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Datum, Unterschrift Absender

Logistikcenter Am Lückefeld 84, Halle 8 & 9 15831 Blankenfelde-Mahlow

Datum, Unterschrift Empfänger

# 上海合丰电器有限公司

## SHANGHAI HEFENG ELECTRICAL EQUIPMENT CO.,LTD. 1919 DUHUI ROAD., MINHANG DISTRICT, SHANGHAI, CHINA

URL:http://www.sh-hefeng.com

E-mail:hefeng@sh-heheng.com

出口专用

TEL: 86-021-64898787

FAX: 86-021-64896767

## 发 票 INVOICE

发票号码:

INV.No.:5493

日期:

Date: 2025-1-15

客户:

SOLD TO:

Miele & Cie. KG

目的地:

Werk Euskirchen, Roitzheimer Str.110 D-53879 EUSKIRCHEN, DEUTSCHLAND

SHIP TO:

Tel.: +49 (0)2251 818-1622 FAX: +49 (0)2251 818-781622 Margarethe Ilse Gorj

装运:

Shipped By:

SEA

销售编号:

Sales No: 贸易条款:

原产地:

Country of origin:

China

Terms: FOB SHANGHAI

唛头及箱号	品名规格	订单号	数量	单价	总 金 额
Marks & Nos.	Description and specification	PO.	Quantity	Unit price	Amount
Miele&Cie.KG PLT.NO. OF PART NO.: QUANTITY: CTNS PCS SHANGHAI HEFENG CO.	IMPELLER 11380810 06913521 FAN COVER 11488520 11381200 TOTAL	5500193298 5500213372 5500193281 5500190776	56.700 14.904 31.104 46.080 148.788	0,3708 0,5621 0,2919 0,2352	EUR 21.024,36 8.377,54 9.079,26 10.838,02 49.319,18

Bank information:

Bank: Agricultural Bank of China ShangHai Branch

Minhang Sub-Branch

Bank address: No. 58, Shuiqing South Road, Minhang District, Shanghai, China

Baneficiary name: SHANGHAI HEFENG ELECTRICAL EQUIPMENT CO., LTD

Bank A/C: 09032938040000864

Swift No: ABOCCNBJ090

MIELE - Werk Euskirchen rhalten / Zinas

#### BILL OF LADING OR SEA WAYBILL FOR COMBINED TRANSPORT SHIPMENT OR PORT TO PORT SHIPMENT Consignor Unless marked "Sea Waybill, Non-Negotiable", this document is a Bill of lading (document of title) and one Original B/L must be surrendered duly endorsed for release of cargo. SHANGHAI HEFENG ELECTRICAL EQUIPMENT CO.,LTD 1919 DUHUI ROAD.,MINHANG DISTRICT,SHANGHAI,201108,CHINA BILL OF LADING SEA WAYBILL (SWB), NON-NEGOTIABLE Consignee or to order (if B/L), Consignee (if SWB) B/L or SWB No.: RSLNGB253760 EORI: DE2587165 Carrier: WERK EUSKIRCHEN, ROITZHEIMER STR.110 D-53879 EUSKIRCHEN, DEUTSCHLAND TEL.: +49 (0)2251 818-1622 FAX: +49 (0)2251 818-781622 RED SAIL LINE LIMITED MARGARETHE ILSE GORJ FMC: 032316 SCAC: RSUL Agent: Notify Party SAME AS CONSIGNEE FIBS LOGISTICS (CHINA) LIMITED NINGBO BRANCH ROOM 1211, NEW WORLD TOWER NINGZHU SQUARE, NO.51 SANYANGIAO STREET, YINZHOU DISTRICT NINGBO,ZHEJIANG TEL. NO.-+86 574 27912500 EMAIL -NGB@FIBS-LOGISTICS.COM Place of acceptance First Carrier For delivery, please apply to: SHANGHAI MAERSK HORSBURGH BLUE FREIGHT SERVICE GMBH WIELANDSTR. 5 10625 BERLIN 504W Port of Loading Second Carrier (vessel) BERLIN SHANGHAI GERMANY Port of Discharge Place of Delivery HAMBURG HAMBURG Number/Kind of Description of Package and Goods as stated by Shipper Marks and Numbers Packages Shipper's load Stow and Count Said to Contain Gross Weight Measurement MIELE&CIE.KG 28 PALLET(S) LCL SAID TO CONTAIN: 28 PALLETS IMPELLER PLT.NO. OF 4336.640 KGS PART NO .: 20.280 CBM FAN COVER QUANTITY: CTNS FREIGHT COLLECT PCS LCL/LCL (CFS/CFS) SHANGHAI HEFENG CO. CONTAINER SEALS TYPE GROSS WEIGHT MRSU4707446 PACKAGES CN9815575 VOLUME 40HC MODE 4336.640 28 PLT 20.280 CFS/CFS TELEX RELEASE SHIPPED ON BOARD 02-FEB-2025 Particulars according to declaration of the Merchant Chargeable weight Volume Received for shipment from port of loading to port of discharge, and from place of receipt to place Received for shipment from port of loading to port of discharge, and from place of receipt to place of delivery as indicated above; the goods as specified above in apparent good order and condition unless otherwise stated. The goods to be delivered at the above-mentioned port of discharge or place of delivery, whichever applies, subject to terms contained on the reverse side hereof, to which the shipper agrees by accepting this B/L / SWB. In witness whereof three (3) original Bills of Lading ore one (1) original SWB have been signed if not otherwise stated below, one of which 20.280000 Freight and charges Declared higher value from Merchant (see clause 16.2 on reverse side) Prepaid at Payable at FIBS Logistics, Chinal Limited Ningba Branch Total Number of Containers or other Number of Original B/L or SWB packages or units received by the carrie 28 PLT 3(THREE) Place of Issue Date of Issue NINGBO 02-FEB-2025 As agent for the carrier

## **Terms & Conditions**

#### 1. Definitions

1.1 "Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading or Sea Waybill has been signed and who assumes in a capacity as Multimodal Transport Operalor (MTO) has been signed and who assumes in a capacity as Multimodal Transport Operalor (MTO) has been signed and who performance of this contract under the following terms and conditions.

1.2 "Merchant" means and includes the Shipper, the Consignor, the Consignee, the Receiver, the Owner of the Goods, the Holder of this Bill of Lading and any person having a present or future interest in the goods or any person acting on behalf of any of the above-mentioned persons.

1.3 "Bill of Lading" means a document of title whether made out "to order" or to a normanded consignee. This Bill of Lading shall be non-negotiable, unless made out "to order" in which event it shall be negotiable and shall constitute title to the goods and the holder shall be entitled to receive or to transfer by endorsonment the goods herein described.

horder snail oe ensures to receive widencing the conclusion of a contract of cardage described.

1.4 "Sea Waybill" means a receipt evidencing the conclusion of a contract of cardage whereby delivery is made to the nominated consignee against proof of identity. This is used and waybill is not transferable and not a document of title. If this document is issued and marked as Sea Waybill, these terms and conditions shall apply according to the state of the contract of the cont

owned, chartered, or operated by Carrier or used by Carrier or used by Contract.

1.6 "Port to Port Shipment" arises where the Place of Receipt and where the Place of Delivery are not indicated in the front of his Bill of Lading or Sea Waybill or if both the Place of Receipt and the Place of Delivery Indicated are Ports and the Bill of Lading or Sea Waybill does not provide a specification of the Place of Receipt or Place of Delivery in the areas of the nominated ports on the front hereof.

1.7 "Combined Transport" or "Multimodal Transport" means any transport that is not only a nort to port transport.

The control of the co

#### 2. Paramount Clause

2. Paramount Clause

2.1 All carriage of goods effected by sea as well as by inland waterways under this Bill of Lading or any Seaway Bill shall be subject to the Hapus-Viaby Rules (as contained in the Protocol of Brussels, February 1968) and they shall apply which protocol are carried on eck or under deck. However, Article III rule 8 of the Hapus large Visby Rules has no application and does not form part of the terms of this contract.

The protocol of Brussels, February 1968 as well as by Inland waterways, whether on deck or under diege of goods effected by sea as well as by Inland waterways, whether on deck or under diege of goods effected by sea as well as by Inland waterways, whether on deck or under diege or from Carola by Sea Act of the United States) and all carriage under this Bill of Lading to or from the United States) and all carriage under this Bill of Lading to or from Carola Sea subject to COGWA (Carriage of Goods by Water Act of Canada) in so far as COGS-shall be subject to COGWA (Carriage of Goods by Water Act of Canada) in so far as COGS-shall be subject to the Convention for the Unification of Certain Rules Relating to Carriage by Air (Water Convention) dated 12th October 1923, and the Carriage by Air (Water Convention) dated 12th October 1925, or shall be subject to the Convention for the Unification of Certain Rules for International Carriage by Air (Montreal Convention) dated 28th May 1993 and entered into force on 49 h November 2003.

## 3. Issuance of this Bill of Lading / Sea Waybill

3.1 By the issuance of this Bill of Lading or Sea Waybill, the Carrier a) undertakes to perform and/or in its own name to procure the performance of the entire transport from the place the goods are taken in charge to the place designated for delivery in this Bill of Lading or Sea Waybill.
b) assumes the liability as provided in these terms and conditions.

## 4. Subcontracting and Himalaya Clause

4.1 The Carrier at his sole discretion shall be entitled to subcontract directly or indirectly on any terms the whole or any part of the carriage, handling, loading, unloading, storage, warehousing of the goods and all duties whatsoever undertaken by Carrier in relation to the

warenousing of the goods and all duties whatsoever undertaken by Carrier in relation to the goods.

