

No. 8830

**BULGARIA, CZECHOSLOVAKIA, GERMAN
DEMOCRATIC REPUBLIC, HUNGARY, etc.**

**Convention concerning Customs Clearance for the Inter-
national Transport of goods by road vehicle (GRV
Convention) (with annexes). Done at Prague, on 18
November 1965**

Official text: Russian.

Registered by Czechoslovakia on 15 November 1967.

**BULGARIE, TCHÉCOSLOVAQUIE, RÉPUBLIQUE
DÉMOCRATIQUE ALLEMANDE, HONGRIE, etc.**

**Convention relative au dédouanement dans le cas des trans-
ports internationaux de marchandises par véhicules
routiers (Convention TMR) [avec annexes]. Faite à
Prague, le 18 novembre 1965**

Texte officiel russe.

Enregistrée par la Tchécoslovaquie le 15 novembre 1967.

[TRANSLATION — TRADUCTION]

No. 8830. CONVENTION¹ BETWEEN THE PEOPLE'S REPUBLIC OF BULGARIA, THE CZECHOSLOVAK SOCIALIST REPUBLIC, THE GERMAN DEMOCRATIC REPUBLIC, THE HUNGARIAN PEOPLE'S REPUBLIC, THE POLISH PEOPLE'S REPUBLIC AND THE UNION OF SOVIET SOCIALIST REPUBLICS CONCERNING CUSTOMS CLEARANCE FOR THE INTERNATIONAL TRANSPORT OF GOODS BY ROAD VEHICLE (GRV CONVENTION). DONE AT PRAGUE, ON 18 NOVEMBER 1965

The Contracting Parties, wishing to expedite and simplify the Customs clearance of goods transported by road vehicles, have agreed as follows :

Article 1

(1) The provisions of this Convention shall apply to the international transport of goods by road vehicles registered in one of the Contracting Parties, when such transport takes place between the territories of the Contracting Parties and within their frontiers.

(2) The provisions of paragraph 1 shall also apply to the transport of goods in containers loaded on road vehicles.

(3) The definitions of "road vehicle" and "container" are given in annex 1.

Article 2

(1) The basis for Customs clearance in accordance with the provisions of this Convention shall be an accompanying Customs document, known as the GRV manifest, a model of which is reproduced in annex 2.

¹ Came into force on 17 February 1966 in respect of Czechoslovakia, the German Democratic Republic, Hungary, and the Union of Soviet Socialist Republics, which signed it on 18 November 1965 (Czechoslovakia, German Democratic Republic, Hungary) and 27 January 1966 (Union of Soviet Socialist Republics) without reservation as to ratification, in accordance with article 17.

Subsequently, the Convention came into force on 28 July 1966, in respect of Poland, and 14 September 1966, in respect of Bulgaria, i.e., 90 days after they deposited their instruments of ratification, (on 29 April and 16 June 1966, respectively) in accordance with the same article.

(2) Specifications stating the designation and quantity of the goods transported must always be attached to the GRV manifest for the use of the Customs authorities in the country of destination of the goods.

Article 3

(1) The GRV manifest shall be issued by carriers or other organizations authorized to do so by the competent authorities of the Contracting Parties.

(2) The Customs administrations of the Contracting Parties shall inform one another of the names of these carriers and organizations of any changes in them.

Article 4

(1) The GRV manifest may be used for only one transport operation, but goods may be partially unloaded or added to the load during the operation.

(2) The validity of the GRV manifest shall expire when the Customs or other authorities authorized for the purpose under the domestic regulations of the country of destination have certified the due arrival of the goods.

(3) Rules for the use of the GRV manifest are set forth in annex 3.

Article 5

(1) During carriage the goods shall be placed :

(a) In the sealed body of the road vehicle, or

(b) In sealed containers, which may be loaded on the road vehicle without affixing additional customs seals.

(2) The road vehicle shall comply with the conditions set forth in annex 4. During carriage of the goods such compliance must be certified by a document issued in accordance with the domestic regulations of the Contracting Parties in which the road vehicle is registered.

(3) The containers shall comply with the conditions set forth in annex 4.

Article 6

(1) Heavy and/or bulky goods may also be transported in accordance with the provisions of this Convention. The definition of such goods is given in annex 1.

(2) Identification marks shall be placed on heavy and/or bulky goods in the country of departure, and customs seals shall be affixed where possible and necessary.

Article 7

(1) Customs seals shall be affixed in the territory of the Contracting Party in which the transport of goods under the GRV manifest is begun.

(2) The Customs authorities of each of the Contracting Parties shall respect the Customs seals and identification marks of the other Contracting Parties.

(3) If in the cases covered by this Convention the Customs seals are removed *en route*, the appropriate Customs authority shall affix new Customs seals.

Article 8

(1) If the Customs seals or identification marks are broken *en route* or the goods are damaged or lost without the Customs seals being broken, the driver shall go in person to the nearest Customs or other State authority or shall notify it.

