

# *Unified Global Security: The Challenge Ahead*





# Conveyance Inspection Procedures and Sealing Process

Presented by  
SSCSS Mark Isaacson  
SCSS Tom Greulich  
SCSS Mark Mahoney

---

*Unified Global Security: The Challenge Ahead*



# Objectives

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

---

*Unified Global Security: The Challenge Ahead*



# 17-Point Truck & Trailer Inspection



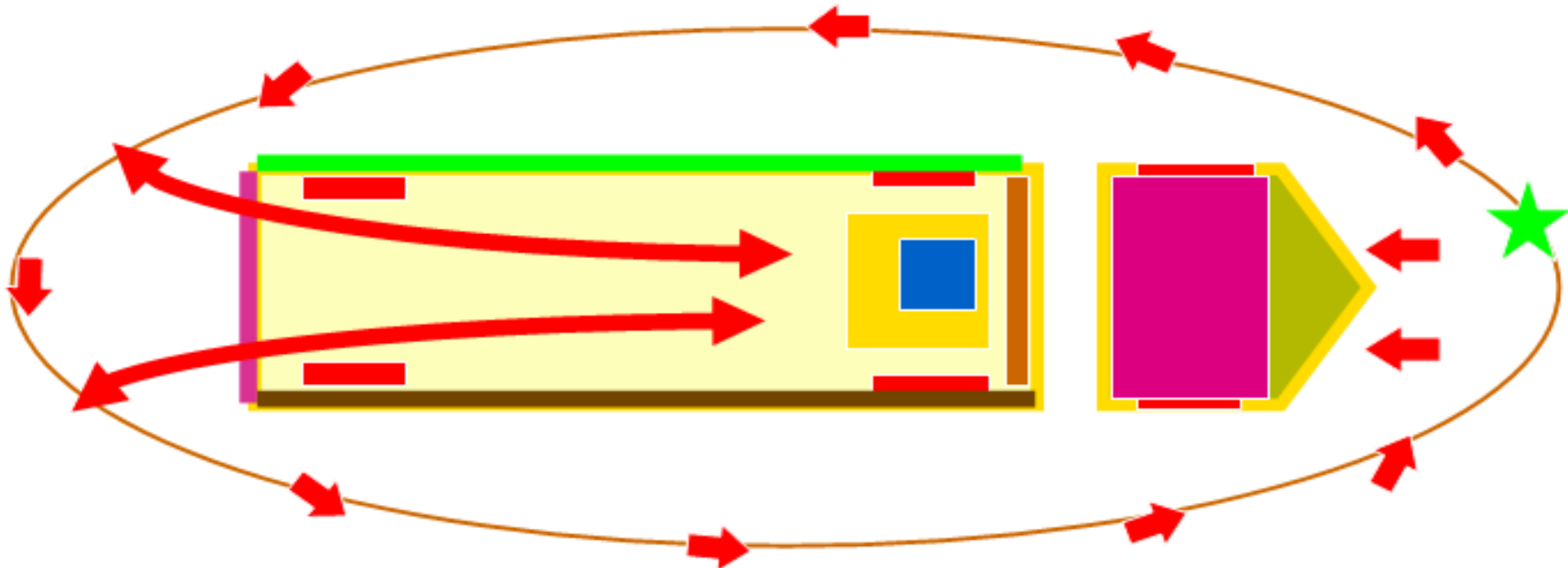
1. Bumper
2. Engine
3. Tires (truck & trailer)
4. Floor (inside truck)
5. Fuel Tanks
6. Cab/ Storage Compartments
7. Air Tanks
8. Drive Shafts
9. Fifth Wheel
10. Outside/ Undercarriage
11. Floor (inside)
12. Outside/ Inside Doors
13. Side Walls
14. Ceiling/ Roof
15. Front Wall
16. Refrigeration Unit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

*Unified Global Security: The Challenge Ahead*



# Conduct a Systematic Inspection

Begin and end your inspection at the same point every time.