4.2 The Carrier shall assume and be responsible for the acts and omissions of any person, servant or subcontractor it makes use for the performance of the contract evidenced by this 3.3 Every person, servant, agent or subcontractor of the Carrier shall be entitled to the same rights, exemptions from liability, defenses and immunities to which Carrier is entitled. For these purposes, Carrier shall be deemed to be acting 4.5 agent or trustee for such of Lading.

## 5. Methods and Routes of Transportation

5.1 The Carrier reserves the right and liberty to carry the goeds on or under deck and to choose or substitute at any time the means, route and procedure to be followed in the transportation. Inanding stowage and storage of the goods. Any consequence or delay from such activity shall not be deemed a deviation.

## 6. Hindrances affecting Performance

6. Hindrances affecting Penormance
5.1 The Carrier undertakes to use reasonable endeavors to complete the transport and to deliver the goods at the piace designated for delivery.
6.2 If a any time the performance of this contract in the opinion of the Carrier is or will be affected by any hindrance, cloeby, difficulty or disadvantage of any kind including dangers, perits of the saa, strike, lockout or other labor unrest, governmental action, war, shall have no duty to complete the performance of the contract and the carrier and the carrier and whether or not the transport is commenced, the Carrier may without notice to the Merchant cloth.
6.3 Irrespective if and whether or not the transport is commenced, the Carrier may without notice to the Merchant cloth.
6.3 Irrespective if and whether or not the transport is commenced, the Carrier may without notice to the Merchant cloth.
6.3 Irrespective if and whether or not the transport is commenced, the Carrier may without notice to the Merchant cloth.

or b) deliver the goods at the place designated for delivery, in any event, the Carrier shall be entitled to full freight for any goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above.

## 7. Description of Goods

7.1 The Merchant undertakes and warrants to the Carrier to fulfil any and all information provisions, requirements and obligations as well as to furnish any legally required information storms. Authorities and/or Governments for dustoms, second safety or other purposes, capacity and all particulars of the goods at description of the goods, this information is common special securities. All the descriptions of the goods are considered to the securities. The securities are considered to the securities are considered to the securities of the securities and indemnify the Carrier for all loss, damage, cost and expense arising out or in connection with the inaccuracy or incompleteness of information and particulars.

8.1 Except as otherwise provided, the Carrier shall be entitled, if goods are not ready in containers, to load and stuff the goods in any type of container convenier

already in containers, to load and stuff the goods in any type of the goods.

3.2 The Merchant undertakes to return such containers to the Carrier in accordance with the time provisions provided for in the Carrier's applicable tariff. In case of failure non-observance, the Merchant shall be liable and pay to the Carrier the applicable charge due for demurage or detention.

## 9. Packing and inspection of Merchant's Containers

9.1 The Carrier shall not be liable for any loss, damage, cost and expense caused by defective or insufficient packing of the goods or by inadequate loading or packing within the containers or other transport units with bodding has been performed by the Merchant its servants, subcontractors or other pensuring on his behalf, such as the pensuring of the behalf of the containers supplied by the Merchant if such defection condition of the containers supplied by the Merchant if such defect or unsuitability or defective condition of the apparent upon reasonable inspection at or prior to the time the container was loaded, packed, stuffed and/or sealed.

## 10. Container Clause and Deck Cargo

10.1 The Mortant horself between the Carlo Stage 1.0 and agrees that the Carrier shall be entitled at its sole discretion to carry the goods in containers under deck or on deck without notice to the Merchani and such stowage and transportation shall not be deemed a deviation of Merchania or ordegree.

10.2 Except so otherwise provided by any law applicable to this contract, if this Bill of Lading states in the cargo is stowed on deck, then Carrier shall not be fliable for any loss of or damage to the goods, non-delivery, mis delivery or delay of the goods carried on deck, when carsed by the negligence of the Carrier or other reasons as the vessels unseaworthiness.

#### 11. Carrier's Liability

11.1 The period of respensibility of the Carrier for the goods under these terms and conditions covers the period from the time the Carrier has taken the poods in his carrier 12.1 (containers, pallets or other transport units are loaded which contain more packages or units, the basis of Llability of the Carrier as per Clauses 2.1 and 2.2 shall be determined according to the number of containers, or pallets and not the packages or units enumerated in this Bill of Lading or Sea Waybill under the section "Number and Kind of Packages." 11.3 The liability of the carrier shall be governed by the following Llability System:

## 12. The Liability in case of known Place of Loss or Damage

12. If the Judinky in Case of Anthon Frace of Loss or Cannage

12. If the place of loss of or damage to the goods is known, the Liability of the Carrier shall
be governed by the following provisions;
a Sat Garage. If it is established and proven that the loss of or damage to the goods
occurred use of the Liability of the Carrier shall be determined as per Clause
2.1 of this Blue accarriage, the Liability of the Carrier shall be determined as per Clause
COGWA as per Clause of these terms and conditions.

1.2 of this Blue accarriage, the Liability of the Carrier shall be governed as follows:

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applicable, the maximum liability of the Camer and Convention or by any na spilicable, the figure is the maximum liability of the Camer shall be limited to the amount determined if Clause 16.2 c).

## 13. The Liability in case of unknown Place of Loss or Damage

13.1 If it cannot be determined where the loss of or damage to the goods occurred, the Liability of the Carrier shall be governed and limited by the provisions defined in Clause

## 14. The Liability for Delay

14.1 The Carrier does not undertake that the goods shall be delivered at any particular time and shall not be liable for any direct or indirect loss or consequential damages caused by any delay. If he were should be nonetheless be held legally liable for any such direct or indirect loss or consequential damages, such Liability shall no event excaed the Freight for the transport covered by this Bill of Lading or Sea Waybill.

## 15. Liability Exclusions

15.1 Carrier shall not be liable for any loss of or damage to the goods or delay arising from

or in connection with:

a) an act or omission of the Merchant or any person acting on behalf of the Merchant or any person acting on behalf of the Merchant or from whom the Carrier took the goods in charge:
b) fallure, incompleteness and/or fack of compliance with legal information requirements, non-observance of instructions in respect of security, safety and environmental provisions of handling, loading, stowage or unloading of the goods by the Merchant or a person acting of his behalf;

on his schait;
d) inherent vice of the goods;
e) lack, insufficiency or defective condition of the packing of goods, containers or transport

units;

() insufficiency or inadequacy of marks audior numbors on the goods or unit loads;

()) war, strike, lockout, stoppage or restraint of labour, social disturbances and civil h) act of God

()) fire

()) any cause or event which Carrier could not avoid and the consequences of which he could not prevent by the exercise of due diligence.

## 16. Compensation for Loss of or Damage to the Goods

16. Compensation for Loss of or Damage to the Goods

16.1 To assess and determine the amount of compensation of the Carrier for loss of or damage to the goods, the value of such goods at the time and place of delivery to the consignee or at the time and place when they should have been delivered to the consignee shall be considered. The value of the goods all be determined by the commercial invoice, analyze and reference to the actual value of the goods in the standard place when they are correctly considered. The value of the goods are guality and to the consent of the first place of the goods in the space provided on the front of this Bill of Lading and paid the required extra freight as per Carrier's tarfft, in which case such higher value shall be the limit of compensation, the Carrier's Lability shall be limited follows:

a) If it can be determined where loss or damage occurred, except for the USA, the Liability Limits provided in the International Conventions or national Laws as mentioned in Clauses b) The Carrier's Liability for Compensation for loss of or damage to the goods under the USA COGSA as per Clause 2.3 shall in no case exceed the amount of U.S. \$500 per package or per customary freight unit.

c) If it cannot be determined where loss of or damage to the goods took place, or if no legal or mandatory rules apply, it is nerveivit contractually agreed and confirmed by the Merchant that the Carrier's Liability for Compensation shall in no case exceed OSA I (Special Downing Right) of the international Menetary Fund (IMF) per Kilogram of gross weight of the goods for damaged, with a maximum of SDR's 2'000 per Bill of Lading or Sea Waybill.

17.1 The Merchant warants to observe, comply and fulfil any and all legal obligations and duties provided in international Conventions and national legislations in respect of the transportation of dangerous and hazardous goods, or 17.2 The Merchant shall provide to the Carrier in writing with sufficient time notification before the goods are taken in charge by the Carrier with the necessary and legally required information about the nature and dangers of the dangerous and hazardous goods with appropriate claims premian and precautions information. The Carrier may in its absolute 17.3 In case of fallure of the Merchant to comply with said obligation and information requirements and, if as a consequence the goods should be deemed to become a danger for life, property, vessel goods, the Carrier shall be entitled at any time to dispare of the Merchant to code, the Carrier shall be entitled at any time to dispare of the work of the Merchant and Merchant shall indemnify Carrier for any loss.

or expenses arising from such action.

17.4 The Merchant shall indernrily and hold harmless Carrier from all direct and indirect loss or damage, consequently damages of any nature whatsoever, including but not limited to environmental damages are loss of attributable to or arising out of the transport of damagerous and hazardous or or ensitied articles. Such liability by the Merchant shall include all costs, direct and indirect, cleanup or or chabilitation expenses, attorney fees, any fines or penalties imposed by governmental authorities, or otherwise.

#### 18. Delivery

18. Delivery

18.1 The goods shall be deemed to have been delivered when they have either been handed over to, or placed at the disposal of, the Consignee or his duly authorized agent for release and one Original Bt. has been surrendered duly endorsed; or in accordance with deemed to have been delivered when they have been handed over to, or placed at the disposal of, the Consignee or his duly authorized agent against proof of identity.

