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Inland navigation vessels — Customs sealing systems — Basic technical requirements

Bateaux de navigation intérieure — Systèmes de scellés douaniers — Exigences techniques principales

Reference number
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Foreword

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Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council. They are approved in accordance with ISO procedures requiring at least 75 % approval by the member bodies voting.

International Standard ISO 6205 was prepared by Technical Committee ISO/TC 8, *Shipbuilding and marine structures.*

Users should note that all International Standards undergo revision from time to time and that any reference made herein to any other International Standard implies its latest edition, unless otherwise stated.

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Inland navigation vessels — Customs sealing systems — Basic technical requirements

1 Scope and field of application

This International Standard specifies basic technical requirements for the customs sealing systems to be used on inland navigation vessels to seal off the load compartment(s).

It does not determine the design of customs sealing systems; nor does it contain special data to be entered in the "Certificate for cargo transportation under customs sealing" or in other documents adopted by national customs authorities or appropriate international organizations.

Examples of design and application of customs sealing systems are given in figures 1 to 6.

2 Definitions

For the purposes of this International Standard, the following definitions apply.

2.1 customs sealing system : Complex of devices, appliances and elements providing for customs sealing of the cargo and other spaces of a vessel.

2.2 seal : Device made of metal or any other acceptable material which is affixed to both ends of the binding element in such a way that it must be broken before the binding element may be opened.

2.3 binding element : Wire, rope, band, etc., applied with the seal to create the customs seal.

3 Technical requirements

3.1 Components of the customs sealing system shall be so designed and attached that

a) they cannot be removed or replaced from outside the sealed space without leaving visible traces of damage to the components themselves or to the enclosure sealed off;

b) when sealed, no goods can be removed from or placed in the sealed space without leaving visible traces of damage to the customs seal or to the binding element;

c) the system has no concealed spaces where goods may be hidden.

3.2 If a rope is used, it shall be in one piece and have either

— metal end-pieces at each end; or

— a metal end-piece at one end and a fixed head at the other which shall prevent the rope from being removed from the eye-hole through which it is threaded.

The fastening device of each end-piece shall have a hollow rivet going through the rope for passing the binding element of the customs seal. The rope shall be visible at either side of the hollow rivet in order to make sure that it is in one piece. End-pieces with two hollow rivets are not admissible.

The rope shall be either

— of steel wire of at least 3 mm in diameter; or

— of hemp or sisal of at least 8 mm in diameter encased in a transparent unstretchable sheath throughout its length.

3.3 If a rod is used, it shall be fitted with a head the form and dimensions of which shall prevent the rod from turning around its axis. The other end of the rod shall have one or two holes through which the binding element may be threaded.

3.4 The length of the rod and the location of the holes for the binding element shall be such that after installing the seal or fastening the band it is impossible to remove the rod from the eye-hole even if the binding element works loose.

