Celestica Galway Routing Guide

| Site Name and Address |
| :--- |
| Celestica Ireland Ltd |
| Parkmore Business Park West |
| Galway, Ireland |


| contacts | Title | Phone | Email |
| :---: | :---: | :---: | :---: |
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| Francois Duval | Supply Chain Manager |  | francois.duval@celestica.com |

Ship all products in accordance with the purchase order. Below is the standard freight routings for shipments paid by Celestica Ireland Ltd.
Use only Celestica designated carriers. Do not declare values in the insurance fields unless authorized by Celestica. Do not ship COD. (cash on delivery) Routing compliance will be monitored. Non-compliance will result in the supplier being held liable for any additional cost incurred to Celestica.
AIR shipment weights are based on chargeable weights (max of dimm weight and actual weight) when determining mode of transportation.
An explanation and examples on how to calculate your chargeable weight is included on page 3

| Inbound Standard Routing |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SUPPLIER ORIGIN | Air |  |  |  |  |  | Truck |  |  |  | Ocean |  |  |  |  |  |
| Supplier Shipping Origin Location | Small Pack |  |  | Heavyweight Air |  |  | LTL Truck |  | Full Truck |  | Ocean LCL |  |  | FCL Ocean Container |  |  |
|  | ChargeableWeight | Avg. <br> Trans <br> it <br> Days | Carrier | Chargeable Weight | Avg. <br> Tran <br> sit <br> Days | Carrier | $\begin{gathered} \text { chWei } \\ \text { ght } \end{gathered}$ | Carrier | $\underset{\substack{\text { сн.We } \\ \text { ight }}}{ }$ | Carrier | FCL \& LCL bookings from all origins are to be made with the carriers 3 weeks in Advance of the planned pickup date |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Weight/ CBM | $\begin{array}{\|l\|} \hline \text { Avg. } \\ \text { Tran } \\ \text { sit } \\ \text { Days } \\ \hline \end{array}$ | Carrier | Weight/CBM | $\begin{array}{\|l\|} \hline \text { Avg. } \\ \text { Trans } \\ \text { it } \\ \text { Days } \\ \hline \end{array}$ | Carrier |
| North America | <60Kgs | 4-6 | TNT / FedEx | 60-400 kgs | 9-10 |  <br> SL1(with Site approval) |  |  |  |  | $<25 \mathrm{cbm}$ | 50-55 | Dhl Global Forwarding | $\begin{array}{\|l} 25+\mathrm{cbm} \text { for } 20^{\prime} \\ 45+\mathrm{cbm} \text { for } 40^{\prime} \end{array}$ | 40.50 | Contact Site for instuctions |
| Europe | <60Kgs | 1-5 | TNT / FedEx |  | - |  |  |  |  |  | $<25 \mathrm{cbm}$ | N/A | Contact Site for instructions | $\begin{aligned} & 25+\mathrm{cbm} \text { for } 20^{\prime} \\ & 45+\mathrm{cbm} \text { for } 40^{\prime} \end{aligned}$ | N/A | Contact Site for instuctions |
| Asia | <60Kgs | 5-7 | TNT / FedEx | $60-400 \mathrm{kgs}$ | 9-10 | $\begin{gathered} \hline \text { Dachser SL3 \& } \\ \text { SL1(with Site } \\ \text { approval) } \\ \hline \end{gathered}$ |  |  |  |  | $<25 \mathrm{cbm}$ | 75 | Contact Site for in | $\begin{aligned} & 25+\mathrm{cbm} \text { for } 20^{\prime} \\ & 45+\mathrm{cbm} \text { for } 40^{\prime} \end{aligned}$ | 70 | Contact Site for instuctions |
| Asia Exception: Singapore | $<120 \mathrm{Kgs}$ | 5-7 | TNT / FedEx | $<120+$ and $<400 \mathrm{Kgs}$ | 6-8 | Expeditors SL3 |  |  |  |  | $<25$ cbm | 75 | Dhl Global Forwarding | $\begin{aligned} & 25+\mathrm{cbm} \text { for } 20^{\prime} \\ & 45+\mathrm{cbm} \text { for } 40^{\prime} \end{aligned}$ | 70 | Contact Site for instuctions |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Carrier Information |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Carrier | Phone |  |  | Contact Name |  |  | Web Site |  |  |  | Account Number |  |  |  |  |  |
| DSV | See website for local office |  |  | See website for local office |  |  | www.https://mydsv.com/ |  |  |  | Contact Buyer or see PO |  |  |  |  |  |
| TNT | 0818400600 |  |  | Customer Service |  |  | /www.tnt.com/express/en ie/site/suppo |  |  |  | Contact Buyer or see PO |  |  |  |  |  |
| DHL Global Forwarding | See website for local office |  |  | See website |  |  | http://www.dhl-dgf.com |  |  |  | Contact Buyer or see PO |  |  |  |  |  |
| Dachser | See website for local office |  |  | See website |  |  | https://www.dachser.com/ |  |  |  | Contact Buyer or see PO |  |  |  |  |  |
| Expeditors International | See website for local office |  |  | See website for local office |  |  | https://www.expeditors.com/locations |  |  |  | Ship Collect |  |  |  |  |  |

