



CONVEYANCE INSPECTION PROCEDURES AND SEALING PROCESS

ADAPTED FROM

United Global Security: The Challenge Ahead

greenworldwide
SHIP 

LEARNING OBJECTIVES

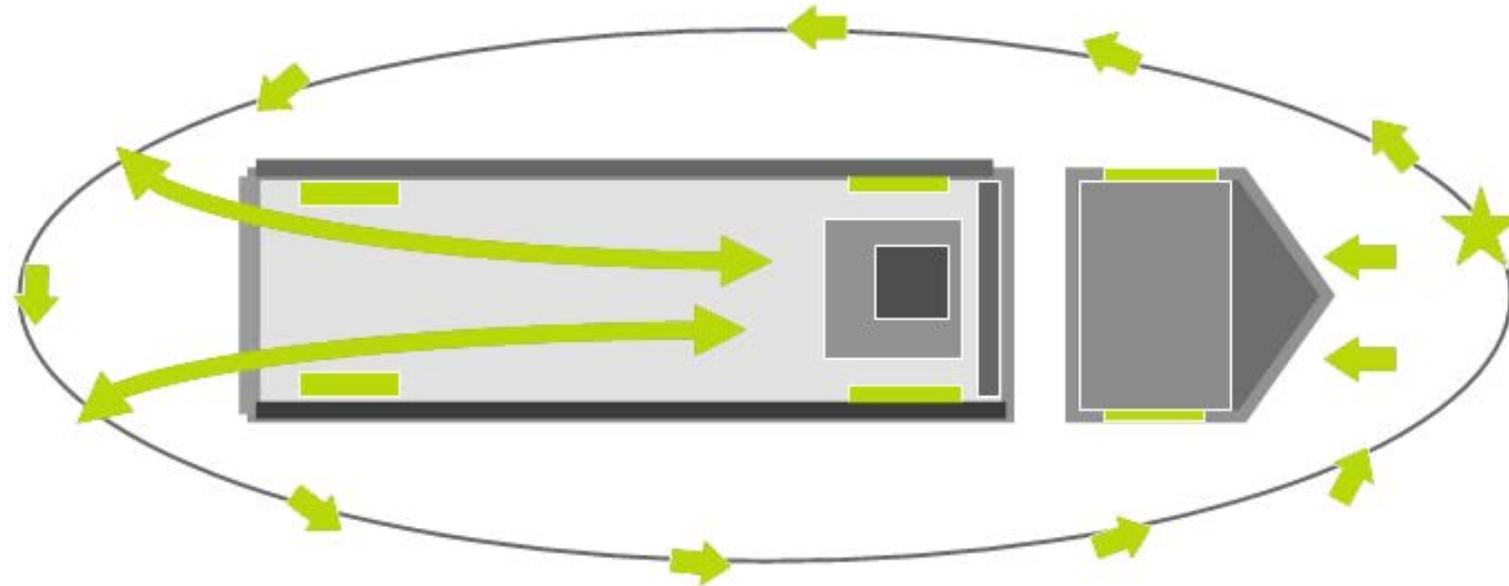
- Systematic 17-point conveyance inspection process
- Identifying security breaches
- Sealing criteria
- Seal inspection procedures

17-POINT TRUCK & TRAILER INSPECTION

1. Bumper
2. Engine
3. Tires (Truck & Trailer)
4. Floor (Inside Truck)
5. Fuel Tanks
6. Cab/Storage Compartments
7. Air Tanks
8. Drive Shafts
9. Fifth Wheel
10. Outside/Undercarriage
11. Floor (Inside)
12. Outside/Inside Doors
13. Side Walls
14. Ceiling/Roof
15. Front Wall
16. Refrigeration Unit
17. Exhaust

CONDUCT A SYSTEMATIC INSPECTION

Begin and end your inspection at the same point.