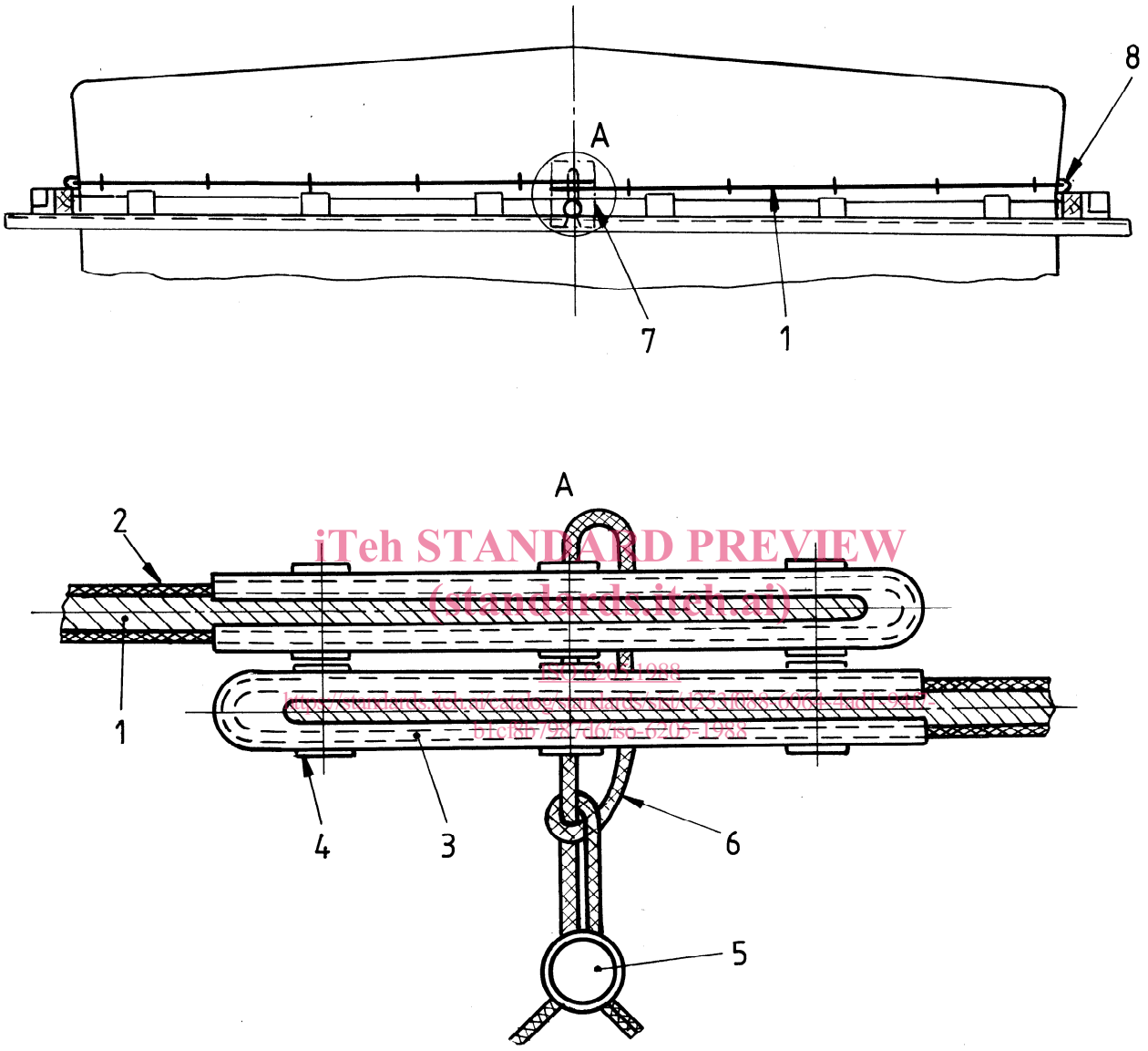
3.5 The surfaces of the holes for the binding element shall be smoothed and sharp edges shall be removed.

3.6 To prevent metal parts of the customs sealing system from corroding, they shall be zinc-plated, or enclosed in a transparent unstretchable sheath.

3.7 Wherever necessary, the binding element and the seal shall be protected from incidental damage. The protective arrangement shall not hamper implementation of the requirements of 3.1.

