

# International Container Security

Provided as a courtesy to business partners to facilitate security training of personnel involved in the supply chain via physical or electronic means.



# Purpose & Desired Outcome

## Container Security

- **The International Container Security course is designed to provide those new to or experienced with the container security role the knowledge to conduct inspections and verification duties.**
  
- **Upon completion of training participants understand:**
  - Background and purpose of container security
  - Who is responsible for container security
  - Regulatory requirements of container security
  - How to carry out container security processes
  - How to detect and report incidents and suspicious behavior
  - Identify next steps and additional references

# Container Security Course Map

Module	Title
1	Background, Purpose, Intended Audience
2	Regulatory Requirements
3	Security of US Imported Containers
4	Security of US Exported Containers
5	Incident/Suspicious Situation Reporting
6	Container Security Safety
7	Additional References

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# Module 1: Background, Purpose & Intended Audience

## Container Security

- **In this module, you will learn.....**
  - History and Purpose of Container Security Initiative
  - Purpose of Training
  - Intended Audience

# Definition

## Container Security

- **An intermodal container is a large standardized shipping container, designed and built for intermodal freight transport, meaning these containers can be used across different modes of transport – from ship to rail to truck – without unloading and reloading their cargo.**



# Module 1.1

## History & Purpose of Container Security

### Container Security

#### ■ **History:**

- On October 15, 2008, a law went into effect requiring ALL international shipping containers to have a high security bolt seal on all doors.
- As a member of the United States Customs and Border Protection's (CBP) Customs Trade Partnership Against Terrorism (C-TPAT) Program, supply chain partners must ensure that "container integrity" is maintained to protect against the introduction of unauthorized material and / or personnel into the supply chain.

#### ■ **Purpose:**

- Prevent the introduction of unauthorized material to the:
  - US Homeland
  - Supply Chain

#### ■ **Impact:**

- Fines and penalties may be assessed by US Customs and Border Protection if container doors are not properly sealed
- Increased screening and delays at ports
- Loss of program certification

# Module 1.2

## Purpose of Training

- **Ensure compliance with**
  - US laws and regulations
  - Foreign Government laws and regulations
  - C-TPAT program requirements
  
- **Educate affected functions and personnel on**
  - Requirements
  - Process Overview
  - System access and use



# Module 1.3

## Intended Audience

### Container Security

- **All parties involved in the supply chain of a container are responsible for its security from stuffing to unloading**
- **This training should be required for the following persons:**
  - Shipping / Receiving personnel; including 3rd Party Logistic Providers
- **This training is also recommended for the following persons:**
  - Contract Management personnel
  - Trade Controls personnel
  - Logistics personnel

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# Module 2: Regulatory Requirements

## Container Security

- **In this module, you will learn.....**
  - Regulatory and program requirements
  - Scope of container security initiative

# Module 2.1

## Regulatory & Program Requirements

### Container Security

#### ■ **Regulatory Requirements:**

- SAFE Port Act (2006) – Congress passed, and the President signed, the Security and Accountability For Every (SAFE) Port Act.
  - Established a statutory framework for the Container Security Initiative and C-TPAT
  - Establishes minimum standards and procedures for securing containers
  - In August 2007, in accordance with the 9/11 Commission Act, a mandate requiring all containers in transit to the United States to use an ISO PAS 17712 compliant seal (Bolt Seal)

#### ■ **C-TPAT Program Requirements for Containers/Trailers:**

- Inspect and secure containers for storage
- Properly seal and maintain integrity at point of stuffing (loading)
- Affix approved (ISO PAS 17712) high security seal to all US bound and US exported containers/trailers and maintain a process for controlling seals
- Document seal number on shipping paperwork; seal number must match paperwork

# Module 2.2

## Scope of Container Security Initiative

### Container Security

- Container Security Initiative includes all US imported and exported containers and truck trailers

### Rail Containers



### Truck Trailers



### Ocean Containers



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# Module 3: Security of US Imported Containers

## Container Security

- **In this module, you will learn.....**
  - Roles & Responsibilities for US imported containers
  - Process Overview
  - Container security inspection process

# Module 3.1

## Roles & Responsibilities

### Container Security

- This training outlines the process for maintaining compliance with U.S. law USC 6 Section 944 and Customs-Trade Partnership Against Terrorism (C-TPAT) criteria regarding ocean container bolt seal usage and monitoring.
- Container Security Guidelines
- Overall Roles & Responsibilities include:

