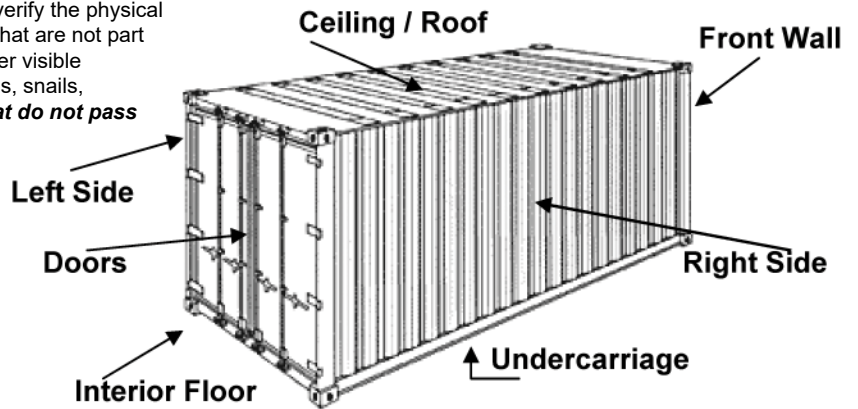


# USDHS / USCBP / BASC "BEST PRACTICE" 8-Point Ocean Container Security Inspection Guide

Using the checklist, document the results and include with the shipping records. Conduct an 8-point interior & exterior inspection to verify the physical integrity prior to loading. While examining, inspect for items that are not part of the container such as contraband, foreign objects and other visible agricultural contaminants (plants, seeds, insects, egg masses, snails, animals, animal droppings, and soil). **Reject containers that do not pass the 8-point inspection criteria.**

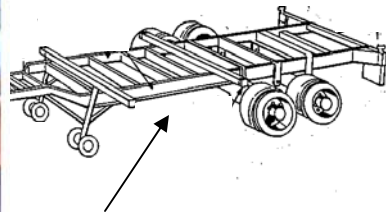


Reference back for additional inspection criteria information.



## Outside and Undercarriage

Before allowing the container to enter the facility, inspect undercarriage and outside of container. Use a mirror to access hard-to-see areas.



Undercarriage support beams should be visible; solid plates should not cover the beams.

## Doors – Outside and Inside

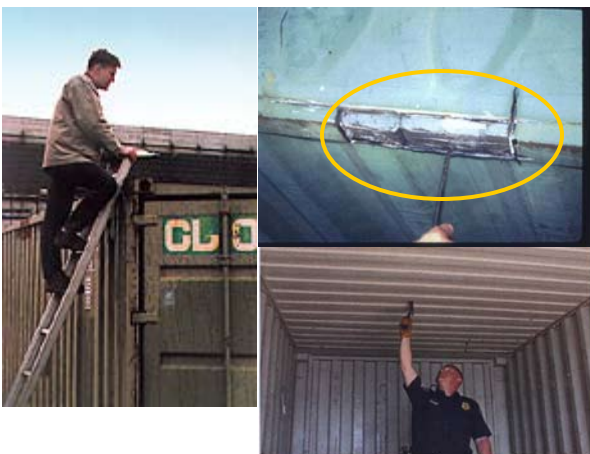
Ensure locking mechanisms are secure and in good working order. There should be ribs on the interior sides of each door; solid plates should not cover standard interior door cavities.



Look for different color bonding material, loose bolts, new and worn metals on device. Doors should seal completely when closed.

## Ceiling and Roof

Inspect external roof and internal ceiling, including structural beams. Use tool to tap – you should hear a metal, hollow sound. If unable to see roof of container, use ladder or a mirror attached to a pole.



Any weld repairs on the inside must also be visible on the outside. Watch for unusual welding or repair on support beams. False compartments are common in ceilings, beams, floors, doors, and the front wall.

## Left and Right Sides

Inspect internal and external surfaces, including structural beams. Use a tool to tap side walls – listen and feel for hollow, metal sound. All walls, ceiling, and doors should be metal.



