

Universeal U.K. Ltd

Universeal

I-SEALS™

THE SOLUTION FOR TRADE SECURITY

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International Expertise Award Winner 2002

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1. HOW I-SEALS WORK

The Intelligent Seal (I-Seal™) is a high-tech device specifically designed to address the problems of international cargo transport.

The I-Seal™ is the ideal answer to the problems of:

- # Transit control;
- # Prevention of smuggling;
- # Supply chain security;
- # Automatic data exchange and verification; and
- # Shippers certification and authorisation at origin

The I-Seal™ can be used to secure containers, trucks, railway cars and other vehicles in place of a conventional mechanical seal.

The I-Seal™ was designed by Universeal with *security* and *trade facilitation* in mind and its features make it a key component of the supply chain, from which every party can benefit.

The key features of the I-Seal™ are:

- # Active read/write memory chip of up to 128k, capable of carrying data such as a full manifest as well as recording any attempt at opening or tampering;
- # Fully re-usable, with a life-time in excess of three years;
- # Infra-Red Read/Write Device, which makes it suitable for use across borders by different authorities or parties without the need for reaching a common RFID frequency standard;
- # Patented Fibre Optic Cable Core technology to detect tampering;
- # Weather resistant and extremely rugged, the I-Seal™ has been tested in very harsh marine and land transport conditions.
- # Radiation Resistant, the I-Seal™ has been tested to withstand high radiation, which makes it suitable for use in transport of radioactive materials.

These key features will deliver benefits to Customs authorities, shippers, port operators, trucking companies, insurers and warehouse operators as well as providing supply chain integrity, an essential feature in the light of the terrorist threat to commercial cargo.

The Universeal I-Seal™ has been fully tested, is in use and is available now!

Intelligent Seal and I-Seal™ are registered trademarks

US Patent No. UD 6,420,971 B1

2. GUIDE TO I-SEALS

The I-Seal™ can be applied to a container or truck lock in the same way as a conventional seals. The cable can be wrapped around the bars to ensure that the doors cannot be opened without either removing the I-Seal™ or cutting through the cable. The I-Seal™ is locked into place by positioning it inside the metal cage, which provides outer protection and ensures that contact is made between the I-Seal™ and the cable ends. The I-Seal™ is secured in its protective steel box by a heavy-duty padlock. The I-Seal™ will record the date, time and event of locking in its memory. Data (such as the container manifest or other shipment information) can be downloaded into the I-Seal's memory at any time from any computer system through the specialist software provided by Universeal and via an infra-reader. Readers are available as a fixed device or as a hand-held reader.

As the I-Seal™ has the capacity to carry the cargo manifest and any other required data electronically, it can effectively be used at every point in the supply chain to verify the contents of the vehicle, and then reconcile it with data prepared at origin and transmitted to other parties along the trade route. This is a key feature that will enable cargo to be facilitated through green channels by

Customs, provided the data on the I-Seal™ matches the data received electronically and the I-Seal™ has not been tampered with, and would be particularly useful in transports using transit routes across several borders.

In order to access the I-Seal™ to download data or to read its contents it is necessary to use a unique password generated by the computer system. This makes communications with the reader totally secure and prevents any attempt at reading the contents illegally, or "hacking" the data to mask an attempt at tampering. It also enables operators to know *who* has opened the I-Seal, since it is then possible to match the I-Seal code with one or a group of individuals.

The data interchange between reader and I-Seal™ is encrypted and, because it uses Infra-Red, it is not possible to tap-into, jam or eavesdrop unlike similar devices that use conventional RFID.

Any attempts at opening the I-Seal™ or cutting through the cable will be detected and their date and time will be stored in the I-Seal's memory. Similarly, attempts to freeze the I-Seal™ or gain unauthorised access will be detected.

When an authorised user next reads the I-Seal™, all data will be downloaded from the I-Seal™ to the specialist software which will then be able to detect any illegal events. Once the I-Seal™ has completed its journey, all memory can be wiped and the I-Seal™ can be used again, making using the device very cost effective.

