

# **SUPPLY CHAIN SECURITY PROGRAM**



# Learning Objectives

- What is C-TPAT?
- Terrorist Awareness
- Supply Chain Security
  - *Container Security Program*
  - *7 Point Inspection*
  - *Seal Program*
  - *Locks, Keys & Access Control / Visitor Controls*
  - *Pre-Employment Verifications / Background Checks*
  - *Letter & Parcel Suspicious*
- Shipping /Receiving Procedures
- Cargo Discrepancies Procedures
- Challenging Unauthorized Persons
- Reporting Procedures

# What is C-TPAT?

## Customs Trade Partnership Against Terrorism

- On September 11, 2001, combating the threat of terrorism became CBP's number one priority. 9/11 required CBP to understand that the United States is not immune to terrorist attacks carried out by global terrorists. One of the best means to prevent further terrorist attacks is to use border authorities to make it more difficult for terrorists or terrorist weapons to enter the United States to carry out attacks. Under CBP's layered, defense-in-depth strategy against terrorism, C-TPAT is the CBP initiative that partners, on a voluntary basis, with members of the trade community. CBP and willing members of the trade community collaborate to better secure the international supply chain to the United States in support of CBP's priority Homeland Security mission. C-TPAT is one of CBP's initiatives that helps the agency achieve its twin goals: security and facilitation of trade moving into the United States.

In direct response to 9/11, the U.S. Customs Service, now U.S. Customs and Border Protection (CBP) challenged the trade community to partner with CBP to design a new approach to supply chain security focused on protecting the United States against acts of terrorism by improving security while simultaneously speeding the flow of compliant cargo and conveyances. The result was the Customs-Trade Partnership Against Terrorism (C-TPAT) – an innovative, voluntary government/private sector partnership program.

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# Terrorism & Supply Chain

- Terrorism funded by drugs and drug money



- Containers are a means to transport and smuggle drugs, weapons, chemicals, and people.



- A major goal is to deter this type of activity by using many of the tools from CTPAT and PIP.



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# ***USA Challenges***

- ***Marine***
  - 8,100 foreign ships which make 50,000 visits to the USA
  - Over 2,100 containers every day
  - 11 million containers arrive from 3,000 ports worldwide a year
- ***Truck/Land***
  - Approximately 7 million truck load containers cross our borders (Mexico/Canada)
- ***Rail***
  - Approximately 2 million rail car containers cross our borders (Mexico/Canada)
- Less than 10-15% of containers get inspected by US Customs.\*

# *Supply Chain Security*

- Security measures must be in place to ensure the Integrity and Security of processes relevant to cargo in the Supply Chain such as:
  - *Stuffing (loading)*
  - *Transportation*
  - *Receiving*
  - *Storage*

# *Container Security Program*

- Container loading procedures must be in place to cover the following:
  - *Container integrity*
  - *Sealing of containers*
  - *Controlling access*
  - *Prevent manipulation*

# *Maintaining Integrity*

- Procedures must be in place to verify the physical integrity of the cargo container structure prior to loading, to include the reliability of the locking mechanisms of the doors.
- The below inspection process is recommended:

