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Examples of International Rules for Technical Conditions of Vehicles and Containers under Customs Seal

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Application of UNESCAP Secure Cross-border Transport Model (SCBM) and requirements for vehicles and containers used for cross-border/transit transport operations

- SCBM provides a standardized model for real-time tracking of cross-border vehicles;
- Proper containers and proper construction, modification or enclosing of vehicles' load compartments would be essential for achieving full benefits from SCBM's application;
- Institutional arrangements on the construction, modification or enclosing of vehicles' load compartments and containers between the countries concerned are required.

Examples of international rules for technical conditions of vehicles and containers under customs seal

- Customs Convention on Containers, 1972
- Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975)

Customs Convention on Containers, 1972, on construction of containers

- Specific requirements for various types containers are set out in Articles 2–5 of Annex 4.

- Coverage:
 - Structure of containers (Article 2);
 - Containers capable of being folded or dismantled (Article 3);
 - Sheeted containers (Article 4);
 - Containers with sliding sheets (Article 5).

TIR Convention on the construction of vehicles accepted for international transport under Customs Seals

- Specific requirements for road vehicles are set out in Articles 2 – 4 of Annex 2

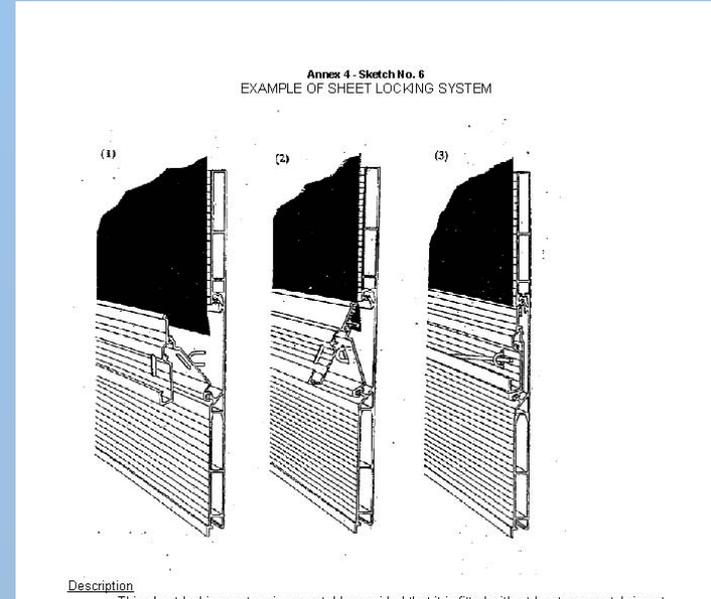
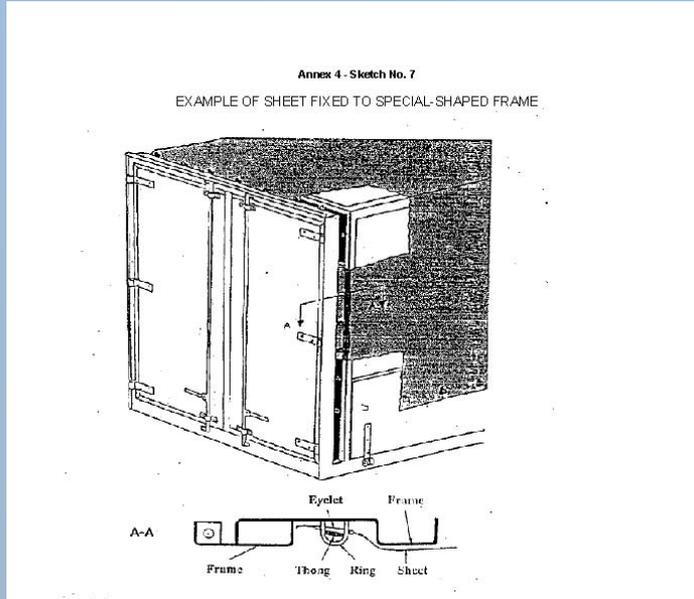
- Coverage:
 - Structure, joining devices, hinges, closing systems (Article 2);
 - Sheeted vehicles (Article 3);
 - Vehicles with sliding sheets (Article 4) .