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3. PRODUCT DESCRIPTION SUMMARY

Product name I-Seal™

Product Infra-Red, Read-Write, Tamper Detect Electronic Seal

Electronics

- # I-Seal™ is scanned and programmed via short range, sunlight compatible, Infra-Red (IR) link.
- # Internal 8K byte memory with encryption records sealing time, electronic notes, customs declaration, manifest & any abnormal tampering. Memory increasable to 128k.
- # Fibre-optic security cable senses cable integrity once every second

Power # Battery shelf life up to 10 years. Battery life when armed up to 3 years.

Physical Protection # Cable seal. Cable can be locked to give physical security. Available with hard plastic cage or high strength steel cage to protect from damage.

Security Features

- # Unique number generation by computer software, encryption and ability to compartmentalise tag data.
- # Records in memory any attempts at opening or interfering with the I-Seal™, e.g. opening, cutting, freezing, hacking, etc.

Disposable # Reusable. Read-Write memory can be reused for any number of trips up to the practical limit.

Market Focus # Target customers include government agencies, Customs departments, importers/exporters, carriers, forwarders, truck fleet owners and public and private security agencies. Designed to protect valuable assets, including high dutiable in-bond transit goods. Used for Customs facilitation and logistics management, as well as anti-terrorism.

Market Status # “Available”. A successful pilot was carried out in Mexico with in-bond shipments, using reader/writer, in guard booth.

Also pilot for sensitive US DOE shipment from Cyprus to Hanford, WA

The I-Seal™ system is available for purchase now.

The system is fully functional and ready for deployment.

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4. SOFTWARE DESCRIPTION SHEET

The Transit Software System used with I-Seals has been designed for maximum flexibility to record, monitor and control transit traffic to facilitate the speedy movement of legitimate cargo, for all kinds of applications. It can be implemented as a stand-alone system or fully integrated with Universeal TIMS© package for Customs Administration thereby allowing a real time reconciliation of an entry and exit declaration.

5. ADVANTAGES OF INFRA-RED VS RFID

For some applications, which specifically require automatic remote reading, the choice of RFID transmission for E-Seals is mandatory. However, after extensive testing, Universeal has come to the conclusion that whereas Seal interrogation can be performed at fairly short range, Infra Red communication offers some landmark advantages versus RFID. Data security problems posed by RFID transmission can be overcome, but at high cost.

The advantages of Infra-Red versus RFID are summarized in the table's below.

INFRA-RED	Directionality	RFID
The “point and shoot” capability of Infra-Red allows individual containers to be identified and their I-Seals interrogated even if hundreds of containers are nearby,		All electronic seals which use radio-frequency will respond. Only prior knowledge of a seals’ identity can limit the response to that seal alone, but even then there can be no visual cross-check of which seal actually responded.
Since an Infra-Red reader has to be pointed at the actual I-Seal™, the I-Seal™ system is from “shadow seals”, e.g. a rogue electronic seal hidden inside a container. A rogue seal could, for example, be programmed to indicate ‘secure’ regardless of whether the the Container has been tampered with or not.		If a seal’s identity is unknown, a process of immune trial and error polling must be used to Identify (but not locate) all seals in the in the reader’s range. This takes time and to always shortens every seal’s battery life since all must remain active throughout the process.

Infra-Red hand readers up to 5 metres and powerful gantry mounted readers can work up

to 100 metres away. The latter can be remotely directed and fitted with telephoto TV links so visual confirmation of the trailer or container being scanned can be viewed and recorded in a control room.

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ADVANTAGES OF INFRA-RED VS RFID continued.

INFRA-RED

Infra-Red offers greater security than radio frequency transmissions. Since Infra-Red communications are virtually line-of-sight, it is difficult for an un-authorized person to “listen in” to them without being detected.

Infra-Red is virtually immune to jamming and interference.

It is often claimed that Infra-Red cannot be used outside. This is not true. The I-Seal™ Infra-Red system works in full sunlight and under powerful artificial lights.

RFID

Security

Radio frequency communications propagate over a wide range and scanners/receivers are readily available. This allows un-authorized persons to record & analyse communications between the seal and its reader. This may lead to subsequent security breaches or allow rogue transmissions to be created.

