



## INVOICE

**BILL TO:**

COVAR TRANSPORTATION  
1785 NORTHPOINTE PKWY SUITE #240  
LUTZ, FL 33558

**INVOICE DATE:** 04/28/2025**INVOICE #:** R87982**TERMS:** NET 30**DUE DATE:** 05/28/2025

DATE	CUSTOMER REF#	ORIGIN - DESTINATION	QUANTITY	RATE	AMOUNT
04/26/2025		305 Nestle Way, BREINIGSVILLE, PA 18031 - 3925 Highway 190 W, HAMMOND, LA 70401			
		Freight Income	1	\$2,000.00	\$2,000.00

**TOTAL**

\$2,000.00

**PLEASE NOTE**

The right to payment under this invoice has been assigned to Compass payment Solutions LLC (CFS) and all payments hereunder are to be directed to the assignee at the address noted below.

Remittances to other than CFS do not constitute payment of this invoice. CFS must be given notification of any claims, agreements or merchandise returns which would affect the payment of all or part of this Invoice on the due date.

**COMPASS FUNDING SOLUTIONS LLC**

**P.O.BOX 205154**

**DALLAS, TX 75320-5154**

**Tel: 844-899-8092**

COVAR TRANSPORTATION  
1785 NORTHPOINTE PARKWAY  
LUTZ, FL 33558  
727-240-3366



Page 1

Date Sent: 04/24/2025 0937

Load Confirmation: 23237729

Carrier Name: ROYAL3 INC  
ROYACHIL CHICAGO IL 60638

Tractor: 742 Trailer: H03258  
Driver Name: NATHAN  
Driver Cell: 818-314-1485

Dispatch Name: Dispatch  
Dispatch Phone:

Order: 23237729  
Miles: 1210.0  
PU # 899032379  
PO # 272285

Commodity: Bottled Water  
Trailer: Van (DAT)  
Weight: 44365.0

PU 1 Name: WF24 BLUE TRITON ALLENTOWN  
Address: 305 NESTLE WAY

Date: 04/26/2025 1200

BREINIGSVILLE PA 18031

Phone:  
Driver Load: No driver loading or unload

Reference number:AO 47004429  
Reference number:IK T899032379  
Reference number:OQ 0001892937

SO 2 Name: C&S WHOLESALE DC SE  
Address: 3925 HIGHWAY 190 W  
HAMMOND LA 70401

Date: 04/28/2025 0900

Phone:  
Driver Load: No driver loading or unload

Reference number:AO 47004429  
Reference number:IK T899032379  
Reference number:OQ 0001892937

Payment Carrier Freight Pay: \$2,000.00  
Total Carrier Pay: \$2,000.00

Both Shipper and Consignee

VEST - Reflective Vest



Both Shipper and Consignee

CTS - Closed toe shoes

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**Carrier Instructions and Requirements: This form must be completed and returned before driver can be loaded.**

WF24 BLUE TRITON ALLENTOWN - APPOINTMENT ID - 44722154

WF24 BLUE TRITON ALLENTOWN - Must Depart Time: 2025-04-27 14:32

WF24 BLUE TRITON ALLENTOWN - Latest Arrival Time: 2025-04-27 13:17

WF24 BLUE TRITON ALLENTOWN - TOTAL DISTANCE = 1222 MI

WF24 BLUE TRITON ALLENTOWN - LIVELOAD

WF24 BLUE TRITON ALLENTOWN - It is required by Blue Triton that all drivers entering any facility/yard must w

WF24 BLUE TRITON ALLENTOWN - wear a HI VIS VEST and closed toe shoes. It is also recommended they wear a bump

WF24 BLUE TRITON ALLENTOWN - cap.

C&S WHOLESALE DC SE - LIVEUNLOAD

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**Please Sign:** *RoyN.*

(X) Accept

( ) Decline

Attention:

Gavin Griffin

727-999-3205

Operations@covartransport.com

Driver Name: NATHAN

Driver Cell: 818-314-1485

Driver Email:

Tractor #: 742

Trailer #: H03258

**23237629**





# BLUETRITON™

## Yard Safety Rules



### Safety First – Safety Always – Safety is How We Work



#### 1. Wear reflective vest always while on premises.

- Reflective vest increases the visibility of pedestrians in the yard no matter time of day or weather conditions.
- Pedestrians are to follow designated walk paths when marked in the yard. These paths are designed to minimize interaction with equipment in the yard.
- Pedestrians need to verify they are seen by drivers and are to avoid entering drive path from between vehicles where driver cannot see them.