(2) In the case referred to in paragraph 1, the Customs or other State authority shall make an inspection, the results of which shall be stated in a report containing the number of the GRV manifest, the name of the carrier and an account of the reason for the breakage and the action taken. The report shall be signed by the authority which draws it up and by the driver, who may include an explanation of the matter if he wishes. After the inspection, new seals shall be affixed and, where necessary, identification marks shall be restored.

(3) The provisions of paragraph 2 shall also apply in cases where the facts referred to in paragraph 1 are discovered by Customs or other State authorities.

Article 9

Provided that all the conditions laid down in this Convention are fulfilled, the Customs authorities of the Contracting Parties :

- (a) Shall not, as a general rule, examine the goods transported as long as there is no final Customs clearance of all or part of the goods at the time of exportation or importation;

- (b) Shall not collect any monetary guarantees of payment of duty or other Customs fees in respect of the goods.

Article 10

While transporting goods under cover of the GRV manifest, the carrier shall maintain the Customs seals and identification marks intact and shall produce to the Customs authorities *en route* the goods together with the duly completed GRV manifest and the specifications attached thereto in accordance with article 2, paragraph 2.

Article 11

(1) The carrier shall be responsible to the Customs administration of the Contracting Party in question for the payment of duties, fines and other Customs fees due in the event of non-compliance with the conditions of this Convention or the laws of the Contracting Party on whose territory such non-compliance occurred in respect of the goods transported under Customs seals.

(2) A claim for payment of duties, fines and other Customs fees may be made within one year from the date when the right to the claim arises.

(3) Payments arising out of the provisions of this article shall be settled in accordance with the payments agreement in force between the Contracting Parties.

Article 12

The provisions of this Convention shall in no way affect the laws and domestic regulations of the Contracting Parties relating to permits, public security, and sanitary, veterinary, quarantine and similar regulations.

Article 13

The present Convention sets out the minimum Customs facilities to be accorded and does not prevent the extension of greater facilities by the Contracting Parties.

Article 14

The annexes to the present Convention shall be an integral part of the Convention.

Article 15

The present Convention shall be open for signature until 31 January 1966 and thereafter it shall be open for accession.

Article 16

Any State may become a Contracting Party to the present Convention :

- (a) By signing it,
- (b) By ratifying it after signing it subject to ratification, or
- (c) By acceding to it.

Article 17

(1) The present Convention shall enter into force ninety days after three States have signed it without reservation of ratification or after they have deposited an instrument of ratification or accession.

(2) For other States the present Convention shall enter into force ninety days after they have signed it without reservation of ratification or deposited their instrument of ratification or accession.

Article 18

(1) Any Contracting Party may propose an amendment to this Convention by transmitting the proposed amendment to the depositary, which shall notify the remaining Contracting Parties.

(2) The agreement of all Contracting Parties shall be required for the adoption of an amendment to this Convention. If the depositary does not receive a reply from a Contracting Party within a period of six months after the Contracting Party has received notification in accordance with paragraph 1, it shall be deemed that the said Contracting Party has agreed to the proposed amendment. The amendment shall enter into force ninety days after the depositary has received a statement of agreement from the last of the Contracting Parties.

(3) The annexes to this Convention may be amended by agreement among the Customs administrations of all Contracting Parties. The provisions of paragraphs 1 and 2 shall apply *mutatis mutandis*.

Article 19

(1) Any Contracting Party may denounce this Convention by so notifying the depositary. Denunciation shall take effect six months after the date of receipt by the depositary of the notification of denunciation.

(2) After this Convention has expired for the denouncing party, its provisions shall remain in force with respect to transport operations begun before expiry.

Article 20

The depositary for this Convention shall be the Government of the Czechoslovak Socialist Republic, which shall transmit certified copies of it to all Contracting Parties and shall notify all Contracting Parties of signatures, ratifications and accessions, of the entry into force of the Convention, of its entry into force for each Contracting Party and of amendments proposed to the Convention and denunciations of it.

DONE at Prague on 18 November 1965, in a single original in the Russian language.

IN WITNESS WHEREOF the undersigned Plenipotentiaries have signed this Convention.

For the People's Republic of Bulgaria :

Lazar BONEV
Subject to ratification

For the Hungarian People's Republic :

Ernö SZEMELKA

For the German Democratic Republic :

Gerhard STAUCH

For the Polish People's Republic :

Jozef KONARZEWSKI
Subject to ratification

For the Czechoslovak Socialist Republic :

Stanislav SAUR

For the Union of Soviet Socialist Republics :

A. JEFIMOV
27.1.1966

ANNEX 1

DEFINITIONS

1. The term "road vehicle" shall mean any motor vehicles, trailer or semi-trailer designed to carry goods.

2. The term "container" shall mean an article of transport equipment (lift van, movable tank or other similar structure) having an internal volume of one cubic metre or more; strong enough to be suitable for repeated use; so designed as to be easy to fill and empty; specially designed for the carriage of goods by road vehicle or other mode of transport without intermediate reloading and for transfer from a road vehicle to another mode of transport.

