

Container Seals

A seal is a tamper-evident device fitted to the door locking bar. You can log its unique serial number at loading and unloading, so any interference in transit is immediately detected.

A seal is about evidence, not strength: it tells you whether a container's been opened, while a padlock holds the doors shut. For domestic transit, a padlock alone can act as the seal.

Plastic seals — Lightweight, numbered seals fitted by hand and removed with light cutters. Good for tracking and tamper evidence, but little physical resistance. They suit domestic and short-haul moves where you just need to know the doors stayed shut in transit.



Metal seals (bolt seals) — Heavy steel seals needing bolt cutters to remove, meeting shipping and customs security standards. Use one for international transport and for any container going into storage without a padlock.



Container Transport recommends

- Use a serial-numbered metal (bolt) seal for every international move.
- Fit one to any stored container that does not have a padlock.
- Record the seal number at dispatch and confirm it on arrival.

Container Padlock

A padlock is physical security: it resists entry, whereas a seal only shows whether the doors have been opened. It usually pairs with a lock box — the steel housing that shields the shackle from bolt cutters. Padlocks come keyed or combination, but either way, whoever unloads needs a way in. With a keyed padlock, the key must be at the unload point; otherwise, it must be cut off, causing delays and extra cost.

Container Transport recommends

- Your padlock needs a shank about 5cm long to fit through the door lugs.
- If you're not the receiving party, use a combination lock and share the code with the receiver.