Interference

Radio frequency seals employ license exempt radio frequency bands. These frequencies are open to all and are widely used for “wireless” consumer devices ranging from automobile locks to telephones. In busy built-up areas these frequency bands are very noisy and crowded, and this situation is getting worse.

As yet there is no universal license exempt radio frequency, meaning that dual or triple frequencies may be required for international use – much akin to cellular phones.

Transmitter modules for these license exempt bands are readily available and the construction of jamming devices very easy.

Versatility

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6. A GUIDE TO APPLICATIONS

The I-Seal™ offers substantial benefits in a number of different applications. In designing the I-Seal™, Universeal took into account all the needs and constraints of international and national transport and the resulting product is unique in combining features that make it extremely versatile.

For example:

The I-Seal™ can be applied at source by a trusted shipper or under inspection conditions, and remain attached to the container, or vehicle, for the duration of the transport providing each party or authority along the route the means of verifying the contents and integrity of the cargo without opening the container. This is a fundamental requirement to ensure the existence of *secure trade lanes*.

While shippers benefit from having their cargo protected from theft they can also demonstrate to Customs or regulatory authorities that proper precautions were taken to ensure the integrity of the cargo at origin. Authorities would then be able to benefit from this assurance and allow "green channel" passage, or other benefits to goods protected by an I-Seal™. The I-Seal™ would also facilitate Customs procedures in that it can carry the full cargo manifest and/or export declaration which, in turn, can be used as an import declaration at the point of arrival.

I-Seals can be used in any situation where integrity of the cargo must be maintained in transport. This would also apply to commercial supplies such as "multi-drops" or movement of goods from/to warehouses. One particular feature of I-Seals is their resistance to high radiation, which makes them suitable for use in securing movements of nuclear waste, radioactive, or chemical materials.

7. ASSISTANCE TO CUSTOMS ADMINISTRATIONS

Customs authorities are probably the major potential beneficiary from the use of ISeals. The role of Customs has traditionally been to protect and increase their Government's revenue by combating smuggling and fighting the trade in illicit goods (such as drugs, arms, etc.). However, with most countries having signed up to WTO, Customs have also been expected to facilitate legitimate trade whilst fulfilling their primary role as an enforcement agency.

I-Seals have been specifically designed to assist Customs authorities in these objectives by providing a significant deterrent for most forms of smuggling opportunity, whilst at the same time providing some unique features aimed at trade facilitation.

I-Seals are ideally suited for use in situations, which present considerable opportunities for smuggling such as:

International Transits

This is a wide-spread form of smuggling usually involving high value consumable goods such as cigarettes and alcohol. Goods are declared in transit thus attracting no duty. The container is then opened and the goods are diverted into the local market. Conventional seals can easily be replaced with fake ones. Often, in order not to attract attention, the goods are covered by a false declaration.

Exports/transport of High Value Goods

Containers carrying high value goods destined for export are often opened in country on the way to the border and the goods are stolen and the theft concealed. For example, oil may be removed from tank trucks or liquor may be removed from barrels and replaced with water so as not to attract the attention of Customs officer at the border.

Free Zone Movements

Many countries operate free zones, where goods can be imported duty-free and re-exported as manufactured goods. As these free zones are normally inside the borders, this presents clear opportunities for diverting either the raw materials or the manufactured goods into the country without paying duty.

Transport to Warehouse, distribution or other supply chain related activities

Under many Customs regimes it is possible to import goods and keep them in a secure warehouse, deferring payment of duty until the importer decides to put them on the market. Opportunities for leaking these goods into the country arise during the transport to warehouse and while the goods are in storage. In all the above circumstances I-Seals offer an effective means of securing the goods during the crucial transit. As the transit is controlled by a computer system that also tracks the use of each I-Seal™, any breach of the I-Seal™, excessive transit time or deviation from a prescribed route would raise an alert within the system. One key feature of this solution is that discretion for acquitting the transit is removed from the officer in charge of reading the I-Seal™ at the point of arrival. The status of the I-Seal™ is relayed to the computer system and the alert, in case of breach, can be delivered to a control centre in a different location. This effectively eliminates opportunities for collusion.