Any repairs on the inside must also be visible on the outside. Blocks and vents (9 holes) inside container must be visible and appropriately spaced (see above picture).

## Front Wall

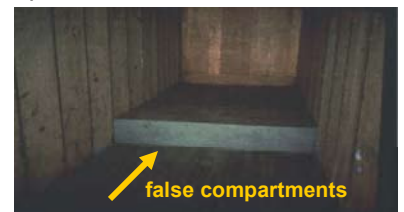
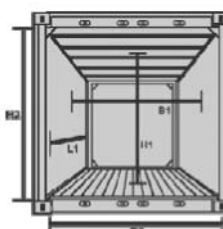
Inspect front wall, making sure vents and blocks are visible and appropriately spaced. Measure interior and exterior with a tape measure, range finder or string. Container should be exact to specifications.



Look for different wall colors and blocks that are too close to the vents. Use a tool to tap front wall – you should hear a hollow, metal sound.

## Interior Floor

Inspect floor for unusual repairs. Floor should be flat and one height. Measure floor to ceiling with a tape measure, range finder or piece of wood. Container should be exact to specifications.



You should not need to step up from edge of container to get inside; there should be no steps or raised platforms inside container.

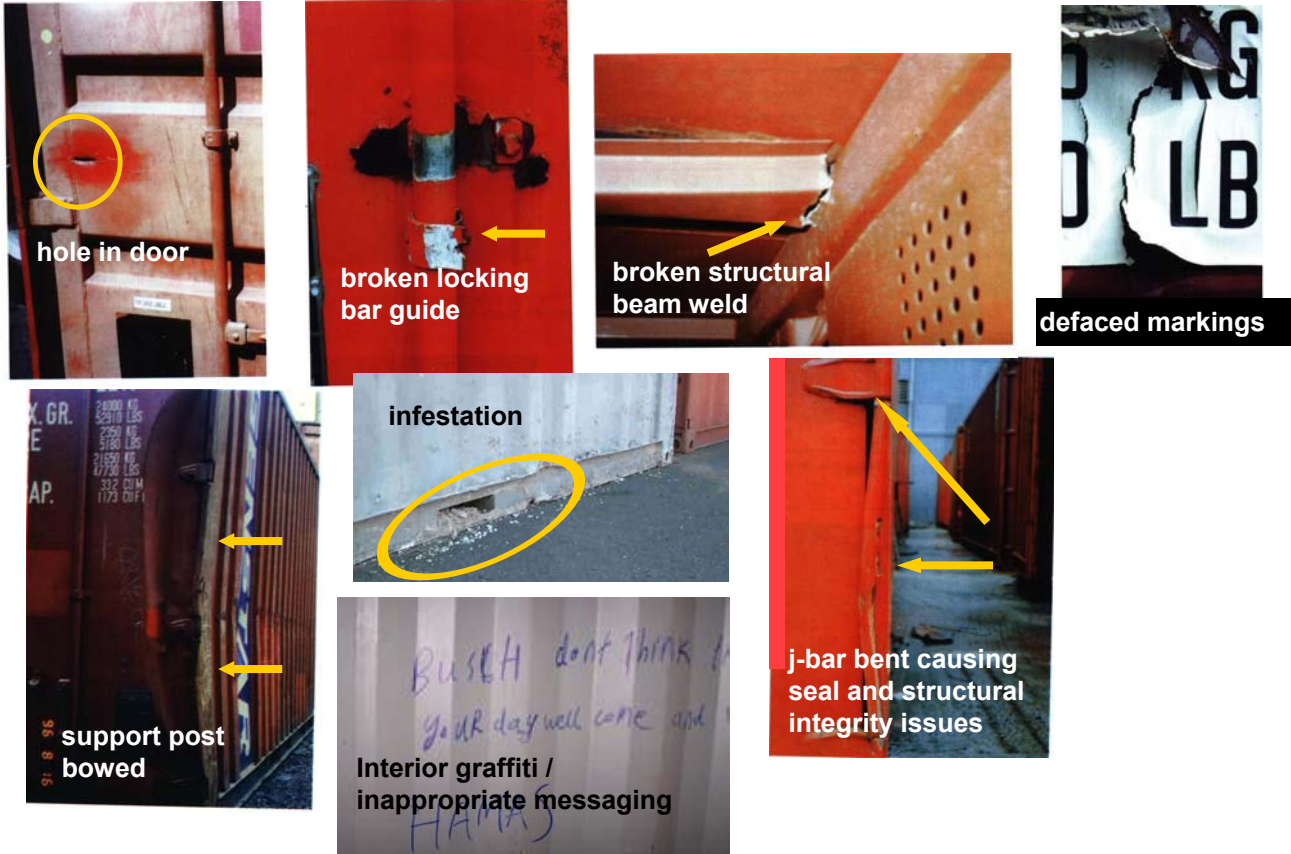
# Ocean Container Defect Reference Guide

