

COVAR TRANSPORTATION  
1920 DUCK SLOUGH BLVD  
TRINITY, FL 34655  
727-240-3366



Page 1

Date Sent: 10/04/2023 1405

Load Confirmation: 23153816

Carrier Name: EYE1 GLOBAL SERVICES LLC  
MANSFIELD TX 76063

Dispatch Name: Rollin Stevenson  
Dispatch Phone: 214-334-5376

Tractor: Tractor:  
Driver Name: Rollin Stevenson  
Driver Cell: 214-334-5376

Order Order: 23153816  
Miles: 12.0  
PU # 868289284  
PO # 4520391770

Commodity: Bottled Water  
Trailer: Van or Reefer (DAT)  
Weight: 26098.8  
Temp:

PU 1 Name: WC9N US CP SHORR PACKAGING DAL Date: 10/06/2023 1000  
Address: 975 W OAKDALE RD  
GRAND PRAIRIE TX 75050 Contact: Shipping  
Phone: 972-848-5604 Driver Load: No driver loading or unload  
Reference number: IK T868289284

SO 2 Name: WF25 BLUE TRITON DALLAS 2 FACTORY Date: 10/06/2023 1300  
Address: 4718 MOUNTAIN CREEK PKWY  
DALLAS TX 75236 Contact: WAREHOUSE  
Phone: 972-780-4000 Driver Load: No driver loading or unload  
Reference number: IK T868289284

Payment Carrier Freight Pay: \$250.00  
Total Carrier Pay: \$250.00

#### Load Specific Requirements

Type Applies to  
FOOD - Food Grade Trailer Clean/Dry/Odorless Both Shipper and Consignee

23153816



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

WC9N US CP SHORR PACKAGING DALLAS - TOTAL DISTANCE = 10 MI

WC9N US CP SHORR PACKAGING DALLAS - Auction ID: 4321102

WC9N US CP SHORR PACKAGING DALLAS - LIVELOAD

WC9N US CP SHORR PACKAGING DALLAS - Must Depart Time: 2023-10-05 23:44

WC9N US CP SHORR PACKAGING DALLAS - Latest Arrival Time: 2023-10-05 22:29

WF25 BLUE TRITON DALLAS 2 FACTORY - LIVEUNLOAD

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**Please Sign:** *Rollin Stevenson*

☒ (X) Accept

☐ ( ) Decline

Attention: Reis Laessig  
727-435-8020  
Operations@covartransport.com

Driver Name: Rollin Stevenson  
Driver Cell: 214-334-5376  
Driver Email: Eye1driver@gmail.com  
Tractor #: 305  
Trailer #: 65606

**23133816**





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## **Yard Safety Rules**



### **Safety First – Safety Always – Safely 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.





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#### **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!



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**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

**\*\*DRIVER MUST ACCEPT MACRO-POINT TO BE ELIGIBLE FOR DETENTION\*\***

**\*\*\* FAILURE TO DO ANY OF THE FOLLOWING WILL RESULT IN A \$50.00 FINE\*\*\***

For Lumper request please send order number and amount to: [Comcheck@covartransport.com](mailto:Comcheck@covartransport.com)

For after hour needs, please email [Afterhours@covartransport.com](mailto:Afterhours@covartransport.com)

**\*\*AFTERHOURS IS AVAILABLE TILL 22:00 NIGHTLY\*\***

RESUMES AT 0600AM FOLLOWING DAY 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 transporting freight tendered by Covar. 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. Maximum layover is \$250/ day. Maximum Truck Order Not Used is \$150 unless otherwise specified. Any detention requests must be notified at time of incurrence, times for in and out must be signed, your in time will need to show you arrived before your appointment time. Note that detention pay is not guaranteed at all facilities. Detention is paid \$30/hr and starts two hours after appointment time. 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. 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. If shipper and receiver address do not match on the Bill of Lading, you must notify your booking rep to confirm the correct address. Please send all invoices to: [Accounting@covartransport.com](mailto:Accounting@covartransport.com) Invoice Instructions: Please include load number on the subject line Quickpay is available at 3% with signed quickpay form. (your booking rep can send you a copy of the quickpay form to be filled out) All paperwork is required to be sent to [accounting@covartransport.com](mailto:accounting@covartransport.com) for processing within one week of delivery. All invoices can be scanned and sent in as long as they are legible unless originals are required.

In order to expedite quicker payment, please download and use the LogixAnywhere App to upload the BOL, prior to leaving the final destination.

<https://apps.apple.com/us/app/logix-anywhere/id1075896658>

<https://logixanywhere.mcleodsoftware.com/>



Apple



Google

Once installed, open LogixAnywhere, enter the code "CVBG" and your email; take a picture of the BOL and submit.

**COVAR TRANSPORTATION**  
**1920 DUCK SLOUGH BLVD**  
**Trinity, FL 34655**  
**(727)240-3366**  
**WWW.COVARTRANSPORT.COM**

## STRAIGHT BILL OF LADING – SHORT FORM

Page 1 of 1

SHIPPER: SHORR PACKAGING 975 W. Oakdale Rd GRAND PRAIRIE, TX 75050			BILL OF LADING NO: 4520391770				
			SHIPPERS NO:		DATE: 10/6/2023		
			CARRIER: eye1  Trl#65606  Seal#035598				
SHIPPER'S REFERENCE: 868289284			THIRD PARTY FREIGHT CHARGES BILL TO:				
CONSIGNEE: 4718 Mountain Creek Pkwy Dallas Tx, 75236			Shorr Packaging Corp. 800 North Commerce Street PO BOX 6800 Aurora, IL 60598				
CONSIGNEE REFERENCE: SHORR PACKAGING			DELIVERY INSTRUCTIONS:  Deliver at dock door 110, Contacts for delivery are Samantha Miller @ 402-216-3795 or Preston Rosebrock @ 254-316-0002				
NO. SUB UNITS	SUB UNIT TYPE	H.M. (x)	KIND OF PACKAGING, DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS	ITEM	WEIGHT (SUBJECT TO CORRECTION)	CLASS OR RATE	
14	PALLETS UNITS		1,673		26,098		
				TOTAL WEIGHT:			
<small>"If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight"</small>  <small>+Shipper's Imprint in lieu of stamp; not a part of bill of lading approved by the Interstate Commerce Commission</small>		<small>NOTE: Where the rate is dependent on value, shippers are required to state specifically in writing the agreed declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding:</small>  \$ _____ per _____		<small>Subject to Section 7 of conditions of applicable bill of lading. If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:</small> <small>"The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges."</small>  _____ <small>(Signature of Consignor)</small>		<b>TOTAL CHARGES</b>  <b>\$00.00</b>  <small>FREIGHT CHARGES – Check appropriate box:</small> <input type="checkbox"/> Freight Prepaid <input type="checkbox"/> Collect <input checked="" type="checkbox"/> Third Party	
<small>RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of receipt by the carrier of the property described in the Original Bill of Lading, the property described above in apparent good order except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its said usual place of delivery at said destination, if on its route, otherwise to deliver another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof if this is a rail or rail-water shipment or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.</small>  <small>Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment and the said terms and conditions are hereby agreed to by the shipper and accepted for himself as he assigns.</small>  <small>SHIPPERS CERTIFICATION: "This is to certify that the above name materials are properly classified described packaged marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation."</small>							
SHIPPER: <i>Caleb Rogers</i>			CARRIER: <i>Eye 1</i>				
PER: _____			PER: <i>Roller S.</i>		DATE: <i>10/5/23</i>		

Permanent post office address of shipper:

*Cameron Carter*  
*10/6/23*

*Received*