## Import Compliance

## Commercial invoic

a. Must be in English

Must describe the goods using language which completely and clearly identifies the content of the shipment
Quantities stated must be accurate

Must be complete and accurate, including all "manufacturing assist" information
. Must be the final amount, with no adjustments after shipment
. Must equal the true "demand for pavment" amount (excludina assist values. for customs purposes onlv)
Country of origin marking:
All goods must be marked with the country of origin (e.g., "Made in France")
b. Immediate packaging must be marked with the same country of origin
c. Commercial invoice must state the country of origin for each line item and must match the marking on the goods
d. Packing list must state the country of origin for each line item and must match the marking on the goods
. Packing list:
Must be placed in an envelope attached to each container
All Commercial invoices must contain the following information.
Shipper name and address (Telephone number if available) Sold to or invoice to name and address

| 3. | Consignee Name and Address (i.e. Celestica Ireland Ltd., including particular Celestica employee name, if available) |
| :---: | :---: |
|  | Address: |
|  | Celestica |
|  | Parkmore Business Park |
|  | Ballybrit |
|  | Galway, Ireland |
|  | Phone: +(35) 391705000 |
|  | Fax: +(35) 391-705001 |
| 4. | Invoice number |
| 5. | Ship date |
| 6. | Carrier and way bill number (if info. available) |
| 7. | Incoterms |
| 8. | PO. Number or RMA number |
| 9. | Type of transaction (i.e. Sale, consignment, Lease, etc) |
| 10. | Celestica part number |
| 11. | Description (complete, clear description of goods) * |
| 12. | Harmonized customs classification number (if available) |
| 13. | Quantity (for each line item) |
| 14. | Unit price (for each line item) |
| 15. | Extended price (for each line item) |
| 16. | Country of origin (Where the goods were manufactured)** |
| 17. | Total value on the invoice |
| 18. | Currency of settlement (i.e. USD) |
| 19. | Weight and number boxes or skids. |

[^0]* Country of Origin of Goods - this is the country where the goods are manufactured. If a shipment contains goods with multiple countries of origin, each product must be itemized on the invoice and the country of origin must be indicated for each individual item.


## Weight Definitions and Calculations

## Actual Weight:

-The weight of a package using a standard scale rounded to the next full pound / KG. (Example: a $121 / 2$ pound carton will have an "actual weight" of 13 pounds)
Dimensional (Volumetric) 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.
- A calculation used to determine the three-dimensional space the carton occupies: length x width x height measured in cubic inches or cubic centimetres


## Chargeable 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 (Panalpina, Ceva, Dascher)

Imperial (IN / LBS)
DIMENSIONAL WEIGHT
Metric (CM / KG)
DIMENSIONAL WEIGHT =
Length $\times$ Width $\times$ Height $=$ Cubic Inches 166 (International)

Length $\times$ Width $\times$ Height $=$ Cubic Centimetres 6000 (International)

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

 Metric (CM / KG)DIMENSIONAL WEIGHT $=\quad$ Length $\times$ Width $\times$ Height $=$ Cubic Centimetres
5000 (International)
Identifying what your chargeable weight will be:
Example - Imperial Calculation
Actual Pallet Weight $=250 \mathrm{lbs}$
Pallet Dimensions $=48 \times 40 \times 50$ in
Pallet Volumetric weight $=(48 \times 40 \times 50) / 139=690.65 \mathrm{lbs}$
Chargeable Weight of shipment $=691 \mathrm{lbs}$
How to Calculate Volumetric Weight (USA Domestic air shipments)
Imperial (IN / LBS)
Imperial (IN / LBS)
DIMENSIONAL WEIGHT $=$
Length $\times$ Width $\times$ Height $=$ Cubic Inches

International Shipments Calculation with DHL Freight and TNT Economy Metric (CM / KG)
DIMENSIONAL WEIGHT $=$ Length $\times$ Width $\times$ Height $=$ Cubic Centimetres
4000 (International)

## Example - Metric Calculation

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

Example - Imperial Calculation
Actual Pallet Weight $=250 \mathrm{lbs}$
Pallet Dimensions $=48 \times 40 \times 50$ in
Pallet Volumetric weight $=(48 \times 40 \times 50) / 166=578.31 \mathrm{lbs}$
Chargeable Weight of shipment $=578.5 \mathrm{lbs}$
ength 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 ? ENGTH the width plus 2 times the heigh or the measulement around the largest area of the cylinder (see illustration)


GIFTH $=(2 \times$ WIDTH $)+12 \times$ (EIGHT $)$


## 66(USA Domestic)


[^0]:    Description of Goods - a complete \& clear description of goods is required. Do not use abbreviations or trade names. It is necessary for Customs to be able to determine from the description alone what the goods are.