Containers or load compartments of vehicles acceptable for international transport under Customs seals

■ Basic Principles:

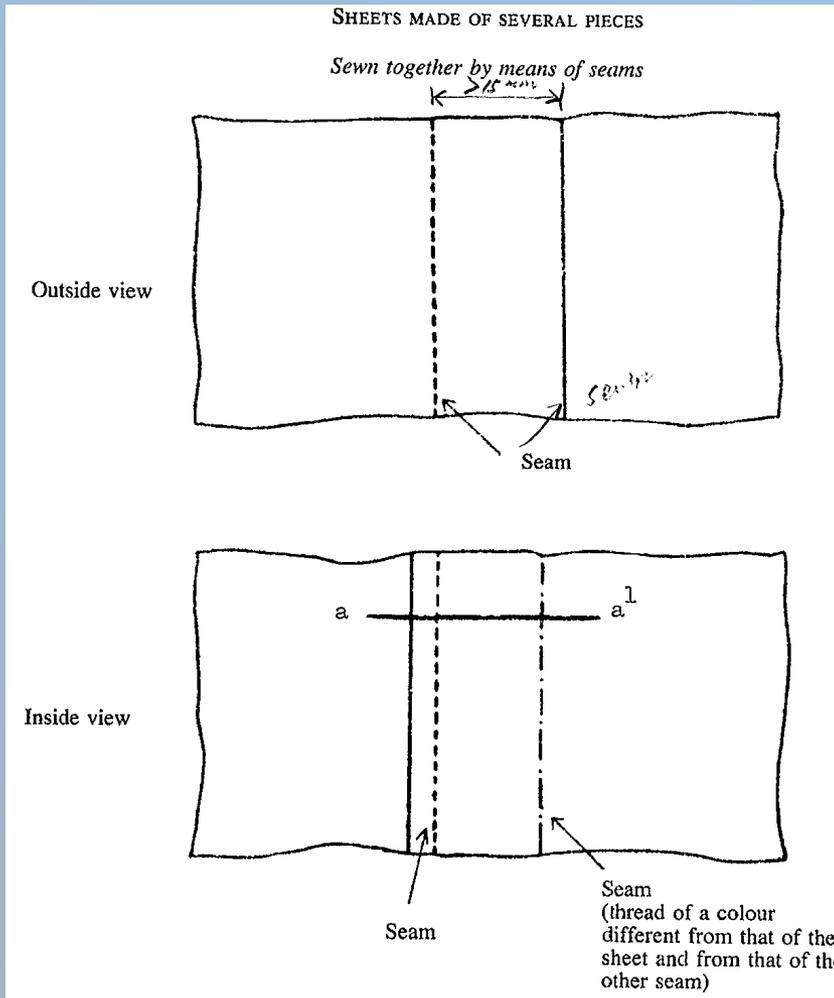
- ❑ No goods can be removed from or introduced into, the sealed part of the container without leaving obvious traces of tampering or without breaking the Customs seal;
- ❑ Customs seals can be simply and effectively affixed to them;
- ❑ They contain no concealed spaces where goods may be hidden;
- ❑ All spaces capable of holding goods are readily accessible for Customs inspection.