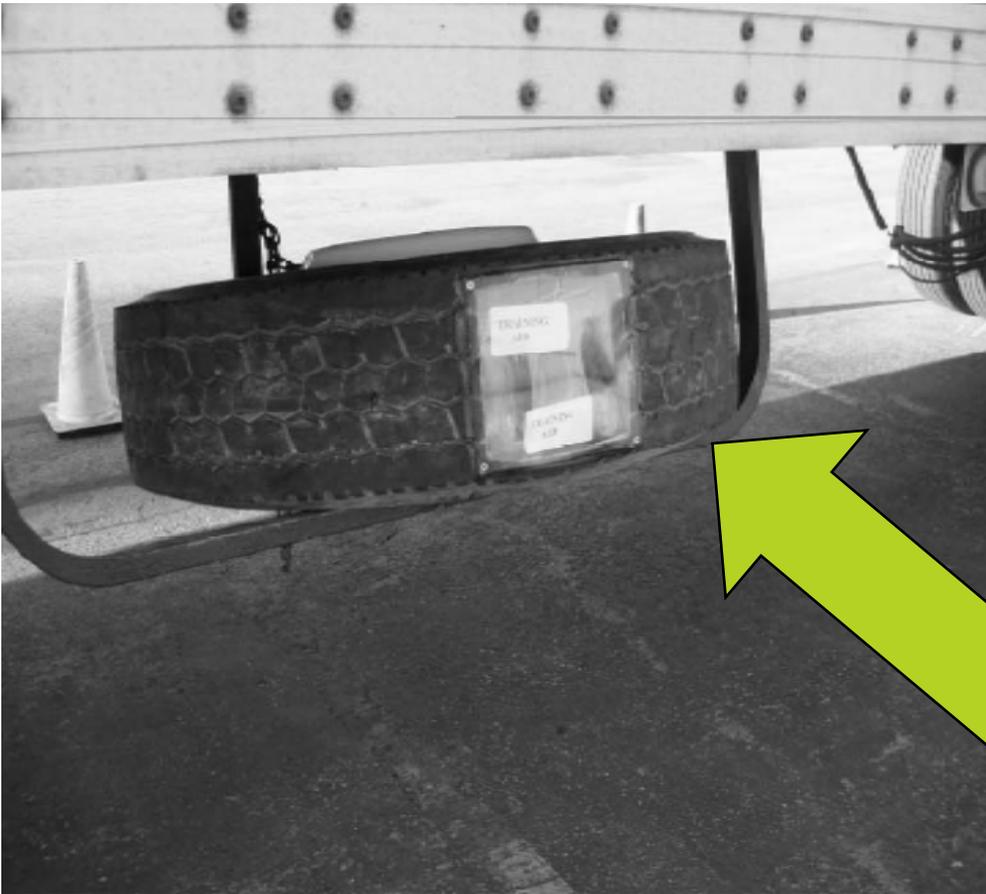
POINT 1: BUMPERS



POINT 2: ENGINE AREA



POINT 3: TIRES