The term "container" includes neither vehicles nor conventional packing.

3. The term "heavy and/or bulky goods" shall mean any object which cannot be or cannot readily be dismantled for transport and of which one dimension exceeds five metres or two dimensions exceed two metres; or the height of which exceeds two metres; or the weight of which exceeds 7,000 kg.

ANNEX 2

GRV MANIFEST

No. 0000000

Page 1

1. Name of the organization issuing the GRV manifest

2. Name of the carrier

3. Registration number :

Vehicle

Trailer (semi-trailer)

4. Quantity of specifications and their numbers

Nos. 1-4 shall be completed by the representative of the carrier or another authorized organization.

Page 2

- 5. Certification of clearance of the goods by the Customs office at the beginning of the transport operation under cover of the GRV manifest

 - 6. Type and number of Customs seals and identification marks

 - 7. Certification by Customs (State) authorities during the transport operation
-

Page 3

8. Further certification by Customs authorities :

On arrival	On departure
.....
.....
.....
.....
.....
.....

9. Other remarks by Customs (State) authorities *en route*.

A N N E X 3

RULES FOR THE USE OF THE GRV MANIFEST

1. GRV manifest forms shall be printed in Russian or German with a translation, where necessary, into the language of the country of issue.
2. The blanks in the GRV manifest shall be completed by the carrier or the authorized organization in the language of their country.
3. GRV manifests shall be given serial numbers by the carriers or organizations. The abbreviation adopted for the country of issue in international road traffic shall be placed before the number.
4. The GRV manifest shall be valid for a load carried by a single road vehicle. If there is a trailer, the load carried on the trailer shall require a separate GRV manifest.
5. If the load covered by the GRV manifest is consigned to several different recipients, a separate set of specifications must be completed for each of them. When goods are transported in containers, the contents of the container must be consigned to only one recipient.
6. The Customs authority of the country of departure shall verify whether the GRV manifest has been issued by the proper carrier or organization, whether it has been properly completed, and in particular, whether the entries concerning the road vehicle and the specifications have been made properly.
7. After clearing the goods at the start of the transport operation under cover of the GRV manifest, the Customs authority shall make the appropriate entry in box 5 of the manifest, and in box 6 it shall note the type and number of Customs seals affixed and in the case of heavy and/or bulky goods, of identification marks placed on the load.

8. The frontier Customs authorities, while clearing the motor vehicle *en route*, shall certify arrival and departure in box 8 of the GRV manifest.

9. In box 9 of the GRV manifest the Customs authorities shall make entries concerning :

- (a) Partial unloading of goods;
- (b) Loading on of goods, in which case an additional entry must be made in the manifest of the quantity and specification numbers;
- (c) New Customs seals affixed under sub-paragraphs (a) and (b) above;
- (d) Reports made in accordance with the provisions of article 8 of the Convention.

10. When there is not enough space in the boxes of the GRV manifest, additional entries may be made on page 4 of the manifest with a reference to the corresponding box numbers.

11. The report provided for in article 8 of the Convention shall be written in the language of the country where the facts were established, and one copy of the report shall be attached to the GRV manifest.

12. The Customs (State) authorities of the country of destination shall clear the goods on the basis of the GRV manifest and the specifications attached thereto; if the transport operation was conducted without irregularities from the standpoint of Customs regulations, they shall certify the manifest in accordance with article 4 of the Convention.

13. When the transport operation under cover of the GRV manifest has been completed, the manifest shall be retained by the Customs authority.

14. If necessary, the Customs authorities may require the particulars in box 4 of the GRV manifest to be certified by the signature of the driver.

A N N E X 4

TECHNICAL CONDITIONS APPLICABLE TO ROAD VEHICLES AND CONTAINERS

A. ROAD VEHICLES

I. GENERAL

Road vehicles shall be constructed and equipped in such a manner that :

- (1) No goods can be removed from or introduced into the sealed part of the vehicle without obvious damage to it or without breaking the seals;
- (2) They contain no concealed places where goods may be hidden;
- (3) Customs seals can be simply and effectively affixed thereto;

(4) All spaces in the form of compartments, receptacles or other recesses which are capable of holding goods are readily accessible for Customs inspection;

(5) Should any empty spaces be formed by the different layers of the sides, floor and roof, the inside surface is firmly fixed, solid and unbroken and incapable of being dismantled without leaving visible traces.

