



CTPATTM

YOUR SUPPLY CHAIN'S STRONGEST LINK.

Instruments of International Traffic Security (IIT)



U.S. Customs and
Border Protection

5.1 CORE

Instruments of International Traffic (IIT) **MUST** be stored in a secure area that prevents unauthorized access.



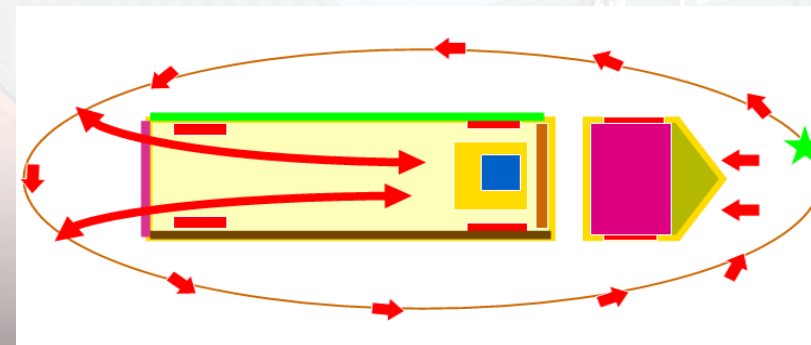
5.2 HC/LH/AIR/RAIL/SEA/FM/EX/CON/3PL

The CTPAT inspection process **MUST** have written procedures governing security and agricultural inspections.



5.3 FM/HC/LH/AIR/RAIL/3PL/IMP/EX/CON

Prior to loading/filling/packing, all modes of transportation **MUST** undergo **security** and **agricultural** inspections, approved by CTPAT, to guarantee that their structures have not been modified in order to hide contraband or that they have been contaminated with (visible) agricultural pests.