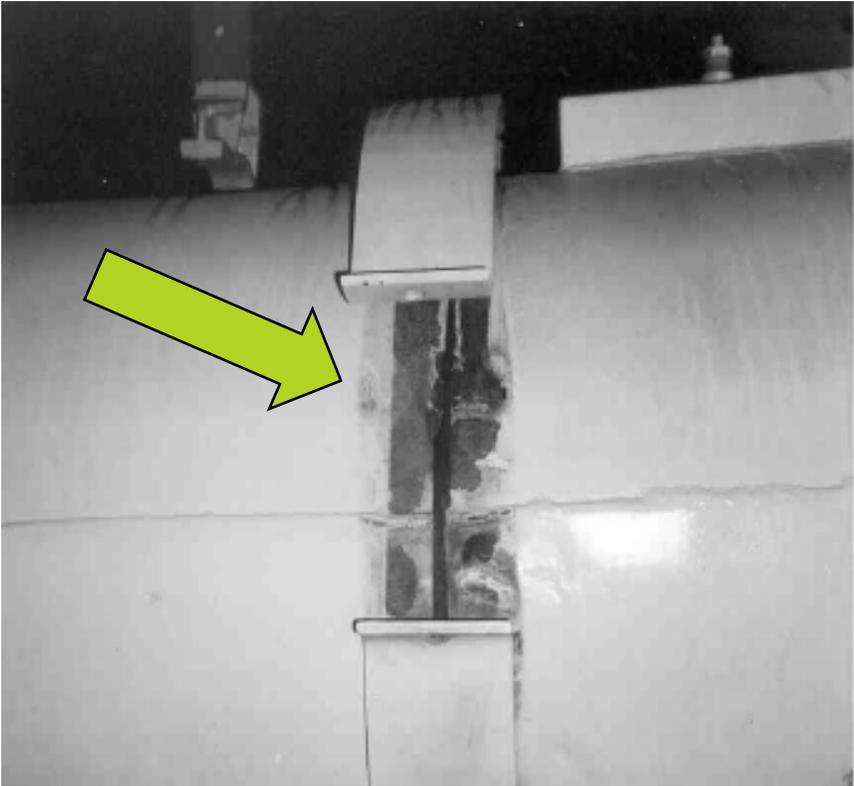
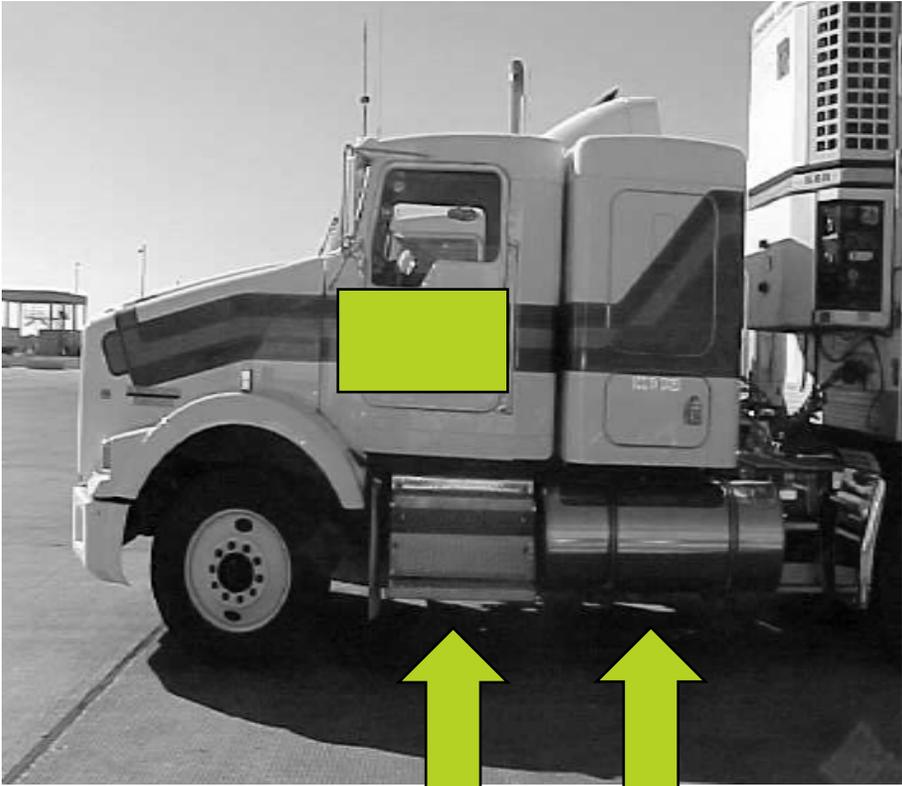