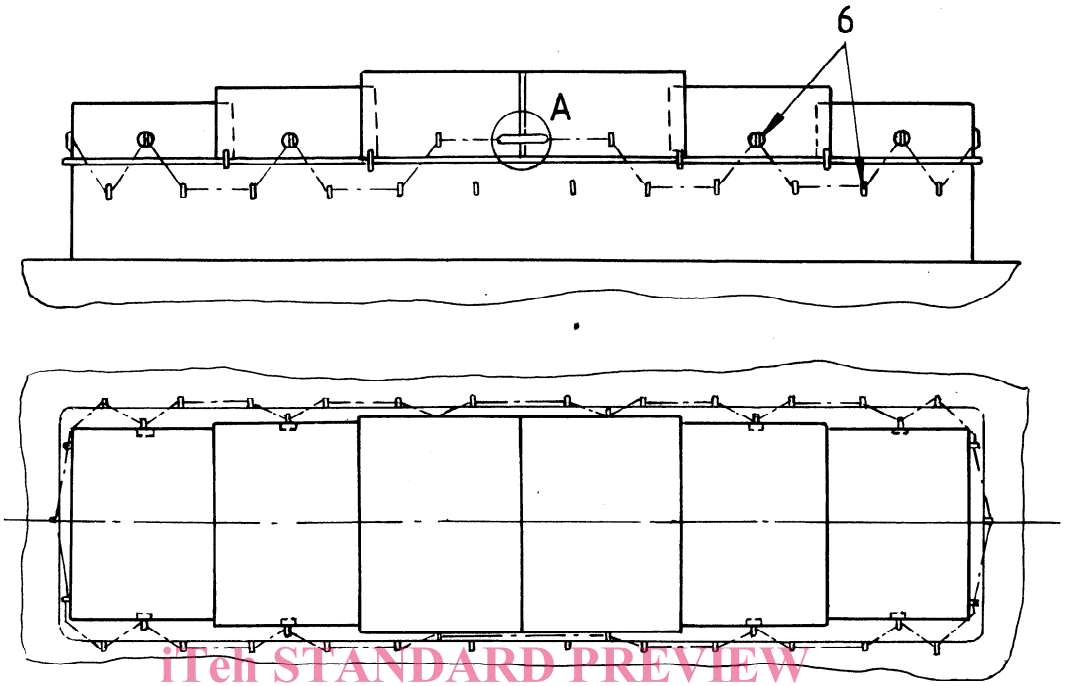
3.8 The rope and the binding element shall have minimum slack and sagging to preclude access to the sealed space.

3.9 The binding element shall not be subject to mechanical loads.

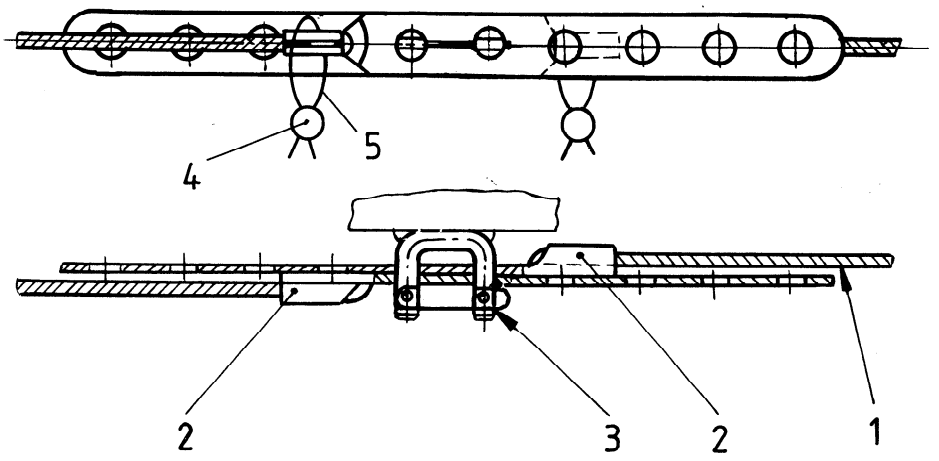


1 Hempen or sisal rope
2 Transparent unstretchable sheath
3 Metal end-piece
4 Hollow rivet
5 Seal
6 Binding element
7 Protective box
8 Eye

Figure 1 — Example of application of a rope-type customs sealing system with end-pieces for sealing tarpaulin covers