Trade Facilitation

Whilst I-Seals assist Customs with deterring & detecting smuggling by reporting on any breach, they also provide a key element in trade facilitation. In all of the above scenarios, if the I-Seal™ shows no evidence of tampering Customs may choose to allow the goods to be cleared and proceed to next stage without inspection. Customs would also be able to use the data and the security codes stored on the I-Seal™ to feed their computer system and match the declaration and/or manifest stored electronically, thus removing the need for lengthy visual inspection of the documents or cumbersome manual procedures.

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Legitimate trade can therefore benefit substantially from the use of I-Seal™ in terms of speed and simplification of clearance procedures. The I-Seal has also been designed with the international dimension in mind. Many international transits involve crossing several borders on the way to their ultimate destination. Provided Customs authorities in bordering countries agree to co-operate and exchange data electronically (a trend forcefully promoted by organisations and trading blocs such as WCO, TIR, the EU, SADC, the G8, etc.) I-Seals can be used over the whole route without any need for Customs in any one country to remove them.

Universeal has run extensive trials of I-Seals with the Mexican Government, (a description of which is given below), the US DOD, and are also currently implementing them as part of their programmed assistance in anti-smuggling with Bulgarian Customs. A description of these projects is below, with details of other Universeal unique modernisation programmes with Customs provided on the CD-ROM and Crown Agents website.

8. SUMMARY OF BULGARIAN PROJECT

Name of Project:

Measures To Assist In The Reform Of The Bulgarian Customs Administration

Country:

Bulgaria

Assignment Funding Source:

Bulgarian Ministry of Finance

Location within Country:

Sofia and elsewhere

Name of Client:

Bulgaria - Ministry of Finance

Description of Project:

The problems faced by Bulgarian Customs Administration (BCA) are, in many ways, similar to other customs services in the region and elsewhere. These are:

- # Lack of effective infrastructure, systems and resources to deliver results;
- # Lack of expertise in some areas of modern customs techniques;
- # Lack of modern management and human resource development procedures (leading to corruption and malpractice in some cases).

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BULGARIAN PROJECT continued

The result of these problems is that customs revenue is not reaching the targets set by the Government, nor is it reaching its full potential as a provider of Government revenue. The project has been designed in the context of a wider reform and modernization programme that is in full compliance with the requirements of the European Union for Accession at a later date.

Universeal has also started deploying I-Seals in selected target areas as an anti-smuggling tool – particularly to secure high value and high-risk shipments.

9. DESCRIPTION OF MEXICAN TRIALS

Introduction

In conjunction with the Mexican Administración General de Aduanas, a field trial of I-Seals in use on transit movements between Toluca International Airport and Mexico City International Airport has been arranged. The trial was designed to provide a test of I-Seals System under actual operational conditions and to test the integration of I-Seals with the Mexican Customs System (SAAI).

Following initial pre-trial testing and configuration, successful transits were first started in early 2002. The trial has continued successfully for several months, with a target of 11 transits per week, to provide appropriate technical data and operational understanding necessary to implement a fully operational system for Mexican transits.

Objectives

The primary objective of the trial is an understanding of the operational use of I-Seals within the context of the management of transits by the Mexican Administración General de Aduanas. The secondary objective is the prototyping and testing of integration between the Mexican Customs System and I-Seals software.

Configuration

Mexican Administración General de Aduanas and Universeal have developed extensions to their systems to support the integration of I-Seals into the transit process. A simplified message set has been developed to enable the securing of I-Seals at departure and their clearance upon arrival. SAAI has been extended to enable the transfer of consignment information and unique password information to I-Seals software. This information is then transferred to the I-Seal™ and the I-Seal™ identity stored by SAAI. This information is then transferred to the destination system through the countrywide network.

Upon arrival, the I-Seal™ is removed from the cargo and scanned at the request of SAAI. Allowed I-Seals and their associated passwords are requested from I-Seals software and the resulting information including I-Seals activity is returned. The events are analysed by SAAI and used to support the revision decision. The unique passwords assigned at the start of each transit are a security measure designed to prevent the replication of I-Seals. Only a reader with the correct passwords will be able to read and write to the I-Seal™.

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Operation

During the trial period, time controlled tests were conducted on some of the transits to simulate a number of possible scenarios included controlled tampering with the consignments and device failures. All the results of these tests were successful.