POINT 4: FLOOR



POINT 5: FUEL TANK/BATTERY BOX



POINT 6: CAB AND STORAGE



POINT 7: AIR TANKS



POINT 8: DRIVE SHAFT



POINT 9: FIFTH WHEEL AREA



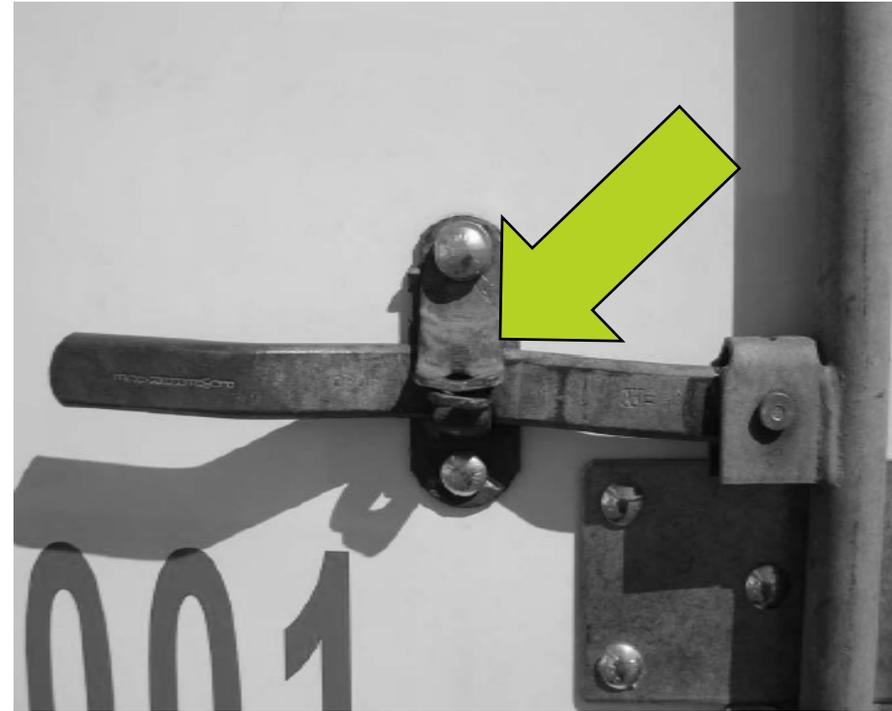
POINT 10: OUTSIDE/UNDERCARRIAGE



POINT 11: FLOOR COMPARTMENT



POINT 12: DOOR HARDWARE



POINT 13: SIDE WALL COMPARTMENTS



POINT 14: CEILING/ROOF



POINT 15: FRONT WALL COMPARTMENTS



POINT 16: REFRIDGERATION UNIT



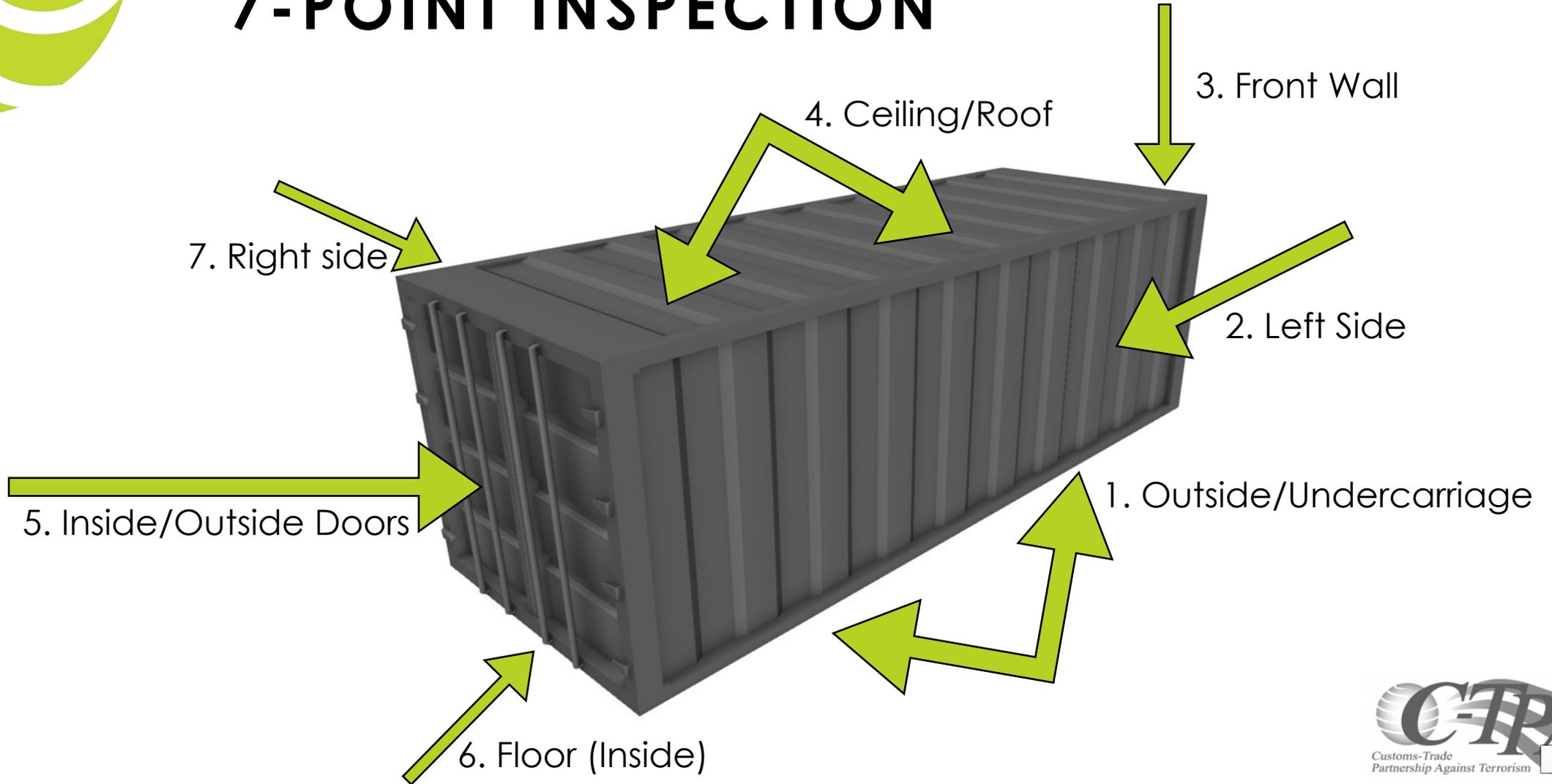
POINT 17: EXHAUST/AIR DEFLECTOR



PROCEDURES FOR SEALED CONTAINERS

- Conduct a systematic 7-point inspection.
- Verify the trailer/container integrity prior to leaving the yard and any stop while in transit to the border.