II. LOADING COMPARTMENT

The compartment carrying the load shall be constructed as follows :

(1) The sides, floor and roof of the loading compartment shall be constructed of plates, boards or panels of sufficient strength, of adequate thickness, and welded, riveted, grooved or jointed in such a way as not to leave any gaps in the structure through which access to the contents can be obtained. The various parts shall fit each other exactly and be so arranged that it is impossible either to move or remove them without leaving visible traces or damaging the customs seals;

(2) Where assembly is effected by means of rivets, they may be seated on the outside or the inside of the road vehicle; the rivets used for the assembly of essential parts of the sides, floor and roof must pass through the assembled parts. Where assembly is effected otherwise than by means of rivets, the bolts or other joining devices holding the essential parts of the sides, floor and roof shall protrude on the inside and be bolted, riveted or welded in a satisfactory manner. Other bolts and joining devices may be seated on the inside, provided that the nut is welded in a satisfactory manner on the outside and is not covered with non-transparent material. Assembly with metal plates or panels the edges of which are curved or folded inwards may also be accepted provided that these edges are fastened by means of rivets, bolts or a similar system passing through the curved or folded edges, by means of another joining device where necessary, or by means of metal strips which have been bent under pressure in the shape of cramps at the same time as the edges of the parts being assembled and which ensure a permanent joint of the type shown in sketch No. 1;

(3) Apertures for ventilation shall be allowed provided their longest side does not exceed 400 mm. If they permit direct access to the interior of the loading compartment, they shall be covered with metal gauze or perforated metal screens (maximum dimension of holes : 3 mm) and protected by welded metal lattice-work (maximum dimension of holes : 10 mm). If they do not permit direct access to the interior of the loading compartment (for example, by means of multiple-bend air ducts or air ducts with baffles), they shall be provided with the same protective devices but the dimensions of the holes may be increased to 10 mm and 20 mm respectively (instead of 3 mm and 10 mm). It shall not be possible to remove these devices from outside without leaving visible traces. Metal gauze shall be of wire at least 1 mm in diameter and so made that single strands cannot be pushed together and the size of individual holes thus increased without leaving visible traces;

(4) Windows shall be allowed provided that they comprise a fixed glass and metal grill which cannot be removed from the outside. The holes of the grill shall not exceed 10 mm across;

(5) Openings made in the floor for technical purposes, such as lubrication, maintenance and filling of the sandbox, shall be allowed only on condition that they are fitted with a cover capable of being fixed in such a way as to render the loading compartment inaccessible from the outside.

III. CLOSING SYSTEMS

Closing systems of loading compartments shall meet the following conditions :

(1) All closing systems of loading compartments (such as doors) shall be fitted with devices which shall permit simple and effective Customs sealing. These devices shall either be welded to the closing systems or be secured by at least two bolts, riveted or welded to the nuts on the inside;

(2) Hinges shall be so made and fitted that closing systems cannot be lifted off the hinge-pins, once shut; the screws, bolts, hinge-pins and other fasteners shall be welded to the outer parts of the hinges. These requirements shall be waived, however, where the doors and other closing systems have a locking device inaccessible from the outside which, once it is applied, prevents the doors from being lifted off the hinge-pins;

(3) Doors shall be constructed so as to cover all the interstices and ensure complete and effective closure.

(4) The vehicle shall be provided with a device for protecting the Customs seal, or shall be so constructed that the Customs seal is adequately protected.

IV. VEHICLES FOR SPECIAL USE

The foregoing conditions shall apply to vehicles for special use (for example, insulated vehicles, refrigerator vehicles, tank vehicles and furniture vehicles) in so far as they are compatible with the technical requirements which such vehicles must fulfil in accordance with their use. Filler caps, drain cocks and manholes of tank wagons shall be so constructed as to allow simple and effective Customs sealing.

V. SHEETED VEHICLES

Sheeted vehicles shall conform to the following conditions :

(1) The provisions of part A, sections II and IV, of this annex shall be applied in so far as appears feasible;

(2) Closing systems and protective devices over apertures for ventilation (part A, section II, paragraph 3, of this annex) may consist of a perforated metal plate on the outside and metal gauze on the inside or any other solid netting (it must not be possible to push together single strands without leaving visible traces). The plate and the gauze must be fastened to the sheet in such a manner that it is impossible to break the fastening without leaving visible traces;

(3) The sheet shall be of strong canvas or plastic-covered cloth, or of sufficiently strong, non-tensile rubberized cloth provided that it is not of a dark colour. The sheet shall be of one piece or of strips each in one piece;

(4) The sheet shall be in good condition and made up in such a way that once the closing device has been secured, it is impossible to gain access to the load without leaving visible traces;

(5) If the sheet is made up of several strips, their edges shall be folded into one another and sewn together with two seams at least 15 mm apart. The seams shall be made as shown in sketch No. 2; however, where in the case of certain parts of the sheet, such as flaps at the rear and reinforced corners, it is not possible to assemble the strips in that way, it shall be sufficient to fold the edge of the top section and make the seams as shown in sketch No. 3. The thread used for each of the two seams shall be plainly different in colour; one of the seams shall be visible only from the inside and the colour of the thread used for that seam shall be plainly different from the colour of the sheet itself. All seams shall be machine-sewn;