Role	Responsibilities
Personnel assigned to receive deliveries	<ol style="list-style-type: none"><li>1. Complete delivery vehicle inspection: Truck/Trailer, Railcar, Container</li><li>2. Conduct container and seal inspection</li><li>3. Release container</li><li>4. Report Discrepancies/Suspicious</li></ol>



# Module 3.2

## Container Security Inspection Process

### Container Security

- Upon receipt of container, the responsible party must:
  - Verify that the bolt seal(s) shown on the report for the received container matches the bolt seal(s) on the
    - Container
    - Shipping paperwork

Shipping paperwork;  
(Bill of Lading)

Container Number & Bolt seal serial number



688051360

**EXPRESS BILL OF LADING** **DANMAR LINES**  
For container transport or part shipment Registered Office: Danmar Lines Ltd, P.O. Box 2651, 4002 Basel (Switzerland)

Shipper STORK FOKKER AESP BV EDISONSTRAAT 1 HOOGEVEEN		Document No. 5BT/012483	Bill of lading number 1RT043276
Consignee (not negotiable unless consigned to order) BOBINS MCDONNELL DOUGLAS HELICOPTER SYSTEMS 5000 EAST MCDONWELL ROAD ATTN. MRS. ROBIN FARINA MPSA/AZ		To/for consignee - reference commodity name and address DHL DANZAS AIR & OCEAN (NETHERL.) B RIGTERDIJVEN 5 2394 BT RIDDERKERK TEL: 31-180-485-888 FAX: 31-180-485-855	
Third party (see Clause 13) DANZAS 4555 E KILWOOD STREET 111 PHOENIX/AZ MR. PATRICK BARRETT		Unless marked "NOT NEGOTIABLE" across Bill of Lading, this bill of lading may be exchanged for the goods or delivery order, for the release of goods to: DHL DANZAS AIR & OCEAN 4006 REDONDO BEACH AVE., Ste 103 REDONDO BEACH, CA TEL: 001 310 338 2400 FAX: 001 310 417 5031	
Place of origin LOS ANGELES	Place of receipt by carrier HOOGEVEEN	Port of loading ROTTERDAM	Place of delivery by carrier MESA
Invoice No. APL TURQUOISE	Part of loading	Gross weight in kg's Measurement in cubic meters	
Number of Containers/ or pkgs HEMU4325644 SEA 005101	Kind of packages - descriptions of goods 1 x 40 FT STANDARD CNTR 2 CASES SAID TO CONTAIN SIC. HELICOPTER MATERIALS HS CODE: 880330909 MACHINEPARTS	Gross weight in kg's 1,300.000	Measurement in cubic meters 25.380
INVOICE# 270647 270648 SHIPPER'S LOAD, STOW AND COUNT *** Express Release Bill of Lading *** Originals issued *** *** FREIGHT COLLECT *** SHIPPED ON BOARD			
COPY NOT NEGOTIABLE			
ABOVE PARTICULARS AS DECLARED BY SHIPPER			
Total number of Containers or Pkgs 1		Excess Value Declaration: Refer to Clause 14.3 and 14.4 on reverse side.	
Freight and charges	Quantity based on	Rate	Per
	DESTINATION		Payable
			Collect
TOTAL			
Place of issue ROTTERDAM		Date 14/12/07	
Number of original B/Ls 3 / NONE		DANZAS AEI BV As Agents for the Carrier DANMAR LINES	

# Module 3.3

## Container Security Inspection Process

### Container Security

- **Upon receipt of container, the responsible party must:**
  - Verify that the right high security bolt seal is being used appropriately
    - Metal rod, threaded or unthreaded, flexible or rigid, with a formed head, secured with a separate locking mechanism. Must meet standard set by ISO PAS 17712



- Attaches through holes in the locking arm & hasp of door; removed with a bolt cutter.