- Verify the seal number and seal integrity.

7-POINT INSPECTION





SECURITY CRITERIA (IMPORTER)

- Container integrity must be maintained to protect against the introduction of unauthorized material
- At point of stuffing, procedures must be in place to properly seal and maintain the integrity of the shipping containers
- A high security seal must be affixed to all loaded containers bound for the U.S.
- All seals must meet or exceed the current ISO/PAS 17712 standards for “High Security” seals

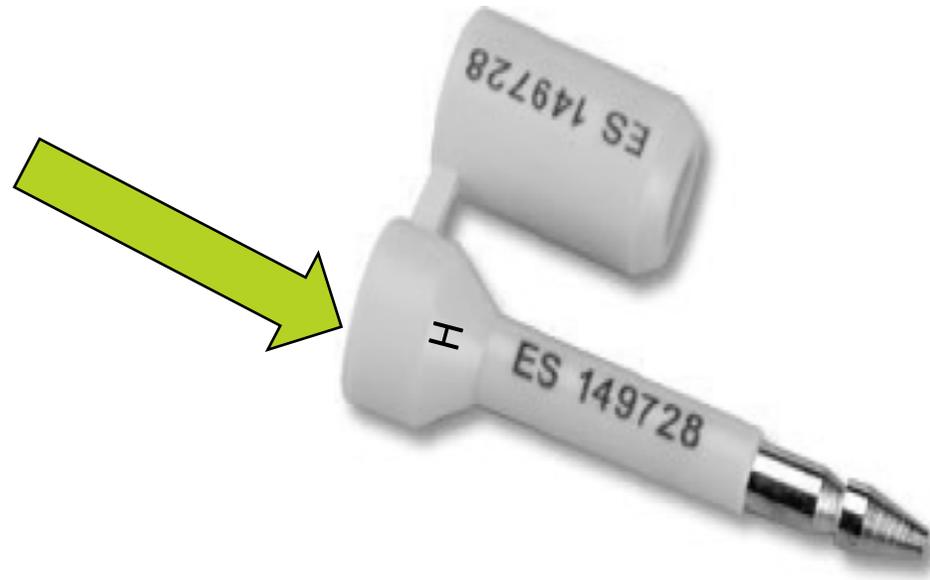
SECURITY CRITERIA (HIGHWAY CARRIER)