## *Empty:*

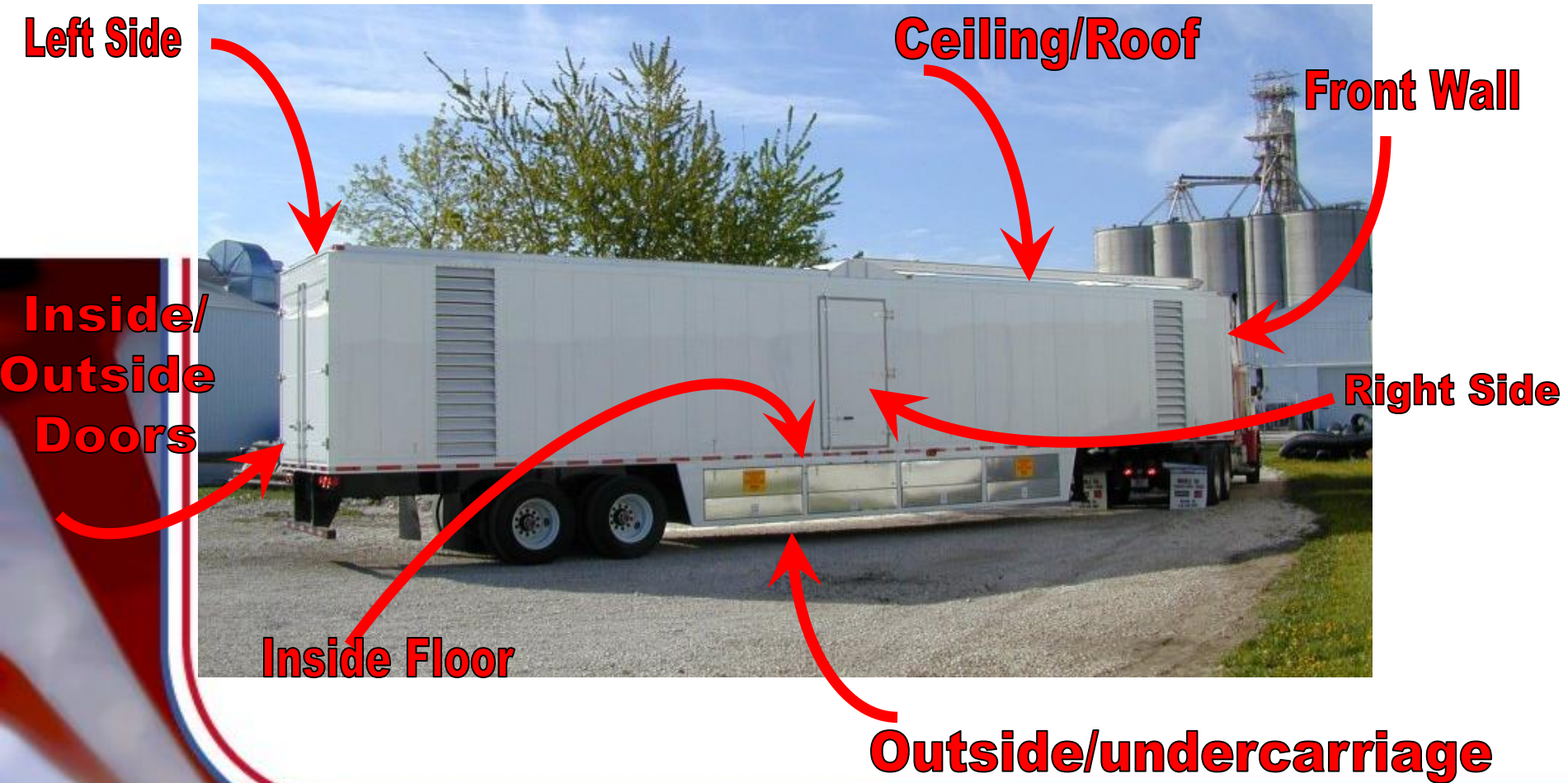
Front wall  
Left side  
Right side  
Floor  
Ceiling/Roof  
Inside/Outside doors & hinges  
Outside/Undercarriage