10. SUPPLY CHAIN SECURITY

In the current climate, where terrorists could exploit the supply chain route, to become either the target of or the medium for delivery of a terrorist attack, it is of vital importance that security should be considered at every step of the supply chain. The I-Seal™ can be used as integral component to minimise opportunities for tampering with the contents of containers, at the same time as facilitating the crossing of borders with the integrity of the cargo assured.

Naturally, as a pre-requisite, Customs and other Government agencies would expect to be reasonably assured of the nature and origin of the cargo. This is where the concept of the "known shipper" is being propounded by organisations such as WCO, SITPRO, etc. Shippers who have attained a sufficient level of security clearance (either through inspections, certifications, etc.) would also be able to obtain from a trusted authority an I-Seal™ and the necessary electronic authorisation to secure their cargo at origin.

The authorisations can be disseminated to all other parties along the trade route (e.g. Customs authorities, port authorities) so that they can verify the integrity of the ISeal™ when the cargo enters their area of competency. Alternatively, cargo can be subjected to an x-ray or gamma-ray scan at the time of arrival at the port (or other secure area), and the I-Seal™ can be applied at that moment to ensure that no tampering takes place after the scan was taken.

11. COUNTER PROLIFERATION OF CHEMICAL, BIOLOGICAL AND NUCLEAR MATERIALS

I-Seals can be used to protect the integrity of valuable cargo from origin to destination in any circumstances where leakage or pilfering is likely to take place.

In particular, I-Seals can be used to add a level of deterrence to movements of nuclear waste, spent nuclear fuels, radioactive materials or petro-chemical products.

I-Seals have been tested to withstand high levels of radiation to US Government standards. The tests demonstrated that I-Seals can receive well above the maximum dose without loss of functionality and without absorbing and retaining radiation. This means that they can be operated in the proximity of radioactive materials without interference and safely applied to the exterior of the containers without presenting any danger from retained radiation. This makes them particularly attractive for use in counter-proliferation programmes. I-Seals have already been successfully used by the US Government's Department of Energy in a pilot project described below. The project also involved

several modes of transport through some severe weather conditions that demonstrated the all-round ruggedness of I-Seals.

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12. SUMMARY OF CYPRUS PROJECT

Name of Project:
Cyprus Project

Country:
USA - Cyprus

Assignment Description:
Provide I-Seals as extra security measure for the very sensitive shipment of a Nuclear Power Plant back to the U.S.A.

Assignment Funding Source:
US Department of Energy

Location within Country:
Transport from Larnaca, Cyprus to Richland, WA, USA via Felixstowe in the UK

Name of Client:
Battelle Corporation as Pacific Northwest National Lab. for U.S. Department of Energy,
National Nuclear Security Administration

Narrative Description of Project:
The objective was to use the I-Seal as an extra level of security for a sensitive shipment of controlled equipment to the United States from the Eastern Mediterranean area. This equipment, originally sold as scrap, was on its way to a country unfriendly to U.S. interests. The U.S. Government claimed the seized goods after an auction and paying outstanding storage and handling charges.

From 29 October 2001 through 1 November 2001, the freight forwarding company loaded the equipment into containers. I-Seals were affixed to each filled container. I-Seals were loaded with information concerning the contents of the containers and were then electronically and physically sealed. The containers were then trucked to the containment area at a seaport.

On 3 November 2001 the containers were loaded on-board the M/V Alexandra V. It arrived in Felixstowe, UK on 25 November and was transferred to the vessel M/V Claudia 44 on 28 November 2001.

The shipment arrived in New York on 7 December 2001 and cleared U.S. Customs on 14 December 2001. On 23 December, the shipment was transferred to the Rail Yard and loaded for Portland, Oregon where it arrived on 4 January 2002, the weather conditions during the rail journey reached 10'f. However, one container was misplaced in the Rail Yard, as it was oversized and stored in a different place from the others, and its arrival in Portland was delayed for several days.

The entire shipment was consolidated at the Portland Rail Yard, and then moved to Eastern Washington State, two containers per day until all were received on 17 January 2002. On 22 January 2002 I-Seals were interrogated and unlocked. I-Seals detected no interference, break-ins or tampering during the arduous trip to Eastern Washington State.