(6) If the sheet is made up of several strips of plastic-covered cloth, the strips may also be joined by welding in the manner shown in sketch No. 4. The edge of each strip must overlap the edge of the next strip by at least 15 mm. The strips must be joined for the whole of that width. The outside edge of the joint must be covered by a plastic band at least 7 mm wide, applied by the same method of welding. On this band and out from each of its edges to a width of 3 mm, a clear and uniform relief design shall be stamped. The weld shall be made in such a manner that the strips cannot be separated and then rejoined without leaving visible traces;

(7) Repairs shall be made in accordance with the method described in sketch No. 5, the edges being folded into one another and sewn together with two visible seams at least 15 mm apart; the colour of the thread visible from the inside shall be different from that of the thread visible on the outside and from that of the sheet itself. All seams shall be machine-sewn. Repairs to a sheet made of plastic-covered cloth may also be made in the manner described in paragraph 6;

(8) Securing rings shall be so fitted that they cannot be removed from the outside. Eyelets in the sheet shall be reinforced with metal or leather rings. The interval between eyelets shall not exceed 200 mm;

(9) The sheet shall be so fixed to the sides as to render the load quite inaccessible. It shall be supported by at least three lengthwise bars or laths fastened at both ends of the platform to hoops or the end boards of the platform; if the length of the platform exceeds four metres, at least one intermediate hoop shall be required. The hoops shall be fixed in such a way that it is impossible to alter their position from the outside;

(10) The following types of fastening shall be used :

(a) Steel wire rope of at least 3 mm diameter; or

(b) Hemp or sisal rope at least 8 mm thick encased in a transparent non-tensile plastic sheath; or

(c) Iron bars at least 8 mm in diameter.

Steel wire ropes shall not be covered, except with a transparent non-tensile plastic sheath. Iron bars shall not be coated with non-transparent material;

(11) Each wire rope or hemp or sisal rope shall be in one piece and have a metal end piece. The fastener of each metal end piece shall include a hollow rivet passing through the rope so as to allow the introduction of the string of the Customs seal. The rope shall remain visible on either side of the hollow rivet as shown in sketch No. 6, so that it is possible to ascertain whether the rope is in one piece;

(12) Each iron bar shall be in one piece. It shall be fitted at one end to take the closing device and, at the other end, shall have a head so constructed as to make it impossible for the bar to turn on its axis;

(13) When ropes are used the sides of the vehicle shall be at least 350 mm high and the sheet shall cover the sides to a depth of at least 300 mm;

(14) At the openings used for loading and unloading the vehicle, the two edges of the sheet shall have an adequate overlap. They shall likewise be fastened by a flap attached to the outside and sewn in accordance with paragraph 5 of this section. In addition to the fastenings referred to in paragraph 10 of this section, leather thongs or thongs of non-tensile rubberized cloth may be accepted, provided that they are at least 20 mm wide and 3 mm thick.

B. CONTAINERS

I. GENERAL

Containers shall be marked, constructed and equipped in such a manner that :

(1) They are durably marked with the name and address of their owner, with particulars of their tare, with identification marks and numbers, and with the marking authorizing transport under Customs seal as shown in sketch No. 7;

(2) No goods can be removed from or introduced into the sealed part of the container without obvious damage to it or without breaking the seals;

(3) They contain no concealed spaces where goods may be hidden;

(4) Customs seals can be simply and effectively affixed to them;

(5) All empty spaces which are capable of holding goods are readily accessible for Customs inspection;

(6) Should any empty spaces be formed by the different layers of the sides, floor and roof of the container, the inside surface is firmly fixed, solid and unbroken and incapable of being dismantled without leaving visible traces.

II. STRUCTURE OF CONTAINERS

Containers shall be constructed as follows :

(1) The sides, floor and roof of the container shall be constructed of plates, boards or panels of sufficient strength, of adequate thickness, and welded, riveted, grooved or jointed in such a way as not to leave any gaps in the structure through which access to the contents can be obtained. The various parts shall fit each other exactly and be so arranged that it is impossible either to move or remove them without leaving visible traces or damaging the Customs seals;

(2) Essential joints, such as bolts, rivets, etc., shall be seated on the outside and secured with a nut on the inside; they must be bolted, riveted or welded in a satisfactory manner. If the bolts holding the essential parts of the sides, floor and roof are seated on the outside, the other bolts may be seated on the inside provided that the nut is properly welded on the outside and is not covered with a non-transparent material;

(3) Apertures for ventilation shall be allowed provided their longest side does not exceed 400 mm. If they permit direct access to the interior of the container, they shall be covered with metal gauze or perforated metal screens (maximum dimension of holes : 3 mm) and protected by welded metal lattice-work (maximum dimension of holes : 10 mm). If they do not permit direct access to the interior of the container, they shall be provided with the same protective devices but the dimensions of the holes may be increased to 10 mm and 20 mm respectively (instead of 3 mm and 10 mm). It shall not be possible to remove these devices from outside the container without leaving visible traces. Metal gauze shall be of wire at least 1 mm in diameter and so made that single strands cannot be pushed together and the size of individual holes thus increased without leaving visible traces;

(4) Apertures for drainage shall be allowed provided their longest side does not exceed 35 mm. They shall be covered with metal gauze or perforated metal screens (maximum dimension of holes : 3 mm in both cases) and protected by welded metal lattice-work (maximum dimension of holes : 10 mm). It shall not be possible to remove these devices from outside the container without leaving visible traces.