---

*Unified Global Security: The Challenge Ahead*



# Bumpers

Point 1

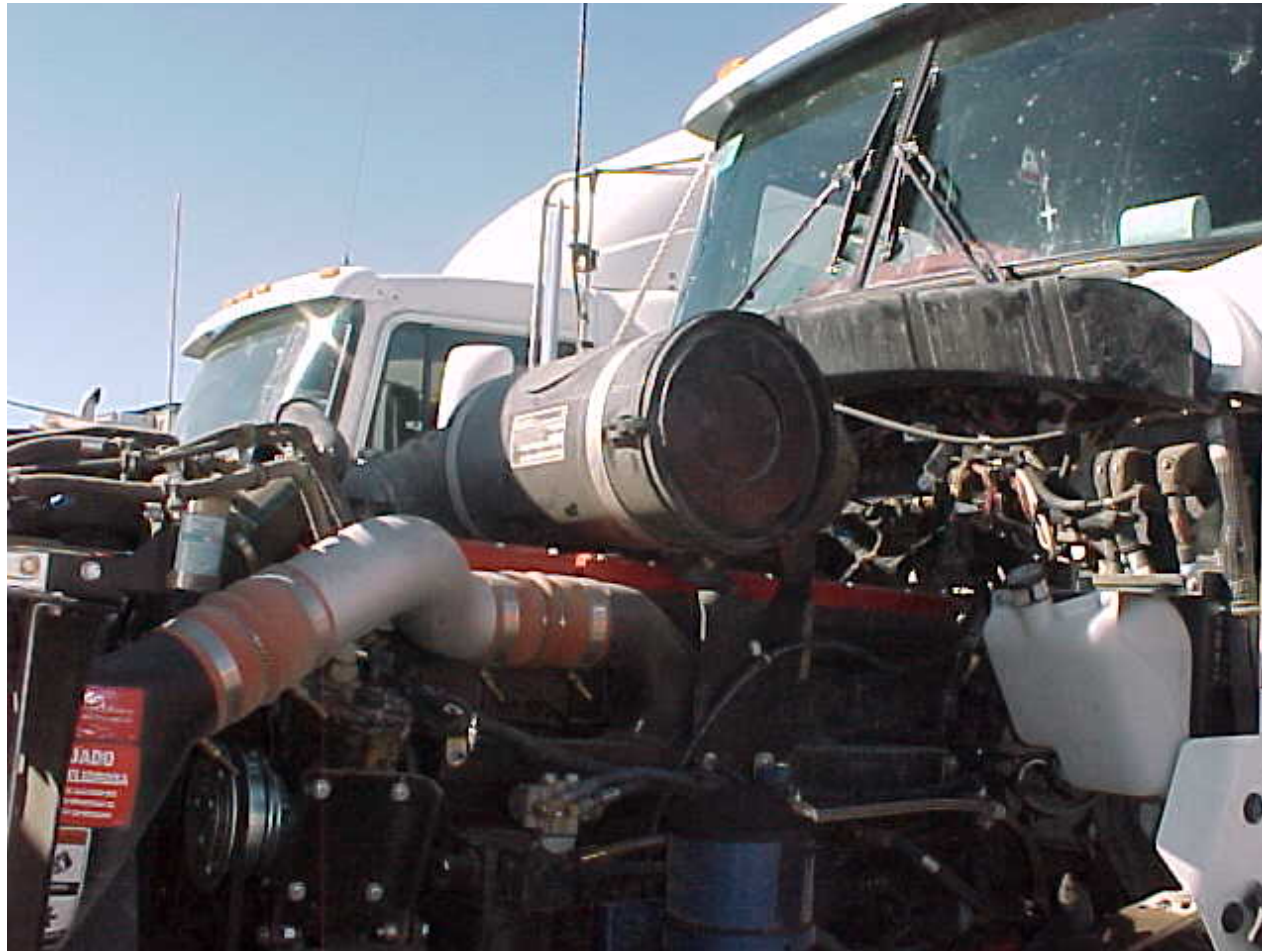


*Unified Global Security: The Challenge Ahead*



# Engine Area

Point 2



---

*Unified Global Security: The Challenge Ahead*



# Tires



*Unified Global Security: The Challenge Ahead*





# Tires

- Recently Mounted
- Tampered Bolts
- Water Streaks



