
GOOSEQ
Comprehensive blockchain solution for The global logistics industry
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1. Company Summary

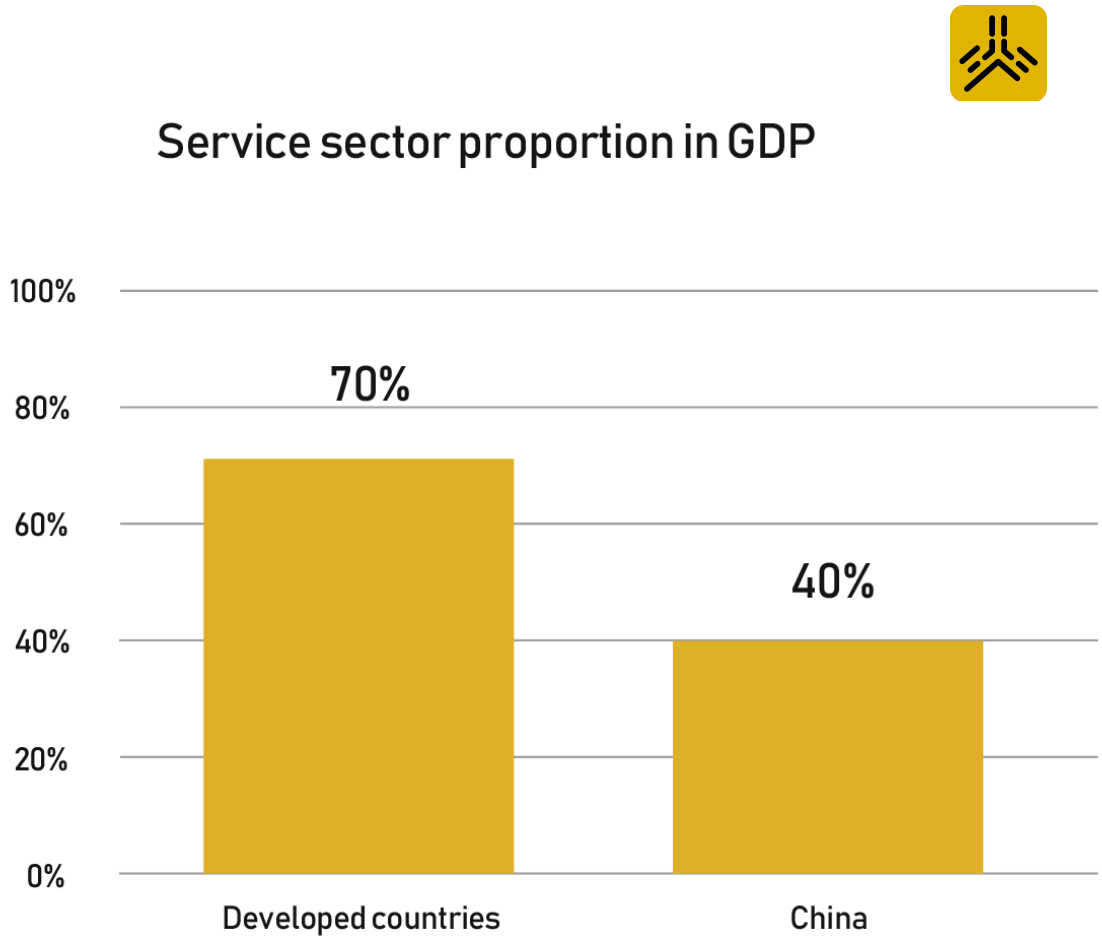
Goose Q is the largest in China road data computation engine. The ecosystem of Goose Q consists of operating Jiama road messenger, Daluka SIM-card for truck drivers, big data collection and storage infrastructure, and is powered by blockchain technology to secure users data and to facilitate information and value flows. Goose Q is already deeply integrated into existing Chinese logistics IT infrastructure, that includes cargo companies, vehicle carriers, actual transport vehicles, drivers and other platforms, thus Goose Q is able to gather a full range of visual, verifiable, trusted, traceable, anti-fraud data and securely process it with a help of DLT.

In cooperation with China Unicom, leading Chinese telecommunications service provider, Goose Q is issuing Daluka sim-cards designed specifically for truck drivers. With Daluka sim-card it is possible to use a bunch of logistics and entertainment application free of charge for traffic consumption. Thus Goose Q is able to gather huge userbase for data collection and solve one of main problems of the logistics industry – lack of data that is required by online maps, insurance companies, government authorities, AI developers and other industry stakeholders.

2. Market Overview

2.1 Development of logistics industry

The logistic industry is an important segment of any economy and it is an essential component for upgrading and facilitating primary, secondary, and tertiary industry tiers. At present, the service industry in the US, Japan and other developed countries has accounted for more than 70% of GDP, and middle-income countries are generally between 50% and 60%. In the developing countries like China, the proportion of service industry in GDP has been hovering around 40% for many years.

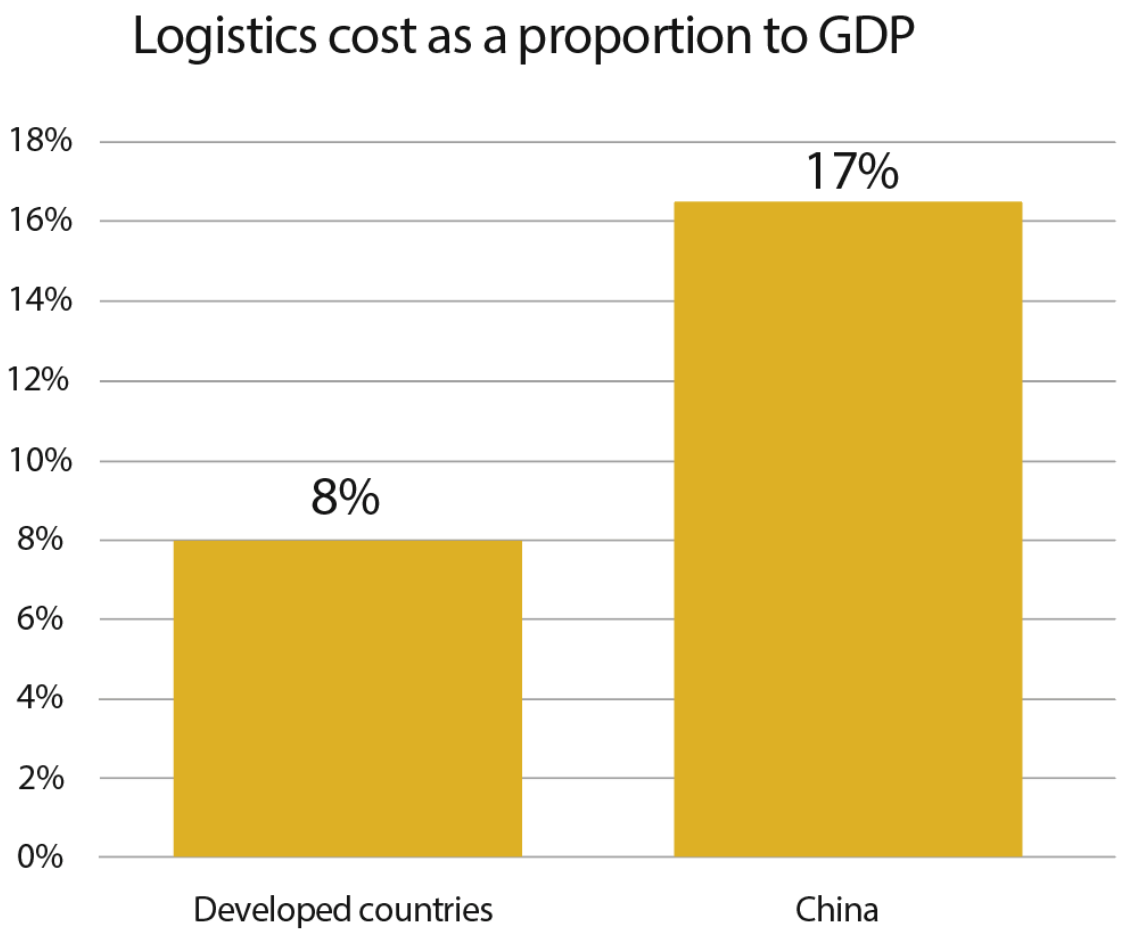


Experience shows that for every 1% increase in the proportion of services and 1% reduction of the secondary economy tier, energy consumption can be reduced by 1%. Although Chinese logistics industry has made great progress, it is still in its infancy in general and has great potential for development. At present, the ratio of total social logistics costs to GDP in China is higher than that of developed countries. It is estimated that for every 1% reduction in this ratio, the cost of logistics can be saved by 200 billion RMB (~30b USD). Efficiency improvement of the logistics industry is an important measure to optimize the industrial structure, take a new road to industrialization, and improve the competitiveness of enterprises and products. For an instance, for developing countries, and for China in particular, it is an urgent need to achieve sound and rapid economic development.