18.2 If after discharge from the vessel or delivery at the place of delivery the goods are not applicable tariff, the good may be considered to have been delivered to when they have been handed over to, or placed at the applicable tariff, the good may be considered to have been delivered to Merchant, and, at applicable tariff, the good may be considered to have been delivered to Merchant, and, at 18.3 if during the veryage, the Carrier's spotial at any time detect any hindrance or risk of any goods, the Carrier shall have the right to deliver the goods or part thereof at any time at any ti 19. Freight and Charges

19.1 The Freight and Charges shall be deemed fully earned when the Carrier has taken in charge the goods for carriage. It is expressly stated and agreed that the Freight and Charges shall be paid in cash, whether propaid or collect at distillation, and that the Marchant shall under no circumstance and for whatsoever reason be allowed to reduce the freight amount and charges with any claim, counter-claim or sele-off. The payment shall be in full and in cash, in the currency named in this Ball of Lading, or another currency at the Carrier's contion.

freight amount and charges with any claim, counter-cam or servoir. The payment in full and in cash, in the currency named in this Bill of Lading, or another currency at the Carter's option.

19.2 The Merchant warrants the accuracy and correctness of the information furnished in his declarations in respect of the description of goods, quantities, measurements, weight or value of the goods and the first payable control this information and the goods. Therefore, the Carter shall any be calculated on the basis of these particulars of the goods. Therefore, the Carter shall any the declaration of the goods and the first payable of the goods. In case of incorred celepants, the Merchant shall be good and the first payable of the goods and expense of such inspection, nowithstanding any other sum having 19.3 The Merchant shall be liable and reimburse the Carter for all dues, duties, fines, penalties, taxes and charges, levied on the goods well as all advances made by the penalties, taxes and charges, levied on the goods if they are refused by the consigned or any governmental authority for the payable of the goods if they are refused by the consigned or any governmental authority for his Bill of Lading shall be jointly and severally liable to the carrier for the payment of all freight and charges, including advances, and they shall indeatily and hold harmless the carrier for all claims, fines, penalties, damages, costs and express and other amounts which may be incurred or imposed upon the Carrier by reason of breach of the Merchant of any of the provisions of this Bill of Lading or any statutory or regulatory requirements provided by Law.

20.1 The goods carried under this Bill of Lading may be subject to all the terms and conditions of tariff(s) on file with official governmental authorities as the Federal Mortime Commission, the Interest Commission or any other regulatory agency which the subject of the Interest part of the Interest part of Commission, the Interest part of Commission of Commission of the Interest part of Commission of Co

21 I lon

21.1 The Carrier shall have a general lien on any and all property, including any documents relating thereto, of the Morchant, in its care, custody or control or en route, for all monies due, claims or charges, appnaers, and valuences incurred by the Carrier in connoction with any shipments of the Merchant, line advances incurred by the Carrier in connoction with openaral average contributions, and if such charges applicable to past shipments and domand for its payment is made, the Carrier may sell a pins unsatisfied for 30 days after 10 days written notice, by replicated mail to the Merchant's last known address, the goods or so much as may be necessary to satisfy such lien, and the casts including attenty's fees 22. General Average

22.1 In case of declaration of General Average, the Merchant shall indemnity and hold harmless the Carrier for any and all claims and amounts required under General Average which may be made on him and the Merchant shall provide such security upon request of the Carrier. 23. Notice of Claim

23.1 Unless a clear and specified notice of loss of or damage to the goods is given in writing to the Carrier when the goods are delivered to the consignee, such uncontested takeover by the consignee shall constitute prima facile evidence that the goods have been delivered by the Carrier in the same condition as described in this Bill of Lading or Sea Wavshill

Waybill.
23.2 If the loss of or damage to the goods is not apparent, the same prima facie evidence shall apply, unless the Carrier has received within three (3) days of the delivery a written 24. Time bar

24.1 The Carrier shall be discharged from any and all liabilities under these conditions unless saul is brought within nine (9) months after the delivery of the goods or the date whe the goods should have been delivered, except that such time bor shall be found contrary to any international Convention or law compulsory applicable. 25 Severability

25.1 If any provision, term or clause should be held to be invalid, illegal or unenforceable under any law, statute, regulation or other rule, such provision shall not affect the validity enforceability of this contract of carriage and its terms and conditions, and the remaining clauses shall remain in effect.

## 26. Actions in Tort

25.1 The defenses, exemptions and limits of liability provided for in these terms and conditions shall apply in any action against the Carrier for loss of or damages to the goods or delay as well as for any other claim in connection with the performance of this contract, whether the action be founded in contract or in fort.

## 27. Place of Jurisdiction and governing Law

27.1 All disputes arising from or in connection with the interpretation or application of the provisions of this Bitl of Lading or Sea Waybill shell be exclusively governed by the Laws of Hong Kong and subject to the jurisdiction of the Hong Kong High Court. The Carrier reserves the right to bring suit against the Merchant at Merchant's domicile.

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Versender [13 02]		, ID		Vorpapier [12 01]					
	/			Unterlage [12 03]					
Empfänger [13 03] ID			Zusätzlicher Verweis [12	2 04]					
			Zusätzliche Informatione	on [12 02]					
Zusätzlicher Wirtschaftsbeteiligter in der Lieferkette [13 14] ID			Beförderungspapier [12 0	Beförderungspapier [12 05]					
			UCR [12 08] Rohmasse [18 04]						
Beförderungsmittel beim Abgang [1	9 05]			Warencode [18 09]			Eigenmasse (kg) [18 01]		
UNDG [18 07]	CUS-Nummer [18 08]		Beförderungskosten [14 02]	Art [11 01]	Versendungsland [16 06]	Bestimmungsland [16 03]	Besondere Maßeinheiten [18 02]		
1	1	1 PK	28 .	Teile v. Ventilator	en "Impeller, Fan Cover"	Market Street			
Shanghai Hefeng Electric 1919 Duhui Road CN 000000 Shanghai	cal Equipment Co LTD		•	1 N337 1 N380 54	493				
Miele & Cie KG Roitzheimer Str. 110 DE 53879 Euskirchen									
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CN

# MIKASA ELECTRIC TECHNOLOGY (SUZHOU) CO., LTD.

55 Shuangma Road SIP Suzhou China, 215122 TEL: 0086-512-62747919 FAX: 0086-512-62740299

## INVOICE

Consignee: Miele & Cie. KG

|Roitzheimer Straße 110 | 53879 Euskirchen | Germany

Tel: +49 2251 818-2107 | Fax: +49 2251 818-2107

No : 3033-17

Date: Jan. 8, 2025

Description of Goods Quantity Unit Price Amount

FOB. Shanghai, China
In EUR

[1] Fan Impeller

12302140 Mrg V18 50/50 (S/A No.5500212360)

54,432 pcs

EUR 0.4805 /pcs

EUR 26,154.58

Total: Twenty-eight(28)Pallets
Five hundred and four(504)ctns

54,432 pcs

EUR 26,154.58

Packing : Export Standard Package

Country of Origin : China

m . China

: T/T 10 days after receipt of the goods

Shipped from : Sha

: Shanghai, China

to per

Payment

: Hamburg, Germany : MAERSK HORSBURGH V.504W

On or about

: Feb.2,2025

Shipping Mark:

<u>3033-17</u> HAMBURG

No.1-28

MADE IN CHINA

MIKASA ELECTRIC TECHNOLOGY (SUZHOU) CO., LTD.

Liu Jiai Chen , Vice President

MIELE - Werk Euskirchen

2 8. März 2025

Ware entalten / Zinas

Zin.

Verzollt durch

EU	ROPÄISCHE UNION	E		ART ANM.		MRN			
1	Versender [13 02] Mikasa Electric Technology	(Suzhou)		Art [11 01]	Zustzi. Art [11 02]				
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	CN 215122 Suzhou			Vordrucke	ldk bes Umst				
1					Idk. bes. Umst. [11 04]		25DE37018382	29835J8	
	Kontaktperson [13 02 074]			001 002					
	Empfänger [13 03] Miele & Cie. KG	ID		Positionen insg.	Packstücke insg.	Gesamtrohmasse		Sicherheit [11 07]	
	Roitzheimer Straße 110			1	28		2744	0	
	DE 53879 Euskirchen			LRN [12 09]		UCR [12 08]		TIR [12 06]	
	Inhaber des Versandverfahrens [13 07]	fahrens [13 07] ID DE6382665		BFS-2503/12/00	5_01_SR	2503/12/005-	01_SB		
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l o	DE 21107 Hamburg					Luc	dwigsfelde		
	Kontaktperson [13 07 074]					149 Ge	dwigsfelde 974 Ludwigsfelde nshagener Str. 27 utschland		
5	Vertreter [13 06]	ID .				Dei	utschland		
180	Kontaktperson [13 06 074]								
NAS	Beförderer [13 12]	ID		Ladeort [16 13]			Warenort [16 15]		
ER	Kontaktperson [13 12 074]						Α .		
	Zusätzlicher Wirtschaftsbeteiligter der Lief	erkette [13 14] ID		DE			V		
		10 14		Hamburg					
				Entladeort [16 14]					
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BILL OF LADING OR	SEA WAYBILL FOR COMBINE	ED TRANSPORT SHIPMENT OR PORT TO PORT SHIPMENT				
Consignor MIKASA ELECTRIC TECHNOLOGY (SUZHC 55 SHUANGMA ROAD SIP SUZHOU CHINA TEL: 0086-512-62747919 FAX: 0086-512-62740299		Unless marked "Sea Waybill, Non-Negotiable", this document is a Bill of lading (document of title) and one Original B/L must be surrendered duly endorsed for release of cargo.  BILL OF LADING SEA WAYBILL (SWB), NON-NEGOTIABLE				
Consignee or to order (if B/L), Co EORI: DE2587165 MIELE & CIE. KG ROITZHEIMER STRAßE 110,53879 EUSKIR TEL: +49 2251 818-2107 FAX: +49 2251 818-2107		B/L or SWB No.: RSLNGB253844 Carrier:  RED SAIL LINE LIMITED  FMC: 032316 SCAC: RSUL				
Notify Party SAME AS CONSIGNEE		FIBS LOGISTICS (CHINA) LIMITED  NINGBO BRANCH ROOM 1211, NEW WORLD TOWER NINGZHU SQUARE, NO.51 SANYANQIAO STREET, YINZHOU DISTRICT NINGBO,ZHEJJANG TEL. NO948 574 27912500 EMAIL -NGB@FIBS-LOGISTICS.COM				
Place of acceptance	First Carrier MAERSK HORSBURGH	For delivery, please apply to :  BLUE FREIGHT SERVICE GMBH				
Port of Loading SHANGHAI	Second Carrier (vessel)	BERLIN.  GERMANY				
Port of Discharge HAMBURG	Place of Delivery HAMBURG					
Marks and Numbers Number Packa		and Goods as stated by Shipper Gross Weight Measurement w and Count Said to Contain				
	ET(S)  LCL SAID TO CONTAIN: 28 PALLE FAN IMPELLER 28PALLETS=14PKGS=504CTNS COLLECT (CFS/CFS)	ETS 2744.000 KGS 20.944 CBM				
CONTAINER SEALS MSKU1950702 CN9815405  TELEX R		2744.000 28 PLT 20.944 CFS/CFS*				
Chargeable weight	Volume	Received for shipment from port of loading to port of discharge, and from place of receipt to place				
Freight and charges Declared higher value from Merchant (see	20.344000	unless otherwise stated. The goods as specified above in apparent good order and condition unless otherwise stated. The goods to be delivered at the above-mentioned port of discharge or place of delivery, whichever applies, subject to terms contained on the reverse side hereof, to which the shipper agrees by accepting this B/L / SWB. In witness whereof three (3) original Bills of Lading ore one (1) original SWB have been signed if not otherwise stated below, one of which				
Prepaid at	Payable at	being accomplished the other(s) to be void. FIBS Logistics (China)Limited Ningbo Branch				
Fotal Number of Containers or other packages or units received by the carrie 8 PLT	Number of Original B/L or SWB 3(THREE)	Kitty Zhang				
Place of Issue NINGBO	Date of Issue 02-FEB-2025	131454111444143444441441444144444444444				
		As agent for the carrier				