---

*Unified Global Security: The Challenge Ahead*

# Floor

Point 4



---

*Unified Global Security: The Challenge Ahead*

# Fuel Tanks/Battery Box

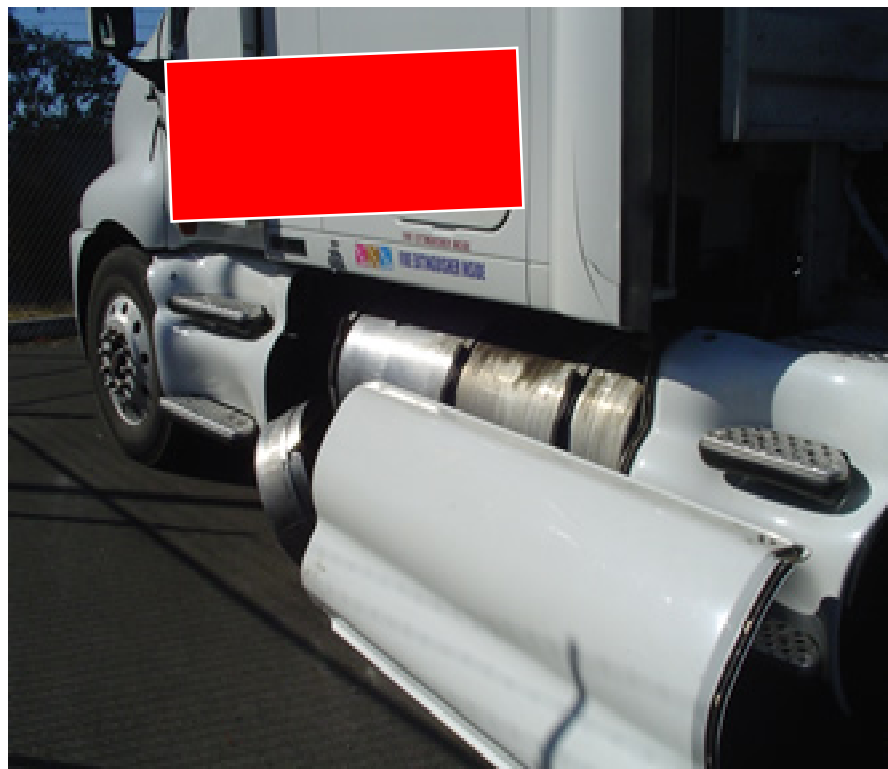
Point 5



*Unified Global Security: The Challenge Ahead*



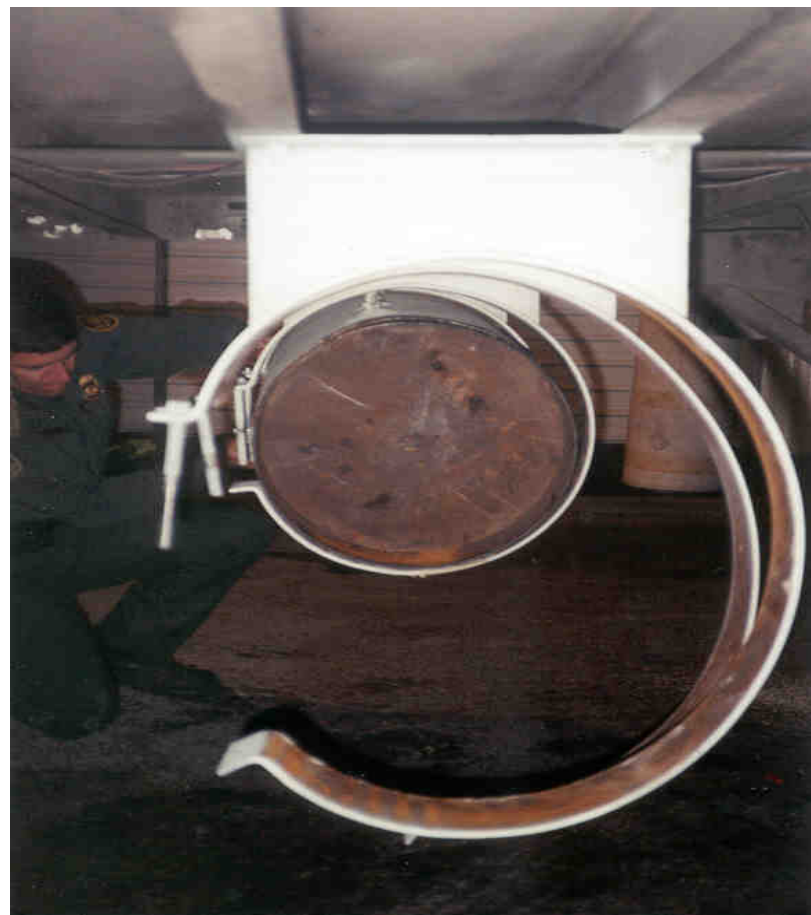
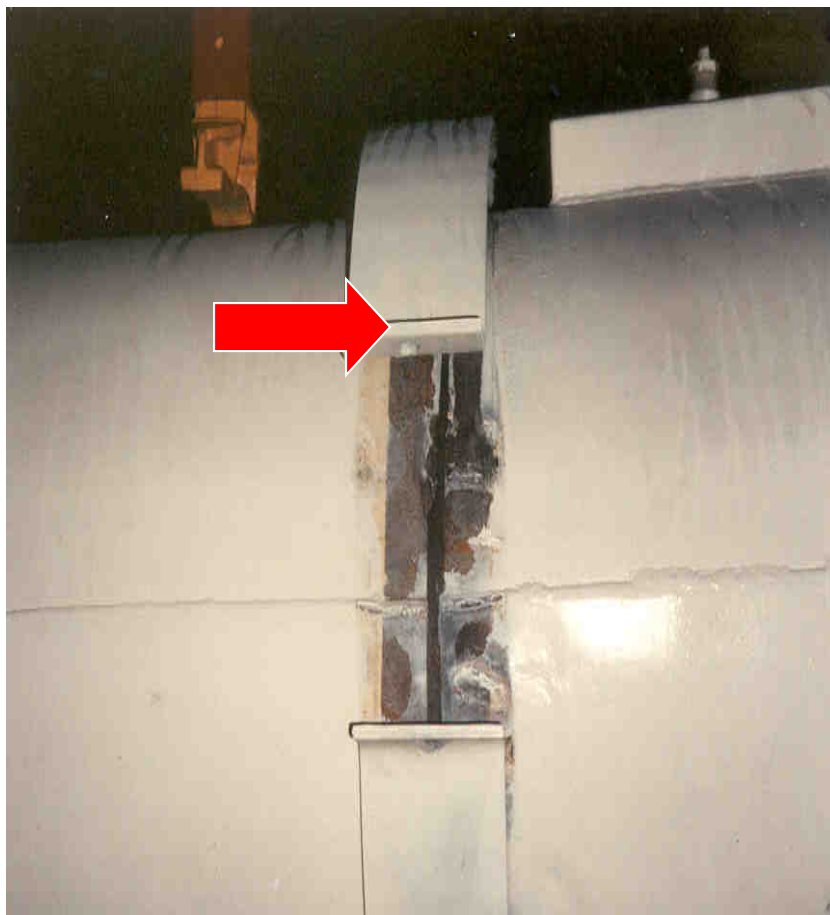
# Fuel Tank Compartment



