STEELE LOGISTICS, INC. NON-NEGOTIABLE BILL OF LADING

OTI# 032196N

| SHIPPER | | REFERENCE NUMBER | B/L NUMBER | | |
|---|-----------------------|--|--|-------------|--|
| | | | EXPORT REFERENCES | - | |
| | | | | | |
| CONSIGNEE (NON-NEGOTIABLE UNLESS MADE "TO ORDER") | | | FORWARDING AGENT (Name and address – references) STEELE LOGISTICS (FMC # 032196N) 101 W. WALNUT ST. STE 129, GARDENA, CA, 90248 +1-310-464-15840 | | |
| | | | POINT (STATE) OF ORIGIN OR FTZ NUMBER | | |
| NOTIFY PARTY | | | DOMESTIC ROUTING | | |
| | | | | | |
| PLACE OF RECEIPT | | | | | |
| OCEAN VESSEL/VOYAGE PORT OF LOADING | | SHIPMENT INSTRUCTIONS | | | |
| OCEAN VESSEL/VOTAGE | PORT OF LOADING | | SHIFWENT INSTRUCTIONS | | |
| PORT OF DISCHARGE | PLACE OF DELIVERY | | | | |
| MARKS & NUMBERS CONTAINER NO: SEAL NO: | NUMBER OF PACKAGES | PARTICULARS FURNISHED BY SHIPPER GROSS WEIGHT MEASUREMENT DESCRIPTION OF GOODS (Schedule B detail) *** SHIPPER'S LOAD, STOW COUNT, AND SEAL*** | | MEASUREMENT | |
| THES | | NOLOGY, OR SOFTWARE | E LOGISTICS E IF EXPORTED FROM THE UNITED STATES W ATIONS DIVERSION CONTRARY TO U.S. I AW | | |

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|---|---|
| CHARGES INCLUDING FREIGHT SUBJECT TO CORRECTION PREPAID COLLECT COLLECT GRAND TOTAL | Received by the Carrier in apparent good order and condition, unless noted otherwise hereon, the above-described Container(s) or Goods to be forwarded or transported from the Place of Receipt or Port of Loading, as applicable, to the Port of Discharge or Place of Delivery, as applicable, subject to the terms and conditions set forth on this front page of the Bill of Lading and to the Bill of Lading Contract Terms and Conditions on the reverse page hereof. If this is a NEGOTIABLE BILL OF LADING or if the Carrier so requires, the consignee or its endorsee must surrender this Bill of Lading to the Carrier, duly endorsed, in exchange for the release of the Container(s) or Goods, or a delivery order for the same. NON-NEGOTIABLE BILL OF LADING: The Merchant understands and agrees that this Bill of Lading is NON-NEGOTIABLE and it is not a document of title, unless the words "TO ORDER" appear above, in the "consignee" box. If words "TO ORDER" appear in the "consignee" box, then this Bill of Lading is NEGOTIABLE. MERCHANT'S DECLARED VALUE OF THE GOODS: \$ By declaring a value for the Goods, the Merchant understands and agrees that it has elected to ship the Goods at the Carrier's ad valorem rates, which rates are dependent on the above-declared value and which rates are higher than the Carrier's regular/lower rates for Goods with a limited value, which limited value are set forth in section 8 of the Bill of Lading Contract Terms and Conditions on the reverse page hereof. DATED AT: BY: AGENT FOR THE CARRIER: DATE: B/L NO: |

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1. DEFINITIONS

applicable tarm, and any codes that count present or count be lawly to James and present any nazara to the vessel, and a present any nazara to the vessel. (a Carrier's applicable tarm), and any applicable tarm of the Carrier's applicable to the Carrier's applicable tarm of the Carrier's applicable to the Carrier's applicable to the Carrier's applicable to the Carrier's applicable to the Carrie

5. NOTICE OF CLAIM AND TIME-BAR
(A) Unless written notice of loss or damage and the general nature of such loss or damage is given in writing to Carrier at the Port of Diskrey, whichever is applicable to the Carriege, before or at the time of the removal of the Goods into the custody of the Person entitled to delivery under the Bill of Lading, such removal shall be prima facile evidence of the delivery by Carrier of the Goods as described in this Bill of Lading, if the loss or damage is not apparent, then the notice must be given within three days of the delivery.

(B) in any event, Carrier and Subcontractors shall be discharged from all liability in respect of loss or damage unless suit is brought in the excitave forum under clause 27 within one year after the delivery of the Goods or the date on when the Goods should have been delivered. But if such time period were to be found to be contrated us any law have that the prescribed period or minimum period under such law shall then applys.