2.2 Problems in the logistics industry

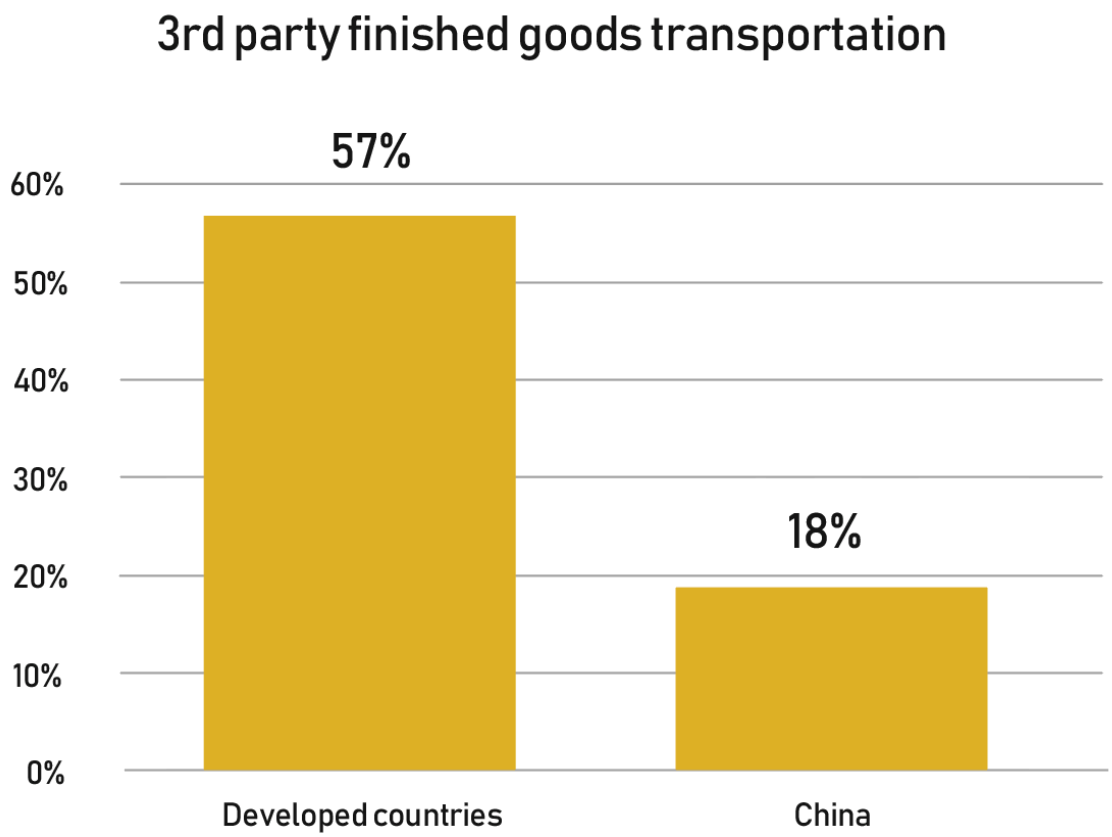
2.2.1 Low operating efficiency, high resource consumption and serious pollution

Taking China as an example, although the economic increase has been rapid, there have been many problems in development of the logistics industry. First, the total cost of logistics accounts for a high proportion of GDP. Although it has dropped from 24% to 17% in the past two decades, it is still higher than 8% of that in developed countries.



Second, management expenses accounted for a high proportion of total logistics costs. Although the proportion of administrative expenses has decreased from 16% in 2000 to 12.2%, it is still higher than 3-4% of that in developed countries. Only 19% of China's raw material transportation is entrusted to third-party logistics (the remaining 50% and 31% are shipped by manufacturers and suppliers respectively). The proportion of finished goods transportation is only 18% (the rest is jointly transported by the manufacturer or the manufacturer's third party), and the proportions in the US and Japan are 57% and 80% respectively. China's freight cars have an average effective mileage of

more than 300 kilometers per day, with an average speed of less than 60 kilometers per hour, while the United States can reach 1,000 kilometers.



Driving habits become the most influential factor in fuel consumption in a short term. In a case of the same route of 100 km and the same model, the vehicle can reduce fuel consumption by 13.3% in a single month, and a truck can save 74,000 RMB a year (~11k USD). In 2017, diesel trucks accounted only for 7.8%, but C02 emissions from them accounted for 57.3%, and particulate matters emissions accounted for 77.8%.

2.2.2 Truck drivers' lack of humanistic care results in huge operational risks

As an actual carrier, a truck driver, as a social element, lacks opportunities to spend time with his family, and rarely has an opportunity to participate in regular social life, so he is in a state of long-term neglect. Take China as an example, a large number of 22 million private car transporters are in an unorganized state for a long time and they have low access to the benefits of information economy.

According to the data of the Chinese truck driver's work and living conditions survey made by China Federation of Logistics and Purchasing:

- 68.21% of drivers are extremely dissatisfied with the working environment,26.07% are not satisfied, and only about 5% are basically satisfied.
- Old drivers aged 36-55 account for 67.74%, and those under 35 years old account for 31.69%, of which only 1.89% are under 25 years old.
- Drivers who have been driving for more than 10 years account for 52.83%, drivers with more than 6 years of driving account for 84.22%.
- Individual drivers that are responsible for maintenance and operational activities account for 68.82%, and corporate drivers account for 31.18%.
- Driving alone account for 67.21% with no family in the car.
- 56.44% for medium and long distances over 600 km, 26.09% for 200 km, 17.47% for less than 200 km.
- Drivers who drive more than 10 hours a day account for 67.53%, of which 38.56% are over 12 hours.
- 42.17% of them have 1-2 days for rest at home, 32% of them have 4 days for rest, and only 10.41% of them take more than 9 days for rest.

Among the factors that affect the profit of truck drivers, the top three are: continued decline in freight prices, the excessive rise in oil prices, and the vicious competition to depress freight rates.

To conclude, truck drivers have long been in a state of low income, over-loading, and fatigue driving, so that major accidents occur frequently. Taking 2016 China data as an example, the total number of trucks was 13.517 million, and there were a total of 50,400 road traffic accidents involving trucks, resulting in 25,000 deaths and 46,800 injuries, accounting for 30.5%, 48.23% and 27.81% of the total vehicle road accidents

respectively, far higher than the proportion of trucks in the total car amount of 7%. Safety has become a major issue affecting the development of logistics and urgently need to be resolved. The frequent occurrence of truck traffic accidents is directly related to the low level of information in China's automobile logistics industry and a lack of comprehensive information platform.

From the perspective of the government supervision, the information asymmetry in the logistics industry is very common. The non-uniform ERP systems between institutions/enterprises cannot share information flawlessly. There is a huge lack of data on the supervision and control of the logistics industry by the government's management departments at all levels, resulting in the government's lack of fine control over the operation in the logistics industry. At the same time, it is impossible to carry out accurate taxation supervision in the logistics industry, which in turn causes the government to fail to accurately implement further services to the industry. In the long run, it is very unfavorable to the development of the logistics industry.

3. How to promote the development of logistics with the blockchain of Goose Q.

3.1 Introduction of Blockchain Technology

Blockchain is an innovative technology that combines distributed ledger, encryption and authorization, consensus mechanism and smart contracts.

3.1.1 Decentralization

Decentralization is the most basic feature of the blockchain technology, which means that blockchain applications don't depend on a centralized organization, and employ distributed recording, storage and processing of data. The logistics industry is huge, and any centralized model cannot effectively solve the problem of mutual trust in the entire industry. Combined with the decentralization feature of the blockchain technology, it is possible to unite partners at different levels of the logistics industry, and at the same time improve the robustness of the system and avoid the whole service being unavailable because the single center was affected. The use of blockchain technology by Goose Q ecosystem can provide powerful information technology support for the logistics industry.

3.1.2 Transparency and immutability

Data recorded on a blockchain is transparent to the entire network node, which is the basis for trustworthiness of a blockchain-based system. Any data that is successfully recorded cannot be changed. Through the use of blockchain technology accuracy of a data uploaded is emphasized, on the other hand, the credibility of the data is greatly increased. These all improves organization information flows.

3.1.3 Incentives

Blockchain technology enables fair reward system for all network participants. By creating digital value flow within logistics industry, and by enhancing the enthusiasm of

truck drivers and logistic enterprises to create data flow, it is possible to create self-sustainable ecosystem where participants can be fairly rewarded.

3.1.4 Security

Blockchain technology utilizes a variety of sophisticated digital encryption technologies to ensure data security and greatly reduce the risk of data being illegally accessed. All partners who join the Goose Q will be certified by real ID to ensure they have the right to submit and view data on the chain. The hardware devices connected to the Goose Q will be verified by the software running environment to ensure the accuracy of the hardware device data.

In addition, the data uploaded to the blockchain can only be decrypted and viewed by the parties directly concerned. Non-authorized parties cannot view and access the data, which ensures that data flows only between business-related parties.

With the abovementioned characteristics of the blockchain technology, combined with many years of industry experience accumulation and technical expertise of the Goose Q, we can provide the following support for the logistics industry:

- Provide mandatory multimedia data verification for the government. Credible data based on strong supervision provides credible reporting for the logistics industry.

- For the State Administration of Taxation we provide tax control management, supervision and auditing for logistics car-free carriers (referring to individuals or units engaged in cargo transportation without owning vehicles), to achieve compliance operations, legal invoicing, and large-scale profitability;

- The government can carry out safe production management to logistics and transportation vehicles;

- Logistics industry associations can conduct data collection and mining research and training so as to improve the level of industry development;

- Help car carriers (refers to individuals or units that own vehicles and engage in

cargo transportation.) and maximize the value of transportation capacity and ensure production safety.

- Improve the living conditions for logistics professionals (truck drivers) and provide humane care and social welfare protection.

- Establish social credit system for drivers that will improve overall profitability of the industry and give extra benefits for trustworthy drivers, logistic companies, and other industry participants.

- Provides data services for a wide range of areas such as financial insurance, transportation safety management, smart city management, environmental protection and carbon reduction, and cross-industry empowerment to achieve economic and social value amplification.

- Reduce amount of sub-agents and increase trust among business parties. It will reduce risks related to sub-agents that work between small and medium-sized enterprises, banks, manufacturing companies, logistics companies, warehouses, and post delivery services. The information on the blockchain can be tracked and cannot be falsified, the data between multiple organizations can be synchronized in real time, which can greatly increase trust.

- Reduce cost related to financial transaction by conducting them on-chain without extra charges and long waiting time.

- Control supply chain processes through smart contracts, reduce human interaction, reduce default issues, and improve industrial efficiency.

Goose Q adopts the combination of public chain accounting and graphic evidence (multimedia evidence with pictures and video) to form a strict multimedia verification and anti-fraud authentication system for different roles. It is also the guarantee of the fair token circulation on the platform.