---

*Unified Global Security: The Challenge Ahead*

# Fuel Tank



*Unified Global Security: The Challenge Ahead*

# Cab/Sleeper



---

*Unified Global Security: The Challenge Ahead*

# Storage Compartment

Point 6



*Unified Global Security: The Challenge Ahead*



# Air Tanks



---

*Unified Global Security: The Challenge Ahead*



# Drive Shaft

Point 8



---

*Unified Global Security: The Challenge Ahead*



# Fifth Wheel Area

Point 9



*Unified Global Security: The Challenge Ahead*



# False Floor in Fifth Wheel



*Unified Global Security: The Challenge Ahead*



# Fifth Wheel Area

Point 9



*Unified Global Security: The Challenge Ahead*



# Outside Undercarriage



---

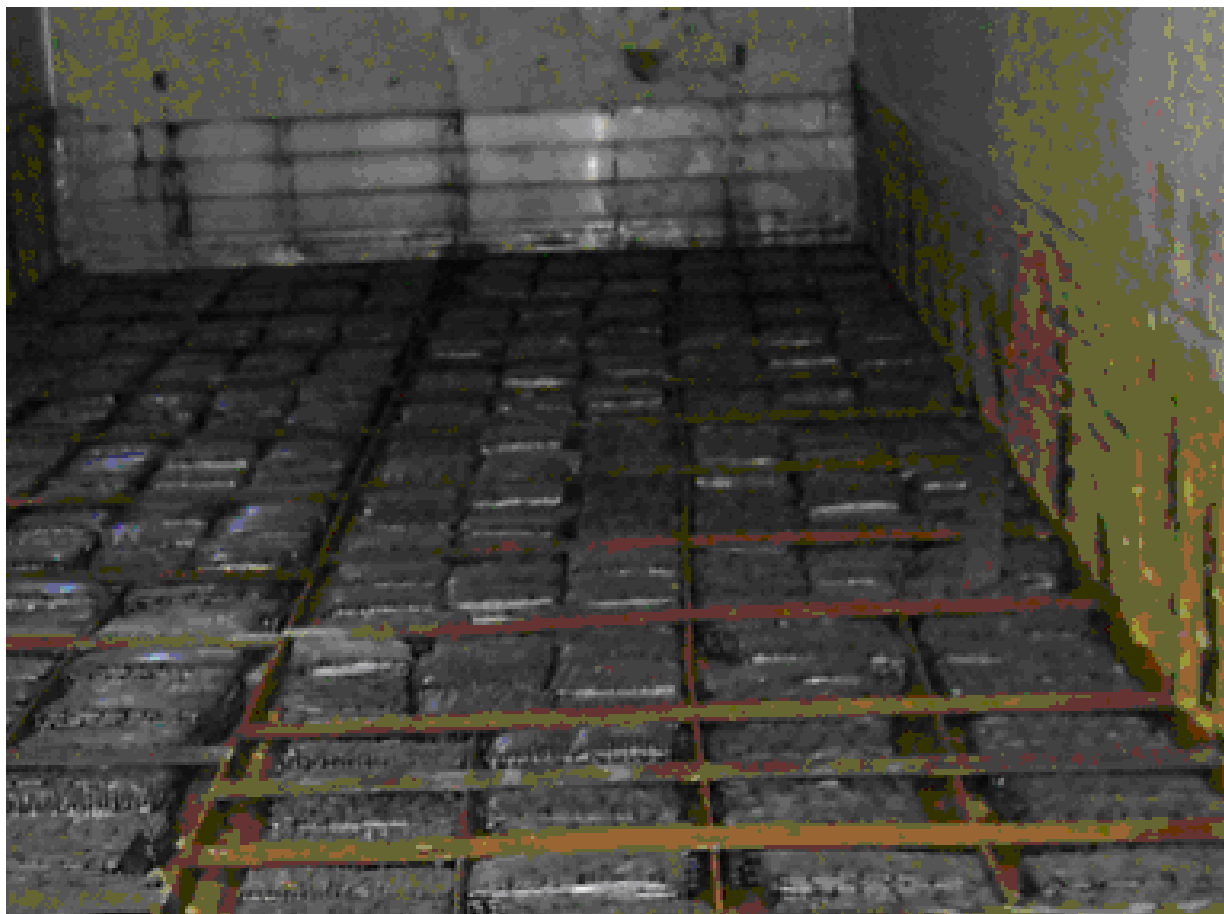
*Unified Global Security: The Challenge Ahead*