Steel container/vehicle

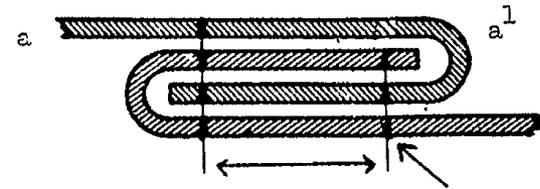


Sketches of sheeted container/vehicle (1)

- Material: strong canvas, plastic-covered or rubberized cloth



Section a - a¹
double flat seam

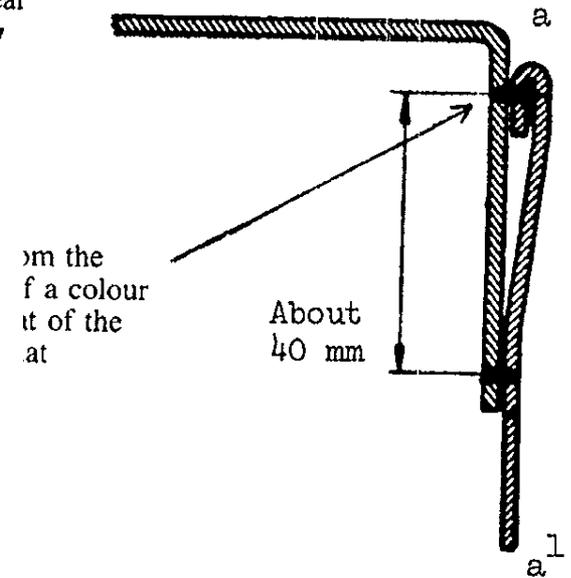
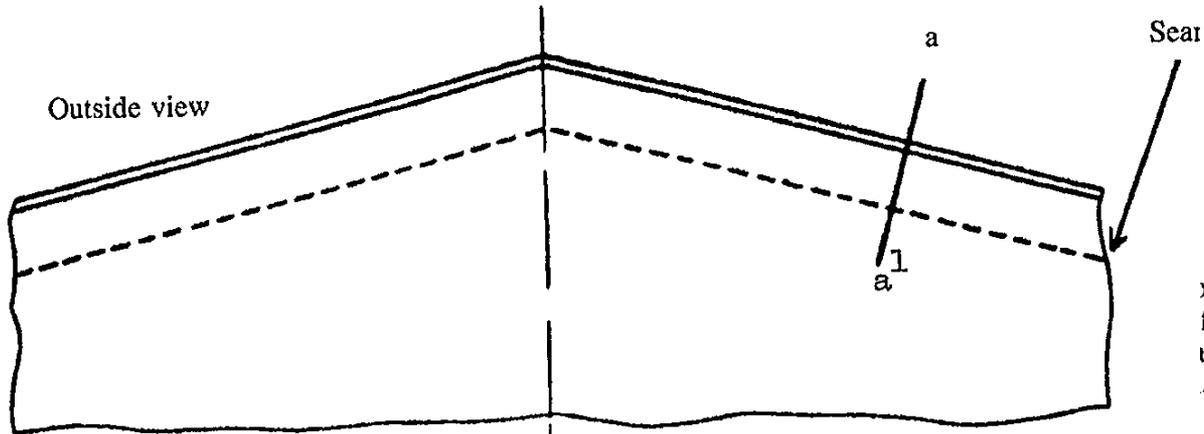


At least
15 mm

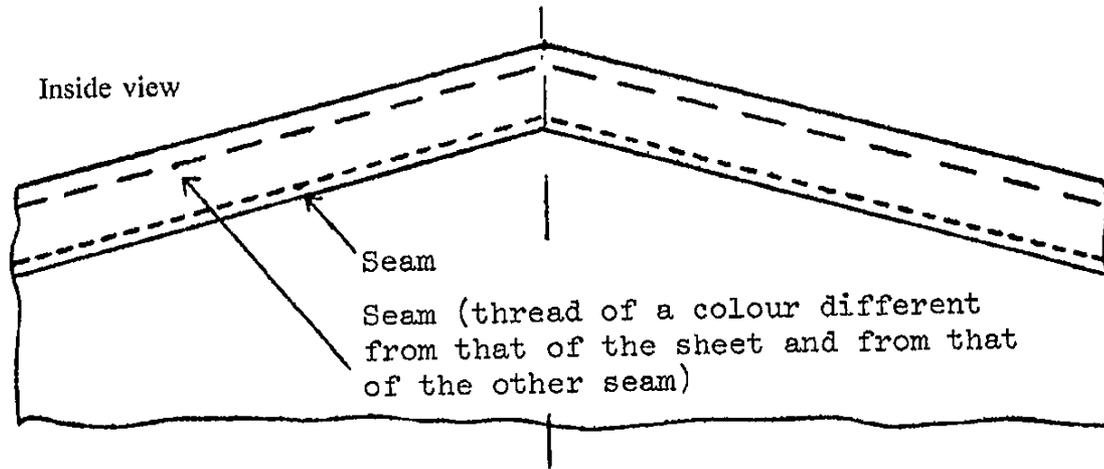
Thread visible from the inside
only and of a colour different
from that of the sheet and
from that of the other seam