A thousand miles begins with a single step. In order to achieve great goals, we must focus on industry needs, enter from the user's point of view, collect relevant data, and

then use it to provide better services. However, the freight transportation, which accounts for a large proportion of the logistics industry, is the most disadvantaged. And this is the entry point for our service. We hope to start making use of the blockchain technology in the industry with help of Daluka sim-card and organize a vast number of scattered logistics vehicles, like geese to form an array, all the way, not alone.

3.2 Goose Q Fellow Team system

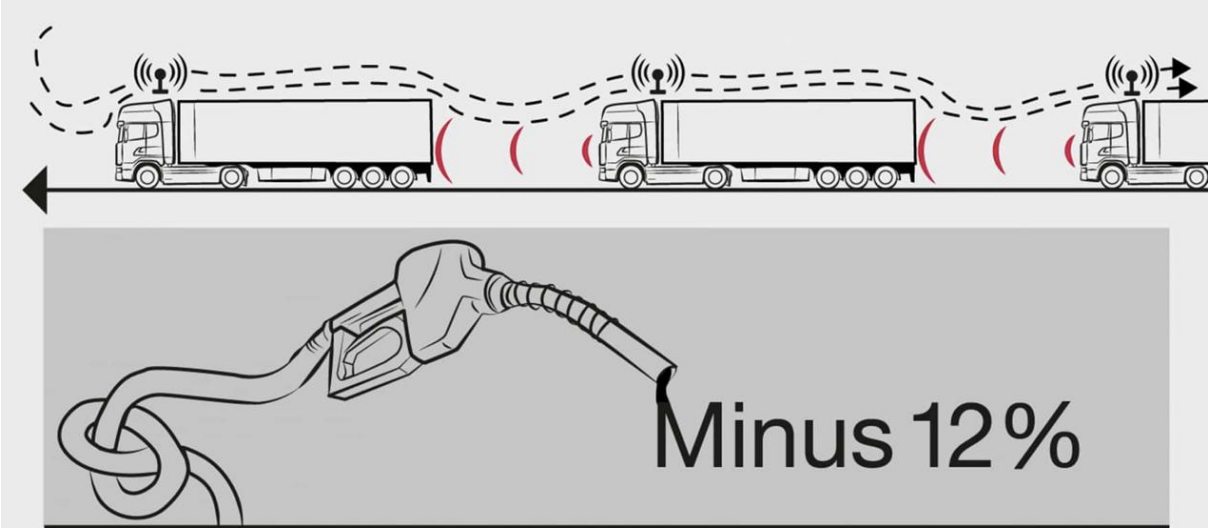
Geese are lining up in a V-shape because they fly all day long. A single goose is not strong enough, so they must help each other in order to fly fast and far away. The structure increases aerodynamics of a geese flock. At the same time, it is more secure in regards to predators.

As the head goose flutters its wings, it drives the air flow to reduce wind resistance. If the geese are arranged in a V- shape, it will be very easy for the geese behind to fly. They don't have to rest many times. A low pressure zone is formed behind the head geese in the course of their flight, which can be used to reduce air resistance when the geese follow them. It is beneficial for the sustained flying ability of the whole group.

The same principle is also found in sport running. Some experienced athletes in the

middle and long distance races will not start running in the first place, but follow one behind in order to use aerodynamics and save power.

In the field of logistics, we propose to use the same principle to improve efficiency. Vehicles moving together in a line can save 9%-25% of fuel.



When the two cars are driving in a line, the trailing car enters the vacuum zone formed by the front car, thus pressure for the trailing car is reduced. In addition, when the trailing car enters the vacuum area of the front car, it also affects the formation of the turbulent flow field at the front of the car. In this way, two or even more cars are queued and their air resistance is much lower than that of a single car. The speed of the entire car line will also increase compared to a single car.

Ø Reduce wind resistance

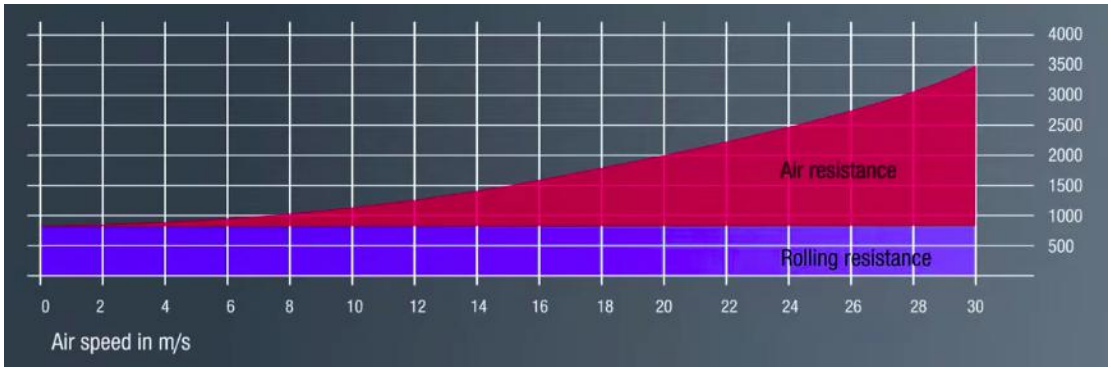
For heavy vehicles, such as freight vehicles and buses, wind resistance is the main resistance part because of the large surface.

Comparison of wind resistance and friction resistance at different wind speeds:

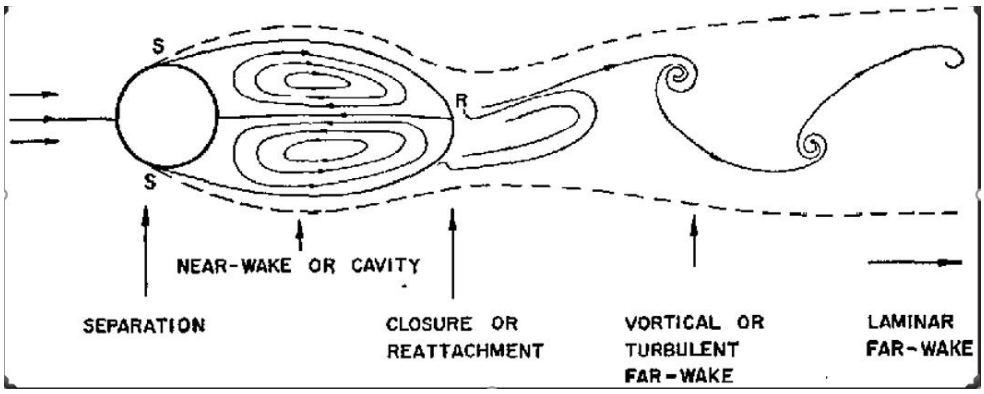
Under normal road conditions and weather conditions, if wind resistance is not considered at all, the overall resistance will be reduced by about 25%, and fuel consumption will be reduced as well.

In the team driving, the front car can not only reduce the wind resistance for the rear car.

Scania pointed out in a report of December, 2012 that the average fuel economy can reach 12% when driving in a line.



Goose Q dynamically organizes vehicles on the road with the same direction through real-time calculations, guiding them to team up. On the one hand, it has the effect of saving fuel. On the other hand, it allows the lonely truck driver to find a partner on the road. In that case, drivers can relieve loneliness, relieve psychological pressure and improve performance. Thus improving safety and reducing accidents. For this reason, the Goose Q must carry out a lot of calculation in real time, and the complexity can be called AlphaGo in the logistics field.



3.3 Goose Q integrated communication solution - Daluka SIM-card

In order to release benefits of technologies, first of all, it is necessary to solve the communication problem between the system and the user, users and users, so as to meet the needs of wireless communication with low delay, large bandwidth and low cost. For this reason, Goose Q united with China Logistics and Purchasing Federation and China Unicom to provide exclusive preferential communication product – Daluka SIM-card for the logistics industry.

Daluka sim-card is a heavyweight and comprehensive product launched by China Unicom and Goose Q after “Tencent king Card” and “Alibao Card”. It is targeted to bring benefits of communications technologies to 30 million logistics workers and their families. Dialing calls between Daluka is free, so that truck drivers can chat with their families without worrying about the cost. And partner applications operating in logistics industry who join Goose Q "Daluka free traffic alliance" can get use of it as well to reach their market (such as: kayoudidai, gangliu, Wanji, chezhubang, shenghsenghuitouche, etc.).

In order to enrich the cultural life of truck drivers, we also prepare today's headlines like TikTok, Alipay, Tmall, Taobao, Gaode maps, Kaola FM, Youku video, Xiami music, Huya live, and many other hot applications. We will also provide truck drivers with more free-traffic services for business and leisure applications.

3.4 Massive File Storage Solution - IPFS

InterPlanetary File System protocol is designed to provide decentralized immutable data storage. It is a P2P protocol. The nodes in the IPFS network will form a distributed file system. It is an open source project that has been developed by Protocol Labs since the beginning of 2014 with the help of the open source community. It was originally designed by Juan Benet.

The storage system based on IPFS has been recognized by a large number of blockchain enthusiasts and is considered to be the most promising solution for massive file storage.

In order to meet the storage requirements of large-scale files, Goose Q and the world's largest IPFS community, the Force Community, have reached an in-depth cooperation to promote the application cooperation of the IPFS network in the Goose Q

project.

3.5 Visual coordination system

Through Goose Q's visual coordination system and big data calculation algorithms, it is possible to optimize route, improve vehicle utilization efficiency and achieve cost reduction. Just as modern warfare no longer wins at the expense of the lives of soldiers, the modern logistics industry should no longer achieve profitable growth at the expense of the heavy workload of truck drivers.

There will be more control when a commander can see the battlefield.

3.6 Live entertainment system

In order to improve psychological condition of drivers we design entertainment system with live video broadcasting, group chats, etc. especially for drivers taking safety as the first priority consideration.

3.7 Multimedia data verification system

With the development of express delivery in the logistics industry, the corresponding regulatory requirements of the government have been further improved. More data is needed as the proof for tax collection. The richer the data, the more perfect it is, the more credible it is. Joining Goose Q's logistics can provide more data evidence to regulators to prove compliance with their own business, and also facilitate regulatory data traceability to the business. It can greatly improve the operation level of the enterprise, and in turn promote the construction of data certification for the entire logistics industry.