# False Floor



*Unified Global Security: The Challenge Ahead*

# False Floor in Trailer



---

*Unified Global Security: The Challenge Ahead*

# Floor Compartment

Point 11



*Unified Global Security: The Challenge Ahead*





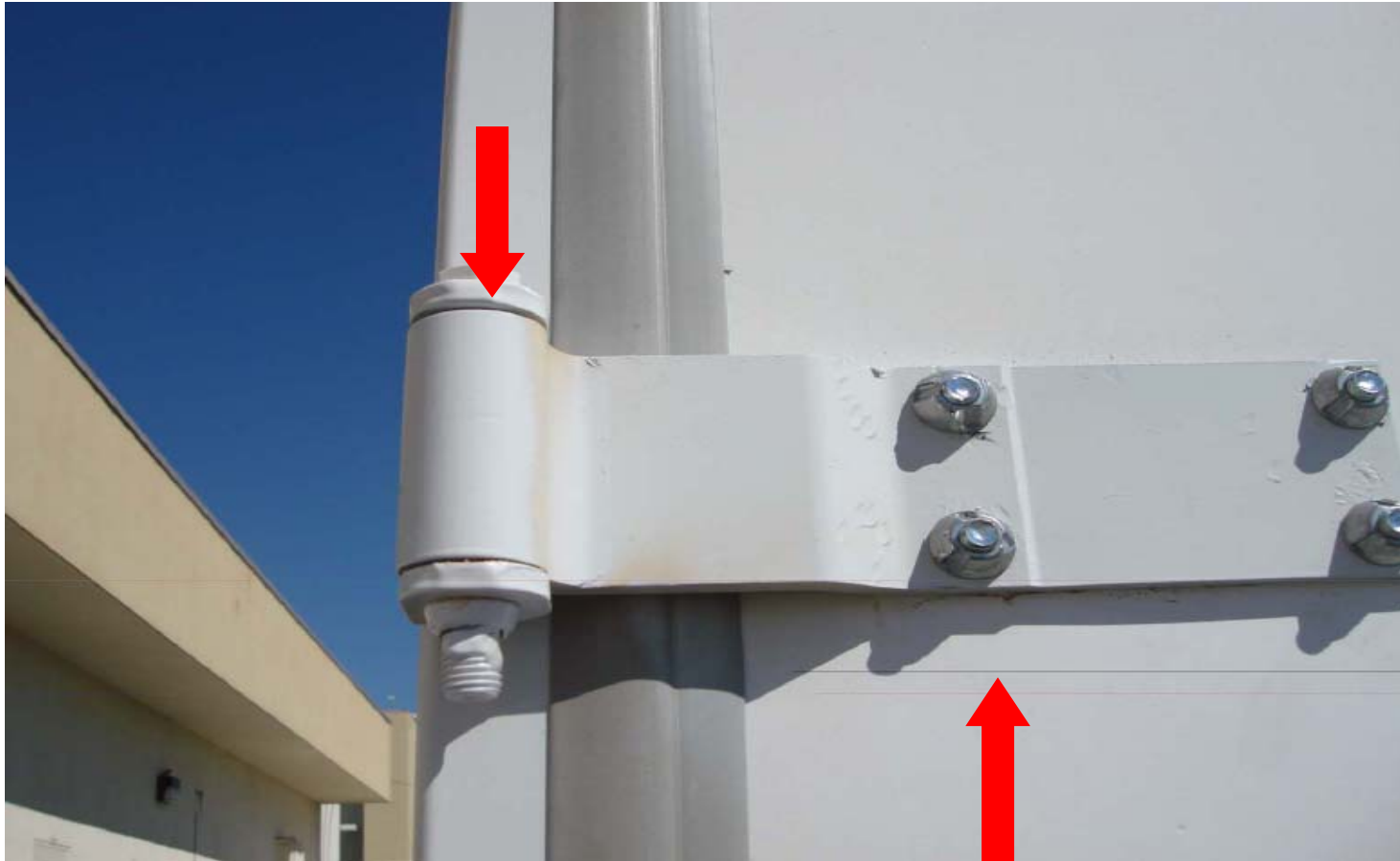
# Door Hardware



---

*Unified Global Security: The Challenge Ahead*

# Check Hinges



*Unified Global Security: The Challenge Ahead*



# Side Wall Compartments

Point 13



*Unified Global Security: The Challenge Ahead*



# Side Walls



*Unified Global Security: The Challenge Ahead*

# Side Wall Kick Panel



*Unified Global Security: The Challenge Ahead*

# Ceiling/Roof



*Unified Global Security: The Challenge Ahead*



# Roof Compartments

Point 14



*Unified Global Security: The Challenge Ahead*



# Roof Compartments



*Unified Global Security: The Challenge Ahead*



# Front Wall Compartments



---

*Unified Global Security: The Challenge Ahead*

# Dry Box – Front Wall

Point 15



*Unified Global Security: The Challenge Ahead*



# Contraband in False Wall



*Unified Global Security: The Challenge Ahead*

# Refrigeration Unit



---

*Unified Global Security: The Challenge Ahead*

# Exhaust / Air Deflector



*Unified Global Security: The Challenge Ahead*

# Procedures for a Sealed Container

- 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

---

*Unified Global Security: The Challenge Ahead*



# 7-Point Inspection

- Be systematic



*Unified Global Security: The Challenge Ahead*

# C-TPAT Criteria...

## Container Security (Importer):

- Container integrity must be maintained to protect against the introduction of unauthorized material and/or persons.
- 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.



*Unified Global Security: The Challenge Ahead*



# C-TPAT Criteria...

## Container Security (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.

## Trailer Seals (Highway Carrier):

- 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.

