Bill of Lading

Date: 11/29/2023

BLC#: N/A

| | | | Pick | up#: PU-623-231110127 | | | | | |
|--|--|------------------------------------|--|--|-----------|--|-----|-------|--------|
| Bill of Lading Number: | | | | | | NOTE: Liability Limitation for loss or damage on this shipment is applicable. See | | | |
| care of H 1400 Da Montebe Vance G P-(808) 3 Capmu Comme | te St ello, CA 90640 ambriel B65-2622 sh22@gma |), USA il.com t bring] | ain Mushroom LLC) iftgate customer unload LLOWED | Shipper: BBQ PELLETS % DIAMOND M PE 16371 250TH ST BLOOMFIELD, IA 52537 USA, HARLEY P-(641) 929-3138 lancebrenda@netins.net | ELLETS | 49 U.S.C. 14706(c)(1)(A) and (B) See CTII 100 Series Rules, Item 779-790 for specific carrier liability limts The agreed value on used articles does not exceed ten cents per pound, per piece. CARRIER LIABILITY LIMITATION Excess liability to \$5.00 per pound: Undiscounted freight rate plus 50%. Accepted: | | | |
| Third | Party: | | | C.O.D (\$) | | Excess liability to \$10.00 per pound: Undiscounted freight rate plus 100%. Accepted | | | |
| Item 400 of the CTII 100 Rules Tariff applies to all Third Party Billing. Freight Collect except when otherwise indicated. Freight Charges: Pre Paid | | | | Remit C.O.D. To: | | Excess liability to \$15.00 per pound: Undiscounted freight rate plus 150%. Accepted: | | | |
| # of Units | | | | | ngs, and | NMFC | Sub | Class | Weight |
| 1 | Pallet | | 100% Oak 40# | | | | | 60 | 2470 |
| 1 | Pallet | | Soy Hull 40# | | | | | 60 | 2470 |
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| | DO NOT STACK - HANDLE WITH CARE - THIS PRODUCT IS SUSCEPTIBLE 1 WATER DAMAGE | | | | PTIBLE TO | | | | |
| DO NOT -INSIDE I | DELIVERY NO | DLE WITH T ALLOW | H CARE - THIS PRODUCT IS S ED- | SUSCEPTIBLE TO WATER DAMAGE 6-198 Moelua st Waianae Hi 96792 | | | | | |
| Shipper: | | | Driver: | Driver: # of Pieces: | | | | | |
| 11/30/2023 12: | | Pickup 12:00 l ually determi | PM 4:00 PM | CST 414-6 | | | | | |

RECEIVED: subject to individually determined rates or contracts that have been agreed upon in writing between the carrier and shipper, if applicable, otherwise to the rates, classifications and rules that have been established by the carrier and are available to the shipper, on request. The property, described above, is in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated above, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of property under the contract) agrees to carry to its usual place of delivery at said destination, if on its on route or otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions in the governing classification of the date of shipment, including National Motor Freight Classification in affect. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.