



萬海航運股份有限公司
WAN HAI LINES LTD.

Cargo weight restrictions

Pursuant to the WAN HAI LINES LTD. B/L rule 24 and FMC tariff 002 rule 002. Sub-rule G01, Container Weight Limitations, the carrier shall not be liable to any losses, damages, fines, penalties, responsibilities and costs for the gross cargo weight of a container which exceeds the maximum weight in accordance with applicable U.S. laws and regulations under CY/CY direct port of call basis to the U.S. port.

If for any reason a container exceeding the maximum weight limitation and has been loaded on board the carrier's vessel, such container shall be discharged to the consignee at a U.S. port and carrier shall not be responsible for arrangement or transport such container to any U.S. inland/door destination unless otherwise provided for in service contract term. The Shipper, consignee, and the cargo owner shall be responsible for relevant costs including but not limit to demurrage, detention and storage charge.

Herein, we, WAN HAI LINES LTD., would like to announce our U.S.

weight restrictions for all door moves. Due to the variety of variables that factor into the bridge formula calculation, the following recommended guideline is for the average maximum container payload weights. Any updated weight limitation, please consult with the carrier's local office.

- 37,000 lbs. (16.65MT) per 20-foot container
- 35,500 lbs. (16.10MT) per 20-foot reefer container
- 44,000 lbs. (19.80MT) per 20-foot dry/reefer container (Apply Tri-Axle Slider Chassis)
- 45,000 lbs. (20.25MT) per 40-foot container (Standard Dry)
- 44,500 lbs. (20.00MT) per 40-foot container (High-Cube Dry)
- 42,500 lbs. (19.10MT) per 45-foot container
- 43,500 lbs. (19.60MT) per 40-foot reefer container without Genset usage

Note: In order to comply with California law, under C/'s obligation, all overweight container should be arranged by heavy container chassis.



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北美地區道路限重通知

根據本公司提單背面條款第 24 條以及美國聯邦海事委員會 (FMC) TARIFF NUMBER 002 RULE 002, SUB-RULE G01 貨櫃重量相關規定，當貨櫃重量超過目的港當地相關法規限重的情況下，所產生的任何的違規處罰、罰款與相關之法律責任及處理超重櫃所產生之相關費用，將由託運人或收貨人負責，運送人將不負責。對於所有超重櫃，運送人有權將該貨載卸載於運送人所指定之卸貨港，並將不會提供內陸運送服務。

敬請貴客戶知悉並協助予以配合，謝謝！

以下謹提供北美西岸目前之道路限重標準，最新之限重標準請洽當地營業人員。

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注：為符合目的港當地的法律規定，針對超重之貨櫃，本公司建議客戶應自備相應之板架運送，以免觸犯法規。