- When transporting a container or trailer for a C-TPAT importer, a high security seal that meets or exceed the current ISO/PAS 17712 standards for high security seals must be utilized
- The sealing of trailers, to include continuous seal integrity, are crucial elements of a secure supply chain, and remains a critical part of a carrier's commitment to C-TPAT
- A high security seal must be affixed to all loaded trailers bound for the U.S. All seals must meet or exceed the current ISO/PAS 17712 standards for high security seals



HOW DO YOU KNOW?

- Look for the “H” stamped on the seal on the bottom of the locking body or the top of the steel bolt or rod



CRITERIA: SEAL AFFIXING PROCESS

- Only designated, authorized employees must distribute and affix container seals for integrity purposes. The fewer people who have access to seals, the better!
- Unauthorized employees must never handle seals!

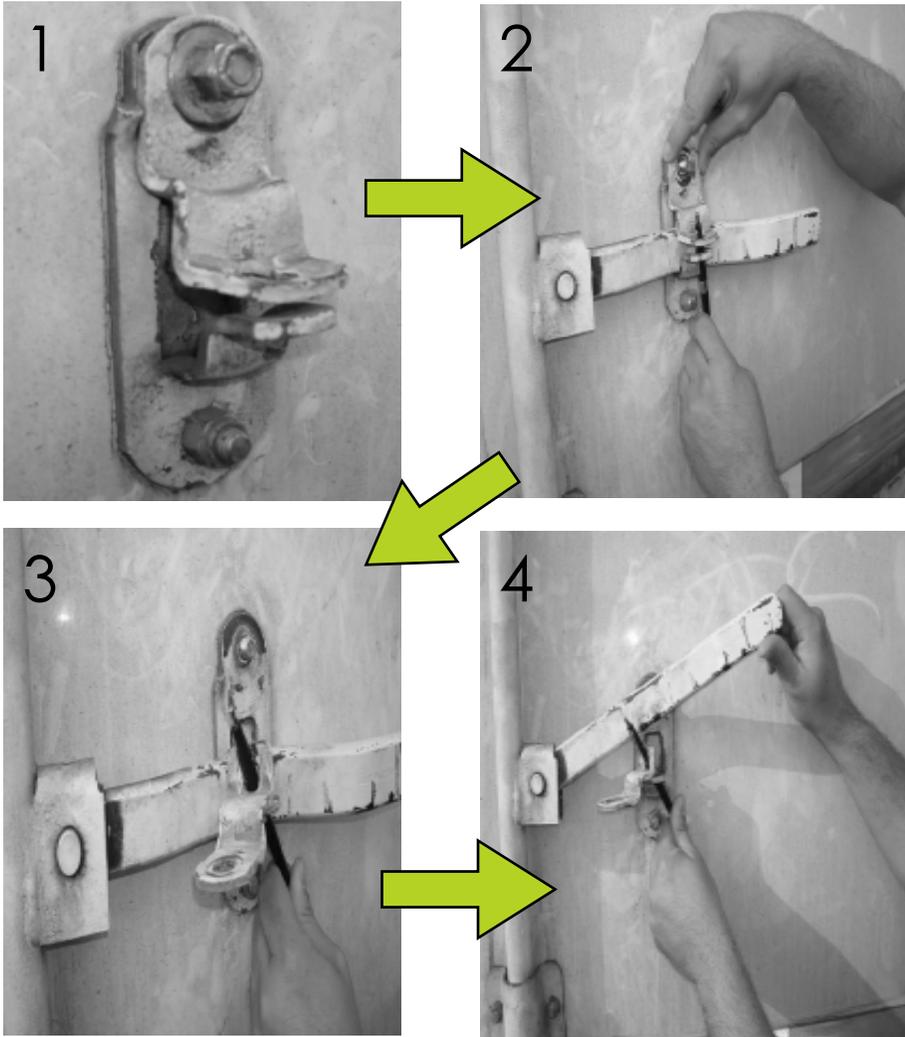


SEAL AFFIXING PROCESS

- Seals should be affixed to the right door of the container/trailer on the hasp that has the welded rivet. This practice will raise the level of security for the shipment.
- After the seal is affixed to the container, an authorized employee should make sure that the seal is secure by pulling down on it.
- Detachable or loose bolts allow access inside the container



