



# Container Security Guidelines

Shared Services Group | Security and Fire Protection | **Supply Chain Security**

## Boeing Container Security Guidelines

In support of Boeing's Customs – Trade Partnership Against Terrorism (C-TPAT) program implementation, these security guidelines shall be used to secure ocean containers, truck trailers and rail cars which are destined for immediate export.

These Container Security Guidelines are maintained by Boeing Supply Chain Security (SCS). Any questions regarding the implementation of these practices may be directed to the SCS team at GRP Supply Chain Security ([supplychainsecurity@boeing.com](mailto:supplychainsecurity@boeing.com))

### Definitions:

**Cargo:** Goods or materials being shipped.

**Container:** Standardized re-sealable conveyance structure utilized for cargo transportation. This includes twenty (20) and forty (40) foot steel and specialty sized conveyance structures, truck trailers and rail cars.

**Containerized Cargo:** Goods or materials shipped in an enclosed container or trailer that is capable of having a seal affixed.

**Consolidated Cargo:** Cargo made up of shipments from two or more shippers.

**Non- Containerized Cargo:** Covers goods or materials which are initially shipped from a supplier, manufacturer, or distribution center which become consolidated cargo and are then shipped in a container and possibly sealed, this includes break or bulk cargo.

**High Security Seal:** A mechanical freight container seal meeting or exceeding the requirements and standards set forth by the International Organization for Standardization (ISO) 17712.

**Stuffing:** Process in which cargo is loaded into an empty container.

**7 Point Container Inspection:** Required areas of inspection for Shipping Containers (20, 40, 60ft or specialty size)

**17 Point Truck and Trailer Inspection:** Required areas of inspection for trucks and trailers

### Requirements:

#### 1. Container Storage:

Where containers are stored on-site prior to stuffing, container must be stored in a secure area to prevent unauthorized access and/or manipulation and to ensure container integrity is being maintained, especially to protect against the introduction of unauthorized material.

## 2. Container Inspection:

Prior to stuffing the container the physical integrity of the container structure must be verified by conducting an inspection.

- Truck Trailers: a seventeen point inspection must be conducted. A checklist must be used to document that the inspection took place; a template is available for download and use on the [17 Point Truck & Trailer Inspection](#).
  - Truck: 1) Bumper; 2) Engine; 3) Tires; 4) Floor; 5) Fuel Tanks; 6) Cab; 7) Air Tanks; 8) Drive Shafts; 9)Fifth Wheel
  - Trailer: 10) Outside/Undercarriage; 11) Outside and Inside of Rear Doors; 12) Floor; 13) Side Walls; 14) Ceiling and Roof; 15) Front Wall; 16) Refrigeration Unit; 17) Exhaust
- Ocean Containers and Rail Cars: a seven point inspection must be conducted. A checklist must be used to document that the inspection took place; a template is available for download and use on the [7 Point Container Inspection](#).
  - 1) Front wall; 2) Left side; 3) Right side; 4) Floor; 5) Ceiling/Roof; 6) Inside/Outside doors, door hardware and fasteners; 7) Outside undercarriage

## 3. Container Sealing:

A high security seal must be affixed to all loaded containers bound for U.S. export. All seals must meet or exceed the current PAS ISO 17712 standards for high security seals. The high security seal must be applied and locked to the container immediately after the container is stuffed

- The shipping location must have a supply of compliant high security seals.
- The high security seals must be stored in a secure location
  - Unused seals must be recorded and trackable
- Only designated employees must distribute container seals. Apply the high security seal(s) by following the [VVTT seal verification steps](#):
  - V: View seal and container locking mechanism to ensure they are in proper mechanical order
  - V: Verify seal number with the shipping documentation to ensure the numbers match
  - T: Tug on seal to make sure it is affixed properly
  - T: Twist and turn the seal to make sure it does not unscrew