3.8 Truck driver credit rating system

Goose Q is establishing social credit system for truck drivers in order to improve trustworthiness of the industry. By encouraging and rewarding good behavior of all industry stakeholders, including logistics companies, drivers, government agencies, and more, Goose Q is greatly improving socio-economic landscape of the logistics industry.

4. Goose Q's business model

4.1 Goose Q data usage specification and privacy statement

Goose Q provides users with full cycle information services, including data collection, computing, storage, and distribution with security as the first priority. We believe that ownership of data belongs to the data producer (including individual users and corporate partners), and Goose Q has the right to use the data acquired during the service process in the specified scope of content authorized by the data producer. Unless the data producer authorizes it, the data he produces is kept secret to others.

Goose Q provides a flexible authorization service mechanism to ensure that data producers' data can only be viewed by relevant people on the business chain. In accordance with the relevant regulatory requirements of a country, data producers have the right to delete their own data, Goose Q promises to completely delete the relevant data after obtaining authorization of the data producer.

Based on the data generated by the data producer, after Goose Q's multi-dimensional analysis, multiple data mining reports are generated for different data application scenarios. Such reports can be opened to the corresponding service provider after the data producer authorizes them (for example, financial, insurance service providers will view such reports to assess the margin of preference given to users).

Since the logistics industry data is of great significance to national regulators, Goose Q promises to open the relevant data to the regulatory authorities for inspection in accordance with the requirements of the local data regulatory authorities and local regulations, and inform the data producers at the meantime.

4.2 Goose Q data collection

In order to serve every stakeholder of the logistics industry, and to build a trusted data chain, Goose Q focuses on multiple data source access and cross-validation mode, considering the choice of data source. Goose Q builds a credible data system based on the operational business information, geolocation, and multimedia being linked to the data

producer identity and secured from modifications. Further combining the business characteristics of the logistics industry, Goose Q generates multi-role statistics and analytical reports. By combining data from different producers it is possible to ensure there is no fraud.

We have prepared infrastructure to collect the following types of data:

A. Real-time geolocation of vehicles, including information like time, GPS latitude, speed, etc.

B. Multimedia information such as pictures, videos and audio collected by smart phones and vehicle intelligent hardware in the logistics business.

C. User's personal or legal person information, specific vehicle information.

D. Users' detailed record of the Goose Q software or of the cooperative vehicle intelligent hardware. Including but not limited to information of the usage on function, frequency, duration and results.

E. The vehicle carrier's existing financial services information (such as current auto insurance prices, etc.).

F. Relevant documentation in the logistics business. (According to local regulatory requirements, companies involved in the logistics business need to store the information in the business process so that the regulatory authorities can check at any time during the validity period of the data).

4.3 Data storage and distribution of Goose Q

Due to the characteristics of the logistics industry, at the current stage of development, the IT capabilities of the relevant participants in the industry chain are very weak and cannot support huge data storage needs. This is one of the main problems of the current development of the logistics industry. Goose Q is committed to build a mutual trust mechanism between the various participating roles in the logistics industry chain based on a transparent consensus. Goose Q combines blockchain technology to store data

in different storage modes based on the inherent characteristics and usage requirements of different data.

- Avoid large and repeated IT investment in the logistics industry.
- Reduce the friction of data flow in the logistics industry chain
- Create a neutral, credible and robust data storage environment for the entire logistics industry.

For now, we have done the following design on data storage and distribution:

1. For the Class A data mentioned above, according to the time of data generation, it is divided into hot data and cold data. For hot data, multiple sets of caches are prepared to cope with the data reading requirements; for cold data, it is gradually removed from the cache.

This type of data is automatically generated by smartphones and in-vehicle smart devices and uploaded in real time, and the amount of data is very large. For now, we have developed products including real-time data processing gateways, data merge caching, distributed time series data storage, etc. First, the large-scale data uploaded is cleaned, and then the data is merged and cached through the gateway in an organized manner. The index is built according to the characteristics of the data used, and the blocks are packed and compressed, thus to form an ordered block of data. Second, the hash value of each data block is saved and stored on the public chain; then the data block encrypted by the data producer is stored on the IPFS network. When the data needs to be read, it requires the authorization of the data producer so as to obtain the required data block from the IPFS network. When the corresponding data obtained from the public chain and decrypted, the hash value is compared with the hash value of the data block. If the result is consistent, the obtained data block has not been changed and can be used.

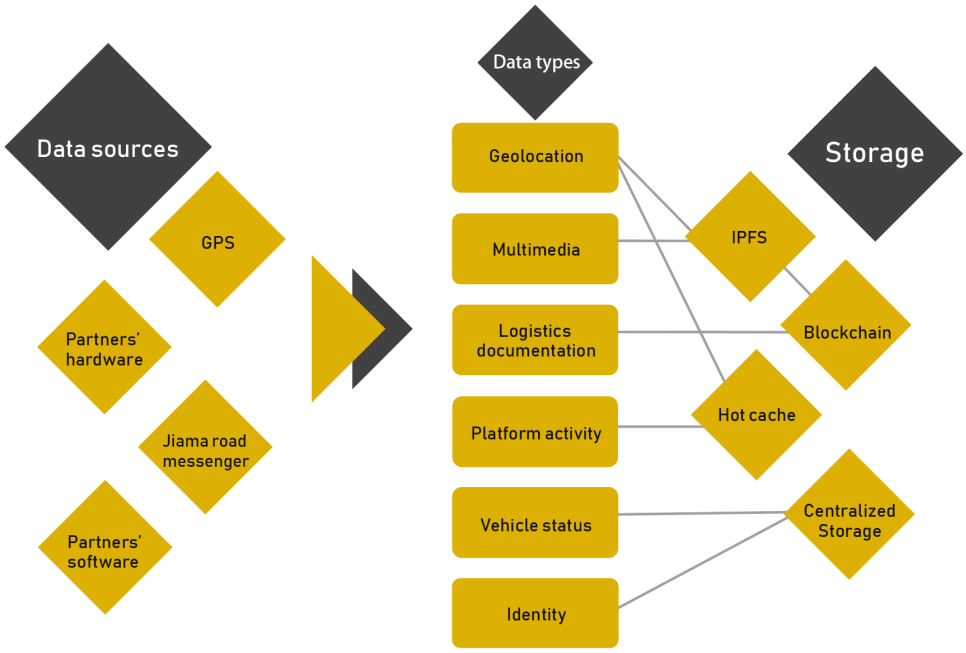
2. For Class B data, the content is first verified through an intelligent screening process to ensure there are no violations of local regulations. These multimedia files are later saved through process similar to Class A data.

3. For Class D data, since this type of data is not within the scope of government

mandatory regulation, it will not be stored on the blockchain. The data will be deleted periodically after the analysis is completed and a report is formed.

4. For C and E data, the data volume is relatively small, and there is a need for modification. We will use a centralized database to handle the daily operations, for users' convenience. At the same time, the data is backed up regularly.

5. For the F-type data, the core business data belonging to each partner needs to be encrypted by a special data processing module to ensure that the data can only be read by the data producer. Data producers can provide authorization to business-related partners so that partners can easily view the data. We are also unable to view this data without the authorization of the data producer.



4.4 Better security strategy

Data security is a closed-loop system that requires security control over every process throughout the lifecycle of data, which cannot rely on a single device or policy. In addition to technical design, the data security education of each participating role is the key point, which requires participants fully realizing the importance of information security.

4.4.1 SDK Integration

In order to control data security from a source, we conduct background checks on the data producer's qualifications, business capabilities and other factors before the service is accessed, so that we can ensure they have sufficient business capabilities to meet the data service access requirements. The two sides will sign the relevant confidentiality agreement, business cooperation agreement, and assign the relevant information security responsible person for security issues. Then the technical staff of both parties began to communicate. We will evaluate the security of the data producer's application (including but not limited to app, mini-app, H5 page), and then release the development document separately according to the specific situation. We only trust the data that has been processed by our program (there are multiple forms of the program), and the data uploaded by other applications is not acceptable.

4.4.2 Intelligent Hardware Access

In the hardware certification and access process, we will first conduct data security and overall reliability assessment for the overall solution provided by hardware vendors, and make research on the operation of products with similar hardware solutions in the market to ensure that the hardware solution has been tested by the market. Then cooperate with the hardware manufacturer to make special adaptation and optimization of our system, and close the software installation permission of the hardware. We do not allow the hardware to install other programs. To upgrade the verified program is permitted, and the upgrade permission belongs to Goose Q. In this way, the security of the hardware is controlled to the maximum level, and the hardware itself and the running environment of the software are both verified and controllable. We take measures mentioned above to avoid malicious programs stealing user data.

4.4.3 Server-side core data access

We provide a standardized data encryption and uploading toolkit for the core business partners. The data producer only needs to import his own private key information (the private key information is saved by the data producer) into the toolkit to upload data securely. This information cannot be read by others unless authorized by the

data producer.

Before uploading data to the partner server of Goose Q, you need to pre-register the server address and establish a VPN tunnel to ensure communication security between the Goose Q and the cooperative enterprises.

4.5 Goose Q's relationship with logistics industry partners

• Independence of the service platform

Goose Q ensures efficient service capabilities and avoidance of clash of the partners' interests. Goose Q does not participate in the logistics core information business service such as cargo matching, and remains neutral in relationship with all partners.

• Data regulatory requirements to meet local regulations

The data collected by Goose Q partners is strictly in accordance with local regulations and is always available to meet the management requirements of local regulatory authorities. When a regulator proposes to verify some data, Goose Q will open the relevant data to the regulatory authorities and inform the partners. Goose Q and partners hope to work with regulators to facilitate the compliance of the logistics industry and create a better ecosystem.

• Partner's control over the data they produced

Goose Q promises not to view the data without the authorization of the partner, and the partner company has the flexibility to control the openness of the data while meeting the regulations.