#### **Terms & Conditions**

#### 1 Definitions

1.1 "Carrier" means the Company stated on the front of this Bill of Lading as belog the Carrier and on whose behalf this Bill of Lading or Sea Weybill has been signed and who assumes in a capacity as Multimodal Transport Operator (I). In Biallity for the performance of this contract under the following terms and conditions.

1.2 "Merchant' means and includes the Shipper, the Consignor, the Consignee, the Receiver, the Owner of the Goods, the Holder of this Bill of Lading and any person having a present or future Interest in the goods or any person pting on behalf of any of the above-mentioned persons.

1.3 "Bill of Lading" means a document of title whether made out 1c order" or to a nominated consignee. This Bill of Lading shall be non-negotiable, unless made out 1c order in which event it shall be negotiable and shall consistive title to the goods and the holder shall be entitled to receive or to transfer by endorsement the goods heroin described.

holder shall be entitled to receive or to transier by enconcernent and you be described.

1.4 "Sea Waybill" means a receipt, evidencing the conclusion of a contract of carriage whereby delivery is made to the nominated consignee against proof of identity. This Sea Waybill is not transferable and not a document of title. If this document is issued and marked as Sea Waybill, these terms and conditions shall apply accordingly.

1.5 "Ship" means the vessel named in this Bill of Lading or Sea Waybill, or any conveyance owned, chartered, or operated by Carrier for the performance of this contract.

The second secon

1.7 "Combined Transport" or "Multimodal Transport" means any transport that is not only a port to port transport.
1.8 "Goods" means any cargo including any property of Merchant as containers, pallets, units, packaging not supplied by or on behalf of the carrier, irrespective of whether such goods is to be or is carried on or under deck.
1.9 "Container" means any transport unit and includes any container, trailer, transportable tank, lift van, flat, pallet, or any similar article of transport used to transport goods.
1.0 "SDR" means Special Drawing Rights, the unit of account as defined by the IMF International Monetary Fund.

2. Paramount Clause
2. I All carriage of goods effected by sea as well as by inland waterways under this Bill of Lading or any Seaway Bill shall be subject to the Hague-Viriby Rules (as contained in the Protocol of Brussels, February 1968) and they shall apply whether the goods are carried on deck or under deck. However, Article III rule 8 of the Hague for Hague Vibby Rules has no application and does not form part of the terms of this contract.
2.2 All carriage of goods effected by sea as well as by Inland waterways, whether on deck or under deck, under this Bill of Lading to or from the United States shall be subject to COGSA (Carriage of Goods by Sea Act of the United States) and all carriage under this Bill of Lading to or from Canada shall be subject to COGWA (Carriage of Goods by Water Act of Canada) in so far as COGSA and or COGWA are computerly applicable.
2.3 All carriage of goods by air shall be subject to the Convention for the Unification of Certain Rules Relating to Carriage by Air (Warrawa Convention) dated 12th October 1923, in the version of the Hague Protocol dated 28th September 1955, or shall be subject to the Convention for the Unification of Certain Rules for International Carriage by Air (Montreal Convention) dated 28th May 1999 and entered into force on 4th November 2003.

#### 3. Issuance of this Bill of Lading / Sea Waybill

3.1 By the issuance of this Bill of Lading or Sea Waybill, the Carrier a) undertakes to perform and/or in its own name to procure the performance of the entire transport from the place the goods are taken in charge to the place designated for delivery in this Bill of Lading or Sea Waybill.

b) assumes the faibility as provided in these terms and conditions.

#### 4. Subcontracting and Himalaya Clause

4.1 The Carrier at his sole discretion shall be entitled to subcontract directly or indirectly on any terms the whole or any part of the carriage, handling, loading, unloading, storage, warehousing of the goods and all duties whatsoever undertaken by Carrier in relation to the

warehousing of the goods and all duties whellower interchanges of demonstration of oppositions of any person, 4.2 The Carrier shall assume and be responsible for the acts and omissions of any person, eservant or subcontractor it makes use for the performance of the contract evidenced by this Bill of Lading or Sea Waybill, 4.3 Every person, servant, agent or subcontractor of the Carrier shall be entitled to the same rights, exemptions from liability, defenses and immunities to which Carrier is entitled. For these purposes, Carrier shall be deemed to be acting as agent or fusilee for such servants or agents, who shall be deemed to be parties to the centract evidenced in this Bill of Lading

#### 5. Methods and Routes of Transportation

5.1 The Carrier reserves the right and liberty to carry the goods on or under deck and to choose or substitute at any time the means, route and procedure to be followed in the transportation, handling stowage and storage of the goods. Any consequence or delay from such activity shall not be deemed a deviation.

## 6. Hindrances affecting Performance

6.1 The Carrier undertakes to use reasonable endeavors to complete the transport and to deliver the goods at the place designated for delivery.

6.2 If at any time the performance of this contract in the opinion of the Carrier is or will be affected by any hindrance, risk, delay, difficulty or disadvantage of any kind including dangers, perils of the sea, strike, lockout or other labor unrest, governmental action, war, rices, social disturbance, ice or quarantine, the Carrier shall be exempted from liability and shall have no duty to complete the performance of the contract.

6.3 Irrespective if and whether or not the transport is commenced, the Carrier may without notice to the Merchant elect to:

a) treat the performance of this contract as terminated and place the goods at Merchant's disposal at any place the Carrier shall deem safe and convenient.

or b) deliver the goods at the place designated for delivery, in any event, the Carrier shall be entitled to full freight for any goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above.

## 7. Description of Goods

7.1 The Merchant undertakes and warrants to the Corrier to fulfill any and all information provisions, requirements and obligations as well as to furnish any legally required information by Customs, Authorities and/or Governments for customs, security, safety or other purposes in relation with all particulars of the goods as description of the goods, marks, numbers, dangerous goods declaration, quantity and weight and to guarantee that this information is correct and accurate.

7.2 The Merchant shall be liable, hold harmless and inderenify the Carrier for all loss, damage, cost and expense arising out or in connection with the inaccuracy or incompleteness of information and particulars.

## 8. Carrier's Containers

8.1 Except as otherwise provided, the Carrier shall be entitled, if goods are not received already in containers, to load and stuff the goods in any type of container convenient with

detects, it is a considerable to return such containers to the Carrier in accordance with the time provisions provided for in the Carrier's applicable teriff, in case of failure or nonobservance, the Morchant shall be flable and pay to the Carrier the applicable charges due for demurrace or detention.

#### 9. Packing and inspection of Merchant's Containers

9.1 The Carrier shall not be liable for any loss, damage, cost and expense caused by defective or insufficient packing of the goods or by inadequate loading or packing within the containance or other transport units when such loading has been performed by the Merchant, its servants, subcontractors or other persons acting on his behalf.
9.2 The Carrier shall not be responsible for the unsuitability of defective condition of the containers supplied by the Merchant if such defect or unsuitability would have been apparent upon reasonable impaction at or prior to the time the container was loaded,

#### 10. Container Clause and Deck Cargo

10.1 The Merchant horewith confirms and agrees that the Carrier shall be entitled at its sole discretion to carry the goods in containers under deck or on deck without notice to the Merchant and such stowage and transportation shall not be deemed a deviation of whatsoever nature or degree.

10.2 Except as otherwise provided by any law applicable to this contract, if this Bill of Loding states that the cargio is stowed on deck, then Carrier shall not be I liable for any loss of or damage to the goods, non-delivery, mis delivery or delay of the goods carried on deck, whether or not caused by the negligence of the Carrier or other reasons as the vessels unseaworthiness.