## *Full:*

Left side  
Right side  
Roof  
Outside doors & hinges  
Undercarriage



# 7- Point Inspection



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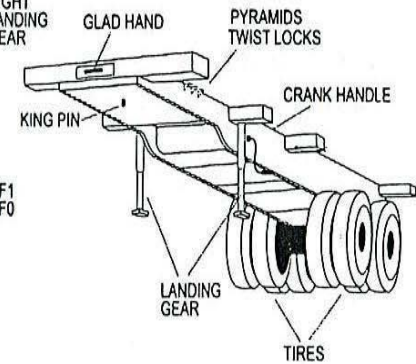
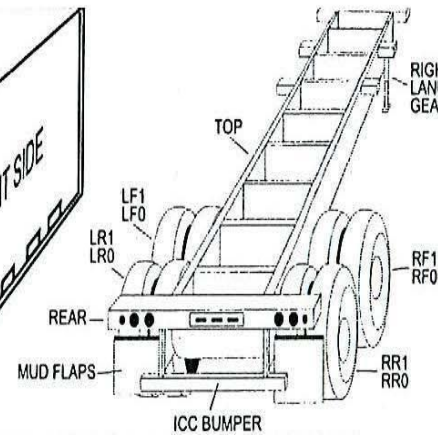
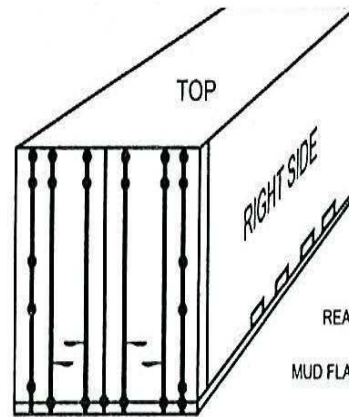
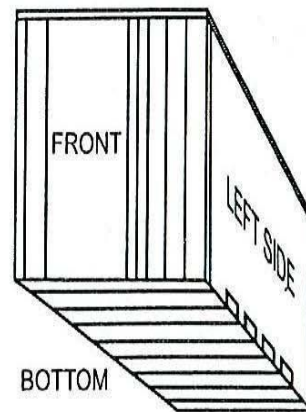
# 7 Point Container Inspection Form

CONTAINER No.

CARRIER (LOCAL)

Date/Time:

\* Indicate any Compromised or Damaged areas below



# 7- Point Inspection Guide

- If in doubt about the integrity of the container, get Security and Management involved immediately.
  - If there was damage to the Container
  - If Container was placed on Loss Prevention Hold
  - If the Seal appeared Compromised
- 7 Point Inspection Guide for Container Integrity
  - 1. *Outside / Undercarriage*** (before entering facility)
    - a. Inspect prior to entering facility
    - b. Support beams should be visible
    - c. Check for any fresh repairs
  - 2. *Inside / Outside Doors***
    - a. Make sure secure and reliable locking mechanisms are attached to the container.
    - b. Give seal a tug to verify if secured properly.

# **7- Point Inspection Guide**

- c. Be on the lookout for different color bonding material.
- d. Be on the lookout for loose bolts.
- e. Be on the lookout for plates and repairs.
- f. Solid plates should not cover standard container cavities.

## **3. Right Side**

- a. Look for unusual repairs to structural beams
- b. Repairs to walls on the inside must be visible on the outside.

## **4. Left Side**

- a. Look for unusual repairs to structural beams
- b. Repairs to walls on the inside must be visible on the outside.

## **5. Front Wall**

- a. Check to see if blocks and vents are visible.

# 7- Point Inspection Guide

## **6. Ceiling / Roof**

- a. Check to make sure ceiling height from floor appears accurate.
- b. Blocks and vents should be visible.
- c. Repairs to the ceiling on the inside of the container should be visible on the outside.

## **7. Floor (Inside)**

- a. Check to make sure the floor to ceiling height appears accurate.
- b. Make sure the floor is flat. Do not need to step up to get inside.
- c. Make sure the floor is a uniform height.
- d. Be on the lookout for unusual repairs

# 7 Point Container Inspection Form

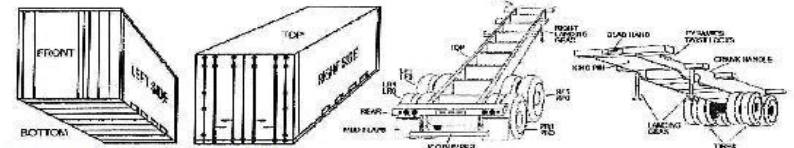
•To Print it Double Click anywhere on it

## 7 – Point Container Inspection Form

Customer:	Container No.:	Carrier (Local):	Date:	Time:
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Tractor # <small>If Applicable</small>	Seal # <small>If Applicable</small>
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\*Indicate any Compromised or Damaged areas with an (X) on the diagram.