4.6 Action reward system

4.6.1 Geolocation information contribution:

An algorithm that proves the geographic location of a device at a certain time, based on the timestamp and GPS location data generated by the trusted device.

For users such as truck drivers, uploading real-time route data through the vehicle

smart device or mobile phone app is an important form of geolocation information contribution. Driving is mining, and the more cumulative data is uploaded, the higher the reward is. This way, truck drivers are encouraged to continue to use Goose Q's products to solve the problem of the lack of data in the logistics industry. Truck drivers can actively use the vehicle smart device or mobile phone app to upload more data.

Geolocation information can be used in many ways. For enterprises, each factual logistics business activity corresponds to a certain amount of geolocation proof data, and the regulatory department can use this set of geolocation data to evaluate the authenticity of a logistics business. For individual truck drivers, geolocation information can be used to assess their own business, and further estimate one’s payment ability.

4.6.2 Windbreak contribution:

Based on the Goose Q “Fellow Team” cooperation mode, the contribution of the windbreak of the head car arranged in the forefront of the queue is recorded. The longer the time is in the first position of the team, the longer the distance traveled, the higher the reward is. In this way, we reward the head car for an important wind breaking mission.

In response to these two contributions, Goose Q will reward token and increase the user's motivation, encouraging more users’ contribution to Goose Q.

4.7 Goose Q's wallet system

In order to reduce the threshold for users to use blockchain services, Goose Q will design an easy-to-use trusted wallet system based on the application scenarios of the logistics industry and the characteristics of logistics practitioners. While providing various blockchain related services, the user is provided with a smooth experience, which also reduces the learning cost of the user. In the process of development, Goose Q will cooperate with the public chain partners in depth, which is to preserve various security features of the blockchain, while letting users quickly get started.

The wallet system not only includes the Goose Q system's own token, but also includes tokens of the cooperative public chains. It allows users to generate digital assets that are free to flow between multiple public chains.

5. Product System

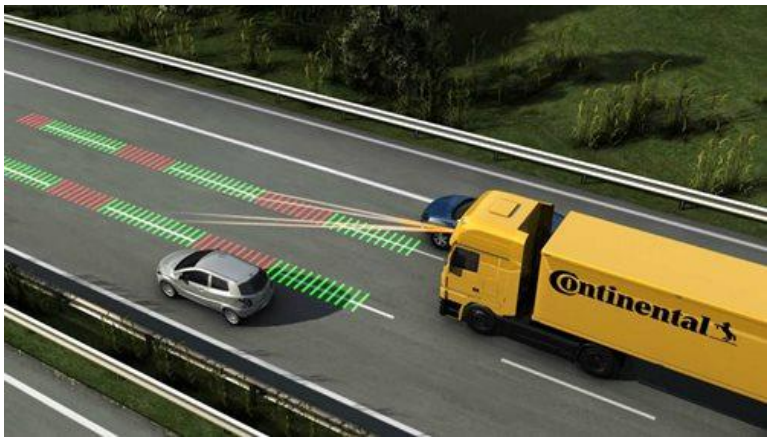
5.1 Advanced driver assistance system (ADAS)

In order to improve the safety of truck drivers during driving, we will give priority to the in-vehicle intelligent hardware with ADAS functions selected by Goose Q, and improve the driving experience of the truck driver as much as possible through technical assistance.

The functions of the relevant ADAS system are described below:

5.1.1 Lane departure warning system

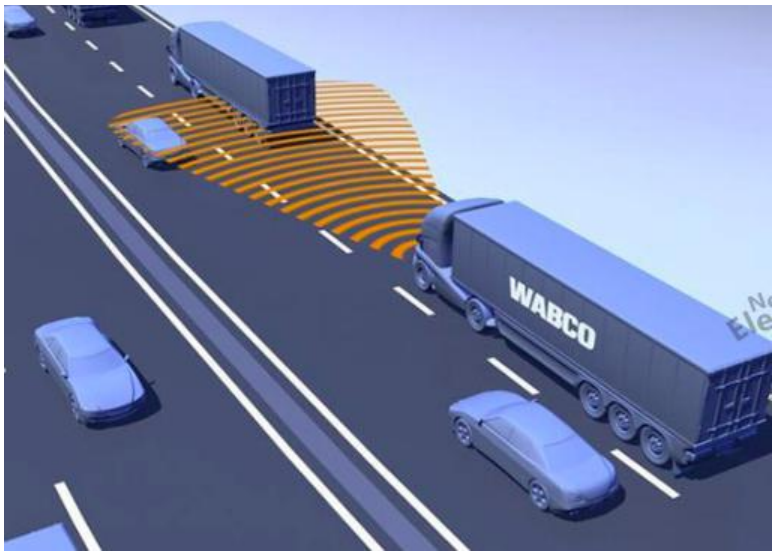
The lane departure warning system generally consists of a camera, a controller and a sensor. When the lane departure system is turned on, the camera (generally placed on the side of the vehicle body or the rear view mirror position) will collect the identification line of the driving lane at all times, and understand actual vehicle position by image processing. When it detects that the car is off the lane, the controller sends out an alarm signal, and the whole process is completed in about 0.5 seconds, providing the driver with more reaction time. If the driver is performing a normal line change, the lane departure warning system will not make any signals.



5.1.2 Forward Collision Warning

When the vehicle intelligent system judges that the vehicle is about to collide, the vehicle actively makes a judgment for the driver and reminds the driver to actively brake at the same time, thereby preventing the occurrence of a traffic accident and giving the

driver the most comprehensive protection. Most of the current preventive safety systems monitor the surrounding environment through millimeter-wave radar, laser radar and cameras. The targets are pedestrians and vehicles.

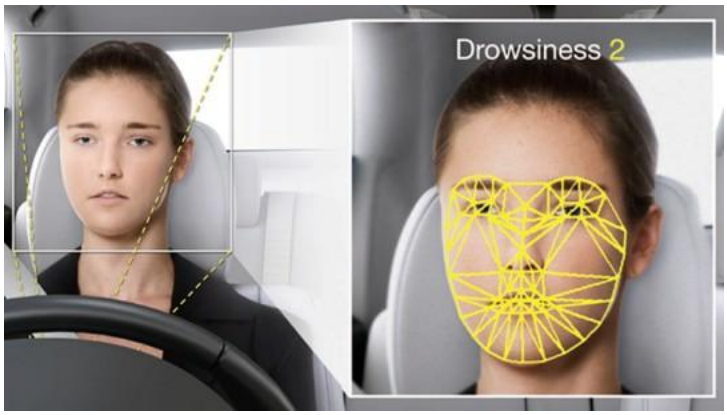


5.1.3 Night Vision System

The night vision system is a car driving assistance system derived from military use. With the help of this auxiliary system, the driver will gain a higher predictive ability during driving at night or in low light, and it can provide the driver with more comprehensive and accurate information or early warning for potential danger.

5.1.4 Driver Drowsiness Detection

The Driver Drowsiness Detection technology adopts intelligent video analysis technology, including face detection and human eye detection analysis for the driver to determine the fatigue degree of the detected person, and performs fatigue alarm and warning according to the set rules. Due to the high work pressure and long working hours of truck drivers, the situation of fatigue driving is widespread and long-term. The fatigue driving detection technology can detect and remind the fatigue of truck drivers in real time, which will play an important role in the safety of the road.



5.2 Platform Software Technology and Product Framework

5.2.1 Presentation layer

Presentation layer includes mobile terminal DAPP, professional user and back-end management PC-side portal, intelligent terminal embedded interface, floating button kit. Implemented with H5 technology, select cross-platform front-end framework to improve development efficiency.

5.2.2 Interface and component layer

As a bridge between the presentation layer and the back-end data system, we use the micro-service architecture to fully optimize each function. Including high-performance RPC framework, high-performance RESTful service framework and so on.

Business Data Query: Refers to all kinds of data queries related to logistics business, which is a function provided to the daily operations of partners and users.

Developer, Hardware, Partner Access: Goose Q provides functional interfaces to third-party developers and hardware partners to facilitate third-party development of applications based on Goose Q's existing data, while also facilitating the introduction of more types of hardware by Goose Q.

Identity authentication: Each system's accessor must be authenticated, since we do not provide any services to unauthenticated users. At the same time, we provide data producers with a flexible data authorization mechanism that allows producers to control the visible range of data.

Regulatory interface: Open to the interface of the government regulatory function, so that relevant departments can view all kinds of data uploaded by users in the logistics industry for data authenticity inspection of the logistics industry.

Digital asset management: the flow of community user value, the operational

interface related to asset management, and each token operation needs to be verified to ensure security and legality.

5.2.3 Logical layer

Group control logic: Provide users with multi-dimensional group control, including group creation, group joining, exit group and various group management functions, and assign appropriate groups to users according to user preferences and real-time situations.

Fellow Team: Through the real-time analysis of the user's driving state, find the users with the possibility of the same team in the user group, the system calculates the dynamic navigation information in real time, and guides the user to drive the vehicle to form a team. At the same time, the vehicles that have formed the team are tracked and constantly search for vehicles suitable for joining the team.

Geolocation information contribution calculation: continuously counts the geolocation data uploaded by the user, and updates the geolocation data contribution value of the user.

Freight path optimization: According to the data accumulation of Goose Q and partners, real-time capacity demand situation, road congestion situation, weather information, combined with the user's driving situation, the user is given a path optimization suggestion to help users to drive safely and efficiently.

User behavior portrait: According to the user's data record in Goose Q, combined with the business characteristics of the logistics industry, the user's behavior is analyzed from multiple dimensions, so as to further evaluate the user's credit ability and consumption ability. It refers to financial services decisions.

Wind Breaking contribution calculation: Continuously count the data of the user as the head car, such as the length of time of the head car, the length of the mileage, the average speed of the car, etc., and then updates the user's Wind Breaking contribution value according to the calculation result.

5.2.4 Data Storage Layer:

Business data deposit: The data needed in the business flow uploaded by the storage partner is used for upstream and downstream data sharing in the business chain, and the review requirements of the regulatory authorities.

