

Estimated arrival — TataPack shipments

Both shipments depart **Saturday, August 22, 2026**. Dates below land on a business day the warehouse can actually receive: **Labor Day, Mon Sep 7** and all weekends are excluded as receiving days.

AIR FREIGHT
5,000 tubes

QUOTED TRANSIT
10–15 days

Calendar days Most likely reading	EARLIEST Tue Sep 1 10 calendar days	LATEST Tue Sep 8 15 days → Sun; next receiving day
Business days Conservative reading	EARLIEST Fri Sep 4 10 business days	LATEST Mon Sep 14 15 business days

PLAN TO MON SEP 14

Expect it around **Sep 8**; don't commit the co-man to anything before **Sep 14**. Stickers and secondary components at the warehouse by **Fri Sep 4**.

SEA FREIGHT
15,000 mini-tubes

QUOTED TRANSIT
30–35 days

Calendar days Correct reading for ocean	EARLIEST Mon Sep 21 30 calendar days	LATEST Mon Sep 28 35 days → Sat; next receiving day
Business days Reference only — not a real ocean lane	EARLIEST Mon Oct 5 30 business days	LATEST Tue Oct 13 35 business days

PLAN TO MON SEP 28

Hold the **first week of October** as buffer — one rolled sailing adds 5–7 days with no warning. Components for the mini-tube run at the warehouse by **Thu Sep 24**.

WHY THESE TWO READINGS

Domestic parcel and LTL carriers quote in **business** days. International forwarders quote in **calendar** days.

Ocean is unambiguous: 30–35 business days would be 6–7 weeks, outside any real China–US lane. Air at 10–15 already exceeds door-to-door express (5–8 days), so it reads as consolidated air in calendar days with buffer built in.

CONFIRM WITH TEDDY

Ask whether 10–15 and 30–35 are **to the warehouse door** or **to port / airport of arrival**.

If it's port of arrival, add **5–10 days** to both for customs clearance and drayage — every date on this sheet moves right by about a week.