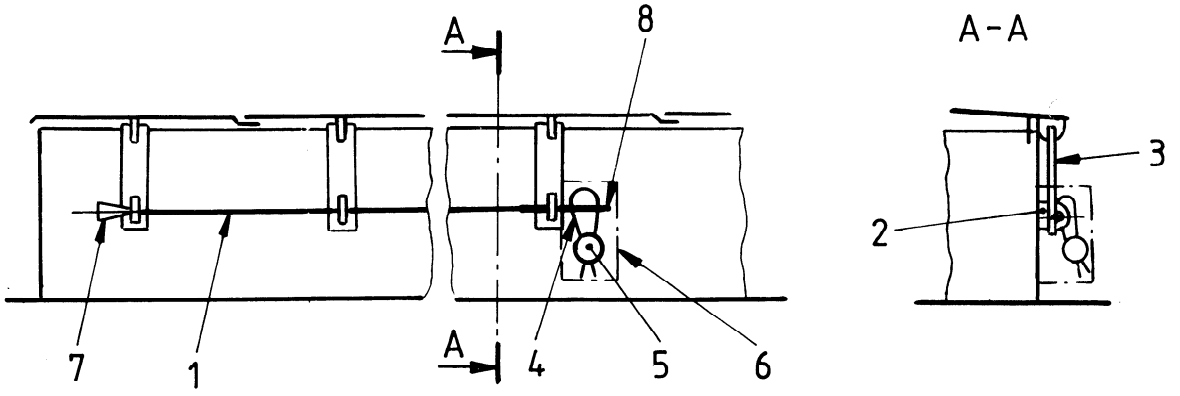


NOTE — The number of eyes shown is arbitrary.



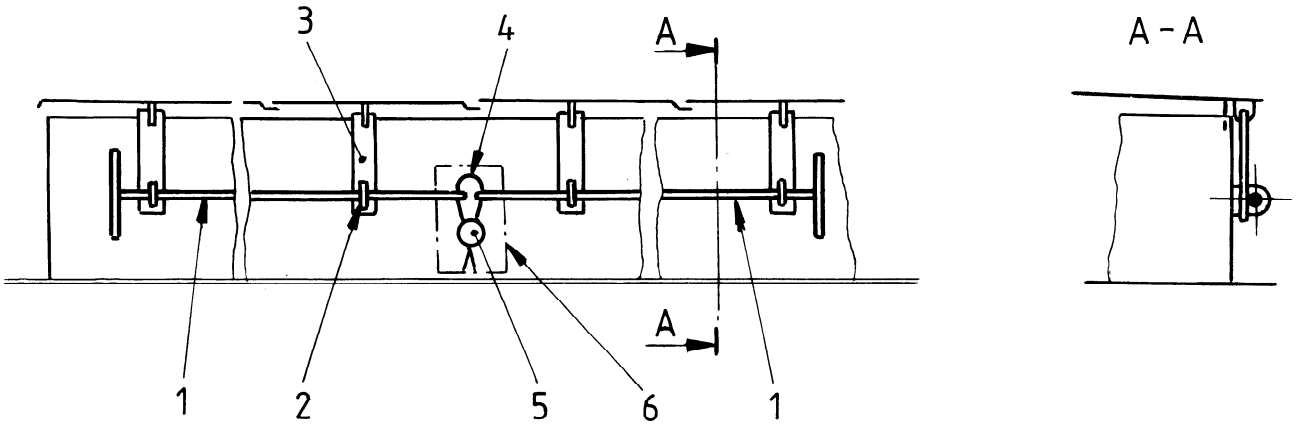
1 Steel wire rope
2 End-piece
3 Lock
4 Seal
5 Binding element
6 Eye

Figure 2 — Example of application of a rope-type customs sealing system with end-pieces and a special lock for sealing covers of cargo hatches