# Module 3.3

## Container Security Inspection Process

### Container Security

- Bolt seals should appear intact without signs of tampering or loose application



# Module 3.3

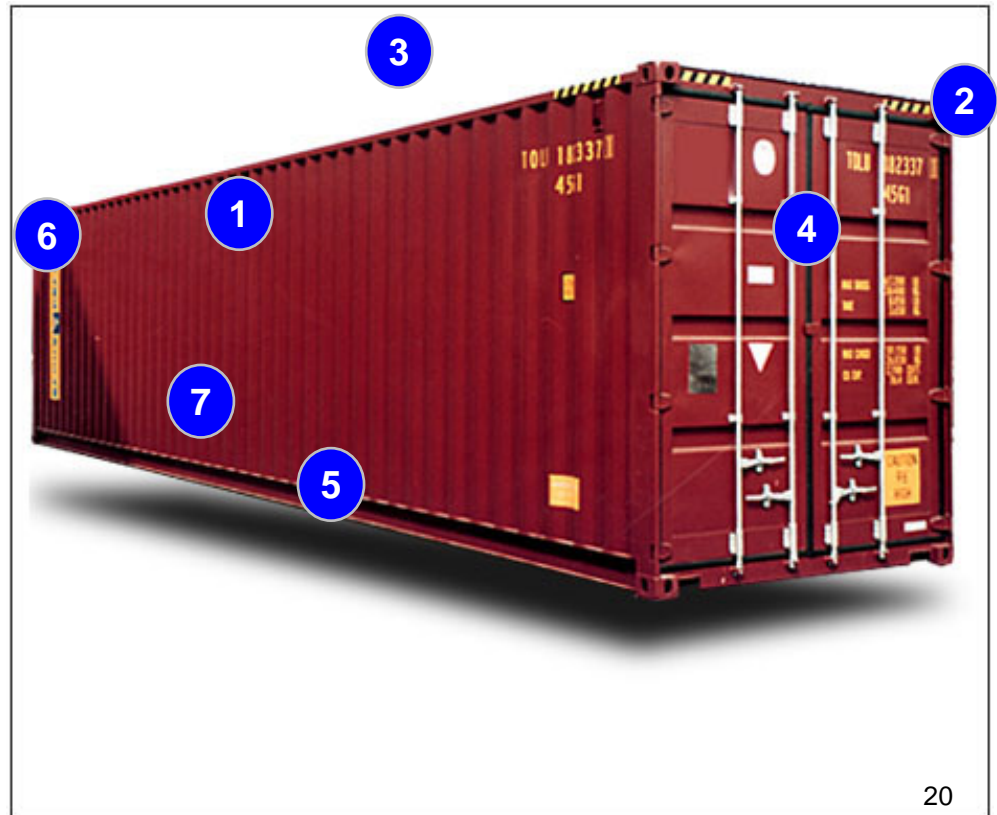
## Container Security Inspection Process

### Container Security

- **Upon receipt of container, the responsible party must:**
  - Inspect the container; container should show no signs of tampering or repair, by verifying the physical integrity of the container:

Must inspect (7pt Inspection)

1. Left side
2. Right side
3. Roof
4. Inside & Outside of doors
5. Outside undercarriage
6. Front wall
7. Interior Floor





# Module 3.3

## Container Security Inspection Process

### Container Security

- Customs and Border Protection has identified areas where goods have been hidden and attempted to be smuggled in the country



5<sup>th</sup> Wheel Area



Sleeper Berth



Undercarriage



Floor of Trailer

# Module 3.3

## Container Security Inspection Process

- **If there are ANY discrepancies or suspicions surrounding the integrity of the container or bolt seal(s) a more detailed inspection must be conducted.**
- Discrepancies / Suspicions may include:
  - Seals which appear to have been tampered with, are loose or not attached correctly
  - Containers which are fully or partially loaded which don't have shipping and/or delivery paperwork and/or a seal
  - Different seal number used on container than what is shown in report and/or shipping documentation
  - Damage to container, locking mechanism(s), and/or seal(s)
  - Incorrect seal used (e.g. plastic, wire, band, etc.)

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# Module 4: Security of US Exported Containers

## Container Security

- **In this module, you will learn.....**
  - Roles & Responsibilities for US exported containers
  - Container Stuffing Process Overview
    - Container and Trailer Inspection
    - Sealing of Container and Trailer
  - Container Security Discrepancy Process



# Module 4.1

## Roles & Responsibilities

### Container Security

- **The delivery of empty containers used in the exporting of goods will follow the inspection procedures previously established and outlined in: section 3 of this training**
- **Overall Roles & Responsibilities include:**

