CONTAINER SECURITY

When cargo is in transit or is "at rest" it is most vulnerable to infiltration; and therefore, it is critical to have procedures in place to control, track and inspect cargo throughout the supply chain. At the point of container stuffing, procedures must be in place to inspect and seal Instrument of International Traffic – IIT (containers).

CONTAINER INSPECTION

Containers must be equipped with external hardware that can reasonably withstand attempts to remove it. The door, handles, rods, hasps, rivets, brackets, and all other parts of a container's locking mechanism must be fully inspected to detect tampering and any hardware inconsistencies prior to the attachment of any sealing device.

Verify the physical integrity of the container structure prior to stuffing, to include the reliability of the locking mechanisms of the doors. A seven-point inspection process is recommended for all containers:

1. Front wall
2. Left side
3. Right side
4. Floor
5. Ceiling/Roof
6. Inside/Outside doors
7. Outside/Undercarriage

TRAILER INSPECTION

Verify the physical integrity of the trailer structure prior to stuffing to include the reliability of the locking mechanisms of the doors. The following inspection points are recommended for all trailers:

- Fifth wheel area - check natural compartment/skid plate
- External - Front, rear and side walls, roof, rear bumper, and outside doors
- Interior – Front and side walls, floor, ceiling and inside doors
- Outside/Undercarriage

CONTAINER AND TRAILER STORAGE

Containers and trailers must be stored in a secure area to prevent unauthorized access and/or manipulation. Procedures must be in place for reporting and neutralizing unauthorized entry into containers or container storage areas.

A process must be in place to alert (as soon as feasibly possible) any business partners in the supply chain that may be affected and any law enforcement agencies, as appropriate if a credible (or detected) threat to the security of a shipment or conveyance is discovered.