11.1 The period of responsibility of the Carrier for the goods under thase terms and conditions covers the period from the time the Carrier has taken the goods in his care, outstody and control to the time of their delivery, 11.2 If containers, pallets or other transport units are loaded which contain more packages or units, the basis of Liability of the Carrier as per Clauses 2.1 and 2.2 shall be determined according to the number of containers, or pallets and not the packages or units enumerated in this Bill of Lading or Sea Waybill under the section "Number and Kind of Packages", 11.3 The liability of the carrier shall be governed by the following Liability System:

#### 12. The Liability in case of known Place of Loss or Damage

12. The Liability in case of known Place of Loss or Damage

12.1 if the place of loss of or damage to the goods is known, the Liability of the Carrier shall be governed by the following provisions:
a) Sea Carriage: If it is established and proven that the loss of or damage to the goods occurred during sea carriage, the Liability of the Carrier shall be determined as per Clause 2.1 of this Bill of Lading, and for the USA or Canada by the provisions of COGSA or COGWA as per Clause 2.2 of these terms and conditions.
b) Land/Air Carriage: If it is established and proven that the loss of or damage to the goods occurred during land or air carriage, the Liability of the Carrier shall be governed as follows: Land Carriage: by the CMR-Convention (trucking) or CIM-Convention (railways), if applicable, or by any mandatory applicable national transport law, or if no such law is applicable, the maximum liability of the Carrier shall be limited to the amount determined in Clause 16.2 c).
Air Carriage: by the Warsaw Convention or Montreal Convention or by any nasional air transportation law mandatory applicable, or if no such law is applicable, the maximum liability of the Carrier shall be limited to the amount determined in Clause 16.2 c), the maximum liability of the Carrier shall be limited to the amount determined in Clause 16.2 c),

#### 13. The Liability in case of unknown Place of Loss or Damage

13.1 If it cannot be determined where the loss of or damage to the goods occurred, Liability of the Carrier shall be governed and limited by the provisions defined in Cla 16.2 c).

#### 14. The Liability for Delay

14.1 The Carrier does not undertake that the goods shall be delivered at any particular time and shall not be liable for any direct or indirect loss or consequential damages caused by any delay. If the Carrier should be nonetheless be held legally liable for any such direct or indirect loss or consequential damages, such Liablity shall no event exceed the Freight paid for the transport covered by this Bill of Lading or Sea Waybill.

#### 15. Liability Exclusions

15.1 Carrier shall not be liable for any loss of or damage to the goods or delay arising from or in connection with:

or in connection with:
a) an act or emission of the Merchant or any person acting on behalf of the Merchant or
from whom the Carrier took the goods in charge;
b) fallure, incompleteness and/or fack of compliance with legal information requirements,
non-observance of instructions in respect of security, safety and environmental provisions

or Codes;

c) handling, loading, stowage or unloading of the goods by the Merchant or a person acting on his hahalf:

of his bersan; d) inherent vice of the goods; ` e) lack, insufficiency or defective condition of the packing of goods, containers or transport

units;
f) insufficiency or inadequacy of marks and/or numbers on the goods or unit loads;
g) war, strike, lockout, stoppage or restraint of labour, social disturbances and civil

any cause or event which Carrier could not avoid and the consequences of which he ould not prevent by the exercise of due diligence.

#### 16. Compensation for Loss of or Damage to the Goods

16.1 Compensation for Loss of or Damage to the Goods

16.1 To assess and determine the amount of compensation of the Carrier for loss of or damage to the poods, the value of such goods at the time and place of delivery to the consignee or at the time and place when they should have been delivered to the consignee or at the time and place when they should have been delivered to the consignee or the time and place when they should have been delivered to the consignee when they are considered. The value of the time they are the are they are the are they are they are they are they are the are they are they are they are t

17. The Merchant warrants to observe, comply and fulfil any and all legal obligations and dulies provided in international Conventions and national legislations in respect of the transportation of dangerous and hazardous goods.

17.2 The Merchant shall provide to the Carrier in writing with sufficient time notification before the goods are taken in charge by the Carrier with the necessary and legally required information about the nature and dangers of the dangerous and hazardous goods with appropriate claims prevention and praceutions information. The Carrier may in its absolute discretion reject any such dangerous goods for transportation.

17.3 In case of failure of the Merchant to comply with said obligation and information requirements and, if as a consequence the goods should be deemed to become a danger for life, property, vessel or goods, the Carrier shall be entitled at any time to dispose of the goods, unload, discharge, destroy or render harmless as Circumstances may require, without compensation to Merchant and Merchant shall indemnity Carrier for any loss

or expenses arising from such action.

17.4 The Merchant shall indemnify and hold harmless Carrier from all direct and indirect loss or damage, consequential damages of any nature whatsoever, including but not limited to environmental damages and cost attributable to or arising out of the transport of dangerous and hazardous or otherwise restricted articles. Such liability by the Merchant shall include all costs, direct and Indirect, cleanup or rehabilitation expenses, attorney fees, any fines or penalties imposed by governmental authorities, or otherwise.

#### 18, Delivery

18. Delivery

18. 1 The goods shall be deemed to have been delivered when they have either been handed over to, or placed at the disposal of, the Consignee or his duly authorized agent for release and one Original Bit. has been surrendered duly endorsed; or in accordance with local trade outsom at the place of delivery. In the case of a Sea Waybill the goods shall be deemed to have been delivered when they have been handed over to, or placed at the disposal of, the Consignee or his duly authorized, after object agent against proof of identity. The state of the consignee or his duly authorized, after notice, which the time allowed in Carrier's applicable tariff, the goods may be considered to have been delivered to Merchant, and, at Carrier's opilon, may be stored in the open or under cover at Merchant's risk and expense. 18.3 if during the voyage, the Carrier's hould at any time detect any hindrance or risk of any yout, or short of the control of the Carrier's hall have the right to deliver the goods or part thereof at any time at any yout, or place and store the goods at the disposal of the Merchant in any such port or place at the solo risk and expense of the Merchant and the liability of the Carrier shall be entitled to full freight under this Bill of Lading or Sea Waybill.

#### 19. Freight and Charges

19.1 The Freight and Charges shall be deemed fully earned when the Carrier has taken in charge the goods for carriage. It is expressly stated and agreed that the Freight and Chargos shall be paid in cash, whether prepaid or collect at destination, and that the Merchant shall under no circumstance and for whatsoever reason be allowed to reduce the regisht amount and charges with eny claim, counter-claim or seb-off. The payment shall be in full and in cash, in the currency named in this Bill of Lading, or another currency at the

freight amount and charges with any claim, counter-asset or server, the payment amount in full and in cash, in the currency named in this Bill of Lading, or another currency at the Carrier's option.

19.2 The Merchant warrants the accuracy and correctness of the information furnished in his declarations in respect of the description of goods, quantities, measurements, weight or value of the goods and the freight may be calculated on the basis of these particulars of the goods. Therefore, the Carrier shall be entitled to inspect and control this information and the goods. In case of incorrect declarations, the Merchant shall pay a sum equal to five times the difference between the correct freight and the freight charged as liquidated damages, including all costs and expense of such inspection, nonwthistanding any other sum having the state of the state

20.1 The goods carried under this Bill of Lading may be subject to all the terms and conditions of tariff(s) on file with official governmental authorities as the Federal Mantime Commission, the Interstate Commerce Commission or any other regulatory agency which governs a particular portion of the carriage and the terms are incorporated herein as part of the terms and conditions of this Bill of Lading.
20.2 Copies of Carriers tariffs may be obtained from Carrier or its agents upon request or from the governmental body with whom the tariff has been filed.

21. The Carrier shall have a general lien on any and all property, including any documents relating thereto, of the Merchant, in its care, custody or control or en route, for all monies due, claims or charges, expenses or advances incurred by the Carrier in connection with any shipments of the Merchant, including all thereges applicable to past shipments and general average contributions, and if such claim remains unsatisfied for 30 days after domand for its payment is made, the Carrier may sell at public auction or private sale, upon 10 days written notice, by registered mail to the Merchant's last known address, the goods or so much as may be necessary to satisfy such lien, and the costs including attorney's lees of recovering the same.

#### 22. General Average

22.1 In case of declaration of General Average, the Merchant shall indemnify and hold harmless the Carrier for any and all claims and amounts required under General Average which may be made on him and the Merchant shall provide such security upon request of the Carrier. 23 Notice of Claim

23.1 Unless a clear and specified notice of loss of or damage to the goods is given in writing to the Carrier when the goods are delivered to the consignee, such uncontested teakourer by the consignee shall constitute prima facile evidence that the goods have been delivered by the Carrier in the same condition as described in this Bill of Lading or Sea

Waybill, 23.2 if the loss of or damage to the goods is not apparent, the same prima facie evidence shall apply, unless the Carrier has received within three (3) days of the delivery a written notice.

24.1 The Carrier shall be discharged from any and all liabilities under these conditions, unless suit is brought within nine (9) months after the delivery of the goods or the date when the goods should have been delivered, except that such time bar shall be found contrary to any international Convention or law compulsory applicable.

25.1 If any provision, term or clause should be held to be invalid, illegal or unenforceable under any law, statute, regulation or other rule, such provision shall not affect the validity or enforceability of this contract of carriage and its terms and conditions, and the remaining clauses shall remain in effect.

26.1 The defenses, exemptions and limits of liability provided for in these terms and conditions shall apply in any action against the Carrier for loss of or damages to the goods or delay as well as for any other claim in connection with the performance of this contract, whether the action be founded in contract or in tort.