---

*Unified Global Security: The Challenge Ahead*

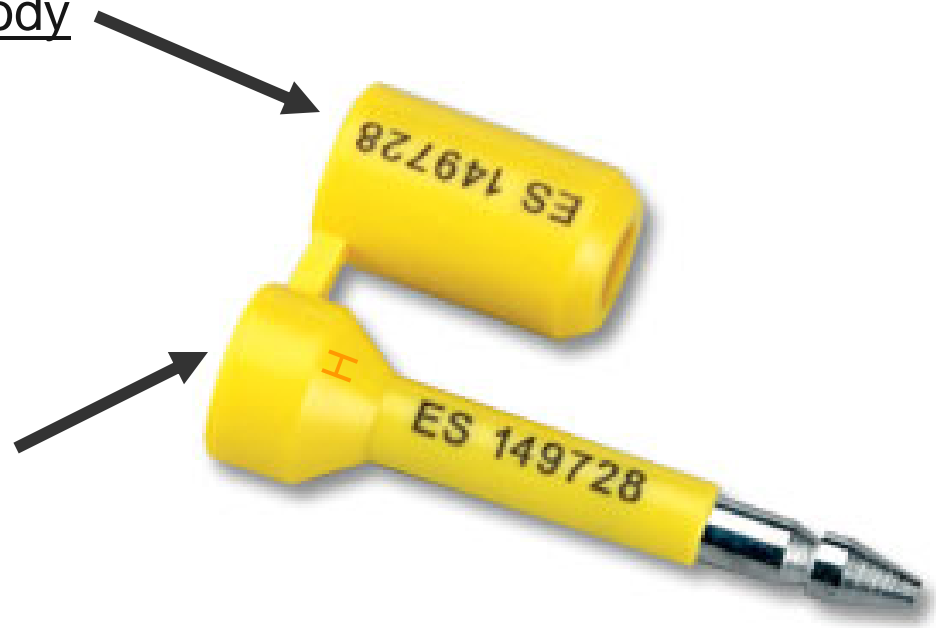


# How Do You Know?

- Look for the “H” stamped on the seal:

Bottom of the locking body

Top of the steel bolt or rod



*Unified Global Security: The Challenge Ahead*

# C-TPAT Criteria...

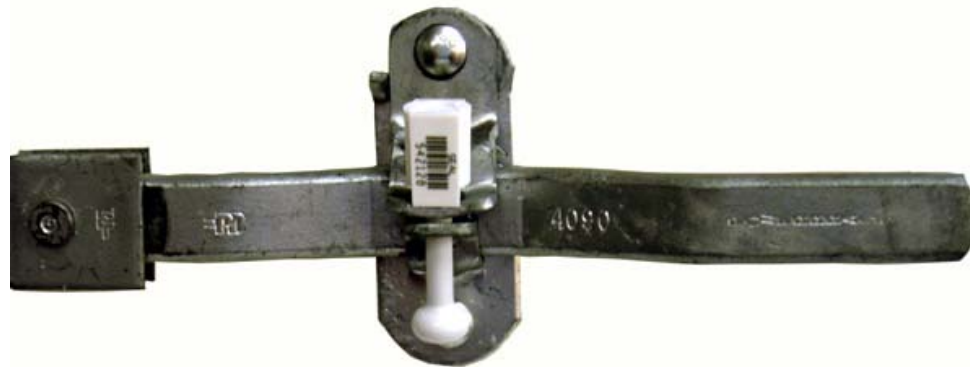
- Seal Affixing Process:
  - Only designated, authorized employees must distribute and affix container seals for integrity purposes. The fewer people who have access to seals, the better!
  - Unauthorized employees must never handle seals!



*Unified Global Security: The Challenge Ahead*

# Container/ Trailer 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.



*Unified Global Security: The Challenge Ahead*

# Container/ Trailer Seals...

Affix Seal

Outside Doors:



Detachable or loose bolts can allow access inside container



*Unified Global Security: The Challenge Ahead*



# Container/ Trailer Seals...

Affix  
Seal



---

*Unified Global Security: The Challenge Ahead*



# Container/ Trailer Seals...

Affix  
Seal



Detachable or loose bolts can allow access inside container



*Unified Global Security: The Challenge Ahead*



# Container/ Trailer Seals...

Affix  
Seal



*Unified Global Security: The Challenge Ahead*





# Container/ Trailer Seals...

Affix Seal



*Unified Global Security: The Challenge Ahead*



# Seal Inspection

Seal Verification and Inspection Process:

**V V T T**

**V** - View seal & container locking hardware

**V** - Verify seal number

**T** - Tug on seal to make sure it's on right

**T** - Twist & turn seal to make sure it doesn't unscrew

---

*Unified Global Security: The Challenge Ahead*



# Seal Inspection

- Seal Verification and Inspection Process:
  - View seal & container locking mechanisms.
  - Excessive damage to the seal or locking mechanisms must be reported to a Supervisor before opening the container.