Sketches of sheeted container/vehicle (2)

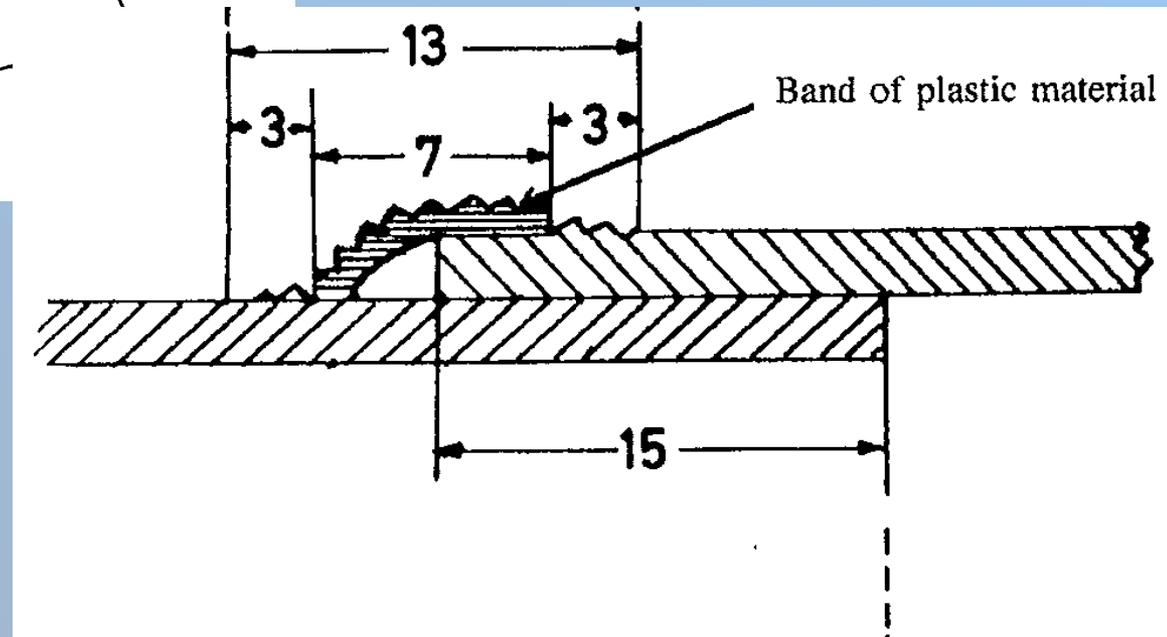
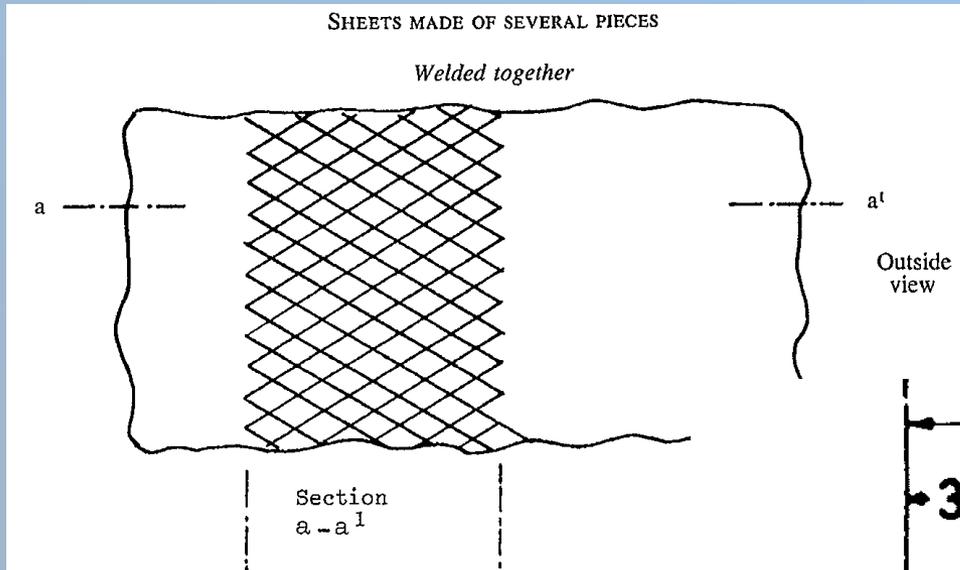
Corner seam