Geolocation data deposit: store the route information in the user logistics process and related geolocation data as auxiliary evidence of business data for user behavior analysis and regulatory review requirements.

Multimedia data storage: store multimedia data uploaded by smart devices, including pictures, audio, video and other files in the process.

5.2.5 Value layer:

User Contribution Disbursement: A value-based operation that handles the distribution of user contributions.

IPFS value interaction: handles the value flow between Goose Q and IPFS networks, such as the value calculation of users as IPFS network storage nodes, and Goose Q uses the value calculation and distribution corresponding to the consumption resources of IPFS network storage services.

Public chain value interaction: deal with Goose Q and cooperative public chain value exchange business, including Goose Q's token exchange for other public chain tokens; cooperative public chain token exchange.

Third-party service value interaction: Handling related services for purchasing third-party services using token, including paying tokens and other functions to third-party service providers.

Ø Goose Q Internal Service Value Calculation: Handling value calculations when using Goose Q internal services by users or third parties.

5.2.6 Physical layer

Computational cluster: Responsible for processing the Goose Q core computing, using high-performance servers, deployed in high-spec multi-line equipment rooms to

ensure that massive amounts of information can be processed in a timely manner.

Public chain nodes: Data that needs to be stored on the public chain needs to interact with the public chain through the public chain node. Goose Q will select hardware facilities and access the public network nodes with excellent network environment.

IPFS network node: The multimedia files collected by Goose Q in the logistics process are stored by massive IPFS network nodes, including network nodes provided by existing IPFS community users, high-performance storage nodes provided by enterprise partners, and user-mounted intelligent hardware.

6. Cooperation ecosystem, profit model and the roadmap

6.1 Goose Q's partnership network

Goose Q's original cooperation model, using blockchain decentralization, immutability and other characteristics to build a system, that can broadly unite the upstream and downstream resources in the logistics industry, and the existing logistics IT companies not only don’t have any competitive relationship, on the contrary, they can work together on data collection and services to better serve the logistics industry.

Goose Q bridges the trustworthy data between partners in the entire logistics industry and government regulation authorities, greatly reducing the operating costs of the industry.

6.2 Hardware Authentication Access Mechanism

Intelligent hardware access:

Goose Q has opened a complete API and SDK for hardware partner access, and hardware partners can choose to directly apply Goose Q's standard SDK to support Android's smart device access. Other platforms are under development.

DAPP access API

Identity Authorization API

Business Data Upload API

Business Data Upload API

Group call API

Fellow Team API

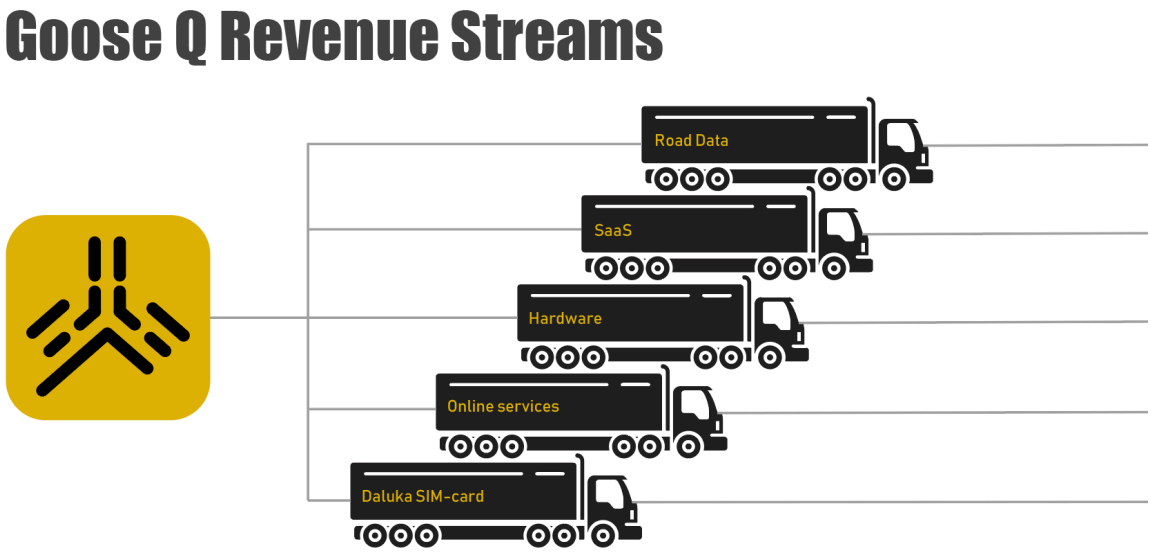
Business delivery API

6.3 Profit model

Goose Q focuses on the logistics industry and connects multiple horizontal roles. Revenue streams of Goose Q are greatly diversified and cover hardware, communications, software and so on. With the promotion of the basic communication service – daluka sim-card, Goose Q has made great contribution to the development of users communications. Goose Q certified access hardware provides a variety of convenient operating modes and continuous service capabilities for user driving situations, as well as packaging of various logistics industry-specific services, comprehensive sales of the above-mentioned data is also an important source of profit for the Goose Q project.

The comprehensive certification service provided by Goose Q has greatly reduced the related IT costs for the logistics industry, and our SaaS for corporate partners will also generate profits.

Trusted data based on strong supervision can provide risk prevention and control services for inclusive finance, insurance, supply chain factoring, etc. opening up another profit stream.



6.4 Roadmap

History of Development

Goose Q releases hardware and software products gradually improving them according to market demand

2009

- Development of the first in-vehicle communication device AutoPhone
- Establishment of vehicle service platform Autophone

2010

- Development of 2G networking product for rear mirrors
- Started cooperation with PICC insurance company

2013

- Get investment from Dachen Capital
- Mass production of rearview mirrors

2014

- New design of WEME communication device
- Round A investment completed

2015

- Online promotion of the products
- Collection of GPS road data

2016

- 1m smart mirrors users online at the same time
- Release 4G multimedia app “Ni Kan Wo Pai”

2017

- Real-time road condition product online.
- Expand application scenarios

Product development roadmap

Goose Q releases hardware and software products gradually improving them according to market demand

2018-Q3

- Goose Q Ecosyste app and backend prototyping
- Infrastructure construction
- Design of Daluka sim-card

2018-Q4

- Hardware big data access authentication debugging
- Communication mode test
- Sign Daluka sim-card conctract with China Unicom

2019-Q1

- Contracted the 1st batch of Daluka sim-cards, 7m
- Design of 3rd-party access for the Jaima road messenger
- 3.28 Fuzhou logistics conference. Presentation of Daluka sim-card

2019-Q2

- Adaptation of blockchain technology
- Launch of “Fellow Team” mode

2019-Q3

- 1st version of big data API
- Heavy marketing
- Data on-chain test

2019-Q4

- Integration of partners businesses into ecosystem
- Implementation of GQ into Jiama road messenger

2020-Q1

- Introduction blockchain based industry standards
- Open interface for government authorities
- Goose Q new infrastructure market release

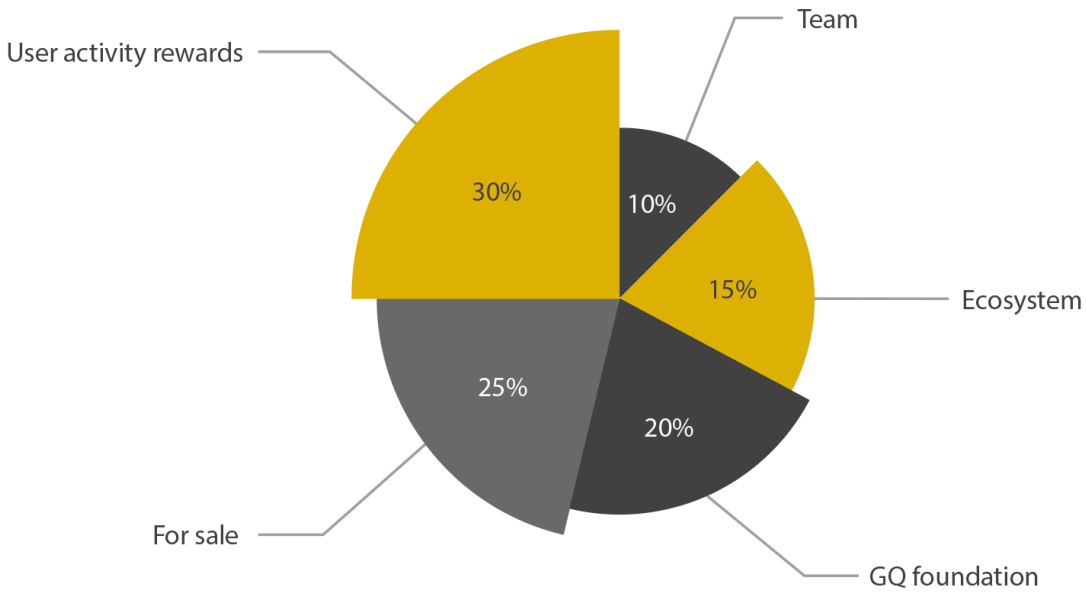
7. Token Economy

7.1 Token System

We will release 10 billion tokens and never issue additional

Token Name: GQ (Goose Q)

Accuracy: 18 digits after the decimal point



7.1.1 How to get the token

1. Purchase on a public exchange
2. Participate in community events
3. Get rewarded by contributing data
4. Complete Fellow Team driving missions
5. Use Goose Q app to contribute geolocation data
6. Get bonus for purchasing Goose Q ecosystem hardware products

7. Get bonus for purchasing ecosystem software products

In the Goose Q ecosystem, the various contributions of truck drivers and logistics industry partners to the system are recorded and then fed back to the contributing providers in the form of tokens based on specific contributions. Mining is not limited to providing IT resources to participate in the calculation, but is linked to the user's daily business behavior. Providing data of the user's daily behavior to the Goose Q ecosystem, and deeply integrating the application scenarios of the logistics industry to empower the entire logistics industry by the blockchain technology.

