MSC Seal Security

U.S. Customs and Border Protection

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6.1 CORE

- CTPAT members MUST have detailed, written, high-security sealing procedures that describe how seals are issued and controlled in:
  - installations
  - during transit

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6.1 CORE

- Procedures MUST provide steps to follow if a seal is found to be altered, tampered with, or has an incorrect seal number to include event documentation, partner communication protocols, and incident investigation.

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6.1 CORE (*continued)*

- Investigation findings MUST be documented, and corrective actions MUST be implemented as quickly as possible.
- These written procedures MUST be maintained at the local operating level so that they're easily accessible.
- Procedures MUST be reviewed at least annually and updated as necessary.

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6.1 CORE (*continued*)

Written seal checks MUST include the following items:

- Access control to stamps:
  - Management of the seals is restricted to authorized personnel.
  - Secure storage
- Inventory, distribution and monitoring (seal registration):
  - Registration of the receipt of new seals.
  - Issuance of seals recorded in the registry.
  - Track seals through the registry.
  - Only trained and authorized personnel can affix seals to Instruments of International Traffic (IIT).
- Control of seals in transit:
  - When picking up the sealed IIT (or after being detained), verify that the seal is intact with no signs of tampering.
  - Confirm that the seal number matches what is stated on the shipping documents.
- Seals broken in transit:
  - If the cargo is examined - write down the replacement seal number.
  - The driver MUST immediately notify dispatch when a seal is broken, indicate who broke it, and provide the new seal number.
  - The carrier MUST immediately notify the sender, manufacturer, customs broker and importer of the seal change and the replacement seal number.
  - The sender MUST record the replacement seal number in the seal register.
- Seal discrepancies:
  - Keep any seal found to be altered or tampered with to aid investigation.
  - Investigate the discrepancy; follow up with corrective measures (if justified).
  - As appropriate, report compromised seals to CBP and the appropriate foreign government to assist in the investigation.

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6.2 CORE

- All CTPAT shipments that can be sealed MUST be insured immediately after loading / stuffing / packing by the responsible party (i.e., the sender or packer acting on behalf of the sender) with a high-security seal that meets or exceeds the most current International Organization for Standardization (ISO) 17712 standard for high-security seals. Qualifying cable and bolt seals are acceptable.
- All seals used MUST be securely and properly attached to instruments of international traffic that transport CTPAT members' cargo to / from the United States.

6.2 CORE

DAYTON T. BROWN, INC.
Founded 1950

1175 CHURCH STREET • BOHEMIA, LONG ISLAND, NEW YORK 11716
AREA CODE 631 589-6300

ACCREDITED

18 April 2016
414987-03-04-C16-0350

Certificate of Conformance for Freight Container Mechanical Seal Testing

Seal Classification: High Security

Customer:	OneSeal ApS Vibe Alle 2 Kokkedal 2980, Denmark
Attention:	Lars Berenth
Purchase Order No.:	JVC-021
Sample Type:	Cable Seal
Seal Name:	High Security Cable Seal (as provided by customer)
Model No.:	Pull-Tight PTW 5mm (as provided by customer)
Serial Nos.:	07990501 through 07990525
Specification No.:	ISO 17712:2013(E) Clause: 5
Date Received:	21 March 2016
Test Dates:	23 March and 11 April 2016

A total of 30 samples were received. Dayton T. Brown, Inc. certifies that 25 samples, 5 for each test of the Seals referenced above were subjected to the following tests.

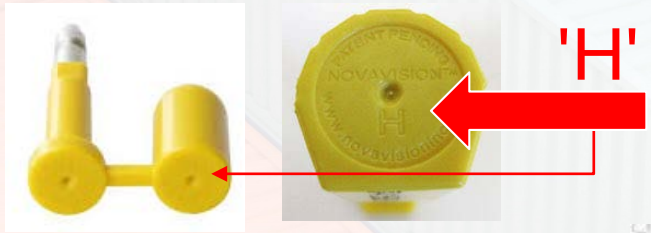
Test Name	Paragraph No.	Classification Rating
Tensile Test	5.2	High Security
Shear Test	5.3	High Security
Bending Test	5.4	High Security
Impact Test at Room Temp	5.5	High Security
Impact Test at Reduced Temp	5.5	High Security

Results: The above listed tests were completed with no discrepancies noted. Refer to Test Report No. 414987-03-04-R16-0351 for complete details.

The test results contained herein pertain only to the specimens listed in this report. This report shall not be reproduced, except in full, without the written approval of Dayton T. Brown, Inc.

