



## Packaging & Shipping Container Security & High Security Seals Policy

Container security is one of the most critical components of global trade. High security seals are security seals that are constructed and manufactured of material such as metal or metal cable with the intent to delay intrusion. They require inspection to indicate whether tampering has occurred or entry has been attempted.

Lowe's Import Suppliers are required to maintain container and seal integrity to protect against the introduction of unauthorized material and/or persons. The C-TPAT security criteria states that "a high security seal must be affixed to all loaded containers bound for the U.S". All seals must meet or exceed the current **ISO 17712:2013** standards for high security seals.

At point of stuffing, procedures must be in place to properly seal and maintain the integrity of the shipping containers. Seals are much more vulnerable to successful tampering when they can be manipulated prior to application and closing. Seals should never be handled by unauthorized/ untrained individuals. Partners can minimize the possibility of seals being tampered with by establishing a seal integrity process. The VVTT seal verification and inspection process described below needs to be used before seals are put in place and closed.

- **V – View seal and container locking mechanisms.**
- **V – Verify seal number for accuracy.**
- **T – Tug on seal to make sure it is affixed properly.**
- **T – Twist and turn seal to make sure it does not unscrew.**

### Documentation of Seal Procedure

Written procedures must stipulate how seals are to be controlled and affixed to loaded containers to include procedures for recognizing and reporting compromised seals and/or containers to US Customs and Border Protection or to the appropriate foreign authority. Only designated employees should distribute and affix container seals for integrity purposes. The fewer people who have access to seals, the better! **Unauthorized employees must never handle container seals.**

### High Security Seals for Lowe's Shipments

Lowe's suppliers are required to request a High Security seal from the Ocean carriers any time they make a booking for Lowe's export. A high security seal is to be collected from the Ocean Carrier when vendor/consolidator pickups empty container for stuffing at carrier's CY.

### High Security Seal Placement

Secure stuffing and sealing of containers is the foundation of cargo security. The party responsible for stuffing the container must ensure its contents are properly stowed and documented, while the seal verifies the container's security during transit. Import Suppliers can use SecuraCam to seal the container. **SecuraCam** is an enhanced seal placement feature on all new containers that better protects your cargo during transit.

The **SecuraCam** is an innovative redesign of the locking bar and door sill cam found on containers. With the **SecuraCam** sealing fixture, entry through the container doors is virtually impossible without noticeable damage to the seal. Substantially greater security is provided using the **SecuraCam** than attaching seals to the container locking handles. The **SecuraCam** not only deters container entry but allows Ship Lines to easily detect seal anomalies during examination.

Simply locate the **SecuraCam** at the bottom of the left locking bar of the right container door identified by a yellow arrow "Fasten Seal Here" sticker. After securely closing door, insert the seal through the **SecuraCam**, and affix as shown to the right. As always, the seal number should be recorded.

# Container Security & High Security Seals Policy, Continued

## High Security Bolt Seal



## Seal SecuraCam Seal Position



## Alternative Seal Position



*Remember to Use the SecuraCam when sealing your containers.*

## Alternative Seal Placement

Seal could also be affixed on the Left-hand locking bar on the right container door.

## Seal number change prior to container in-gate at origin port

In the event that the seal on a container is changed for any reason after the advanced shipment notification (ASN) is submitted but prior to container in-gate at origin port, the factory/vendor/consolidator is required to advise the shipping line of the new seal number. The shipping line can then amend the BOL and transmit correct seal number to Lowe's.