#### 2. Wear close-toed shoes always while on premises.

- Drivers and pedestrians at all BlueTriton facilities are required to always wear close-toed shoes, while in the yard or inside the facilities, i.e. boots, sneakers or tennis shoes.



#### 3. Follow speed limit – 10 mph (16 kph).

- If there is a conflicting speed limit sign in the yard, note that our yards have all adopted the 10-mph speed limit.
- This speed limit allows for timely movement of vehicles while being at a speed that provides for quick stopping when reacting to a situation that may be encountered or develop in the yard.
- The only exception to the 10-mph speed limit in the yard is when going through the snow remover. The snow remover speed limit will be posted on the device and outlined in the snow remover instructions posted on the device.
- Failure to follow the snow remover speed limit can cause damage to the snow remover and vehicle.



#### 4. Only bring serviceable equipment onto the property.

- Verify equipment has a current annual DOT inspection and is in good condition prior to bringing onto BlueTriton Brands site.
- Trailers are to be clean and ready for a food grade load when they arrive on site.
- If a trailer has been repaired, verify it was repaired properly and will be able to safely handle the weight of a water load.



#### 5. Maintenance to trucks and trailers is prohibited.

- Repairs to trucks or trailers while on site at a BlueTriton facility is strictly prohibited.
- Slide tandems to ICC bar prior to loading.



# BLUETRITON™



## 6. Slide tandems to ICC bar prior to loading.

- Other drivers are not to provide assistance with sliding of trailer tandems to prevent caught in between/pinch point injury.
- If trailer tandem slide or lock pins not working properly, red tag trailer and contact dock office for assistance.
- Trailer tandems are to be slid to the rear even if tractor will remain connected to the trailer during loading for the safety of the forklift operators as transition from the dock to the trailer with 2 pallets of water.
- Use the designated tandem sliding location in the yard, if so designated, and recommended to only slide tandems in a level area.

## 7. Use of wheel chock

- Trucks/Trailers should be equipped with wheel chocks.
- If dock locks are unavailable or inoperable at any BlueTriton loading/unloading facility, wheel chocks are to be in place prior to loading.

## 8. Load Stabilization equipment ready and in good working order.

- Have ready load stabilization bars, straps, etc. to secure freight prior to departing loading facility

## 9. Maintain 3 points of contact when entering/exiting cab.

- Drivers are to face the cab during entry and exit while maintaining 3 points of contact.
- Drivers should never jump off equipment.
- If snow or ice needs to be removed from equipment, then recommend that it is either done from the ground or while maintaining 3 points of contact.
- Drivers should not be climbing on ICC bar or into back of trailer.

## 10. Perform tug test/visual inspection to ensure trailer connection.

- Verify fifth wheel lock release handle is fully in with no tension on the spring.
- If so equipped, verify lock nut on front of fifth wheel plate is tight against the front of the fifth wheel and the safety pin moved towards the center of the fifth wheel.
- Verify there is no gap between the top of the fifth wheel and the trailer plate.
- If safe to do so, visually verify fifth wheel jaw locks fully around the king pin.
- Perform tug test to check trailer connection.
- If there are any issues with trailer height, notify the dock office or yard jockey for assistance so driver does not try to manually adjust landing gear height of a loaded trailer.

## 11. Spotting or assisted backing is not permitted

- No one should be spotting or guiding a vehicle while backing or any maneuver to avoid being struck by moving equipment.
- Driver is advised to position vehicle for a sight side back whenever possible so has best visibility of backing area.
- Second preferred backing maneuver is a straight back with least preferred being a blind side back.
- Never go behind a backing vehicle whether on foot or driving.
- If driver is unsure of vehicle position/clearance, they are to score a GOAL for safety – Get Out And Look!



**BLUETRITON™**



**12. Secure trailer doors prior to any movement**

- a. Trailer doors should be opened as close to the loading dock to back to as possible.
- b. Verify trailer door is properly secured before moving and take weather conditions into consideration when handling trailer doors.
- c. If trailer door becomes unhooked, immediately stop to assess situation, and contact dock office if trailer door restraint not functioning properly.
- d. Never drive excessive distances with trailer doors open and always verify trailer doors closed before leave yard.

**13. Wait for dock light to be green before pulling from dock.**

- a. Verify dock light green and been given paperwork before pulling from loading dock.
- b. If unsure safe to pull away from loading dock, check with dock office.

**14. Follow your training. Ask dock office if you need assistance.**

- a. If a situation arises where a driver needs assistance, they are to request assistance from the dock office.
- b. If there are any issues with trailer height, notify the dock office or yard jockey for assistance so driver does not try to manually adjust landing gear height of a loaded trailer.