Role	Responsibilities
Assigned Personnel	<ol style="list-style-type: none"><li>1. Inspect delivery vehicle &amp; trailer/container</li><li>2. Release Delivery Vehicle</li><li>3. Report Discrepancies/Suspicious</li></ol>
Shipping/Stuffing Personnel	<ol style="list-style-type: none"><li>1. Inspect trailer/container prior to stuffing</li><li>2. Stuff trailer/container</li><li>3. Seal trailer/container with Bolt Seal</li><li>4. Record seal number on export documents</li><li>5. Reporting Discrepancies</li></ol>

# Module 4.2

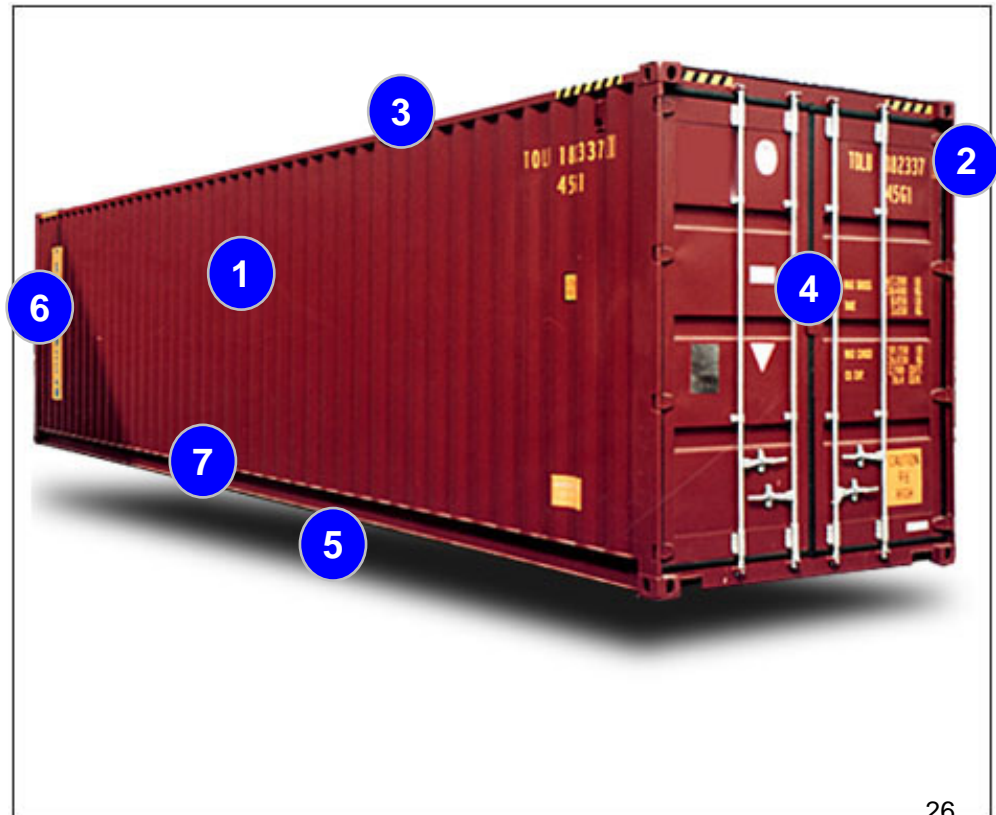
## Container Inspection Process

### Container Security

- **Prior to stuffing container, the responsible party must:**
  - Inspect the container; container should have no large gaps in the sides, floor, walls or ceiling, and the locking mechanism must be checked to ensure proper function:

Must inspect (7pt Inspection)

1. Left side
2. Right side
3. Roof
4. Inside & Outside of doors
5. Outside undercarriage
6. Front wall
7. Interior Floor



# Module 4.2

## Truck/Trailer Inspection Process

### Container Security

- **Prior to stuffing trailer, the responsible party must:**
  - Inspect the trailer; trailer should have no large gaps in the sides, floor, walls or ceiling, and the locking mechanism must be checked to ensure proper function

Must inspect (17pt Inspection)



# Module 4.3

## Seal Control and Issue Plan

### Container Security

- **Procedures must be in place to ensure seals are controlled, their use documented and include processes for recognizing and reporting seals which have been compromised.**
  - Only ISO PAS 17712 approved seals may be used for international shipments
  - Seals should be recorded on a log and secured in such a manner as only authorized personnel have access to them
  - Seals should not be utilized in chronological order
  - When seals are checked out the log should reflect the shipment they are being used for
  - If a seal is found to be broken or defective in any manner it must be destroyed and recorded as such on the log (cut bolt seal with cutters)
  - The seal logs must be maintained per RIM requirements and made available to inspection teams upon request
  - If seals are stolen or come up missing they must be reported and documented and notification made as outlined in this training