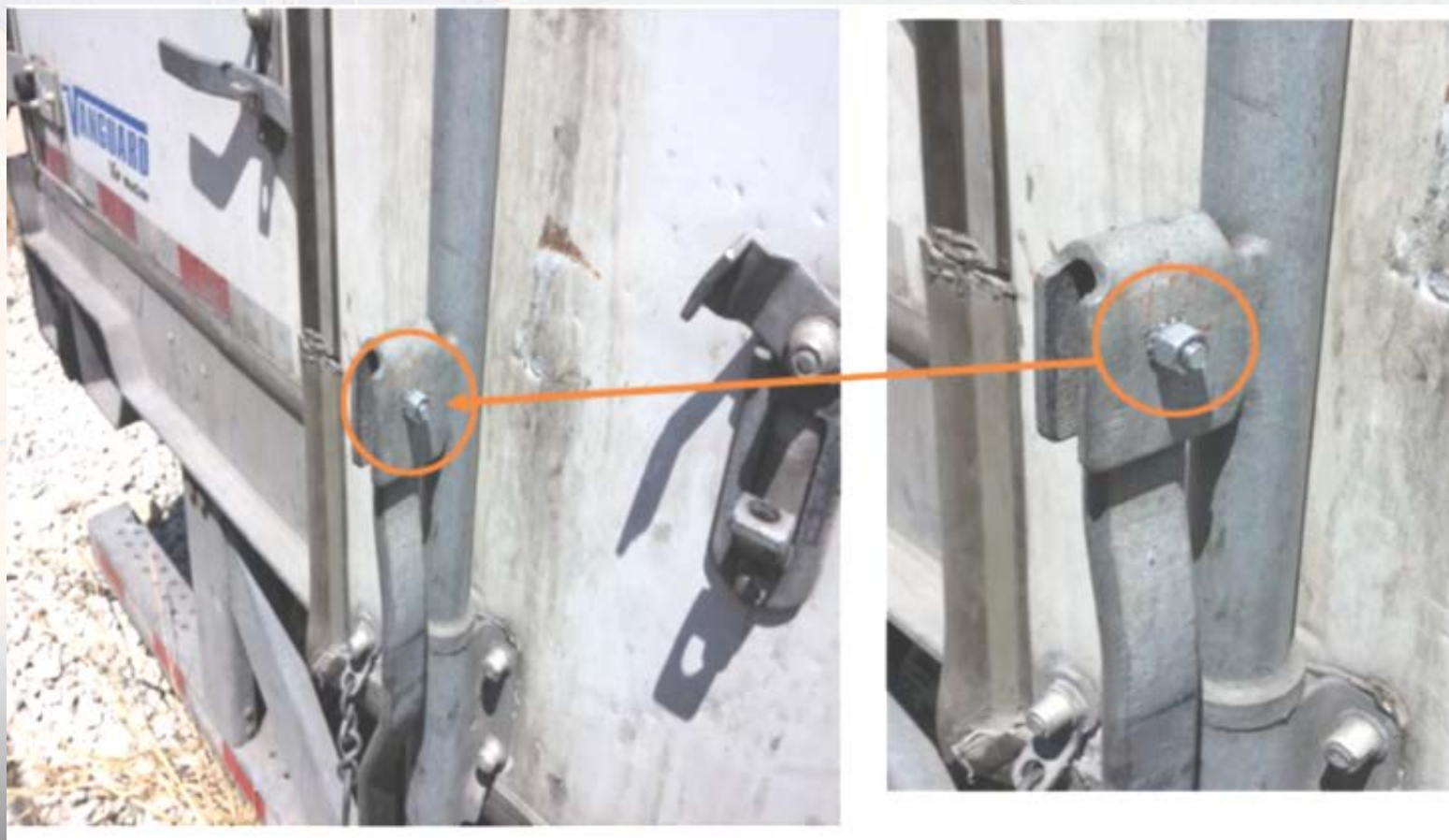


5.4 HC/LH/AIR/RAIL/3PL/IMP/EXP/CON

- Modes of transportation and instruments of international traffic (as applicable) **MUST** be equipped with external hardware that can reasonably resist attempts to remove it.
- Door, handles, rods, bolts, rivets, brackets and all other parts of a container locking mechanism **MUST** be thoroughly inspected for tampering and any hardware inconsistencies before any sealing device is attached.



Instruments of International Traffic Security (IIT)



U.S. Customs and
Border Protection

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

Inspection of all empty transports and instruments of international traffic **MUST** be recorded in a log.

The following items **MUST** be documented in the log:

Container/trailer number

Inspection Date

Inspection time

Name of employee
performing the inspection

Specific areas inspected

Seal number



Instruments of International Traffic Security (IIT)


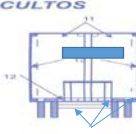


Seal Number

Agricultural Inspection

VVTT Done

INSPECCION DE CAJA DE TRAILER				
ENTRADA				
Fecha entrada:				
Hora de entrada:				
Tipo de Contenedor o Transporte de Carga:				
Empresa Transportista:				
Supervisor:				
	Conductor _____			
	Placa Cabezal: _____			
	Numero Contenedor _____			
	Placa de Contenedor _____			
	Numero de Sello: _____			

18 Puntos	SI	No	N/A
1.- DEFENSAS			
2.- MOTOR			
3.- LLANTAS (CAMION REMOLQUE)			
4.- PISO INTERIOR DE CAMION			
5.- TANQUES DE COMBUSTIBLE			
6.- CABINA Y COMPARTIMENTOS			
7.- TANQUES DE AIRE			
8.- CHASIS DE CAMION			
9.- QUINTA			
10.- CHASIS EXTERIOR DE REMOLQUE			
11.- PUERTAS DE REMOLQUE			
12.-PISO INTERNO DEL REMOLQUE			
13.-PAREDES LATERALES DE REMOLQUE			
14.- PARED FRONTAL DE REMOLQUE			
15.- TECHO DE REMOLQUE			
16.-UNIDAD DE REFRIGERACION			
17.- ESCAPE DE CAMION			
18.- SOLDADURAS, UNIONES, BISAGRAS,TORNILLOS			

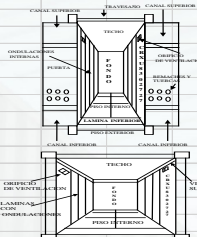
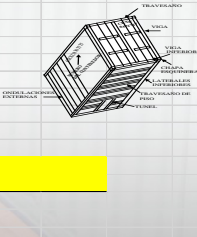
Revisión de agricultura Limpio: ☐ **Sucio:** ☐

Comentarios limpieza del remolque:

Resultados de Medicion: Largo: **Ancho:** **Alto:**

Se realiza procedimiento (VVTT) : Si ☐ No ☐

Comentarios del sello de seguridad:

Inspeccionado por: _____
Empleado de embarque que recibio: _____
Número de sello reemplasado: _____

Observaciones:

Nombre del Guardia: _____ Planta: _____

Certifico que los parámetros de arriba evaluados se realizaron y verificaron:



Measurements



U.S. Customs and Border Protection

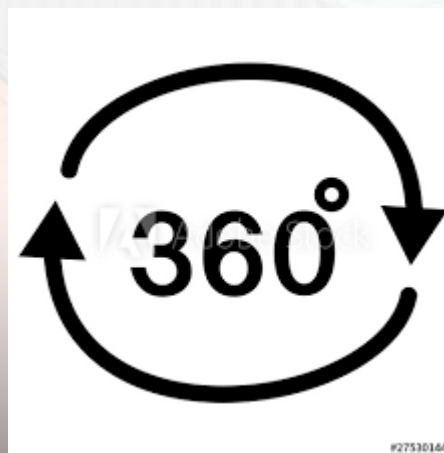
5.5 FM/HC/LH/AIR/RAIL/3PL/IMP/EXP/CON

- If inspections are supervised, the supervisor **MUST** also sign the checklist.
- The container inspection log or IITs **MUST** be part of the shipping documentation package.
- The recipient **MUST** receive the complete package of shipping documentation prior to receiving the merchandise.



5.6 AIR/CON/EXP/FM/IMP/MPTO/SEA/3PL/LH/RAIL

All security inspections **MUST** be conducted in a controlled access area and, if available, monitored through a CCTV system.



5.7 HC/LH/FM/3PL/CON

If visible pest contamination is found during inspection of international traffic units/instruments, these **MUST** be washed/vacuumed to remove such contamination.



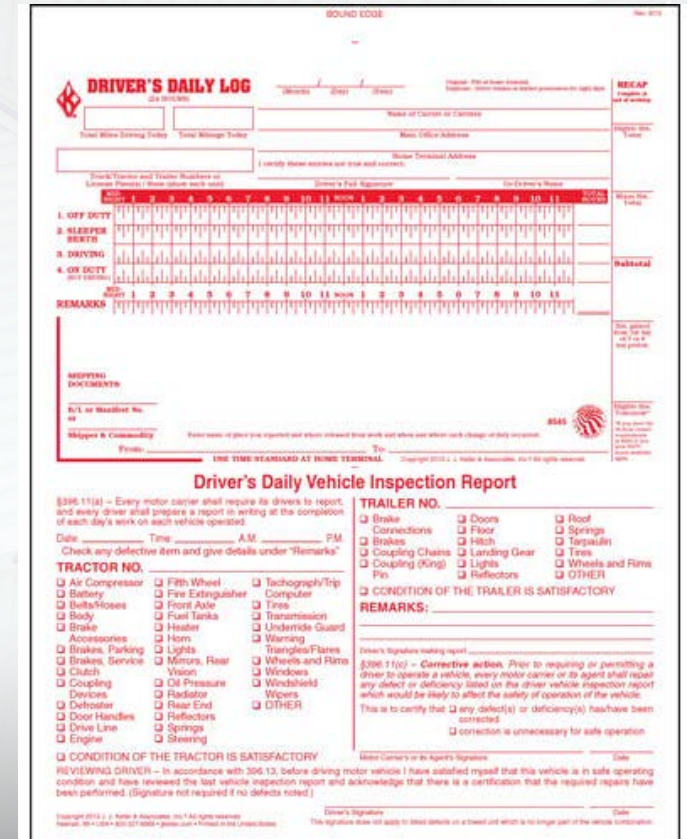
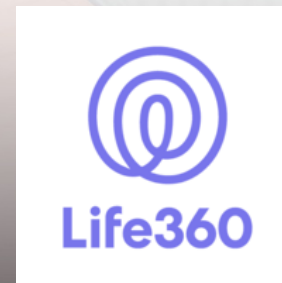
5.8 IMP/EXP/FM/HC/LH/3PL/CON

- Management staff **MUST** conduct random unit inspections according to risk after transport staff have performed their inspections.
- Unit inspections **MUST** be performed periodically, and more frequently based on risk.
- Inspections **MUST** be done randomly, without prior notice, so they are not predictable.
- Inspections **MUST** be conducted in several locations where the unit is susceptible: the carrier's yard, after the unit has been loaded, and en route to the US border.