- Check if there was damage to the Container
- Check if Container was placed on Loss Prevention Hold.
- Check if the Container appeared Compromised
- Check if the Seal appeared Compromised

- 1.) Outside / Undercarriage (before entering facility)
  - Inspect prior to entering facility. Support beams should be visible. Check for any fresh repairs.
  - SECURE:  Yes  No Comments: \_\_\_\_\_
- 2.) Inside / Outside Doors
  - Make sure secure and reliable locking mechanisms are attached to the container. Give seal a tug to verify if secured properly.
  - Be on the lookout for different color bonding material. Be on the lookout for loose bolts, plates and repairs. Solid plates should not cover standard container cavities.
  - SECURE:  Yes  No Comments: \_\_\_\_\_
- 3.) Right Side
  - Look for unusual repairs to structural beams. Repairs to walls on the inside must be visible on the outside.
  - SECURE:  Yes  No Comments: \_\_\_\_\_
- 4.) Left Side
  - Look for unusual repairs to structural beams. Repairs to walls on the inside must be visible on the outside.
  - SECURE:  Yes  No Comments: \_\_\_\_\_
- 5.) Front Wall
  - Check to see if blocks and vents are visible.
  - SECURE:  Yes  No Comments: \_\_\_\_\_
- 6.) Ceiling / Roof
  - Check to make sure ceiling height from floor appears accurate. Blocks and vents should be visible.
  - Repairs to the ceiling on the inside of the container should be visible on the outside.
  - SECURE:  Yes  No Comments: \_\_\_\_\_
- 7.) Floor (Inside)
  - Check to make sure the floor to ceiling height appears accurate. Make sure the floor is flat.
  - Do not need to step up to get inside. Make sure the floor is a uniform level. Be on the lookout for unusual repairs.
  - SECURE:  Yes  No Comments: \_\_\_\_\_

Damage Remarks & Container Integrity Comments:

\_\_\_\_\_

Inspector Name: \_\_\_\_\_ Driver Name: \_\_\_\_\_

Inspector Signature: \_\_\_\_\_ Driver Signature: \_\_\_\_\_

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8/08/2011

*E Purishes Union*

# Seal Program

- A high-security seal meeting or exceeding the current C-TPAT/ISO/PAS 17712 standards must be affixed to all loaded containers bound for the US.



- Written procedures must stipulate how seals are to be monitored and affixed to loaded containers.
- A process should be developed to recognize and report compromised seals and/or containers to CBP or the appropriate foreign authority.

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# Seal Program

- Only designated employees should distribute container seals for integrity purposes.
- If you find any anomalies when an ocean container arrives at Yuson Logistics including no security seal or the seal doesn't match the (BOL) Bill Of Lading paperwork you should contact your supervisor or Loss Prevention. The load will be turned away or investigated by authorized personnel.



# *High Security Seals*

- If a security seal is not attached or doesn't match the (BOL) Bill of Lading paperwork you should contact your supervisor or Loss Prevention immediately.

A decorative graphic at the bottom of the slide. It features a stylized American flag on the left side, with red and white stripes and a blue field. To the right of the flag, there is a signature in cursive script that reads "E. Puribus Annum". The background of the graphic is a light blue and white striped pattern.

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# Locks, Keys & Access Control

- ***Locking Devices and Key Controls***

All external and internal windows, gates and fences must be secured with locking devices. Management or security personnel must control the issuance of all locks, keys and card access. If you should lose your keys or access card please report it to your supervisor or Loss Prevention Immediately.

- ***Employees***

An employee identification system must be in place for positive identification and access control purposes. Employees should only be given access to those secure areas needed for the performance of their duties. Company management or security personnel must adequately control the issuance and removal of employee, visitor and vendor identification badges.

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# *Visitor Controls*

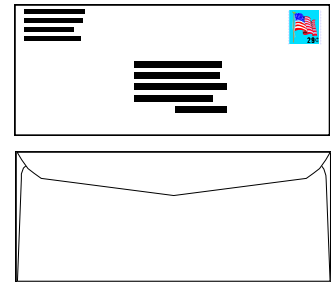
- Visitors must present a government issued photo identification for documentation purposes upon arrival, for example
  - *Drivers License*
  - *Passport*
  - *TWIC Card*
- All visitors should be escorted and visibly display temporary identification.