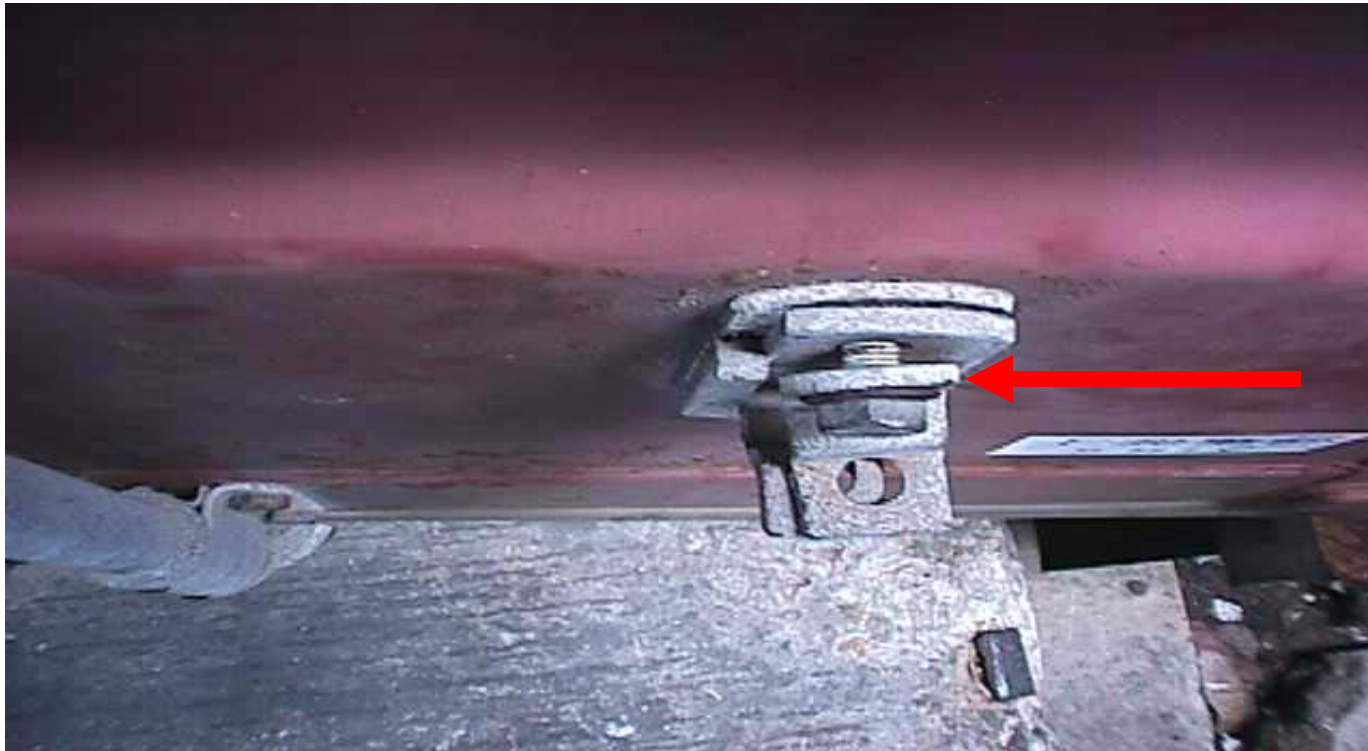


*Unified Global Security: The Challenge Ahead*

# Seal Inspection

View  
Seal

- Seal Verification and Inspection Process:
  - View seal & container locking mechanisms.



Look for loose bolt and hasp

*Unified Global Security: The Challenge Ahead*

# Seal Inspection

Verify  
Seal

- Seal Verification and Inspection Process:
  - Verify seal number for accuracy.



Seal number must match paperwork.

*Unified Global Security: The Challenge Ahead*



# Seal Inspection

Tug  
Seal

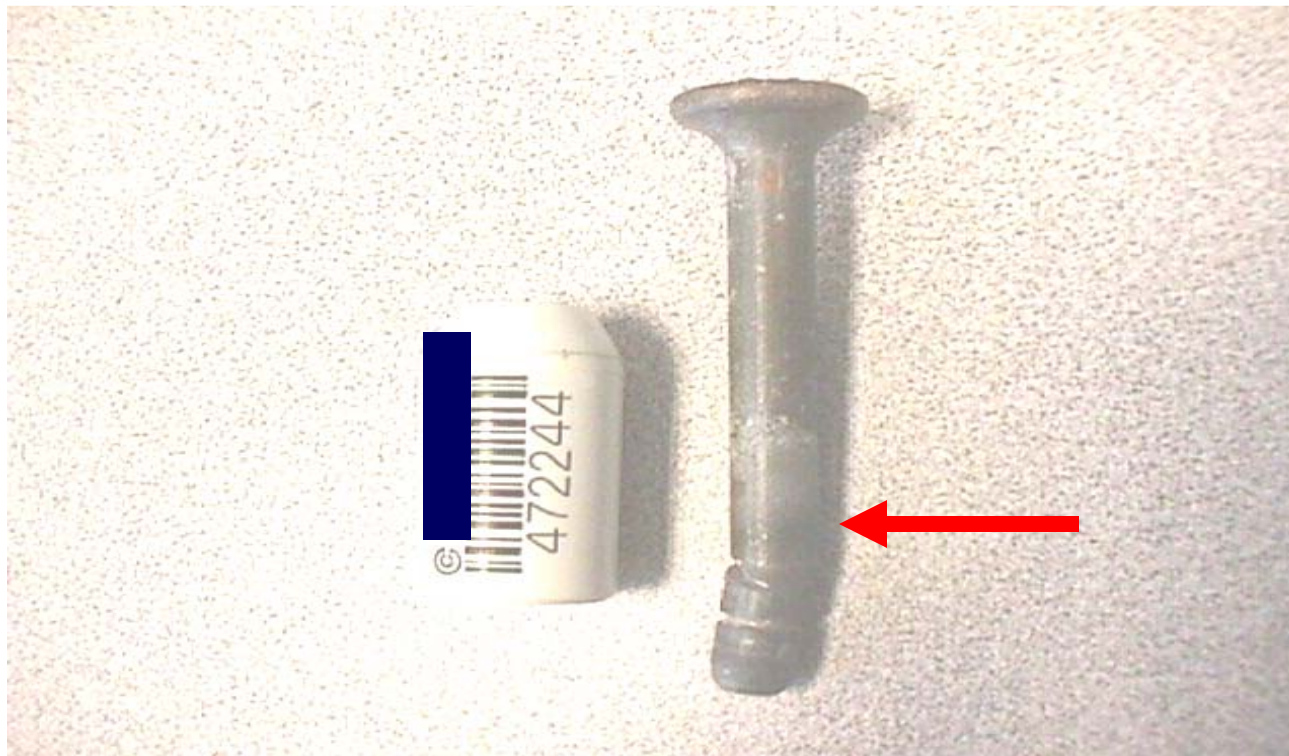
- Seal Verification and Inspection Process:
  - Tug on seal to make sure it is affixed properly. Seals that come apart must be reported to a Supervisor before opening the container. The container might have contraband inside!