## Container/Trailer Inspection

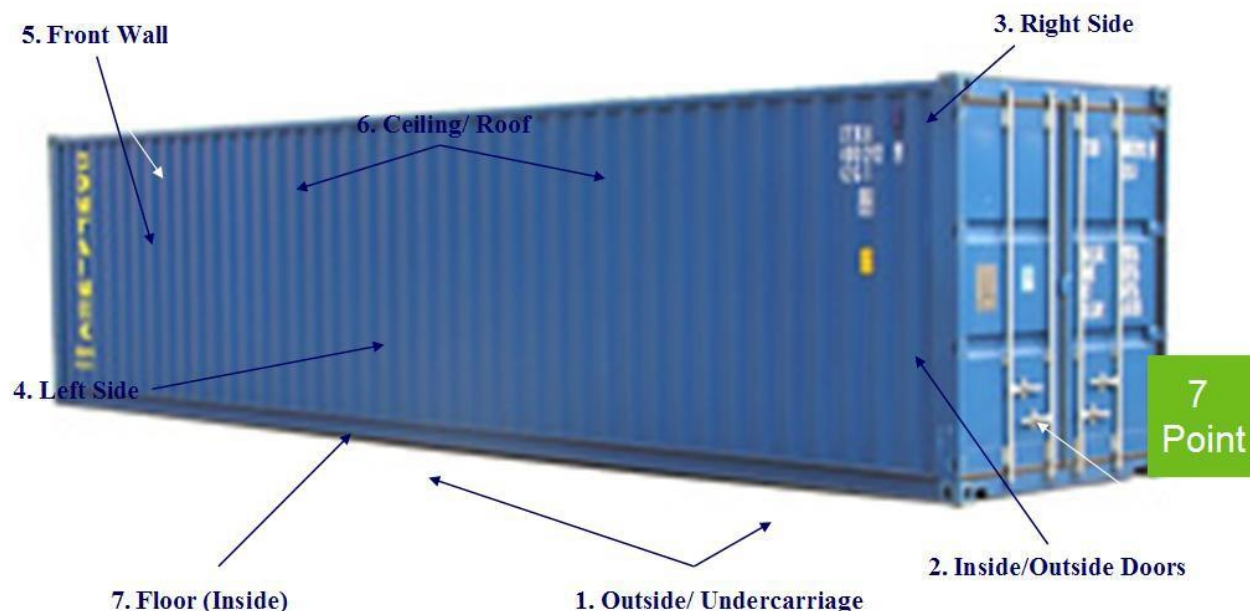
Prior to loading a container vendor/consolidator must inspect container/trailer structure to make sure it is intact and that the locking mechanism of the doors is in good working order. The containers must not have false walls, floors or show signs of tampering. Each stuffing location/consolidation warehouse is required to conduct and document a seven-point inspection process for all containers:

1. Outside/Undercarriage
  2. Inside/Outside doors
  3. Right side
  4. Left side
  5. Front wall (opposite end from rear doors)
  6. Ceiling/Roof
  7. Floor (inside)
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1. Outside/Undercarriage
    - a. The undercarriage should be visibly inspected prior to the container/trailer entry into facility.
    - b. All the support beams should be visible.
    - c. Wheels and tires should look normal.
    - d. If anything seems unusual about the container/trailer's undercarriage, report this problem to your supervisor or container yard where empty container is picked up.
  2. Inside/Outside Doors
    - a. Inspect both the inside and outside of the container/trailer's doors. The doors should have secure and reliable locking mechanisms, and they should not have loose bolts.
    - b. Be suspicious of different color bonding materials and unusual plates or repairs.
    - c. Plates should not cover door cavities.

## Container Security & High Security Seals Policy, Continued

3. Right Side
  - a. Inspect the right-side wall.
  - b. Look for any unusual repairs to structural beams.
  - c. Use a tool to tap the side walls. Listen and feel for a hollow sound.
  - d. Any major repairs to the walls on the inside of the equipment should be visible on the outside too.
4. Left Side
  - a. Inspect the left side wall.
  - b. Look for any unusual repairs to structural beams.
  - c. Use a tool to tap the side walls. Listen and feel for a hollow sound.
  - d. Any major repairs to the walls on the inside of the trailer should be visible on the outside too.
5. Front Wall
  - a. Use a range finder, measuring tape, or string to determine the length of the trailer.
  - b. Blocks and vents must be visible and several inches apart. All the vent holes should be visible.
  - c. Use a tool to tap the front wall. Listen and feel for a hollow sound.
6. Ceiling/Roof
  - a. The ceiling is a certain standard distance from the floor. Blocks and vents must be visible.
  - b. Repairs to the ceiling on the inside of the trailer should be visible on the outside.
  - c. Use a tool to tap the ceiling. Listen for a hollow sound.
7. Floor
  - a. The floor should be flat and uniform with no raised platforms.
  - b. Be suspicious of any unusual repairs, bad repairs, and bad welding.

### 7-Point Container Inspection



## Container Security & High Security Seals Policy, Continued

Inspect the Container/Trailer Floor for Hidden Compartments



Check for False Walls inside the Container/Trailer



### **Trailer Inspection**

Procedures must be in place to verify the physical integrity of the trailer structure prior to stuffing, to include the reliability of the locking mechanisms of the doors. The following ten-point inspection process is required for all trailers:

1. Fifth wheel area - check natural compartment/skid plate



## Container Security & High Security Seals Policy, Continued

2. Exterior - front/sides
3. Rear - bumper/doors
4. Front wall
5. Left side
6. Right side
7. Floor
8. Ceiling/Roof
9. Inside/outside doors
10. Outside/ Undercarriage

Check for False Floors in the Fifth Wheel



Inspect Side Wall Compartments



## Container Security & High Security Seals Policy, Continued

Inspect the Tires



Import Suppliers and consolidators are required to fill out and sign a **Pre-loading/stuffing container inspection certificate** evidencing container and seal integrity. This document is part of Lowe's financial instrument that needs to be presented to the bank for payment.

### **Containers and Trailers Storage**

Containers and trailers under foreign manufacturer control or located in a facility of the foreign manufacturer 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/trailers or container/trailer storage areas.