III. CLOSING SYSTEMS

Closing systems for containers shall meet the following conditions :

(1) All closing systems of containers (such as doors) shall be fitted with devices which shall permit simple and effective Customs sealing. These devices shall either be welded to the closing systems or be secured by at least two bolts, riveted or welded to the nuts on the inside;

(2) Hinges shall be so made and fitted that the closing systems cannot be lifted off the hinge pins, once shut; the screws, bolts, hinge pins and other fasteners shall be welded to the outer parts of the hinges. These requirements shall be waived, however, where the doors and other closing systems have a locking device inaccessible from the outside, which, once it is applied, prevents the doors from being lifted off the hinge pins;

(3) Doors shall be so constructed as to cover all interstices and ensure complete and effective closure;

(4) Containers shall be provided with a device for protecting the Customs seal, or shall be so constructed that the Customs seal is adequately protected.

IV. CONTAINERS FOR SPECIAL USE

The foregoing conditions shall apply to containers for special use (such as insulated and refrigerator containers, tank containers and containers specially built for air transport) in so far as they are compatible with the technical requirements which such containers must fulfil in accordance with their use. The filler cap, drain cocks and manholes of tank containers shall be so constructed as to allow simple and effective Customs sealing.

V. FOLDING OR COLLAPSIBLE CONTAINERS

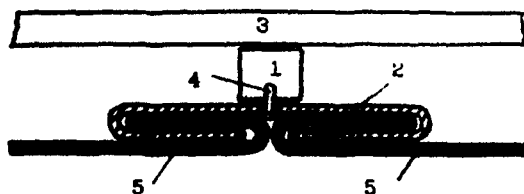
Folding or collapsible containers are subject to the same conditions as non-folding or non-collapsible containers, provided that the devices enabling them to be folded or collapsed allow of Customs sealing and that no part of such containers can be moved without breaking the seals.

VI. SHEETED CONTAINERS

Containers which are sheeted instead of being closed like other containers shall be permitted for the international transport of goods under Customs seal, provided that they meet the provisions of part A, section V, and also the conditions set forth in part B in so far as they are applicable. The markings called for in part B, section I, paragraph 1, shall remain visible when the container is sheeted and placed on the vehicle.

Sketch No. 1

HORIZONTAL SECTION

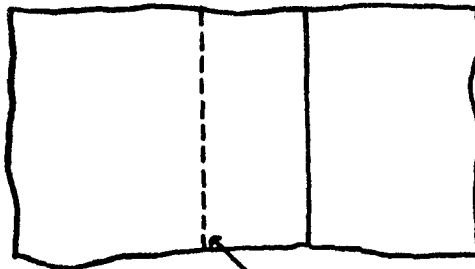


- 1 — Wooden bar
- 2 — Metal strip bent in the shape of a cramp
- 3 — Inside casing of grooved panels
- 4 — Bolt
- 5 — Outside casing of metal plates

Sketch No. 2

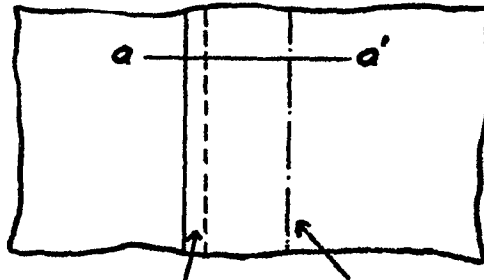
SECTION OF SHEET

Outside view



Plain thread

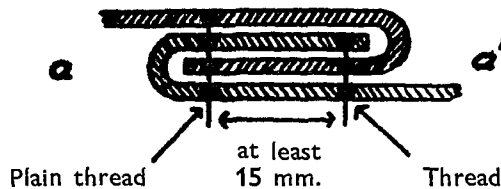
Inside view



Plain thread

Thread of a colour different from that of the sheet
(visible from inside only)

Section a — a'

