



# SECURE, CHECK, RECORD

## HAVE YOU CARRIED OUT YOUR CHECKS?

For more information about the civil penalty legislation, contact:

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## VEHICLE SECURITY CHECK-LIST

Company name \_\_\_\_\_

Vehicle number \_\_\_\_\_

Loaded at \_\_\_\_\_

Trailer number \_\_\_\_\_

On (date) \_\_\_\_\_

Check	After loading		1st Stop		2nd Stop		FINAL CHECK <sup>3</sup>		Extra check if time between 3rd party-check + embarkation >15 min.	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Vehicle/Trailer inside	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Tilts & roof checked for damage	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
External compartments checked	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Below vehicle checked	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
TIR cord tight and in place and checked <sup>1</sup>	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Seal in place and checked <sup>2</sup>	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Padlock in place and checked <sup>2</sup>	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Seal/Padlock number										
'3rd Party' check (e.g. CO2, PMMW)							Yes	No		
Cabin-Check							Yes	No	Yes	No
Time checked										
Driver's signature										

<sup>1</sup> The TIR Security Cord should be checked physically for evidence of tampering, in particular for signs that it has been cut and rejoined.

<sup>2</sup> Seals and padlocks should be checked physically to ensure they have not been cut or broken and repaired. If a padlock is difficult to open or close this may suggest it has been tampered with.

<sup>3</sup> If travelling through Calais, Coquelles or Dunkirk, the final check should be carried out before entering the UK Control Zone. If using another port the final check should take place immediately before boarding the ferry.