# Module 4.3

## Container & Trailer Sealing Process

### Container Security

- Bolt seals must be applied immediately after stuffing is completed and seal number must be recorded on export documents. Verify seal is secured to locking hasp.
- Bolt seals must only be accessible to approved and applied by trained personnel
- Broken or damaged seals must be destroyed so they cannot be used by others





# Module 4.3

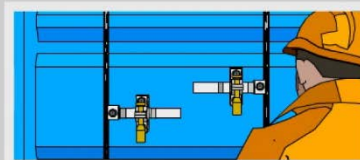
## Container & Trailer Sealing Process

Container Security



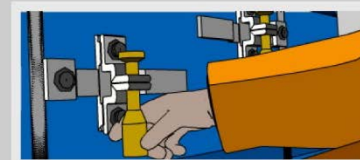
### VIEW SEAL & CONTAINER LOCKING HARDWARE

- View seal & container locking mechanisms.
- Excessive damage to the seal or locking mechanisms must be reported to a Supervisor before opening the container.
- Look for loose bolt and hasp.



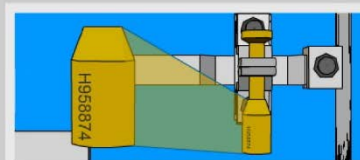
### TUG ON SEAL TO MAKE SURE IT'S ON RIGHT

- Tug on seal to make sure it is affixed properly. Seals that come apart must be reported to a Supervisor before opening the container. The container might have contraband inside!



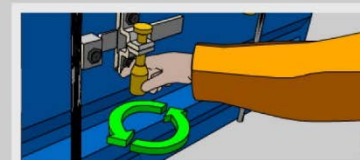
### VERIFY SEAL NUMBER

- Verify seal number for accuracy.
- Seal number must match paperwork.



### TWIST & TURN SEAL TO MAKE SURE IT DOESN'T UNSCREW

- Twist & Turn seal to make sure it does not come off.
- If a Seal is threaded, it can be unscrewed to gain access.



[www.regiologistics.com](http://www.regiologistics.com)

source: [http://www.cbp.gov/linkhandler/cgov/trade/cargo\\_security/ctpat/2013\\_ctpat\\_conf/container\\_inspection.ctt/container\\_inspection.pdf](http://www.cbp.gov/linkhandler/cgov/trade/cargo_security/ctpat/2013_ctpat_conf/container_inspection.ctt/container_inspection.pdf)

# Module 4.4

## Container Security Discrepancies

### Container Security

- **If there are ANY discrepancies or suspicions surrounding the integrity of the container or trailer more detailed inspection should be completed, your supervisor notified of the situation and findings documented.**
  - Discrepancies / Suspicions may include:
    - Damage to goods and goods packaging
    - Missing seals, mismatched seal numbers, damaged goods in containers
    - False walls or compartments are identified or suspected within the container
    - Goods are found in/on the container or trailer which are not the property of Boeing
    - Trailer or container has gaps in the interior/exterior of the body large enough for unauthorized items to be added to interior or allow goods to be affected by weather
    - Requests to add undocumented goods or materials to the container are made
    - Damage to container, locking mechanism(s), or door hinges which are believed to allow unauthorized access
  - Reporting of discrepancies/suspicious is outlined in module 5

# Module 4.4

## Driver Suspicious / Unusual Behavior

- **Assigned Personnel must also be aware of suspicious or unusual behaviors of the delivery driver(s) when interacting during inspection. Some observable physical characteristics or behaviors which are atypical are:**
  - Driver clothing/uniform not associated with commercial vehicle owner
  - Agitated movement of the head or body or facial gestures that deviate from that of normal behavior
  - Agitation / nervousness about the process which is going to take place (i.e. the inspection, showing ID or passport)
  - Over dressed or under dressed for occupation or situation (i.e. wearing a suit, or bulky clothing not confirming with weather)
  - Very inquisitive about what and why were doing what were doing, asking questions about staffing and requirements for process.