## 27. Place of Jurisdiction and governing Law

27.1 All disputes arising from or in connection with the interpretation or application of the provisions of this Bill of Lading or Sea Waybill shall be exclusively governed by the Laws of Hong Kong and subject to the jurisdiction of the Hong Kong High Court. The Certier reserves the right to bring suit against the Merchant at Merchant's demicile.

# MIKASA ELECTRIC TECHNOLOGY (SUZHOU) CO., LTD.

55 Shuangma Road SIP Suzhou China, 215122 TEL: 0086-512-62747919 FAX: 0086-512-62740299

## **INVOICE**

Consignee: Miele & Cie. KG

|Roitzheimer Straße 110 | 53879 Euskirchen | Germany

Tel: +49 2251 818-3931 | Fax: +49 2251 818-783931

No : 3034-7

Date: Jan. 8, 2025

Description of Goods

Quantity

Unit Price

Amount

FOB. Shanghai, China In EUR

[1] Fan Impeller

12556480 Mrg3X 9S (S/A.No.5500228090)

36,480 pcs

EUR 0.60 /pcs

EUR 21,888.00

Total:

Ten(10)Pallets

Two hundred and forty(240)ctns

36,480 pcs

EUR 21,888.00

Packing

: Export Standard Package

Country of Origin: China Payment

On or about

: T/T 10 days after receipt of the goods

Shipping Mark:

Shipped from

: Shanghai, China

per

: Hamburg, Germany : MAERSK HORSBURGH V.504W

: Feb.2,2025

3034-7

HAMBURG No.1-10

MADE IN CHINA

MIKASA ELECTRIC TECHNOLOGY (SUZHOU) CO., LTD.

Liu Jian Chen , Vice President

MIELE - Werk Euskirchen

erhalten / Zinas

# MIKASA ELECTRIC TECHNOLOGY (SUZHOU) CO., LTD.

55 Shuangma Road SIP Suzhou China, 215122 TEL: 0086-512-62747919 FAX: 0086-512-62740299

## PACKING LIST

Consignee: Miele & Cie. KG

No : 3034-7

|Roitzheimer Straße 110 | 53879 Euskirchen | Germany

Date: Jan. 8, 2025

Tel: +49 2251 818-3931 | Fax: +49 2251 818-783931

DI NI	Description of Cond	s Ouantity —		Weigh	Weight	
Plt No.	Description of Good	S	Quantity	Net	Gross	Measurement
No.1-10	Fan Impeller					
	12556480 Mrg3X 9S					
	(S/A.No.5500228090)	24 ctns	3,648 pcs	103.968 kgs	126 kgs	

36,480 pcs

1,039.68 kgs

Total:	Ten(10)Pallets Two hundred and forty(240)ctns	36,480 pcs	1,039.68 kgs	1,260 kgs	7.392M3
Packing	· Export Standard Package				

Country of Origin

: Export Standard Package

S. Total: Ten(10) Pallets

: China

Payment

: T/T 10 days after receipt of the goods

240 ctns

Shipped from

: Shanghai, China : Hamburg, Germany

to per

: MAERSK HORSBURGH V.504W

On or about

: Feb.2,2025

MIKASA ELECTRIC TECHNOLOGY

1,260 kgs

Shipping Mark:

3034-7

HAMBURG

No.1-10

MADE IN CHINA

Liu Jian Chen Vice President

(SUZHOU)CO., LTD.

#### BILL OF LADING OR SEA WAYBILL FOR COMBINED TRANSPORT SHIPMENT OR PORT TO PORT SHIPMENT Unless marked "Sea Waybill, Non-Negotiable", this document is a Consignor Bill of lading (document of title) and one Original B/L must be surrendered duly endorsed for release of cargo. MIKASA ELECTRIC TECHNOLOGY (SUZHOU) CO..LTD. 55 SHUANGMA ROAD SIP SUZHOU CHINA, 215122 TEL: 0086-512-62747919 FAX: 0086-512-62740299 **BILL OF LADING** SEA WAYBILL (SWB), NON-NEGOTIABLE Consignee or to order (if B/L), Consignee (if SWB) B/L or SWB No.: RSLNGB253845 EORI: DE2587165 Carrier: MIELE & CIE. KG ROITZHEIMER STRAßE 110,53879 EUSKIRCHEN,GERMANY RED SAIL LINE LIMITED TEI : +49 2251 818-2107 FAX: +49 2251 818-2107 FMC: 032316 SCAC: RSUL Agent: Notify Party FIBS LOGISTICS (CHINA) LIMITED SAME AS CONSIGNEE NINGBO BRANCH ROOM 1211, NEW WORLD TOWER NINGZHU SQUARE, NO.51 SANYANQIAO STREET, YINZHOU DISTRICT NINGBO,ZHEJIANG TEL. NO.-+86 574 27912500 EMAIL -NGB@FIBS-LOGISTICS COM Place of acceptance First Carrier For delivery, please apply to: BLUE FREIGHT SERVICE GMBH WIELANDSTR. 5 10625 BERLIN SHANGHAI MAERSK HORSBURGH 504W Port of Loading BERLIN. Second Carrier (vessel) SHANGHAI GERMANY Port of Discharge Place of Delivery HAMBURG HAMBURG Number/Kind of Description of Package and Goods as stated by Shipper Marks and Numbers Gross Weight Measurement Packages Shipper's load Stow and Count Said to Contain 3034-7 10 PALLET(S) LCL SAID TO CONTAIN: 10 PALLETS 1260.000 KGS 7.392 CBM HAMBURG FAN IMPELLER NO.1-10 10PALLETS=5PKGS=240CTNS MADE IN CHINA FREIGHT COLLECT LCL/LCL (CFS/CFS) CONTAINER SEALS TYPE **GROSS WEIGHT** PACKAGES VOLUME MODE MSKU1950702 CN9815405 40HC 1260,000 10 PLT CFS/CFS TELEX RELEASE SHIPPED ON BOARD 02-FEB-2025 Particulars according to declaration of the Merchant Chargeable weight Volume Received for shipment from port of loading to port of discharge, and from place of receipt to place of delivery as indicated above; the goods as specified above in apparent good order and condition 7.392000 unless otherwise stated. The goods to be delivered at the above-mentioned port of discharge or place of delivery, whichever applies, subject to terms contained on the reverse side hereof, to Freight and charges which the shipper agrees by accepting this B/L / SWB. In witness whereof three (3) original Bills of Lading ore one (1) original SWB have been signed if not otherwise stated below, one of which being accomplished the other(s) to be void. Declared higher value from Merchant (see clause 16.2 on reverse side) Prepaid at Payable at FIBS Logistics (China) Limited Ningbo Branch Total Number of Containers or other Number of Original B/L or SWB packages or units received by the carrie 10 PLT 3(THREE) Place of Issue NINGBO Date of Issue 02-FEB-2025 As agent for the carrier

#### **Terms & Conditions**

#### 1. Definitions

1.1 "Carrier" means the Company stated on the front of this Bill of Lading as being the Carrier and on whose behalf this Bill of Lading or See Waybill has been signed and who substantially a substantial things of the substanti

holder shall be entitled to the control of the conclusion of a contract of carriage whereby delivery is made to the nominated consignee against proof of identity. This Sea Waybill is not transferable and not a document of title. If this document is Issued and marked as Sea Waybill, these terms and conditions shall apply accordingly.

1.5 "Ship" means the vessel named in this Bill of Lading or Sea Waybill, or any conveyance owned, chartered, or operated by Carrier or used by Carrier for the perfarmance of this

1.5 "Ship" means the Vessel rather were the Place of Receipt and where the Place of Boundard.

1.6 "Port to Port Shipment" arises where the Place of Receipt and where the Place of Delivery are not indicated in the front of this Bill of Lading or Sea Waybill or if both the Place of Receipt and the Place of Delivery are not indicated in the front of this Bill of Lading or Sea Waybill does not provide a specification of the Place of Receipt and the Bill of Lading or Sea Waybill does not provide a specification of the Place of Receipt or Place of Delivery in the areas's of the nominated ports on the front hereoff of Receipt or Place of Delivery in the areas's of the normalised ports on the front hereoff or 1.7 "Combined Transport" or "Multimodal Transport means any transport that is not only a port to port transport.

1.8 "Goods" means any cargo including any property of Merchant as containers, pallots, units, packaging not supplied by or on behalf of the camer, inespective of whether such goods is to be or is carried on or under the and includes any container, trailler, transportable tank, threem, flat, pallot, or any similar article of transport used to transport goods.

1.10 "SDR" means Special Drawing Rights, the unit of account as defined by the IMF International Monetary Fund.

#### 2 Paramount Clause

2. Paramount Clause
2.1 All carriage of goods effected by sea as well as by inland waterways under this Bill of Lading or any Seaway Bill shall be subject to the Hague-Visby Rules (as contained in the Protocol of Brussels, February 1988) and they shall apply whether the goods are carried on deck or under deck. However, Article III rule 8 of the Hague or Hague Visby Rules has no application and does not form part of the terms of this contract.
2. All carriage of goods effected by sea as well as by Inland waterways, whether on dock or under deck, under this Bill of Lading to or from to United States shall be subject to COGSA (Carriage of Goods by Sea Act of the United States) and all carriage under this Bill of Lading to or from Canada shall be subject to COGWA (Carriage of Goods by Water Act of Canada) in soft as COGSA and or COGWA are compulsionly applicable.
2.3 All carriage of goods by air shall be subject to the Convention for the Unification of Cartain Rules Relating to Carriage by Air (Warsaw Convention) disted 12th October 1929, in the version of the Hague Protocol dated 28th September 1955, or shall be subject to the Convention for the Unification of Cartain Rules for International Carriage by Air (Montreal Convention) dated 28th May 1999 and entered into force on 4th November 2003.