Every precaution should be taken to ensure proper inspections. Use your experience and judgment when inspecting ocean containers (ISO standard) to determine whether or not they are suitable for shipments. *Please note that graffiti or inappropriate messaging on the interior of containers is not acceptable.*

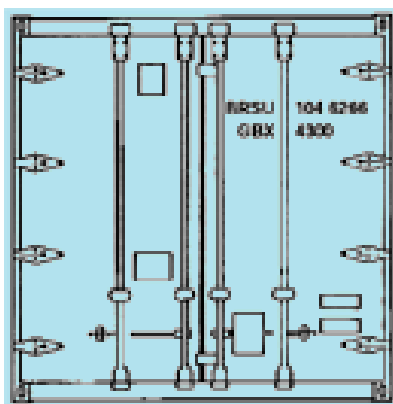
Minor to moderate blemishes and damage are acceptable and considered normal. Look for structural defects that jeopardize the safety and security of people loading and unloading containers and those that compromise the integrity of the products being transported (see example photographs below):

- Significantly bent / bowed posts, support beams or broken welds
- Door hardware in poor condition or working order that prevents seal and locking integrity
- Holes that allow light or external weather conditions into container
- Infestation (seeds, insects, egg masses, snails, animals, animal droppings), plants and soil, mold or residual cargo debris / dirt
- Condensation / standing water or wet floors
- Persistent odor or physical reaction such as watering eyes or coughing
- Defaced container markings or interior graffiti / inappropriate messaging

Please note that illegal contraband can be stored in modified pallets, hidden within products or among boxes and can also simply be added to a shipment in a box, bag or other receptacle.



Cargo container doors should seal completely and securely when shut. The container should be light-tight, which will also prevent entry of any external elements into the container while in transit. To ensure a satisfactory light-tight seal, you can conduct a light test by observing the seal performance from inside a closed container. In addition, all door locking hardware (hasps, hinges, handles, bars, bolts, etc.) must be tested and be in good working order (see below diagram).



When contracting with third party trucking companies to transport cargo, you must ensure that those organizations also inspect ocean containers and the vehicles (truck / tractor trailer) prior to delivering equipment to you. Please access the below link to the U.S. Customs & Border Protection website for a complete list of inspection criteria for truck / tractor trailers, carriers, etc. [http://www.customs.gov/xp/cgov/import/commercial\\_enforcement/ctpat/security\\_criteria/hwy\\_carrier\\_criteria/hwy\\_carrier\\_criteria.xml](http://www.customs.gov/xp/cgov/import/commercial_enforcement/ctpat/security_criteria/hwy_carrier_criteria/hwy_carrier_criteria.xml)

Source: *International Chamber of Shipping and Institute of International Container Lessors, Ltd.*

As a participant in CTPAT, Gore is making a firm commitment to enhance the security of goods moving through our international supply chain. Gore works to protect its supply chain from criminal activities such as drug trafficking, terrorism, human smuggling, and illegal contraband. Allegations or indications of any of the above activities or risks in Gore's supply chain will be promptly investigated and appropriately addressed. An Associate who has evidence of or concerns about inappropriate or illegal conduct in Gore's supply chain are directed to contact their regional Trade team, their leader or the Gore's Ethics Hotline.