**15. Report all accidents, fuel spills and safety hazards to the shipping office immediately.**

- a. We need to be informed of all incidents in the yard so they can be investigated to identify learnings to prevent future recurrence.

**16. No idling while on property.**

- a. Vehicles are not to be idling while being loaded, waiting for a load or unattended.
- b. Unattended vehicles are not to be left running.
- c. Driver to verify parking brake set before exiting cab.
- d. Idling to build air pressure and perform pre-trip inspection is acceptable but should not exceed 3-5 minutes.

**17. Cell Phone usage prohibited while walking and driving.**

- a. Drivers and passengers are prohibited from being utilized while walking or driver in all BlueTriton Brands yard.

**18. Follow State and Local policies regarding facial protection.**

- a. It is recommended at each BlueTriton facility that drivers wear facial protection when inside.

## RATE CONFIRMATION AGREEMENT FOR COVAR TRANSPORTATION

### **\*\*ALL LOADS REQUIRE MACRO-POINT TO BE TRACKED BY DRIVER CELL OR TRACTOR NUMBER\*\***

All communication should include your booking rep and [Operations@covartransport.com](mailto:Operations@covartransport.com)

Afterhours is available till 22:00 nightly and resumes at 0600:00am following day. If you have a late-night lumper that you will need a comcheck or relay code payment issued by CoVar; please requests prior to 22:00

Assistance for Lumper payments please send your CoVar order number and amount for lumper payment to:

[Operations@covartransport.com](mailto:Operations@covartransport.com)

- If you need a comcheck for any lumpers, late fees, or accessorial it will be a \$10 fee per transaction. Lumper receipts must be submitted within 48 hours of delivery to be reimbursed/or paid out or payment will not be processed.
- If you can pay for the lumper yourself, please submit your lumper receipt and load number. CoVar will send you an updated rate confirmation for reimbursement.

Maximum layover is \$200/day. Maximum Truck Order Not Used is \$150 unless otherwise specified. Any detention requests must be notified at time of occurrence, times for in and out must be signed, your time will need to show you arrived before your appointment time. CoVar will cross reference your times with Macro-Point tracking. Note that detention pay is not guaranteed at all facilities. Detention is paid at \$30/hr and starts two hours after appointment time. Additional stop off pay is \$50.

If shipper and receiver address do not match on the Bill of Lading, you must notify your booking rep to confirm the correct address.

In Accordance with 49 CFR Part 392.9, Drivers must inspect their cargo and securement devices prior to leaving the shipper.

All loads that are rejected due to shifting or damaged pallets must have pictures taken at receiver. Investigations will take place internally to determine the proper disposition of the load-return to origin or destruction. Damages could result in a claim. All restacked loads will be at the expense of the Driver.

Rework Guidelines:

- 1 Nothing is shifted or leaning.
- 2 All pallets are full and normal height. (No extra cases or missing cases)
- 3 Cases must be stacked with the same cases they originated with. (No batch mixing)
- 4 Pallet tags are included, and clear wrap is used.
- 5 Chep pallets.
- 6 No damaged cases

CoVar is a licensed freight broker (**MC895138**), who does not condone any driver to operate a commercial motor vehicle, when the driver reports that he/she would not be able to drive due to hours of service, vehicle maintenance, fatigue, or equipment regulations. Carrier's motor vehicle equipment shall be dedicated to CoVar's exclusive use while transportation freight tendered by CoVar. **Double Brokering is strictly prohibited.** This load confirmation is subject to the terms of the agreement for motor contract carrier services previously executed between our companies. If there is a violation, carrier shall forfeit its right to be paid for transportation services.

Carrier's cargo insurance policy must not exclude from coverage any commodities or cargo carried on this order. If carrier's cargo insurance policy contains a schedule of covered vehicles, carrier will not transport any cargo on this shipment using a vehicle that is not listed as a scheduled vehicle on carrier's cargo insurance policy.

### **Invoice Instructions:**

Please send all invoices to: [Accounting@covartransport.com](mailto:Accounting@covartransport.com)

- CoVar Load # 232\*\*\*\*\* must be in the subject line of your invoice email to accounting in order to avoid processing delays
- Submit your invoice with invoice number, amount, lumper/accessorial and remit address.
- BOL must be legible with clear signatures and/or stamps proving order was delivered to destination.
- All lumper receipts must have the lumper service FEIN number listed along with the correct PO number that matches your BOL.
- CoVar offers Quickpay at 3%. First time carriers are not eligible for Quickpay through CoVar.



# 142

818-314-1485



C&S DRY-ICE  
Wholesale  
Services, Inc.