7.1.2 Token usage

1. Transfer fees

2. Participate in Goose Q Fellow Team

3. Advanced Authority Authorization fee

4. Donations

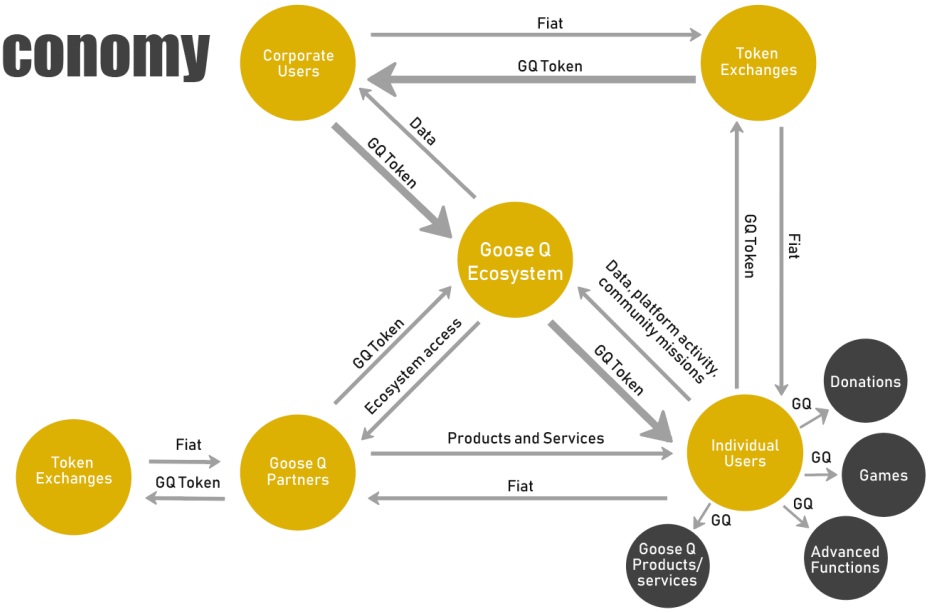
5. Purchase products

6. Buy a vehicle insurance service

7. Participate in Goose Q internal project investment

8. Spent in Goose Q ecosystem games

Token Economy



By using the GQ token, companies in the logistics industry and truck drivers are connected in a new way, turning the value flows that were not associated with the legal currency into trusted data records on the blockchain.

8. Team & Partners

8.1 Core Team Members

William Qian

Ph.D. in Mathematics, University of California, Berkeley, the founder of the data Liuhe Theory. Worked in many international investment banks and hedge funds in Wall Street, Hong Kong, and Shanghai such as Barclays Capital(New York), structured fixed income hedge fund Tacitus Capital(New York), UBS Hong Kong, BOC International(Hong Kong),Standard Chartered Bank (Shanghai). In charge of the design, development and application of risk pricing big data model for interest rate, exchange rate and credit financial structured derivatives. Managed multi-billion dollar fixed-income bond portfolios (US Treasury bonds, corporate bonds, MBS,CMBS,CLO and CDO). In charge of the design, development and sales of financial risk management tools for interest rates and exchange rates that provide assets and liabilities for China Top 100 state owned key enterprises.

Dr. Qian has 17 years of experience in financial risk evaluation using big data model design for financial structured derivatives, and is also experienced in structured product portfolio trading investment decision risk management and sales.

Mike Zhang

Master degree of the University of Sunderland, UK. Leadership experience in Microsoft, Apple, Volvo, Sohu, Fosun and other IT teams. 15 years experience in industry as senior technical personnel. More than 8 years of experience in automotive finance industry. Familiar with emerging technologies such as data wind control, blockchain, and FINTECH.

Ada Xue

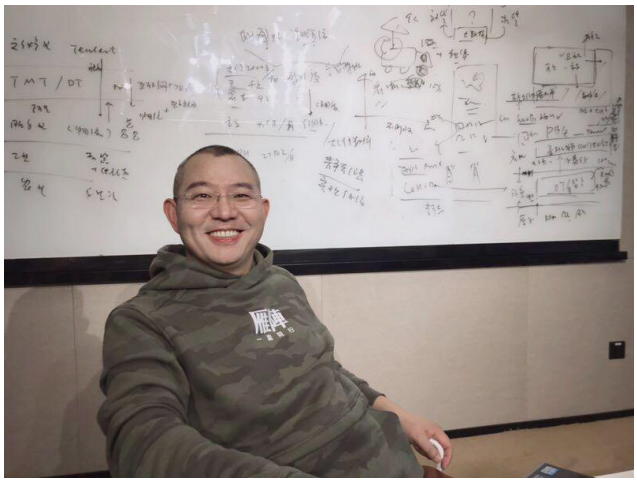
Doctor of Logistics, Darmstadt University of Technology, Germany. 15 years experience in logistics and supply chain management. Has rich resources in the field of commercial vehicles. Expert in the logistics industry's blockchain solution.

Steven Bai

Steven is an angel investor, participated in investment and incubation of multiple projects. CBO of Hopson Capital. Hopson Capital is a leading global venture capital and asset management fintech company. It has branches in Hong Kong and the Wall Street.

The company is mainly responsible for the analysis of the secondary market and the incubation of projects, investment and financing, and listing services of traditional equity companies.

Longfei Zhao



Chief Strategy Officer of Goose Q Project, CEO of Daosheng Media Advertising Co., Ltd.

Leading the construction of the largest car network data calculation engine in China. Once launched the nation's first social on-the-road network "WEME", and issued more than 1.7 million SIM cards with China Unicom.

Tyreal Min

Former Shanghai Mirror Automotive CTO, has more than 10 years of experience in vehicle networking, big data, and intelligent transportation industry technology research and development. Tyreal has participated in many automotive industry joint projects.

8.2 Project Consultants

Huawei Kong

Director of the Institute of Computing, Chinese Academy of Sciences (Shanghai Branch). Founder of Zhangjiang italk Technology Forum. Blockchain technology evangelist. Partner of famous blockchain investment company Liaode Venture and iStart Venture.

Yan Long

Founder of the Great Navigation Fund. The Great Navigation Fund is an early investor focused on logistics innovation, which has successfully invested in Weijie City, Yimi Dida, Bantou Yan, and other logistics innovative start-ups. Planning consultant of Goose Q project and Daluka sim-card. A specialist in the field of blockchain logistics investment and bitcoin mining investment.

SeiSaito

Quicktron Robot Japan Consultant. Quicktron Robot is the Ai robot manufacturer of the Rookie Tmall's 11:11 back-end delivery system. Senior experts in the logistics industry, who has long-term commitment to the exchange and product promotion of the Sino-Japanese logistics industry.

Jacky Gu

CEO of Shanghai LianShi Technology Co., Ltd. Founder of the Chain Link Industry Alliance. IPFS Force Area Strategy Consultant. Co-founder of Wugu Lunlian.Early developer of Ripple.

8.3 Institutional Investors and Strategic Partners

China Unicom

China Unicom is the third biggest telecommunication service provider in China established in 2009. China Unicom is in Fortune 500 list for years. Goose Q together with China Unicom has launched Daluka sim-card service for the logistics industry targeting 30m truck drivers and their families. Phone calls are free within the network as well as there is free traffic for a set of applications for drivers.

China Federation of Logistics and Purchasing

China Federation of Logistics and Purchasing is China's main logistics and procurement industry organization, which has evolved from China Materials Economics Association established in 1980, China Logistics Research Association established in 1984, and China Material Distribution Association established in 1995. The main task is

to promote the development of China's logistics industry, the development of government and enterprise procurement, the reformation and development of production material circulation, and the completion of entrusted assignments by government.

CFLP supports Goose Q project by bridging it with other leading players in the industry to bring IT and communication standards with help of Goose Q technology.

Dachen Venture Capital

Shenzhen Fortune Capital Co., Ltd. was establishment 12 years ago, the company is focusing on four major investment fields: cultural media, consumer services, modern agriculture, energy conservation and environmental protection. Fortune Capital was elected as the vice president unit of the Venture Capital Professional Committee of the China Investment Association, the vice president unit of the Shenzhen Venture Capital Association, and the vice president unit of the Shenzhen International Chamber of Commerce.

Fortune Capital has invested in Goose Q and is constantly providing related consultations and introduces relevant personas to support development of the project.

Hopson Capital

Hopson Capital is a leading global fintech company focusing on asset management and investments. The company is focusing on digital currencies, project incubation, and development of traceability technology based on blockchain. It closely works with a number of leading blockchain investment organizations to promote the technology.

Hopson Capital has invested in Goose Q and provides related resources in the industry.

Jingu Group

Established in 1986, Zhejiang Jingu, Ltd is the largest steel wheel manufacturer in China. Jingu has 7 wheel production bases and 1 tire wheel assembly base in Fuyang, Shandong, Chengdu and Thailand. The products are exported to Europe, the United States, Southeast Asia and other countries and regions, and the export volume is far ahead of the peers. It is one of the primary suppliers to high-end car manufacturers such as GM, Volkswagen, and Ford.

Jingu Group is an early investor of Goose Q project and is supporting it with its wide rage of automotive industry resources in China and abroad. Jingu is also provides its rich expertise in development and distribution of automotive-related products.

Risk Technology

Risk Technology is a European software developer of products for the global logistics industry. The company has several patents and wide range of cooperation partners around the world.

Risk Technology and Goose Q have long history of cooperation aimed on promotion of their products in the related regions. Risk Technology will help Goose Q to promote its blockchain infrastructure in Europe as well.

Cape of Good Hope Investment

The Cape of Good Hope Investment advocates the concept of "multi-type collaboration", and is the leading digital economic investment institution in China.

The fund is an investment partner of Goose Q project and is introducing related resources in media and automotive industries.

Road Song Logistics

Lu Ge platform is connecting logistics industry in China, it integrates logistic services transactions, logistics process management, and collaborative process coordination. It has more than 70,000 logistics and manufacturing enterprise users, and more than 3 million heavy truck drivers engaged in transportation business. Online monthly transactions are exceeded 1.5 billion RMB.