6. CLAUSE PARAMOUNT
(A) This Bill of Lading shall have effect subject to COGSA unless a court were to rule that any other legislation of a nature similar to the Hague Rules, the Hague-Visby Rules, or the SDR Protocol compulsorily applies to this Bill of Lading, shall have effect subject to COGSA, and Carrier and Merchant agree that under the section 13 of COGSA, it shall apply to Carriera for the U.S., this Bill of Lading shall have effect subject to COGSA, and Carrier and Merchant agree that under the section 13 of COGSA, it shall apply to Carriera for the U.S., this Bill of the U.S. c. is good to the Lading shall have effect subject to COGSA, and Carrier and Merchant agree that under the section 13 of COGSA, it shall apply to Carrier of the U.S., this Bill of the U.S. c. is good 10 of the Lading shall have effect subject to COGSA, and Carrier and Merchant agree that under the section 13 of COGSA, it shall apply to Carrier of the U.S. in the Bill of the Hatter A.G. d.U.S. c. 35 2007-30077.

(S) COGSA or the Hague Rules Legislation, whichever is applicable under clause 6(A), shall also apply contractually and govern the Carriage before the loading of the Goods aboard the Vessel and after their discharge, and throughout the entire time that the Coods are in the Customer Subcontractors.

(C) COSSA or the Hague Rules Legislation, whichever is applicable under clause 6(A), is incorporated into this Bill of Lading.

(D) Agency: Mhenever Carrier undertakes to accomplish any act, operation, or service to which Carrier and Merchant did not initially agree or that is not stated on this Bill of Lading, Carrier shall act as Merchant's agent and shall be under not liability for any loss of or damage to the Goods or any direct, indirect, or consequential loss arising out or resulting from such act, operation, or service.

7. CARRIER'S RESPONSIBILITIES

(A) The responsibilities of Carrier for the Goods cover the entire period during which Carrier is in charge of the Goods, starting from the time Carrier has received the Goods at the Place of Receipt or Port of Loading, as applicable, until the time of delivery at the Port of Discharge or Place of Delivery, as applicable to disuse 7(C), if It can be proven that loss or damage to the Goods has occurred during a particular segment of the Carriage, then the isability of Carrier, if any, and its right to limit its liability under this Bill of Lading shall be subject to any national law or international convention that is compulsorily delivery at the Port of Goods has occurred during a particular segment of the Carriage, the Carriage that the Bill of Lading shall be subject to any national law or international convention that is computation, and particularly, this clause, salaffes the express written water required under 40 U.S.C. § 1410(b) of all Merchant's rights and remedies under Carriage, the Understand and agrees that the Bill of Lading, and particularly, this clause, salaffes the express written water required under 40 U.S.C. § 1410(b) of all Merchant's rights

(a) Hower/materially desides (10, and 12, or 10 and 12, or

reasonable attorneys' fees.

11. NOTIFICATION AND DELIVERY

(A) Any mention in this Bill of Lading of parties to be notified of the arrival of the Goods is solely for the information of Carrier, and failure to give such notification shall not give rise to any liability on the part of Carrier or relieve Merchant fails to do so, or whenever in Carrier's sole discretion the Goods are likely to deteriorate, decay, become worthless, lose value, or incur charges in excess of their value, whether for storage or otherwise, then Carrier may, in its sole discretion and without projucte to any liability on the part of Carrier any always against Merchant, fails to do so, or whenever in Carrier's sole discretion the Goods and Rechant's sole in its and experience. Any of the adversal more than the sole discretion and without projucte to any picture of the cools and rechant sole in the cool of the part of the part of the cool of the part of the part

(C) Unless, within 30 days of receiving notice of lam, Merchant posts can for what of certain all selections of such rights. An international part of the control of the selection of the sel

(B) Except where these Bill of Lading Terms and Conditions of Contract expressly state otherwise, Carrier shall in no other circumstance be liable for any special, indirect, or consequential loss or damage.

23. GENERAL AUX-GE

Any general average shall be adjusted, stated, and settled according to the version of the York-Antwerp Rules and in a place and in a currency under Carrier's agreement with the Vessel's owners' or operators' interests. Merchant shall give such cash deposit or other security as the general average contribution to take any steps to collect security for general average contribution of the Coods before their delivery, irrespective of whether Merchant had notice of the general average in the time of delivery. Carrier shall be under no obligation to take any steps to collect security for general average or salvage security or contributions due from Merchant.

In the event of accident, danger, damage, or disaster before or after the commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which or for the consequences of which, Carrier is not responsible by statute contract or otherwise, the Goods and Merchant, jointly and severally, shall contribute with Carrier in general average of the Goods. If a salving vessel is owned or operated by Carrier, salvage and special charges incurred in respect of the Goods and special charges incurred in respect of the Goods and Merchant, jointly and severally, before delivery.

25. BOHT-TO-ELME COLLISION

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any salvage and special charges incurred in respect of the Goods and any salvage and special charges incurred in respect of the Goods and Merchant, jointly and severally, before delivery.

25. BOHT-TO-ELME COLLISION

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any salvage and special charges incurred in respect of the Goods and Amy salvage an