Hammond DC Guidelines and Safety Rules on Reverse

## GATE PASS - OUT SLIP

\*\*\*Do not Pull Trailer from the dock door unless the light is GREEN\*\*\*

Blue TRITON  
Speed limit 15mph.

REQUIRED... AT ALL TIMES, WHEELS MUST BE CHECKED  
WHEN BUMPED TO A DOCK

Date: 4-28-25 Time Checked In: 19:00 AM PM

Driver's Name: NATE

Company's Name: NESTLE WATERS

Trailer #: H03258 P.O. # 272285

Padlock (LTL/FOB) Yes ☐ No ☒

DRIVER—get this pass signed

Check in Door 3A Dock Door Assignment 40

Seal Present & Intact YES ☒ NO ☐ (AV 12/Carrier Issue)  
Seal # on BOL YES ☒ NO ☐ (AV 12/Improper Paperwork)  
Seal # Match BOL YES ☒ NO ☐ (AV 12/Improper Paperwork)

SEAL # 346266 Associate Signature

TRAILER INSPECTED FOR TAMPERING ☐ YES ☐ NO  
TAMPERING FOUND ☐ YES ☐ NO  
IF EVIDENCE OF TAMPERING, REJECT LOAD, CONTACT SUPERVISOR AND FOOD SAFETY  
IMMEDIATELY FOR NEXT STEPS AND HOLD PRODUCT

May Leave with : Empty Trailer ☐ Partial Loaded Trailer ☐

C&S Receiving Associate

Department: ☐ FDC ☐ PDC ☒ GDC Time IN: \_\_\_\_\_ AM PM

Guard: \_\_\_\_\_ Time OUT: \_\_\_\_\_ AM PM

I agree that while at this C&S facility, I will comply with the Guidelines on the of this document as well as direction from security and C&S management.

Signature Date 4/28/25

NO SOLICITATION ALLOWED

Seal trailer doors AFTER guards check trailer at exit.

Return this pass to the guards upon departure. All vehicles are  
subject to security checks while on our premises.

USE CB Channel 23



# BILL OF LADING

Page 1 of 1

BlueTriton Brands Inc



<b>SHIP FROM:</b> US PL Allentown NPL Factory 305 Nestle Way Breinigsville PA 18031-1422		<b>SHIP TO:</b> C&S Wholesale Hammod DC SE 3925 HIGHWAY 190 W HAMMOND LA 70401-4981  985 5496700		BOL/Delivery No: 82572494		SO/STO No: 1892937	
				Load No: T899032379		Freight Terms: DDP	
				Ship Date: 04/26/2025		Seal #1: 3462660	
				Cust. P.O. No: 272285		Seal #2:	
<b>CARRIER:</b> (CVBG) COVAR TRANSPORTATION 1785 NORTHPOINTE PKWY LUTZ FL 33558-5742  <i>Time Out: 8:30 a.m.</i>				Req. Arr. Date/Time: 04/28/2025 09:00:00		Seal #3:	
				Vehicle No: H03258		Seal #4:	
				Appt Confirmation No: 47004429		Yard Spot:	
<b>MATERIAL</b>		<b>DESCRIPTION</b>		<b>QTY</b>		<b>UoM</b>	
19991094 068274734410		LF PUR PET DC 60(32X0.5L)LCP FA US		1,140		ICS	
<b>SUMMARY TOTAL</b>				1,140		ICS	
THIS PURCHASE ORDER INCORPORATES BY REFERENCE THE C&S VENDOR CONDITION  PALLET COUNT: 19 CHEP PROTECT PRODUCT FROM FREEZING CARRIER MUST CALL FOR DELIVERY APPT		<i>Veston Sadler</i> <i>C&amp;S Hammod</i> <i>4-28-2025</i>		<i>Subject to Count</i>		<i>IN: 8:41a</i> <i>OUT: 8:40p</i>	
				COMBINED PRODUCT WEIGHT 43,092 LB COMBINED PALLET WEIGHT 1,272.971 LB GROSS CARGO WEIGHT 44,364.971 LB			
 47004429		<div style="border: 1px solid black; padding: 10px; text-align: center;"> <b>STORE STAMP</b> </div>					
Appointment Pickup Time: Date 04/26/2025 Time 12:00:00		Carrier Check In Time: Date 04/26/2025 Time 09:34:03		Carrier Check Out Time: Date 04/26/2025 Time 10:26:10			
Driver's Name Printed: <u>Nathan Cordeiro</u> Signature: <u>Nathan Cordeiro</u> Truck Number: <u>742</u> Carrier's Name: <u>CVBG</u>		RECEIVED, subject to the written transportation contract between the Shipper and the Carrier if applicable otherwise to the terms and conditions of the shipper's standard transportation contract in effect on the date of shipment which is available to the Carrier on request, the property described herein, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as shown herein. This Bill of Lading is not subject to any classifications or tariffs except as specifically assigned to in writing by the shipper and the Carrier.		Non-recourse: If the shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statements:  The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.  Consignor Signature BlueTriton Brands Inc			