Lu Ge is a strategic business partner of Goose Q. It is helping to distribute Daluka sim-cards among its users, and later will be integrated into data exchanges ecosystem of Goose Q project as well as in super node program.

Wanji Logistics

In accordance with the strategy of “Internet + Efficient Logistics”, Wanji Logistics actively builds “China's leading smart logistics enterprise” dedicated to provide a full range of logistics value-added services to the majority of small and medium enterprises, social transport vehicles, third-party logistics, warehousing and distribution, industrial logistics enterprises and other logistics market entities. The scope of service is such as logistics public information services, online management of transportation capacity, online transaction guarantees for logistics, online insurance for goods, verification of transaction entities, and post-market services for automobiles.

Wanji Logistics has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program.

Jufeng Logistics

Established in August 2004, Jufeng Logistics focuses on the third-party logistics services. Jufeng Logistics is committed to provid customers with professional one-stop third-party logistics service of high quality, and high-efficiency and value. The company has a registered capital of 71.08 million RMB. It is a key logistics enterprise in Jiangsu Province and the first listed logistics enterprise in Zhenjiang. The business relationship covers the whole country, with branches in Tianjin, Shanghai, Nanjing, Shenyang and other places.

Jufeng Logistics has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program.

Kuaicheng Logistics

Founded in January 2017, Shanxi Kuaicheng Logistics Technology Co., Ltd. it is a wholly-owned subsidiary of Beijing Kuaicheng Logistics Technology Co., Ltd. (National

high-tech enterprise). Transformed from a traditional logistics enterprise, the company is one of the first logistics management service provider. Relying on Internet, big data and cloud computing methods, Kuaichen Logistics combined the Internet of Things technology to build up a professional, large-scale smart logistics supply chain management platform.

Kuaicheng Logistics has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program.

Koala FM

Koala FM, a smart car audio entertainment leader, focusing on car audio entertainment. Through the creative integration of resources, technology and services, Koala FM has created a new product form of online audio. By continuously optimizing the recommendation mechanism, sound quality and other technologies, the basic form of car audio entertainment products is established, setting a benchmark for the entire online audio industry. Koala FM has a national top creative production, which has currently accumulated 5m+ tracks music library, 20 million audio programs, 150 thousand cooperation partners.

Koale FM has taken part in distribution of Daluka sim-card. As the project evolves, Koala FM will support it with entertainment industry resources.

Wo Logistics

Guangzhou Zengxin Information Technology Co., Ltd. (“Wo logistics”, stock code: 892038) was founded in 2012. Wo Logistics is a platform provider for information services, which employs modern logistics concept and Internet of Things technology. In short, Wo logistics can also be called a “platform incubator”. The company has gathered top-notch Internet technology talents and practical experts in the logistics industry to develop the fourth-party smart logistics operation SaaS platform (referred to as "4PL" platform).

Wo Logistics has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program.

Gangliu Modern Logistics

Gangliu Modern Logistics Jiangsu Gangliu Modern Logistics Co., Ltd. was established in 2016 and is headquartered in Dainan, a famous stainless steel town in China. It is mainly engaged in cargo road transportation, software development and the construction of IOT information platform. Combining offline resources, making full use of advanced information technology like Internet and big data, Gangliu has built a logistics platform providing internal management, external collaboration, transaction payment, for freight owners, logistics companies, and drivers ,thereby improving the

information level and service level of the entire industry.

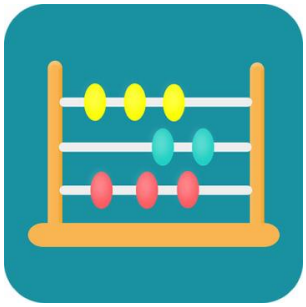
Wo Logistics has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program.

Shengsheng Huitouche

Shengsheng Huitouche is a road transportation service platform launched by Guangzhou Huitouche Information Technology Co., Ltd., uniting truck drivers and logistics companies to provide “time-saving, worry-free, and money-saving” transportation services for cargo owners needing road transport.

Shengsheng Huitouche has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program.

Feiyang software



Feiyang Software Technology Co., Ltd. is a national high-tech enterprise. Since 2002, the company has been engaged in the development and sales of logistics

management software, and is committed to solving the management problems of China's large and medium-sized third-party logistics enterprises. After several years of continuous development, this product has become one of the most widely used logistics software in the same kind of software in the country.

Feiyang Software has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program.

Zhongrong Tire

Zhongrong Tire Shandong Zhongrong Tire Industry Development Co., Ltd. wasestablished in Dongying in August 2015. The company's main development direction is to make full use of public IoT application access technology, sharing cloud data services, opening interface source code sharing, and fully developing the intelligent cloud library system to make tire sales intelligent and data-oriented.

Zhongrong Tire has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program. The company will also offer beneficial deals of its products for Goose Q users.

Yuqi Supply Chain

Henan Yuqi Supply Chain Management Co., Ltd. is a financial management team, the which provides diversified financial services to financial institutions, and small and medium-sized enterprises in logistics sector. The regulated movable property involves products and raw materials of non-ferrous metals, paper, textile, food, building materials,

agricultural products, machinery and other industries. The company's financial warehousing business model has experienced success in Shangqiu, hence, the company is planning to promote its financial warehousing business based in Zhengzhou and expand it throughout the country

Yuqi Supply Chain has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program.

Chuangbangbang Logistics

Chuangbangbang Logistics established in 2018, Jiangsu Chuanbangbang Logistics Co., Ltd. is a professional IoT water and land transport platform. The company has built a complete technical framework, and occupied the first place among logistics applications.

Chuangbangbang Logistics has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program.

Chezhubang Fuel

Chezhubang (Beijing) Technology Co., Ltd. is established in May 2016.

“Chezhubang Fuel” is the world's leading online fuel retailer. Chezhubang Fuel has integrated all the mainstream commercial vehicle platforms such as Kuaigou , Lalamove, Yidao, Shenzhou, and Dida. It has achieved API data interconnection and payment with more than 200 platforms across the country, covering more than 30 million commercial vehicle drivers. Digitized fuel services have served more than 300 million people. In terms of refueling business, it has signed contracts with SINOCHEM, CNOOC, CNAF, Shell, Total, Gulf Petroleum and other state-owned and global head brands, and more than 10,000 gas stations, covering 26 provinces, municipalities and autonomous regions nationwide, achieving full coverage of 70 core cities.

Chezhubang Technology has taken part in distribution of Daluka sim-card and later will integrate Goose Q blockchain technology in its platform. It will also take part in super node program. The company will also offer beneficial deals of its products for Goose Q users.

9.Legal Affairs and Risk Warning

This a translation from the original Chinese whitepaper. All legal statements are inactful only according to the original Chinese whitepaper.

l **Legal Affairs**

Goose Q project will set up a Goose Q overseas Foundation, which

is an independent legal entity fully in charge of organizing teams for development, promotion and operation of Goose Q project, taking all relevant responsibilites.

The Goose Q Foundation will strictly practice the laws and regulations in its BVI registered country. It will exchange and offer GQ, a digital currency , to particular groups or people in an appropriate way. GQ will not provide people or groups from any country with legal restrictions , withcrowdfunding or public offering.

Digital currency GQ is a virtual product with actual usage, which is neither security, nor speculative investment tool.

The income made in GQ exchange will be used by Goose Q Foundation , for technology development, marketing, community construction, financial auditing, business cooperation, etc. Goose Q platform can still be queried and supervised by relevant authorities in any country in the world. In order to satisfy and comply

with local laws and regulations, the Goose Q platform may not be able to provide normal services in some regions.

l **Risk Warning**

This document is only intended for delivering information and should not be considered advices related to trade original digital assets in future or any investment advice. It is not an agreement or commitment in any form. Once an investor participates in private placement and sales in this project, it will be considered that the investor has acknowledged and accepted the risk in this project and the investor will bear all

corresponding consequences. The platform clearly announces that it will not bear any direct or indirect loss for anyone participating in the project of the platform.

The original digital asset related in the project is an encrypted digital code used in the platform. It does not stand for shareholding, obligatory right, income right or controlling right of the platform project.

Also, the Goose Q Foundation hereby clarify that it will not acknowledge and it will not bear the following obligations:

(1) Anyone violates regulations on anti-money laundering and anti-terrorism financing or other supervising requirements in any country while one exchanges the digital currency GQ;

(2) Anyone violates any description, guarantee, obligation,

commitment or other requirements of this White Paper and cannot use or extract GQ after one bought it;

(3) For any reason, the exchange plan of GQ is abandoned;

(4) The result that GQ cannot be delivered or used due to failure in GQ development, or that it is abandoned;

(5) The result that pre-released schedule cannot be made due to late or delay of GQ public chain development;

(6) Mistakes, blemishes and defects of Goose Q's source code or other problems;

(7) Failure, collapse, paralysis, rollback, or hard bifurcation of Goose Q;

(8) Goose Q fails to realize any specific function or is not appropriate for any particular usage;

(9) Failure on timely and fully release on development information of Goose Q public chain;

(10) Leak,lose ,damage of GQ wallet private key ofany participant.

(11)Default, violation, tort, collapse, paralysis, termination of service, suspension, fraud, misoperation, misconduct, failure, negligence, bankruptcy, liquidation, dissolution or closure of a third party distribution platform;

(12) Anyone differences, conflicts, or contradictions that one has discovered between his or her agreement with a third party distribution platform and this White Paper;

(13) Anyone's trade or speculative behavior on GQ;

(14) Public offering, suspension or delisting of GQ in any trading platform;

(15) GQ being classified or regarded by any government, quasi-government, authorities or public institutions as a currency, security, commercial paper, negotiable instrument, investment product or other things so that it is forbidden, supervised or legally limited;

(16) Risk factors contained in this White Paper and damage, loss, claim, liability, punishment, cost or other negative impacts occurred or accompanied with such risk factors.