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CYPRUS PROJECT continued

It is important to note the amount of handling and environmental factors that stressed I-Seals:

1. Truck from freight forwarder to Sea Port – stacked by crane
 2. Crane lift on to the M/V Alexandra V
 3. Twenty-two days at sea on-deck and exposed to the elements
 4. Crane Lift and storage for three days in Felixstowe, UK
 5. Crane lift on to the M/V Claudia 44
 6. Ten additional days at sea on-deck and exposed to the elements
 7. Crane Lift off the Claudia.
 8. Storage and Customs Clearance for sixteen days, fully exposed to the elements
 9. Truck to Rail Yard and Crane Lift onto flatbed cars.
 10. Rail Transit of continental U.S. for seven days, fully exposed
 11. Crane Lift off Rail Cars and storage for seven days
 12. Trucked two-hundred and fifty miles to Hanford and additional days of storage
- At the successful conclusion, the Department of Energy issued a letter recognizing the significance of the shipment and the use of I-Seals as well as the contribution made by Universeal Consultancy to the national security of the U.S.

I-Seals were subjected to approximately 60 days at sea on two container ships. Some salt corrosion was noticed on the stainless steel cables. All I-Seals were heavily coated with grime, dirt and in some cases, oil or grease. They were exposed to some of the coldest weather of the year during the transit of the U.S., lows of 10F degrees and blizzard conditions were common in the middle west during this period. Environmentally, this application of I-Seals was a very stressful and robust test of their ruggedness and reliability.

Currently, no other electronic sealing device has been used and abused in this manner.

The U.S. Department of Energy has concluded that the I-Seal™ System is reliable and adds an extra measure of security and an excellent audit process for the shipment of sensitive goods and materials inside standard containers or trucks. As a result, they are now planning to use the I-Seal™ System in other, sensitive, venues.

13. ASSISTANCE TO THE COMMERCIAL SECTOR

I-Seals were conceived to be an integral part of the supply chain and their benefits stretch to the commercial sector as well as to Government agencies.

Logistics Operators

Transport operators can use I-Seals to deter thefts from commercial vehicles in transit between distribution points and, if applied to the multi-drop business, to record for audit purposes the time and date of each time the doors have been opened legitimately or otherwise. At every drop point the data from the I-Seal™ can be automatically relayed over the Internet to a control centre thus allowing real-time monitoring of the activity.

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Current solutions aimed at this market tend to be bulky and expensive devices with limited functionality permanently attached to the frame of the truck. I-Seals on the other hand, are manageable, are easily applied to the lock, and provide higher security by virtue of the fact that the cable can be looped around the bars on the door, thus making it all but impossible to open without breaching the I-Seal™.

The fact that the I-Seal™ is re-usable with a life-time upward of three years means that the cost of using an I-Seal™ each time is negligible, thus comparing very favourably with the cost of a conventional disposable seal.

Port Operators

Port Operators are an integral part of the international supply chain and, in the current climate; they are being called upon to increase the level of security for cargo moving through their domain. Ports can also benefit by participating in the use of I-Seals because they can use the data carried on the I-Seal™ to feed their tracking systems and reconcile actual loads and discharges against their expected

data. A fixed reader at the gate can read I-Seals on arrival thus automatically triggering the port's stack allocation systems.

When a ship arrives, I-Seals can be read even before the ship reaches its berth or during discharge, thus providing an automatic reconciliation mechanism with the manifest data stored on the Port Operator's computer system. Further, the I-Seal™ can be read every time a container is moved within the dock storage area thus providing real-time feed to the Port's inventory system.

Commercial operators, by using I-Seals, can increase security and minimize occurrences of theft or pilfering. It is therefore conceivable that they may be able to obtain reductions in their insurance premium and, in turn, insurance companies would benefit from reduced occurrence of theft. I-Seals are the ideal low-cost security solution for:

Shippers # Freight Forwarders # Port Operators # Carriers # Security Companies
Logistical Distribution Companies # Warehouse Operators # Multi-drop Operators;

14. FURTHER INFORMATION

For further information on the I-Seal™ or any of the other Universeal products, please contact

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