VENDOR BLUE TRITON BUYER VENDOR# 017982 AP VEND# \_\_\_\_\_ CARRIER Nestle Waters

BY USING EQUIPMENT - OPERATOR ACKNOWLEDGES THAT HE/SHE HAS BEEN TRAINED IN SAFE OPERATION OF SAID EQUIPMENT AND ASSUMES ALL LIABILITY FOR SAFE OPERATION OF EQUIPMENT

MISSING C&S PO# \_\_\_\_\_ MULT ITEMS ON 1 PLT W/O SLIT SH \_\_\_\_\_ SHORT DATED PROD: REFUSED? Y/N \_\_\_\_\_ CARRIER ISSUES

MISSING # OF CARTONS SHIPPED \_\_\_\_\_ EXCESS PRODUCT OVERHANG \_\_\_\_\_ FREIGHT SHIFTED \_\_\_\_\_ SUBSTD TRAILER COND

MISSING CARRIER NAME \_\_\_\_\_ MIXED CODE DATES ON 1 PALLET \_\_\_\_\_ PRODUCT COUNTS DO NOT MATCH \_\_\_\_\_ IMPROPER TEMP: \_\_\_\_\_

MISSING SEAL # ON BOL \_\_\_\_\_ SIDEWAYS PALLETS \_\_\_\_\_ SUBSTANDARD PACKAGING \_\_\_\_\_ EXCESS UNLOAD TIME

MISSING TALLY SHEET (RNDM WGT) \_\_\_\_\_ IMPROPER BLOCK \_\_\_\_\_ NO UPC ON CASES \_\_\_\_\_ TRAILER NOT SEALED/

MISSING PACKING SLIPS \_\_\_\_\_ MULTIPLE POS MIXED ON PALLET \_\_\_\_\_ CLOSED CODE DATED PRODUCT: \_\_\_\_\_ PRODUCT INSPECTED

MULTIPLE POS ON ONE BOL \_\_\_\_\_ PRODUCT MIXED THROUGH TRAILER \_\_\_\_\_ JULIAN/ENCRYPTED \_\_\_\_\_ PROD \_\_\_\_\_ NONE \_\_\_\_\_ TAMPERING FOUND

SEAL # NOT MATCH TRL SEAL # \_\_\_\_\_ CROSS CONTAM DUE TO CO-MINGLING \_\_\_\_\_ UPC: \_\_\_\_\_ REFUSED LOAD

ITEMS ON TRAILER LEAVING PALLET SECTION: PALLET COUNT TIMES (HH:MM)  
LOAD BARS \_\_\_\_\_ FLOOR LOAD, PLACE X \_\_\_\_\_ BROKEN TOP OR BOTTOM BOARDS \_\_\_\_\_ WHITE \_\_\_\_\_  
HAND JACK \_\_\_\_\_ BROKEN STRINGER/S OR BLOCK/S \_\_\_\_\_ CHEP BLUE \_\_\_\_\_  
ELEC. JACK \_\_\_\_\_ MORE THAN 1 REPAIRED STRINGER \_\_\_\_\_ PECO RED \_\_\_\_\_  
OTHER PRODUCT \_\_\_\_\_ PALLET CANT BEAR PRODUCT WEIGHT \_\_\_\_\_ IGPS PLASTIC \_\_\_\_\_  
DAMAGES/REFUSED PRODUCTS \_\_\_\_\_  
TOTAL # OF PALLETS LEAVING \_\_\_\_\_ TOTAL # OF BAD PALLETS \_\_\_\_\_ TOTAL \_\_\_\_\_  
\*\*\*\*\* DRIVER MUST LEAVE TRAILER DOOR OPEN FOR INSPECTION BY SECURITY GUARD \*\*\*\*\*  
RECEIVER COMMENTS: \_\_\_\_\_  
RECEIVER'S NAME: \_\_\_\_\_ RECEIVER'S SIGNATURE: \_\_\_\_\_  
DRIVERS COMMENTS: \_\_\_\_\_  
DRIVER'S NAME: X Nathan Givelle DRIVER'S SIGNATURE: X [Signature] VOUCHER# \_\_\_\_\_