*Unified Global Security: The Challenge Ahead*

# Seal Inspection

- Seal Verification and Inspection Process:
  - Tug on seal to make sure it is affixed properly.

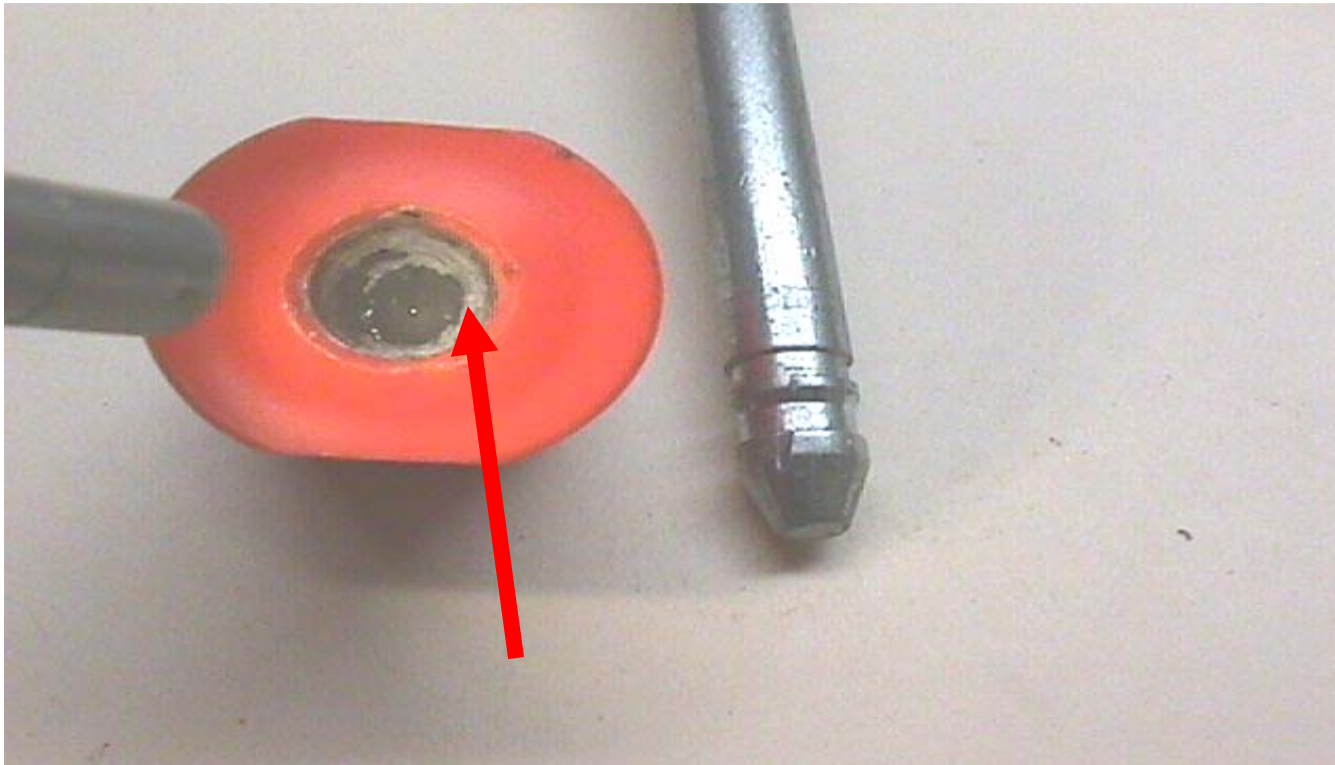


Seal stem is bent. Seal does not lock properly.

*Unified Global Security: The Challenge Ahead*

# Seal Inspection

- Seal Verification and Inspection Process:
  - Tug on seal to make sure it is affixed properly.



Glue inside locking mechanism. Seal does not lock properly.

*Unified Global Security: The Challenge Ahead*



# Seal Inspection

- Seal Verification and Inspection Process:
  - Twist & Turn seal to make sure it does not come off.
  - If a Seal is threaded, it can be unscrewed to gain access.



*Unified Global Security: The Challenge Ahead*

# Seal Inspection

- Seal Verification and Inspection Process:
  - Twist & Turn seal to make sure it does not unscrew.



Twist counter-clockwise to unscrew.

*Unified Global Security: The Challenge Ahead*

# 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.

---

*Unified Global Security: The Challenge Ahead*



# Inspection Points

- Scratches
- Burn/Weld Marks
- Tampered Bolts/Rivets
- Fresh Grease
- Fresh Paint
- Silicone
- Fiberglass Patchwork
- Odor Masking Substances
- After Market Modifications

---

*Unified Global Security: The Challenge Ahead*



# 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.

---

*Unified Global Security: The Challenge Ahead*



# Questions?

- Contact your assigned SCSS
- Reference the portal
- or email: [industry.partnership@dhs.gov](mailto:industry.partnership@dhs.gov)

---

*Unified Global Security: The Challenge Ahead*



# *Unified Global Security: The Challenge Ahead*