Prepared by:		J. Benincasa
Engineer:		T. Zimoulis

James Benincasa



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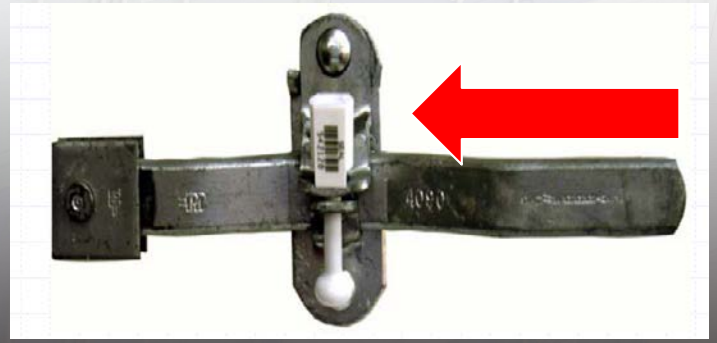
6.2 Implementation guide

The high-security seal used should be placed in the Secure Cam position, if available, instead of the right door handle. The seal should be placed at the bottom of the center most vertical bar of the right container door. Alternatively, the seal could be placed in the center of the left / left-hand lock handle on the right container door if the secure cam position is not available. If a bolt seal is used, it is recommended that the bolt seal be positioned with the barrel portion or inserted upward with the barrel portion on top of the bolt.



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6.3 HC/LH/3PL

- Carriers not carrying a full load, dairy trip or consolidated load (LTL), must (at a minimum) use a high-security lock when picking up local cargo in an international LTL environment where consolidation centers are not used.
- At the last loading point before crossing the border, the carrier must seal the cargo with a high-security seal that complies with ISO 17712.
- LTL carriers must have strict regulations that limit access to locks, keys, or combinations that can open the locks.

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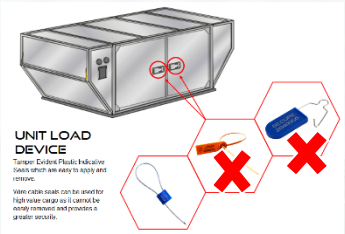
6.4 AIR

- In cases where cargo is not transported in a Unit Load Device (ULD), security methods MUST be implemented to ensure, to the greatest extent possible, that the cargo is tamper-resistant and/or evident.

6.4 Implementation guide



Any packaged IIT that can be sealed must be sealed. Some packed instruments of international traffic cannot be sealed, such as flatbed trailers, and other modes of transportation may vary with certain types that can be sealed and others that cannot. If a tank container has openings that can be sealed, they must be sealed, and the party that fills the container is responsible for sealing it. When cargo is transported through sealable air cargo / IIT containers such as unit load devices (ULDs), high-security seals must be used.

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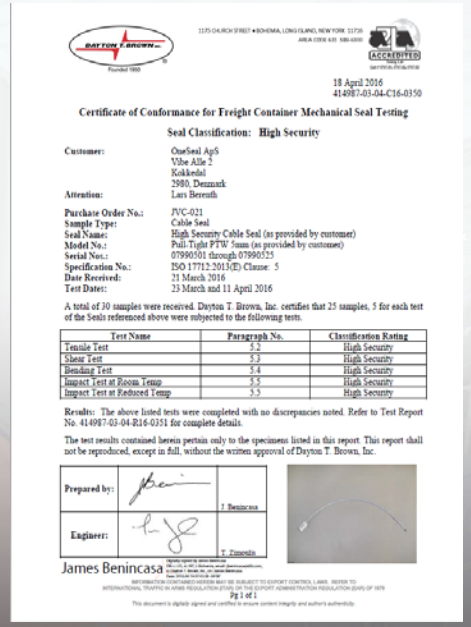
6.5 CORE

- CTPAT members (who maintain seal inventories) must be able to document that the high-security seals used meet or exceed the most current ISO 17712 standard.

6.5 Implementation guide

An acceptable proof of compliance is a copy of a laboratory test certificate showing compliance with the ISO standard for high-security seals.