SEAL AFFIXING PROCESS



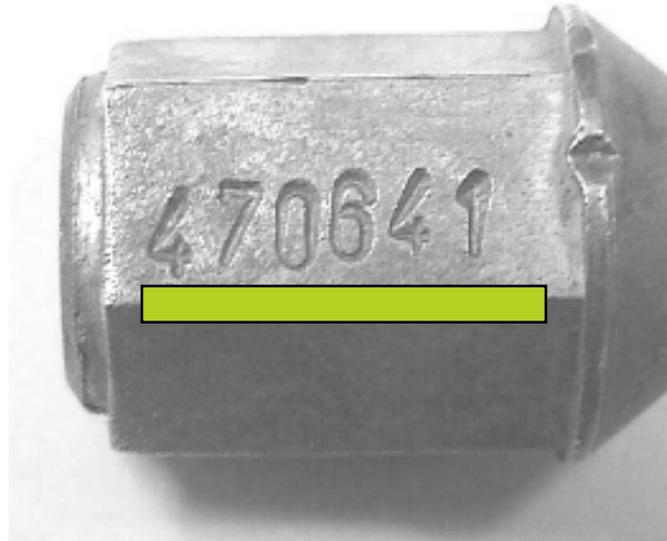
SEAL INSPECTION

- View seal and container locking mechanisms
- Excessive damage to the seal or locking mechanisms must be reported to a Supervisor before opening the container.



SEAL INSPECTION

- Verify seal number for accuracy
- Seal number must match paperwork



SEAL INSPECTION

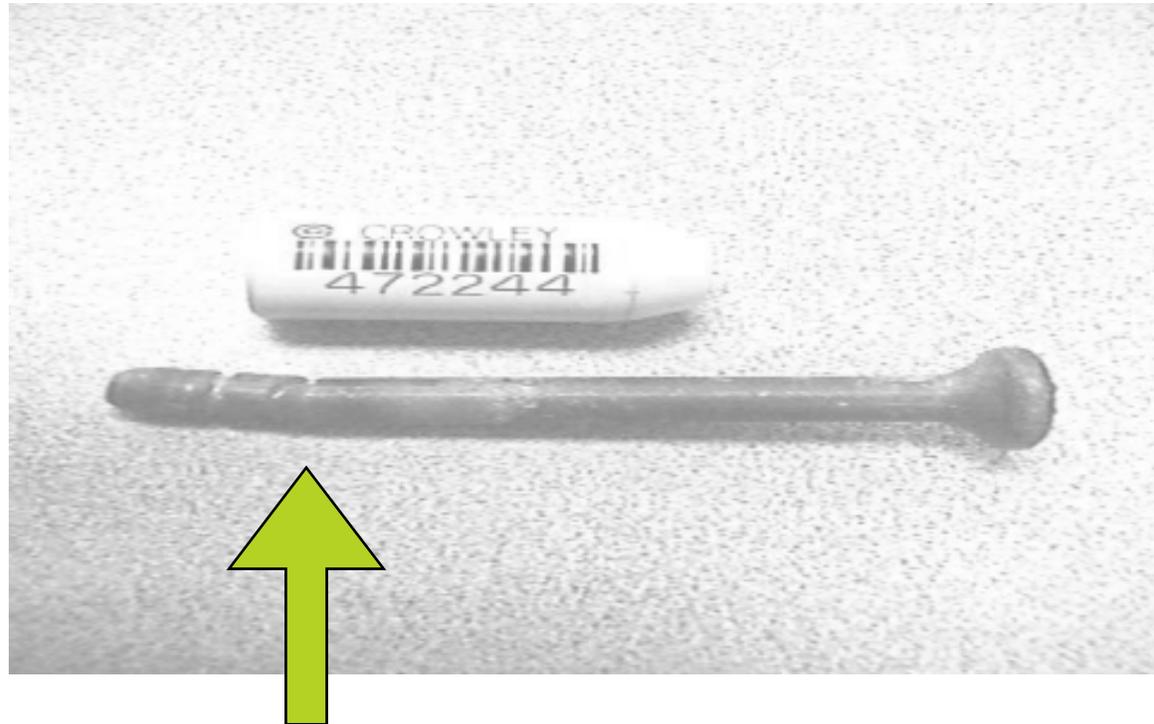
- Tug on seal to make sure it is affixed properly.
- Seals that come apart must be reported to a supervisor before opening the container. The container might have contraband inside.