5.11 LH/HC/RAIL/3PL

- A track and trace log or equivalent technology (such as GPS), **MUST** be used to track transportation while en-route to the US.
- If driver records are used, the driver **MUST** record any stops and note that transportation and seal inspections were performed.



The form is titled "DRIVER'S DAILY LOG" and "Driver's Daily Vehicle Inspection Report". It includes sections for driver information, a log of activities (OFF DUTY, SLEEPER, DRIVING), and a detailed vehicle inspection checklist. The checklist covers various components like brakes, lights, tires, and engine. It also includes a section for "REMARKS" and a signature line for the driver.



5.14 EXP/IMP/HC/LH/3PL/RAIL/FM/CON

- CTPAT members **MUST** work with their transportation providers to track units from origin to final destination.
- Specific tracking, reporting, and data sharing requirements **MUST** be incorporated into terms of provider service agreements.



5.16 EXP/IMP/FM/CON/HC/LH/3PL/RAIL

- For (ground) border shipments that are close to the US border, a “No Stops” policy **MUST** be in place with respect to unscheduled stops.



5.19 HC/3PL

- If using a GPS tracking system, carriers **MUST** use a sensor coupling/connector or equivalent technology from the tractor to the trailer to ensure that the trailer is also monitored and tracked.

5.20 HC/LH/3PL

- Carriers **MUST** use electronic dispatch records; These records **MUST** be recorded and kept for auditing purposes.