#### 3. Issuance of this Bill of Lading / Sea Waybill

3.1 By the issuance of this Bill of Lading or Sea Waybill, the Carner a) undertakes to perform and/or in its own name to procure the performance of the entire transport from the place the poods are taken in charge to the place designated for delivery in this Bill of Lading or Sea Waybill.
b) assumes the fisability as provided in these terms and conditions.

## 4. Subcontracting and Himalaya Clause

4.1 The Carrier at his sole discretion shall be entitled to subcontract directly or indirectly on any terms the whole or any part of the carriage, handling, logding, unloading, storage, warehousing of the goods and all duties whatsoever undertaken by Carrier in relation to the

warehousing of the goods and all durins maintained.

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4.2 The Carrier shall assume and be responsible for the acts and omissions of any person, servent or subcontractor it makes use for the performance of the contract evidenced by this Bill of Ladig or Sea Waybill.

4.3 Every person, servent, agent or subcontractor of the Carrier shall be entitled to the same rights, exemptions from liability, defenses and immunities to which Carrier is entitled. For these purposes, Carrier shall be deemed to be acting as agent or trustee for such servents or agents, who shall be deemed to be parties to the contract evidenced in this Bill of Ladina.

5.1 The Carrier reserves the right and liberty to carry the goods on or under deck and to choose or substitute at any time the means, route and procedure to be followed in the transportation, handling stowage and storage of the goods. Any consequence or delay from such activity shall not be deemed a deviation.

#### 6. Hindrances affecting Performance

6.1 The Carrier undertakes to use reasonable endeavers to complete the transport and to deliver the goods at the place designated for delivery.
6.2 If at any time the performance of this contract in the opinion of the Carrier is or will be affected by any hindrance, risk, delay, difficulty or disadvantige of any kind including dangers, perilis of the see, strike, lockout or other labor unrest, governmental action, war, risks, social disturbance, loc or quarantine, the Carrier shall be exempted from liability and shall have no duty to complete the performance of the contract.
6.3 Irrespective if and whether or not the transport is commenced, the Carrier may without notice to the Morchant elect tio:
3. Ivess the nordramance of this contract as terminated and place the goods at Merchant's alwast the nordramance of this contract as terminated and place the goods at Merchant's

a) treat the performance of this contract as terminated and place the goods at Merchant's disposal at any place the Carrier shall deem safe and convenient.

or b) deliver the goods at the place designated for delivery, in any event, the Carrier shall be entitled to full freight for any goods received for transportation and additional compensation for extra costs resulting from the circumstances referred to above.

#### 7. Description of Goods

7.1 The Merchant undertakes and warrants to the Carrier to fulfil any and all information provisions, requirements and obligations as well as to furnish any legally required information by Customs, Authorities and/or Governments for customs, security, safety or other purposes in relation with all particulars of the goods at description of the goods, marks, numbers, dangerous goods declaration, quantity and weight and to guarantee that this information is correct and accurate.
7.2 The Merchant shall be liable, hold harmless and indemnify the Carrier for all loss, damage, cost and expense arising out or in connection with the inaccuracy or incompleteness of information and particulars.

8.1 Except as otherwise provided, the Carrier shall be entitled, if goods are not received already in containers, to load and stuff the goods in any type of container convenient with

other goods.

3.2 The Merchant undertakes to return such containers to the Carrier in accordance with a time provisions provided for in the Carrier's applicable tariff. In case of fallure or non-observance, the Merchant shell be liable and pay to the Carrier the applicable charges due for demurgacy or detention.

#### 9. Packing and Inspection of Merchant's Containers

9.1 The Carrier shall not be liable for any loss, damage, cost and expense caused by defective or insufficient packing of the goods or by inadequate loading or packing within the containers or other transport units when such loading has been performed by the Merchant, its servants, subcontractors or other persons acting on his behalf.
9.2 The Carrier shall not be responsible for the unsuitability or defective condition of the containers supplied by the Marchant if such defect or unsuitability would have been apparent upon reasonable inspection at or prior to the time the container was loaded, packed, stuffed and/or sealed.

#### 10. Container Clause and Deck Cargo

10.1 The Morchant herewith confirms and agrees that the Carrier shall be entitled at its sole discretion to carry the goods in containers under deck or on deck without notice to the Merchant and such stowage end transportation shall not be deemed a deviation of whatsoever nature or degree.
10.2 Except as otherwise provided by any law applicable to this contract, if this Bill of Lading states that the cargo is stowed on deck, then Carrier shall not be I liable for any loss of or damage to the goods, nor-delivery, mis delivery or delay of the goods carried on deck, whether or not caused by the negligence of the Carrier or other reasons as the vessels treasourching.

#### 11 Carrier's Liability

11.1 The period of responsibility of the Carrier for the goods under these terms and conditions covers the period from the time the Carrier has taken the goods in his care, custody and control to the time of their delivery.

11.2 If containers, pallots or other transport units are loaded which contain more packages or units, the basis of Liability of the Carrier as per Clauses 2.1 and 2.2 shall be determined according to the number of containers, or pallets and not the packages or units enumerated in this Bill of Lading or Sea Weybill under the section "Number and Kind of Packages".

11.3 The liability of the carrier shall be governed by the following Liability Systom:

#### 12, The Liability in case of known Place of Loss or Damage

12. The Liability in case of known Place of Loss or Damage

12. If the place of loss of or damage to the goods is known, the Liability of the Carrier shall be governed by the following provisions:

a) Sea Carriage: If it is established and proven that the loss of or damage to the goods occurred during sea carriage, the Liability of the Carrier shall be determined as per Clause 2.1 of this Bill of Lading, and for the USA or Canada by the provisions of COGSA or COGWA as per Clause 2.2 of those terms and conditions.
b) Land/Air Carriage: If it is established and proven that the loss of or damage to the goods occurred during land or air carriage, the Liability of the Carrier shall be governed as follows: Land Carriago: by the CMR-Convention (trucking) or CIM-Convention (railways), if applicable, or by any mandatory applicable national transport law, or if no such law is applicable, the maximum liability of the Carrier shall be limited to the amount determined in Clause 16.2. Air Carriago: by the Wersaw Convention or Montreal Convention or by national air transportation law mandatory applicable, or if no such law is applicable, the maximum liability of the Carrier shall be limited to the amount determined in Clause 16.2 c).

#### 13. The Liability in case of unknown Place of Loss or Damage

13.1 If it cannot be determined where the loss of or damage to the goods occurred, the Liability of the Carrier shall be governed and limited by the provisions defined in Clause

#### 14. The Liability for Delay

14.1 The Carrier does not undertake that the goods shall be delivered at any particular time and shall not be liable for any direct or indirect loss or consequential damages caused by any deby. If the Carrier should be nonetheless be held legally liable for any such direct or indirect loss or consequential damages, such Liability shall in no event exceed the Freight paid for the transport covered by this Bill of Lading or Sea Waybill.

#### 15. Liability Exclusions

15.1 Carrier shall not be liable for any loss of or damage to the goods or delay arising from

13.1 Currier shall not be liable for any loss of or damage to the goods or delay arising from or in connection with.

3 an act or omission of the Merchant or any person acting on behalf of the Merchant or from whom the Carrier took the goods in charge:

1) failure, incompleteness and/or lack of compliance with legal information requirements, non-observance of instructions in respect of security, safety and environmental provisions or Codes;

3) his behalf;

3) the shelatir.

on his behalt; d) inherent vice of the goods; e) lack, insufficiency or defective condition of the packing of goods, containers or transport

) insufficiency or inadequacy of marks and/or numbers on the goods or unit loads;
g) war, strike, lockout, stoppage or restraint of labour, social disturbances and civil

commotions; h) act of God

# If the l any cause or event which Carrier could not avoid and the consequences of who could not prevent by the exercise of due diligence.

## 16, Compensation for Loss of or Damage to the Goods

15.1 To assess and determine the amount of compensation of the Carrier for loss of or damage to the poods, the value of such goods at the time and place of delivery to the consignee or at the time and place of the time and place of the consignee shall be considered. The value of the goods shall be determined by the commercial invoice, the current commodity exchange price. Or if there is no such price, according to the current market price or, if there is no such price, by analyze and reference to the actual value of

the current commodity exchange price, or if there is no such price, according to the current market price or, if there is no such price, by analyze and reference to the actual value of such kind of goods of the same quality and quantity.

18.2 Unless the Marchant, with the consent of the Carrier, has declared a higher value for the goods in the space provided on the front of this Bill of Lading and paid the required that the price of the goods in the space provided on the front of this Bill of Lading and paid the required that the price of the space of the space such higher value shall be the limit of compensation, the Carrier's Llability shall be limited as follows:

19. The compensation is the compensation for courred, over for the USA, the Llability limits provided in the Internation of Correlations or national Laws as mentioned in Clauses 2.2, 2.4 and 12.1 b) shall apply.

19. The Carrier's Liability for Compensation for loss of or damage to the goods under the USA COGSA as per Clause 2.3 shall in no case exceed the amount of U.S. \$500 per package or per customary freight unit.

19. If it cannot be determined where loss of or damage to the goods took place, or if no legal or mandatory the specific place is the specific place of the contraction of the provided provided that the Carrier's Liability for Compensation shall in no case exceed SDR 1 (Special Drawing Right) of the International Monetary Fund (IMF) per kilogram of gross weight of the goods lost or damaged, with a maximum of SDR's 2000 per Bill of Lading or Sea Waybill.

17.1 The Merchant warrants to observe, comply and fulfil any and all legal obligations and duties provided in international Conventions and national legislations in respect of the transportation of dangerous and hazardous goods.

17.2 The Merchant shall provide to the Carrier in writing with sufficient time notification before the goods are taken in charge by the Carrier with the necessary and legally required information about the nature and dangers of the dangerous and hazardous goods with appropriate claims prevention and prescultors information. The Carrier may in its absolute discretion reject any such dangerous goods for transportation.

