



TDS, INC SHIPPING TRAILER/CONTAINER SECURITY NOTICE

TDS, Inc. is a C-TPAT Program Participant

CTPAT is a voluntary government-business initiative to build cooperative relationships to strengthen and improve security in the international supply chain.

To be able to participate in the U.S. Customs–Trade Partnership Against Terrorism Transcontinental Distribution Services, Inc. needs to fulfill one of the important requirements of C-TPAT which is to have procedures in place at the point of container/trailer stuffing to ensure container and trailer integrity and the proper use of container and trailer seals.

7-Point Inspection

(Including the front wall, left side, right side, floor, ceiling/roof, inside/outside doors, outside undercarriage prior to stuffing and/or offloading, including the reliability of the container door locking mechanism).

All shippers must document their preloading 7-point container inspection program, including visual inspection of container walls, floor, ceiling and door for any signs of tampering or malfunction prior to loading. If problems exist, the shipper should not load stated container and/or report to the authorities.

In the USA, SS lines, piers and truckers must perform the same 7-point container Inspections and safety check.

Carriers must report any signs of tampering to the proper authorities. Upon delivery of the container, if the seal number or container integrity is found in question, the container should be isolated, the seal number change investigated, and the event reported to the authorities.

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7-Point Inspection of Empty Containers

Procedures must be in place to verify the physical integrity of the container structure prior to stuffing, to include the reliability of the locking mechanisms of the doors. A 7-Point Container Inspection Process is recommended for all containers:

1. Outside/Undercarriage (before entering facility)
2. Inside/Outside Doors
3. Right Side
4. Left Side
5. Front Wall
6. Ceiling/Roof
7. Floor (inside)

17-Point Tractor & Trailer Inspection

Procedures must be in place to verify the physical integrity of the trailer structure prior to stuffing, to include the reliability of the locking mechanisms of the doors. Border crossing tractors and trailers should be inspected upon arrival at the domestic facility. A 17-Point Tractor & Trailer Inspection Process is recommended for all trucks and trailers arriving from foreign location.

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



Container Seals

Written procedures must stipulate how seals are to be controlled and affixed to loaded containers – to include procedures for recognizing and reporting compromised seals and/or containers to U.S. Customs and Border Protection or the appropriate foreign authority.

- All seals must meet or exceed the current PAS/ISO 17712 standards for high security seals.
- After the seal is affixed to the trailer/container, an authorized employee should make sure that the seal is properly attached.

The Driver should take the following precautions when delivering a trailer for loading:

- To do an Inspection of the trailer with the checklist format for hidden compartments.
- To make sure that all trailers under his responsibility leave the manufacturer/Warehouse/or any loading facility with doors closed and high security seals. These seals should be written in his shipping documents and log trip.
- Driver must follow predetermined routes and only stop in authorized places.
- If trailer is open on route to the border by officials he must show the shipping documents. He should not stay away from the trailer/container. The driver should have a security seal to attach to the trailer and call the dispatch officer with the new seal number.
- Seal must not be thrown away. It must be kept as evidence.
- Driver must follow access control procedures when entering TMT/TDS facilities, he must show a proper company ID.

We exhort to all our Business Partners and client Importers who are not C-TPAT members, to enter the C-TPAT web site at: <http://www.cbp.gov> for detailed information and take note of the minimum security criteria to apply in your company or to participate in the Program.

Sincerely
Raymundo J. Perez
President

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