Double flat seam
for joining strips

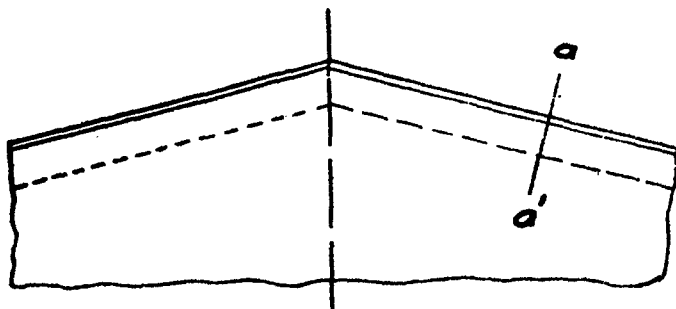
Plain thread

at least
15 mm.Thread of a colour different from that of the sheet
(visible from inside only)

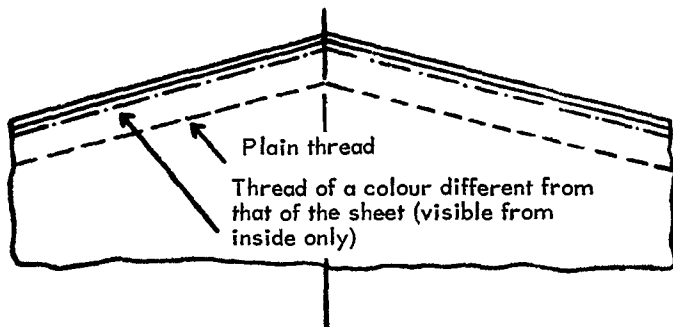
Sketch No. 3

SECTION OF SHEET

Outside view from
the rear of the vehicle



Inside view

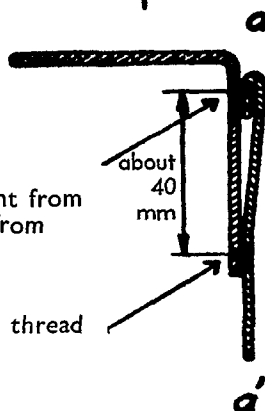


Section a — a'

Seam for attaching
top section

Thread of a colour different from
that of the sheet (visible from
inside only)

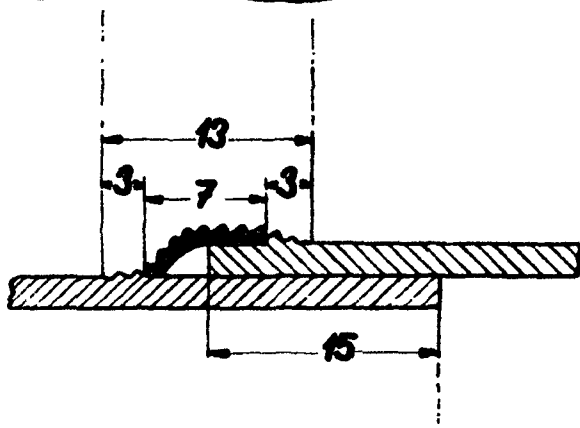
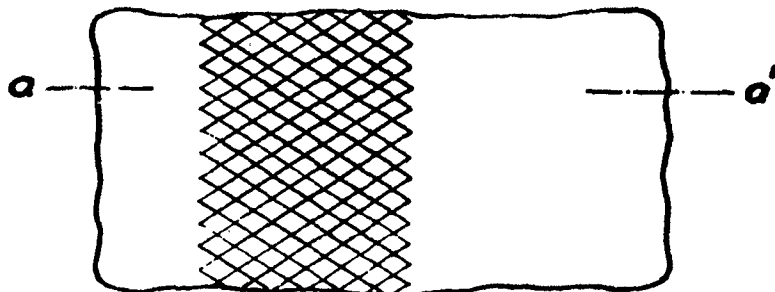
Plain thread