Carrier may in its absolute discretion reject any such dangerous goods for transportation.

Trequirements and, if as a consequence the goods should be deemed to become a danger for life, property, vessel or goods, the Carrier shall be entitled at any time to dispose of the goods, unload, discharge, destroy or render harmless as circumstances may require, without compensation to Merchant and Merchant shall indemnity Carrier for any loss

or expenses arising from such action.

17.4 The Merchant shall indemnity and hold harmless Carrier from all direct and indirect loss or damage, consequential damages of any nature whatsoever, including but not limited to environmental damages and cost attributable to or arising out of the transport dangerous and heazindous or otherwise restricted articles. Such liability by the Merchant shall include all costs, direct and indirect, cleanup or rehabilitation expenses, attorney fees, any lines or penallies imposed by overnmental authorities, or otherwise.

#### 18. Delivery

18. Delivery

18.1 The goods shall be deemed to have been delivered when they have either been handed over to, or placed at the disposal of, the Consignee or his duly authorized agent for release and one Original BL has been surrendered duly endersed; or in accordance with local trade custom at the place of delivery. In the case of a Sea Waybill the goods shall be deemed to have been delivered when they have been handed over to, or placed at the disposal of, the Consignee or his duly authorized agent against proof of identity.

18.2 If after discharge from the vessel or delivery at the place of delivery the goods are not taken by Merchant or the legally authorized, after notice, within the time allowed in Carrier's applicable tariff, the goods may be considered to have been delivered to Merchant, and, at Carrier's option, may be stored in the open or under cover at Merchant's risk and expense.

18.3 If during the voyage, the Carrier should at any time detect any hindrance or risk of any kind whatsoever which could leparatize life, vessel or cargo or affect the carriage of the goods, the Carrier shall have the right to deliver the goods or part thereof at any time at any port or place and store the goods at the disposal of the Merchant's half vessel, before at the sole risk and expense of the Merchant and the lability of the Carrier shall cease. Under such circumstance, the Carrier shall be entitled to full freight under this Bill of Lading or Sea Waybill.

19. The Freight and Charges shall be deemed fully earned when the Carrier has taken in charge the goods for carriage. It is expressly stated and agreed that the Freight and Charges shall be paid in cash, whether propaid or colloct at destination, and that the Merchant shall under no circumstance and for whatsoever reason be allowed to reduce the freight amount and charges with any claim, counter-claim or sel-off. The payment shall be in full and in cash, in the currency named in this Bill of Lading, or another currency at the Carrier's option.

19.2 The Merchant warrants the accuracy and correctness of the information furnished in his declarations in respect of the description of goods, quantities, measurements, weight or value of the goods and the freight may be colcutated on the basis of these particulars of the goods. Therefore, the Carrier shall be entitled to inspect and control this information and the goods. In case of incorrect declarations, the Merchant shall pay a sum equal to five times the difference between the correct freight and the freight charged as liquidated damages. Including all costs and expense of such inspection, nowthistanding any other sum having been stated hordin as freight payable.

19.3 The Merchant shall be liable and reimburse the Carrier for all dues, duties, fines, penalties, taxes and charges, levied on the goods as wall as all advances made by the Carrier in Carrier's own discretion. Merchant shall be light and a single and account of the state of the carrier for the payment of all freight and charges, including advances, and they shall indemnity and hold harmless the Carrier for all claims, fines, penalties, damages, costs and expense and other amounts which may be incurred or imposed upon the Carrier for and screen of the Merchant of any of the provisions of this Bill of Lading or any statutory or regulatory requirements and only the provisions of this Bill of Lading or any statutory or regulatory requirements.

#### 20 Carriers Tariffs

20.1 The goods carried under this Bill of Lading may be subject to all the terms and conditions of tariff(s) on file with official governmental authorities as the Federal Marrime Commission, the Interstate Commerce Commission or any other regulatory agency which governs a particular portion of the carriage and the terms are incorporated herein as part of the terms and conditions of this Bill of Lading.
20.2 Copies of Carriers tarffs may be obtained from Carrier or its agents upon request or from the governmental body with whom the tariff has been filled.

21.1 The Carrier shall have a general lien on any and all property, including any documents relating thereto, of the Merchant, in its care, custody or control or en route, for all monies due, claims or charges, expenses or advances incurred by the Carrier in connection with any shipments of the Merchant, including all charges applicable to past shipments and general average contributions, and if such claim remains unsatisfied for 30 days after demand for its payment is made, the Carrier may sell at public auction or private sale, upon 10 days written notice, by registered mail to the Merchant's last known address, the goods or so much as may be necessary to satisfy such lien, and the costs including attorney's fees of recovering the same.

22.1 In case of declaration of General Average, the Merchant shall indemnify and hold harmless the Carrier for any and all claims and amounts required under General Average which may be made on him and the Merchant shall provide such security upon request of the Carrier.

## 23 Notice of Claim

23.1 Unless a clear and specified notice of loss of or damage to the goods is given in writing to the Carrier when the goods are delivered to the consignee, such uncontested takeover by the consignee shall constitute prima facie evidence that the goods have been delivered by the Carrier in the same condition as described in this Bill of Lading or Soa Waybill.
23.2 If the loss of or damage to the goods is not apparent, the same prima facie evidence shall apply, unless the Carrier has received within three (3) days of the delivery a written

## 24. Time har

24.1 The Carrier shall be discharged from any and all liabilities under these conditions, unless suit is brought within nine (9) months after the delivery of the goods or the date when the goods should have been delivered, except that such time bar shall be found contrary to any international Convention or law compulsory applicable.

25.1 If any provision, term or clause should be hold to be invalid, Illegal or unenforceable under any law, statute, regulation or other rule, such provision shall not affect the validity or enforceability of this contract of carriage and its terms and conditions, and the remaining clauses shall remain in effect.

26.1 The defenses, exemptions and limits of liability provided for in these terms and conditions shall apply in any action against the Carrier for loss of or damages to the goods or delay as well as for any other claim in connection with the performance of this contract, whether the action be founded in contract or in tort.

#### 27. Place of Jurisdiction and governing Law

27.1 All disputes arising from or in connection with the interpretation or application of the provisions of this Bill of Lading or Sea Waybill shall be exclusively governed by the Laws of Hong Kong and subject to the jurisdiction of the Hong Kong and plich Court. The Carrier reserves the right to bring suit against the Merchant at Merchant's domicile.

Updated September 2021

EU	PODĂISCUE UNION			
VERSANDBEGLEITDOKUMENT		DE6382665	DE	1260 0 TIR [12 06]
VER	Zusätzlicher Wirtschaftsbeteiligter der Lieferkette [13 14] ID  Beförderungsmittel beim Abgang [19 05]  1 30 LKW  Grenzüberschreitendes aktives Beförderungsmittel [19 08]  Nummer der Beförderung [19 02]	DE	DE Hamburg Entladeort [16 14]  Verkehrsträger an der Grenze [19 03]: Inländischer Verkehrsträger [19 04]: 3	A V  Kontaktperson [16 15 074]
	Be(forderungsausrüstung [19 07] 1 / - / 0 /  Vorpapier [12 01]	Container [19 01]:	Verschluss [19 10]  Beförderungspapier [12 05]	
Sicherheit nich	N HAVE	,	Zusätzliche Referenz [12 04]  Zusätzliche Angaben [12 02]  Bewilligung [12 12]	Beförderungskosten [14 02]  Verningerter Datensatz [11 08]:
gülliği ir EREİĞNİSES WÄHREND DER BEFÖRDERUNG (BKP)	ZOLLSTELLE DER REGISTRIERUNG DES EREIGNISSES Identität und Staatszugehörigkeit des neuen Beförderungsmittels Container ID [19 07] Weitere Ereignisse während der Beförderung / Einzelheiten und ergriffene Maßnahm		ZOLLSTELLE DER REGISTRIERUNG DES EREIGNISSES  Identität und Staatszugehörigkeit des neuen Beförderungsmittels  Container ID [19 07]  Weitere Ereignisse während der Beförderung / Einzeiheiten und ergriffe	Code Ereignis  sine Maßnahmen (Text)
BESCHEINIGUNG DURCH DIE ZUSTÄNDIGEN BEHÖRDEN	Bereits im System erfasste Angaben		Neue Verschlüsse: Anzahl: ID Unterschrift:  Bereits im System erfasste Angaben	Stempel:
	Von der Sendung zu durchquerendes Land [16 12]  DURCHGANGSZOLLSTELLE [17 04]	A	NUSGANGSZOLLSTELLE FÜR DAS VERSANDVERFAHREN [17 06]	Vorgeschriebene Beförderungsroute [16 17]:
KONTROLLE DURCH / Ergebnis: A2	ABGANGSZOLLSTELLE [17 03] DE003701 ABGANGSZOLLSTELLE	Versendungsland [16 00	BESTIMMUNGSZOLLSTELLE .	sland [16 03] DE .
Angebrachte Verschlüs:	pe: Anzahi: 0 02.04.2025	Prüfung der Verschlüsse Bemerkungen:	et:	ierung unter ID

# Eingangsanzeige

Zugel, Empf. Vorgangsnr.

37272

Warenort

Miele & Cie. KG

BU08

Euskirchen, Roltzheimer Straße

28.03.2025

Datum Ank

Ereignis

Status

Emgangsanzeige

Entladen erlaubt

seit 15 Sekunden

0

Entladeerlaubnis (F7)

Neuer Versandvorgang (F2)

Status erneut berechnen

SumA-Reg.-Nr.

Bewillig.-Nr.

DEZINA

Zmas

DEACE8000ZE000030

09:38:06

Zeit Ank.

Bearbeller

Nicht Konform