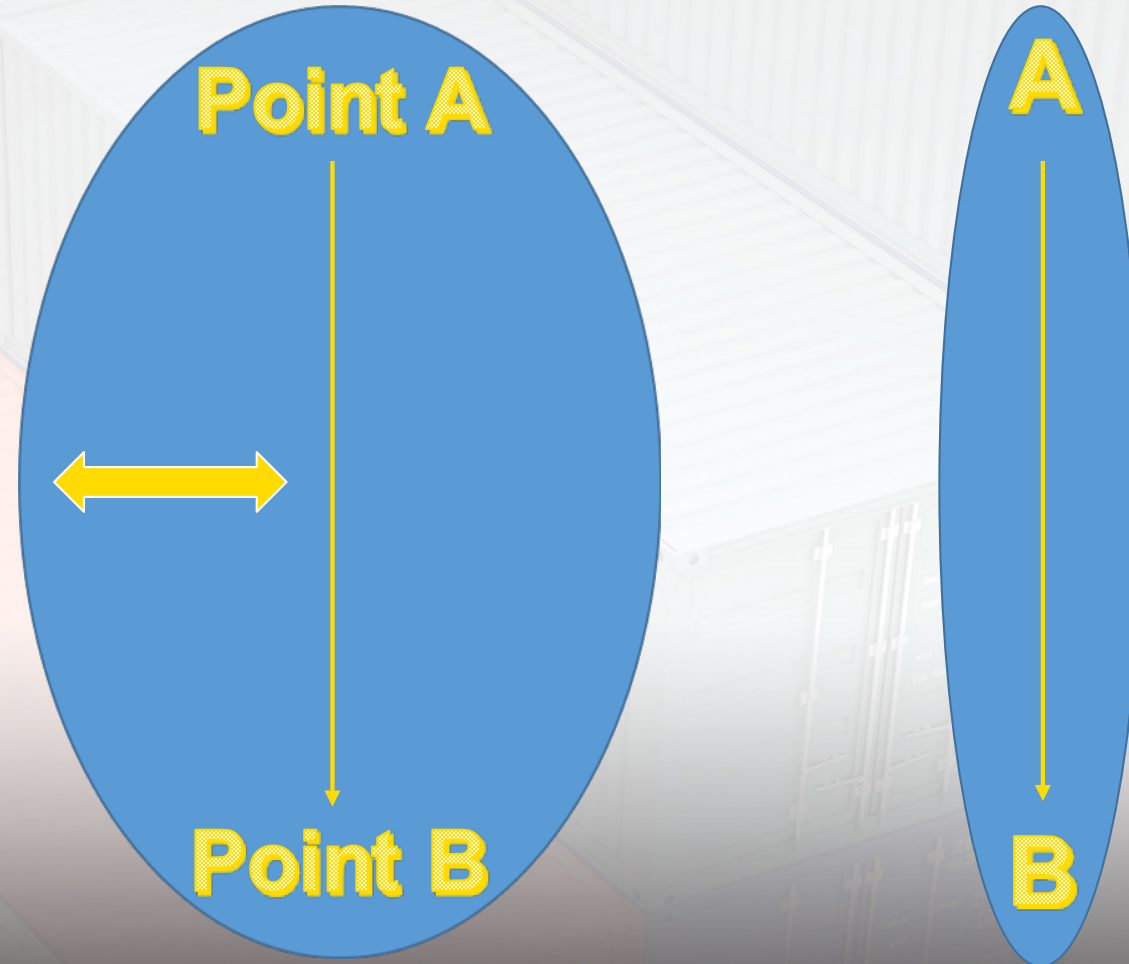


5.21 HC/3PL

- For cross-border shipments, predesignated transit routes **MUST** be established, including anticipated transit times between waypoints.
- Once the time between assigned points has been determined for both peak and non-peak hours, these times **MUST** be recorded and incorporated into the monitoring process.
- If GPS technology is used, the geofence and its respective alerts **MUST** be implemented when a carrier deviates from the assigned route.
- Built-in geofencing parameters for pre-established transit routes **MUST** be programmed with minimum tolerances.



GeoFence Capabilities



5.22 HC/LH/EXP/3PL

- Carriers **MUST** have written systems or procedures in place to respond to significant route deviations and late arrivals to loading area/docks, transfer points, or final destination.
- Drivers **MUST** notify dispatch personnel of any significant delays due to weather, traffic, or route changes.
- Dispatch personnel **MUST** independently verify the cause for delay.



5.23 HC/LH/3PL

- After a stop, drivers **MUST** inspect the unit's seals or locking mechanisms for signs of tampering before continuing the journey.
- Inspections **MUST** be documented.
 - Driver record, if used
 - What else can be used to document?



5.24 HC/FM/LH/RAIL/3PL

- In high-risk areas, and immediately prior to arriving at the border crossing, CTPAT members **MUST** incorporate a "last chance" verification process for shipments destined for the US to confirm that units were not tampered with. This includes a unit inspection and the VVTT process for seals.
- Inspections **MUST** be conducted by properly-trained persons.
 - V - View seal and trailer/container closing mechanisms; make sure they are good.
 - V - Verify seal number against shipping documents for accuracy
 - T - Tug seal to verify that it is positioned correctly
 - T - Twist seal to make sure that its components will not unscrew, separate from each other, or that any part of the seal will be lost



5.26 HC/RAIL/LH/3PL

- Drivers **MUST** report and record any anomalies or unusual structural modifications found in the unit after an authority/government inspection.



5.27 HC/RAIL/LH/3PL

- Periodically, management **MUST** conduct random reviews of tracking and monitoring procedures.
- Review results **MUST** be recorded.
- Review **MUST** encompass verification of the tracking record with internal documents and systems; Unaccounted transit times **MUST** also be included.
- Periodically, management **MUST** conduct spot checks en route.



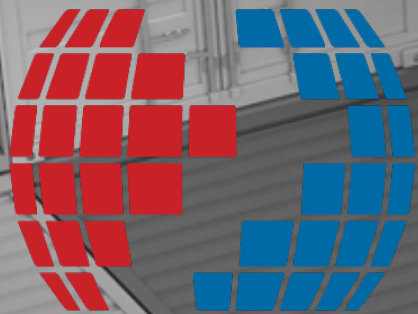
5.23 HC/LH/3PL

- CTPAT carriers **MUST** notify appropriate entities (i.e., sender, recipient, and importer) of any significant delays, including mechanical failures during transit.

5.29 CORE

- If a credible/detected threat to the security of a shipment or unit is discovered, the member **MUST** alert (as soon as possible) potentially affected supply chain business partners and authorities, as appropriate.





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