18 April 2016
414987-03-04-C16-0350

Certificate of Conformance for Freight Container Mechanical Seal Testing

Seal Classification: High Security

Customer: OneSeal ApS
Vibe Alle 2
Kokkedal
2980, Denmark
Attention: Lars Berenth

Purchase Order No.: JVC-021
Sample Type: Cable Seal
Seal Name: High Security Cable Seal (as provided by customer)
Model No.: Pull-Tight PTW 5mm (as provided by customer)
Serial Nos.: 07990501 through 07990525
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Prepared by: J. Benincasa
Engineer: T. Zawada

James Benincasa

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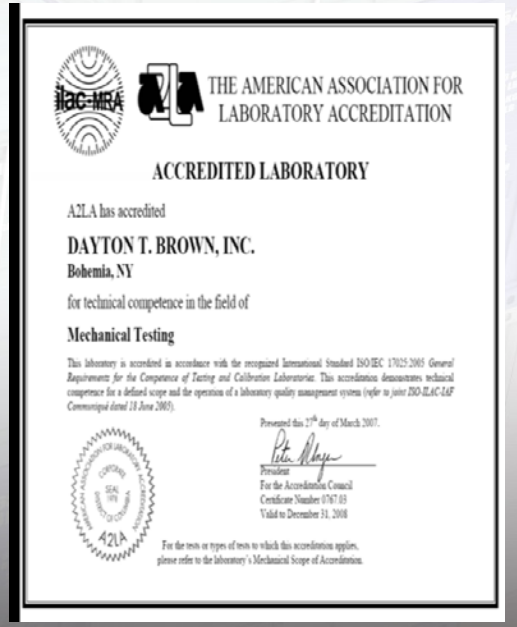

ilac-MRA
THE AMERICAN ASSOCIATION FOR LABORATORY ACCREDITATION

ACCREDITED LABORATORY

A2LA has accredited

DAYTON T. BROWN, INC.
Bohemia, NY

for technical competence in the field of

Mechanical Testing

This laboratory is accredited in accordance with the recognized International Standard ISO/IEC 17025:2005 *General Requirements for the Competence of Testing and Calibration Laboratories*. This accreditation demonstrates technical competence for a defined scope and the operation of a laboratory quality management system (*refer to joint ISO-ILAC-IAF Communiqué dated 18 June 2005*).

Presented this 27th day of March 2007.

President
For the Accreditation Council
Certificate Number 0767.03
Valid to December 31, 2008

For the tests or types of tests to which this accreditation applies, please refer to the laboratory's Mechanical Scope of Accreditation.

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6.6 CORE

Master Seal Log:

Numero de Sello	Fe
0000001	
0000002	
0000003	
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0000024	
0000025	

Master Seal Log | Inventory Log

Inventory Log: Registro de Inventario de Sellos de Alta Seguridad ISO 17712

Fecha de Inventario	Supervisor	Completo/Incompleto	Comentarios	Resolucion
1/15/2020	Flavio Garza	Completo		
1/30/2020	Guillermo Salomon	Completo		
2/15/2020	Flavio Garza	Incompleto	Falta sello 0000012	identificado cambio de sello en planta-por falla en documentos-seguimien
2/28/2020	Guillermo Salomon	Completo		

Master Seal Log | Inventory Log

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6.7 AIR/EXP/FM/IMP/RAIL/HC/LH/3PL/CON

- The CTPAT seal verification process must be followed to ensure that all high-security seals (bolt or cable) have been properly attached to Instruments of International Traffic and are operating as designed. It is known as the VVTT process:
  - V - View seal and closing mechanisms of the container and make sure they are good;
  - V - Verify seal number against cargo documents to verify their accuracy;
  - T - Tug seal to make sure it is positioned correctly;
  - T - Twist and turn the bolt seal to ensure its components do not unscrew or separate from each other, and that no part of the seal is loose.

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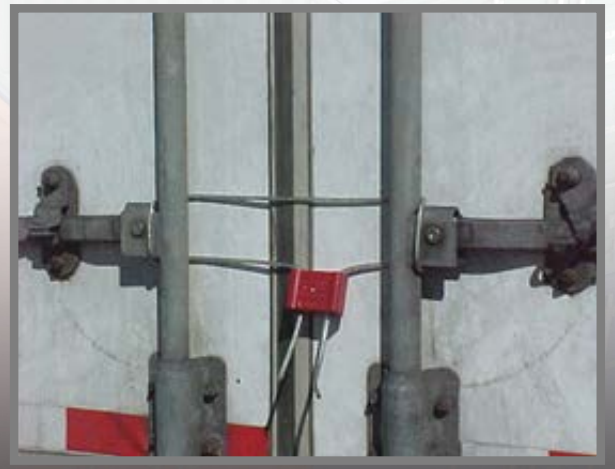
6.7 Implementation guide

When applying cable seals, they should wrap around the metal rectangular base of the vertical bars to prevent any up or down movement of the seal. Once the seal is applied, make sure all slack has been removed from both sides of the cable. The VVTT process for cable seals should ensure that cables are taut. Once the seal has been properly applied, the cable should be pulled to determine if there is any slippage of the cable in the locking (latch) piece.



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6.7 Implementation guide

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Questions/Discussion


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