SEAL INSPECTION

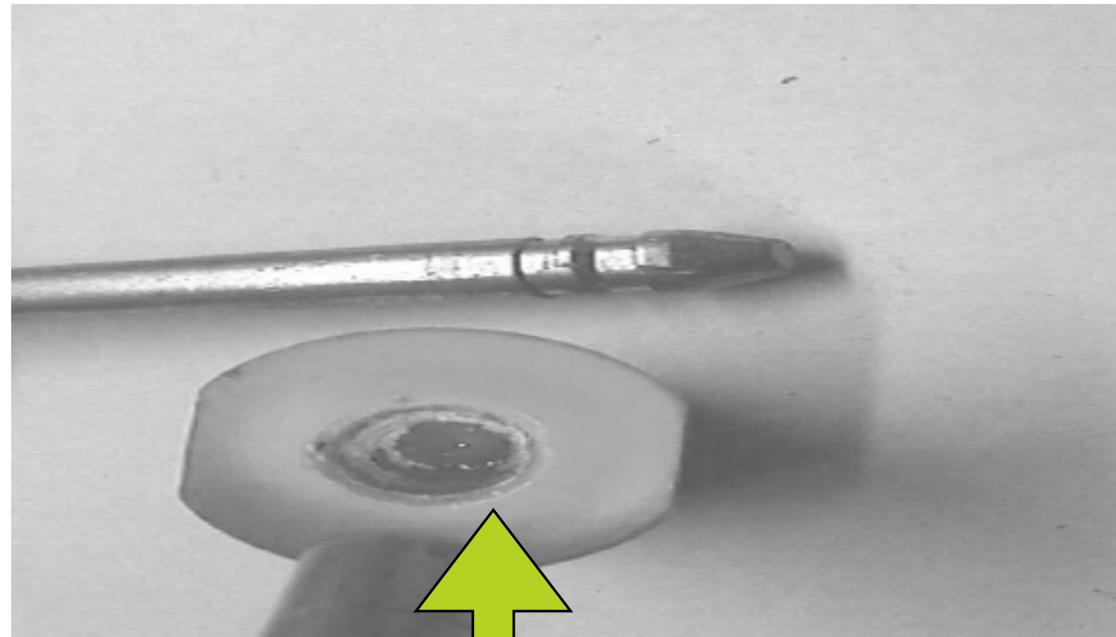
In this example, the seal stem is bent and will not affix properly





SEAL INSPECTION

In this example, there is glue in the locking mechanism and the seal will not lock properly



SEAL INSPECTION

- Twist and turn seal to make sure it does not come off
- If a seal is threaded, it can be unscrewed to gain access
- Twist counter-clockwise to unscrew



EVIDENCE IS ALWAYS PRESENT

- Visual indications that an area has been disturbed or altered
- Recognition of normal factory construction, normal oxidation, and dirt accumulation from road use.

SUMMARY

- Establish an inspection process that fits your fleet.
- Train your drivers on how to conduct an inspection and verify the seals.
- Management should follow up to ensure drivers are following the established inspection procedures.
- Report all suspicious activity to the appropriate law enforcement agency.

QUESTIONS?

- Contact your assigned SCSS
- Visit www.greenworldwide.com or email your Green Worldwide agent
- Email industry.partnership@dhs.gov

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