements).

2-SLI / EEI http://www.panalpina.com/www/usa/en/home/documents_downloads.html

3-Packing List

4-Certificate of Origin

Weight Definitions and Calculations

Actual Weight:

- A calculation used to reflect a package's density. The International Air Transport Association (IATA) volumetric standards is used to determine the dimensional weight.

- The chargeable weight of the shipment will be the higher of the volumetric weight or the gross weight.

[How to Calculate Volumetric Weight \(International air shipments\)](#)

International Shipments Calculation with Freight Forwarders (Aqility, CEVA and Panalpina)

Imperial (IN / LBS) $\frac{\text{Length} \times \text{Width} \times \text{Height} = \text{Cubic Inches}}{139 \text{ (International)}}$
 Metric (CM / KG) $\frac{\text{Length} \times \text{Width} \times \text{Height} = \text{Cubic Centimetres}}{6000 \text{ (International)}}$

International Shipments Calculation with DHL Express, TNT Express and FedEx Express

Metric (CM / KG) $\frac{\text{Length} \times \text{Width} \times \text{Height} = \text{Cubic Centimetres}}{6000 \text{ (International)}}$

International Shipments Calculation with DHL Freight and TNT Economy

Metric (CM / KG) $\frac{\text{Length} \times \text{Width} \times \text{Height} = \text{Cubic Centimetres}}{4000 \text{ (International)}}$

Identifying what your chargeable weight will be:

Example - Imperial Calculation

Actual Pallet Weight = 250lbs
 Pallet Dimensions = 48 x 40 x 50in
 Pallet Volumetric weight = $(48 \times 40 \times 50) / 139 = 690.65\text{lbs}$
 Chargeable Weight of shipment = 691lbs

Example - Metric Calculation

Actual Pallet Weight = 150kg
 Pallet Dimensions = 122cm x 102cm x 120cm
 Pallet Volumetric weight = $(122 \times 102 \times 120) / 5000 = 298.66\text{kg}$
 Chargeable Weight of shipment = 299kg

How to Calculate Volumetric Weight (USA Domestic air shipments)

Imperial (IN / LBS) $\frac{\text{Length} \times \text{Width} \times \text{Height} = \text{Cubic Inches}}{166 \text{ (USA Domestic)}}$

Example - Imperial Calculation

Actual Pallet Weight = 250lbs
 Pallet Dimensions = 48 x 40 x 50in
 Pallet Volumetric weight = $(48 \times 40 \times 50) / 166 = 578.31\text{lbs}$
 Chargeable Weight of shipment = 578.5lbs

or

Example - Imperial Calculation

Actual Pallet Weight = 600lbs
 Pallet Dimensions = 48 x 40 x 50in
 Pallet Volumetric weight = $(48 \times 40 \times 50) / 166 = 578.31\text{lbs}$
 Chargeable Weight of shipment = 600lbs

Length or Girth - (For Domestic USA and Internation shipments with FedEx. Air and Ground)

Your Chargeable Weight will be based on the greater between the actual package weight and the Length and Girth of the package.

Length - is the largest dimension of the carton or object being shipped. For example, if the package is very tall (height is greater than the base) use the height as the length.

Girth - is the sum of 2 times the width plus 2 times the height or the measurement around the largest area of the cylinder (see illustration).

