



United States
Department of
Agriculture

June 12, 2007

Marketing and
Regulatory
Programs

NOTICE TO THE TRADE

Agricultural
Marketing
Service

CONVEYANCE SEALING REQUIREMENT

Washington, DC
20250

Effective with all contracts awarded on or after July 1, 2007, suppliers will be required to place a seal on all full and partial truckload, piggyback, railcar, and tanker shipments.

All delivery units, truckload and less-than-truckload (LTL) quantities, must be secured at all times prior to unloading at its destination with serially numbered **high security seals**. Suppliers of commodities, products and/or services shall be responsible for placing a seal(s) on all doors, hatches, vents, or other points of entry of each transportation conveyance upon completion of loading or servicing. Seals shall be serially numbered, barrier-type and meet the American Society for Testing and Materials (ASTM) Standard F 1157-04. Seals shall be 1/8th inch in diameter, **high security** bolt, cable, or equivalent. The contractor must maintain a record of each seal number used for truck lot and LTL delivery unit. Additionally, the Contractor must ensure that the applicable seal identification number is on each bill of lading, shipment manifest, certificate, or other delivery documents for each delivery destination, provide a sufficient number of seals, and ensure that the carrier service secures the conveyance after each delivery destination.

For commodities required to be inspected at origin: Loading of the conveyance must be in accordance with good commercial practices and the initial sealing must be done at origin under the supervision of a USDA licensed Inspector. When LTL delivery units are transported on the same trailer or railcar and destined for multiple receiving warehouses, the trailer or railcar must be re-sealed after each intermittent delivery. The seal number must be recorded on the appropriate delivery documents and correspond with the applied seal at the time of arrival at the next destination. It will be the responsibility of the Contractor to provide a sufficient number of seals and ensure that the carrier service secures the trailer or railcar after each delivery destination. The Inspector will verify that all seal numbers match those listed on the bill of lading, shipping manifest, or other delivery documents.

For commodities required to be inspected at destination: Loading of the conveyance must be in accordance with good commercial practices and the initial sealing must be done at origin by the supplier. At the destination site, a USDA licensed Inspector does not need to be present at the time the seal is broken, but the seal shall be presented to the Inspector upon his/her arrival. When LTL delivery units are transported on the same trailer or railcar and destined for multiple receiving warehouses, the trailer or railcar must be re-sealed after each intermittent delivery. The seal number must be recorded on the appropriate delivery documents and correspond with the applied seal at the time of arrival at the next destination. It will be the responsibility of the Contractor to provide a sufficient number of seals and ensure that the carrier service secures the trailer or railcar



after each delivery destination. The Inspector will verify that all seal numbers match those listed on the bill of lading, shipping manifest, or other delivery documents.

It is the responsibility of the receiving warehouse to have personnel present to verify the seal number and the equipment available to break the seal. Breaking the seal is the responsibility of the receiving warehouse.

If any conveyance arrives at a destination warehouse with a missing or broken seal, or a different seal number than the one listed on shipping documents, the shipment may be rejected by the receiving warehouse. All costs associated with replacing the shipment, including late delivery charges, will be borne by the Contractor. No waivers will be approved for missing, broken or different seal numbers on any portion of a shipment.

If you have any questions or concerns, please contact our office. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dave Tuckwiller', with a long horizontal flourish extending to the right.

Dave Tuckwiller, Chief
Commodity Procurement Branch
Fruit and Vegetable Programs