Inside view



Sketches of plastic covered container/vehicle



Construction of containers or load compartments of vehicles accepted for international transport under Customs seals

- Sheet can be secured by :
 - Metal rings fixed to the containers/loading compartment of vehicles;
 - Eyelets let into the edge of the sheet;
 - A fastening passing through the rings above the sheet and visible from the outside for its entire length.

- Sheet overlaps solid parts of the container/loading compartment of vehicle by at least 250 mm, measured from the centre of the securing rings, unless the system of construction of the container/vehicle in itself prevents all access to the goods.

Photos of vehicles with canvas/plastic covers



Convention on Containers Annex 5: Procedure for approval

- Two procedures for approval:
 - At the manufacturing stage, by design type (procedure for approval at the manufacturing stage)

or

- At a stage subsequent to manufacture, either individually or in respect of a specified number of containers of the same type (procedure for approval at a stage subsequent to manufacture)

Convention on Containers Annex 5: Procedure for approval

■ Common points for both procedures:

- ❑ The competent authority responsible for granting approval shall issue to the applicant after approval, a certificate of approval valid, as the case may be, either for an unlimited series of containers of the approved type or for a specified number of containers;
- ❑ The beneficiary of approval shall affix an approval plate to the approved container or containers before their use for the transport of goods under Customs seal;
- ❑ The approval plate shall be affixed permanently and in a clearly visible place adjacent to any other approval plate issued for official purposes;
- ❑ Common requirements to the approval plate;
- ❑ If a container no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under Customs seal, be restored to the condition which had justified its approval;
- ❑ If the essential characteristics of a container are changed, the container shall cease to be covered by the approval and shall be reapproved by the competent authority before it can be used for the transport of goods under Customs seal.

SCBM and Its Application in South Asia

- The SCBM can be applied on any type of vehicle:
 - Full application of the model:
 - Use of accepted vehicles and containers can help achieve full benefits of the system
 - Both hard-structured and sheeted vehicles and containers can be made in secure way
 - Partial application of the model:
 - Tracking only without Customs seal
- Common arrangements to set out the requirements towards the construction (including modification and enclosing) and approval of vehicles and containers are required;
- Existing international legal instruments provide well-elaborated and practice-proven examples of regulations on construction and procedures for approval of vehicles and containers under Customs seal.

Suggestions on certification of vehicles by authorities



Thank you!

More information about the UNESCAP Model:
[http://www.unescap.org/publications/detail.
asp?id=1498](http://www.unescap.org/publications/detail.asp?id=1498)