# Module 4.4

## Security Is Everyone's Responsibility

### Container Security

- Who or what you saw
- When you saw it
- Where it occurred
- Why it's suspicious





Did you **SEE** something suspicious  
commuting to work or  
grabbing some lunch?

Then **SAY** something to local  
Security to make it right.

Report suspicious activity.  
Call Site S&FP:  
\_\_\_\_\_

if you  
**SEE**  
something  
**SAY**  
something™

 Homeland Security 

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# Module 5: Incident/Suspicious Situation Reporting

## Container Security

- **In this module, you will learn.....**
  - Process for reporting container security discrepancies and/or suspicions
  - Information required for Container Security Discrepancy reports

# Module 5.1

## Reporting Discrepancies & Suspicious

### Container Security

- **All container security discrepancies and suspicious situations must be immediately communicated to your Supervisor or Manager as well as documented in writing (email, word document)**
  - Shipping and Receiving personnel
    - Notify on duty Supervisor or Manager
    - Document the situation including all pertinent information regarding the discrepancy or suspicion

**CAUTION**

**International Containers/Trailers should NOT be allowed onto property or utilized for shipping until discrepancy/suspicion is resolved**

# Module 5.2

## Container Security Documentation

### Container Security

- **Required information for discrepancy reporting:**
  - WHO, WHAT, WHERE, WHY, WHEN
    - The better the information you provide the faster the situation can be resolved
  - Container Number, Seal Number, Bill of Lading
  - Delivery Company Name, Driver Name, Contact information and manner in which identified (Passport, Drivers License)
  - Delivery Vehicle Type: Semi truck with Container Trailer, Tractor/Trailer, Panel Van, Rail Car and any identifying characteristics (license plate, logo, color, make and model)
  - Please include any documentation provided with shipment such as: Master Waybill, House Waybill, Export Paper work, Customs forms, delivery directions
  - Any photographs which show or indicate the cause or reason for detailed inspection measures to take place (cut seal, hole in side of container, damaged goods in container, vehicle)

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# Module 6

## Container Security Stuffing Safety

### Container Security

- **Ensure you are aware of potential hazards in the work area**
  - Uneven pavement or work surface, damaged flooring, low light
  - Slip and trip hazards such as ice, water, oil, grease or tools on the ground
  - Watch out for leaking or dripping materials from truck or trailer
    - If you identify a hazardous condition notify your supervisor or manager
  - Watch out for mirrors, open doors and hatches from vehicles and trailers
  - When opening trailer and container doors ensure there is enough swing space for them to open fully



# Module 6.1

## Container Security Stuffing Safety

### Container Security

- **Utilize proper tools & resources to conduct container security inspection measures**
  - Gloves/Eye Protection
  - Other required safety clothing (high-visibility vest or jacket, helmet or bump cap)
  - Undercarriage mirrors, creepers and lights
  - Bolt cutters or lock cutting tools (manual or powered)
  - DOT Emergency Response Handbook



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# Module 7: Next Steps & Additional References

Container Security

- **In this module, you will learn.....**
  - Additional Resources

# Module 7.1

## Additional Resources

### Container Security

#### ■ Resources:

- DHS Container Security Initiative (CSI)
- C-TPAT
- Conveyance Inspection Procedures and Sealing Process
- Boeing C-TPAT Security Guidelines
- Boeing Container Security Guidelines
- 7 Point Container Inspection
- 17 Point Container Inspection
- Seal Verification & Inspection process
- ISO PAS 17712



Conveyance Inspection Procedures  
and Sealing Process

# Course Overview

## Key Take-Aways

### Supply Chain Security

- **Supply chains are intricate, with many touch points and vulnerabilities**
- **Everyone in the supply chain is responsible to secure it**
- **Be alert for suspicious activity and report concerns immediately**
- **Integrate security into daily operations, use job aids to ensure compliance and recordkeeping**
- **Supply chain security is achieved through a multi-functional approach with integrated security procedures**

# Training Disclaimer

## Supply Chain Security

- **The preceding course is provided as a training aid to promote and encourage a healthy security posture by providing a sample of effective procedures**
- **This information is intended to support business partners in meeting the requirements of Boeing's Supply Chain Security Program**
- **Business partners must refer to their Boeing contract and supplemental documents to review all security requirements**
- **Refer directly to the US Customs and Border Protection C-TPAT website for the security criteria, instructions and support in meeting C-TPAT program requirements**

# ■ Questions?