# ***Pre-Employment Verification & Background Checks***

- **Pre-Employment Verification**  
Application information, such as employment history and references must be verified prior to employment.
- **Background checks / investigations**  
Consistent with foreign, federal, state and local regulations, background checks and investigations will be conducted for prospective employees. Periodic checks and reinvestigations will be performed based on cause and/or the sensitivity of the employee's position.

# Letter & Parcel Bomb Recognition

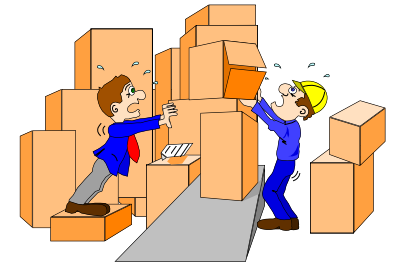
- Foreign mail, or mailed from outside the United States
- Air mail envelope, or marked "Air Mail" or "Special Delivery."
- Excessive postage
- Handwritten or poorly typed address
- Addressed to a position, rather than a name
- No return address
- Common words are incorrectly spelled
- Restrictive markings, such as "Personal" or Confidential"
- Any evidence the envelope was opened and re-glued
- Bulk or weight of the item is greater than normal
- Lopsided or uneven envelopes
- Large envelopes, 1/8' to 1/4 thick and fairly rigid



*E. Purishes Museum*

# Letter & Parcel Bomb Recognition

- Mail item contains what seems to be a small book
- Excessive security materials such as tape or string
- Oily stains on envelope or package
- Protruding wires or tinfoil
- Mail items from a new or strange source
- Mail or package delivered by unusual means, or unknown parties.



**\*If you have any doubts about a package, contact your local law enforcement agency!**

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# Shipping/Receiving Manifest Procedures

- To guarantee the integrity of cargo received from abroad
  - *Ensure that information received is reported accurately and timely*
  - *Check completeness for all bills of lading and other documentation*
  - *Verify the accuracy of the weight, marks and quantity of the shipment.*



# **Shipping/Receiving Manifest Procedures**



## **Arriving cargo**

- *Verify seal condition and log seal number*
  - How to handle seal irregularities
- *Reconciled against information on the cargo manifest*
  - Accurately described
  - Weights, labels, marks and piece count indicated and verified

## **Departing cargo**

- *Affix and log seal prior to closing container*
- *Verified against purchase or delivery orders*
- *Identify drivers before cargo is received or released*

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# *Cargo Discrepancies*

- All shortages, overages, and other significant discrepancies or anomalies must be resolved and/or investigated
- Customs and/or other appropriate law enforcement agencies must be notified if illegal or suspicious activities are detected



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# Challenging Unauthorized Persons

- Procedures must be in place to identify, challenge and address unauthorized/unidentified persons.
- If you see what appears to be an unauthorized person in the cargo or operations area you should keep visual contact of the person and contact your supervisor if possible or ask a co-worker to get a supervisor while you continue to keep an eye on the person that is unauthorized or unidentified.

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# Reporting Suspicious Persons & Activity

- How do you determine whether activity is suspicious?
  - *Suspicious activity is when a person's appearance, conduct or actions do not fit in with the normal day to day routine of areas familiar to you. If you feel that something is unusual or looks wrong, it probably is. Follow your intuition.*
  - *With your help in reporting suspicious persons and/or activities, security incidents can be deterred or even prevented.*

# A. L. E. R. T. S.

- **A** – ACTIVITY
- **L** – LOCATION
- **E** – EMERGENCY RESPONSE
- **R/T** – RESPONSE TIME
- **S** – SUBJECT

# **SUSPICIOUS PERSONS**

- **A.L.E.R.T.S.**
- **Call Security (626-926-0665)**
- **Call Loss Prevention (310-522-2200)**
- **Remain Calm**
- **Notify a Co-Worker and Supervisor**
- **Take Detailed Notes**

# QUESTIONS?



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