Sketch No. 4

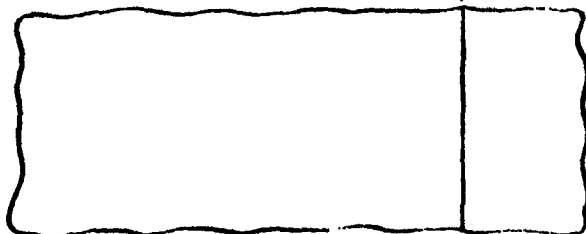
SECTION OF SHEET

Outside view



Dimensions in mm

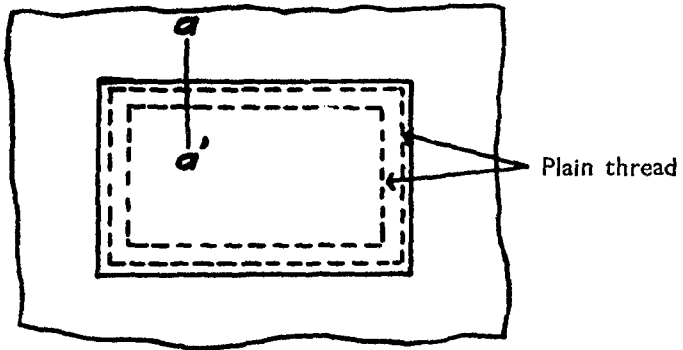
Inside view



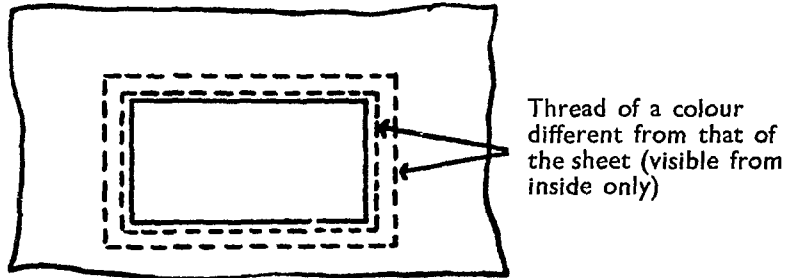
Sketch No. 5

REPAIR OF THE SHEET

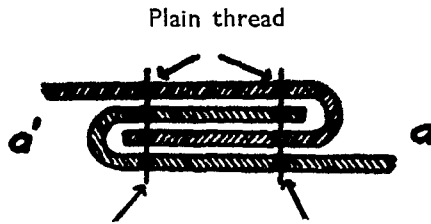
Repair patch,
outside view



Inside view



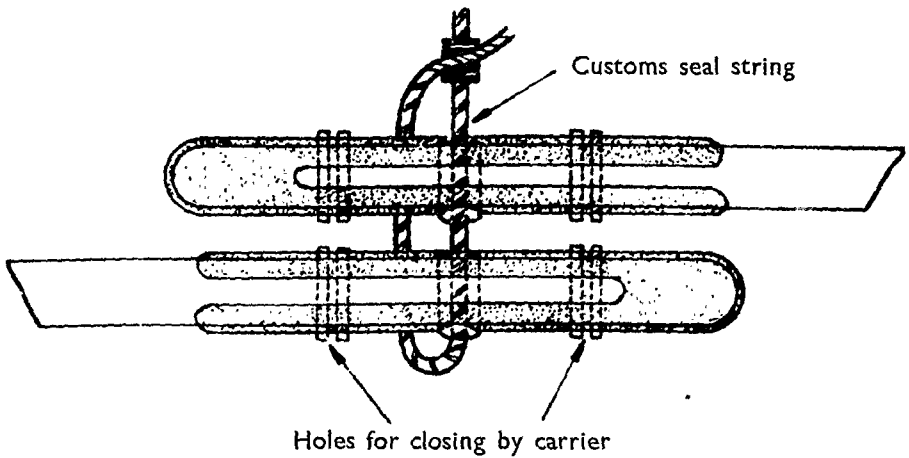
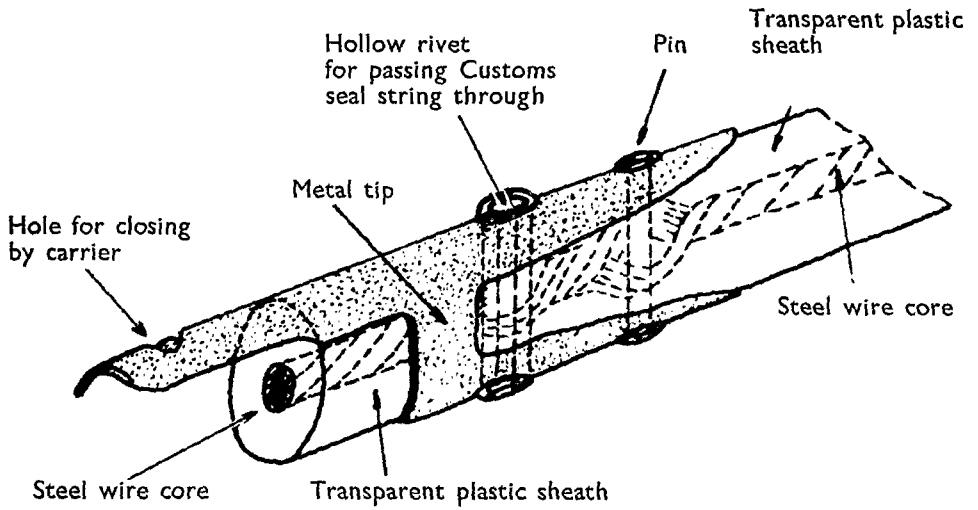
Section a — a'

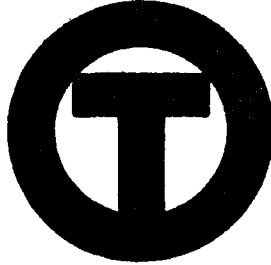


Thread of a colour different from that of the sheet (visible from inside only)

Sketch No. 6

SPECIMENS OF END-PIECES



*Sketch No. 7*MARKING OF CONTAINERS APPROVED FOR INTERNATIONAL
TRANSPORT OPERATIONS UNDER CUSTOMS SEAL

Outside diameter of marking 50 mm
Thickness of letter 8 mm