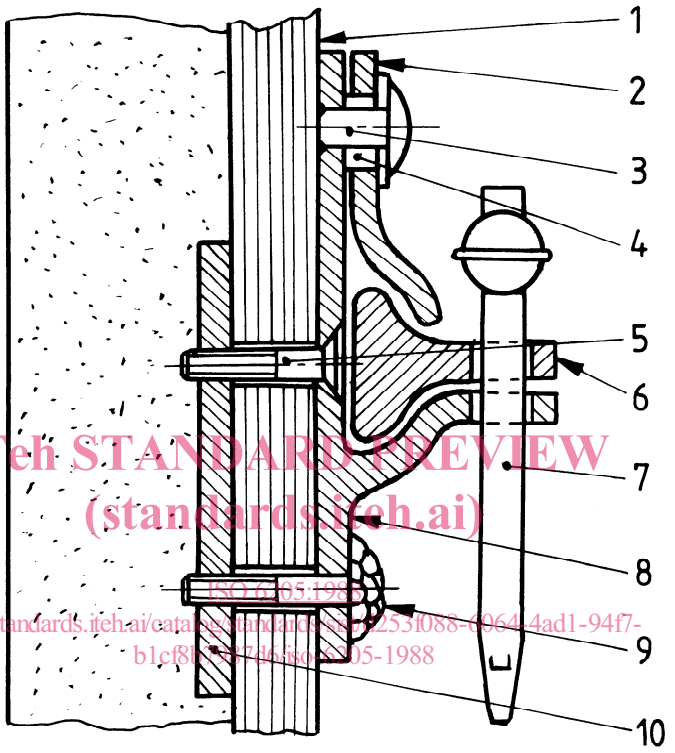
1 Rope
2 Eye
3 Steel plate
4 Binding element
5 Seal
6 Protective box
7 Head
8 End-piece

Figure 3 — Example of application of a rope-type customs sealing system with an end-piece and a head for sealing removable hatch covers



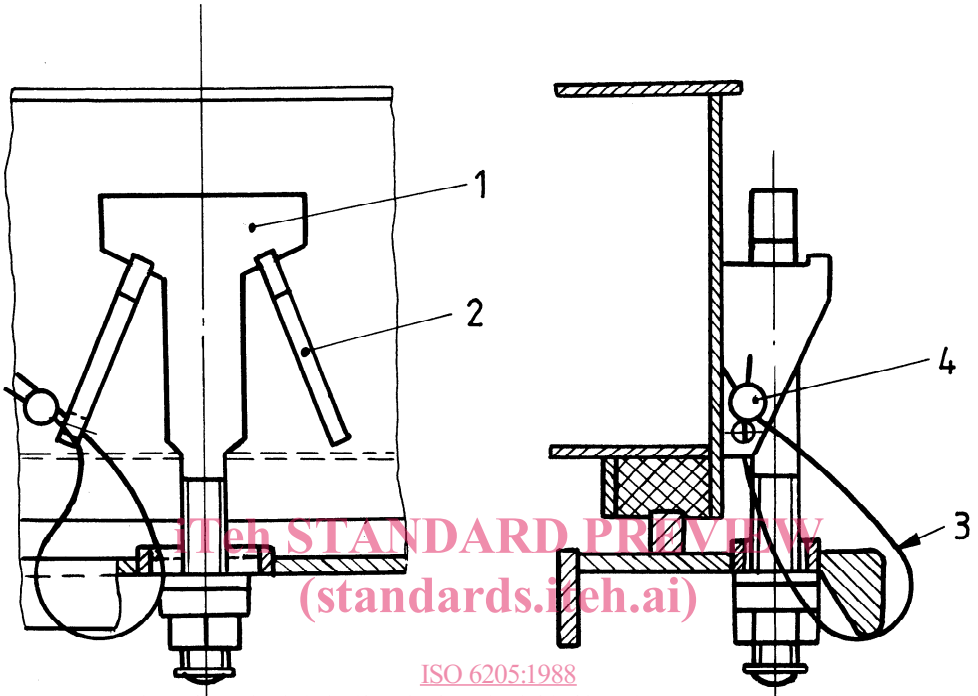
1 Rod
2 Eye
3 Steel plate
4 Binding element
5 Seal
6 Protective box

Figure 4 — Example of application of a rod-type customs sealing system for sealing removable hatch covers



1 Door
2 Pivoting section
3 Pivot
4 Pivot bush
5 Set-screw
6 Lever
7 Band-type seal
8 Retainer back plate
9 Head of set-bolt or set-screw (deformed by welding)
10 Fastener plate

Figure 5 — Example of application of a customs sealing system using a band-type seal



1 Hatch dog
2 Stop
3 Binding element
4 Seal

Figure 6 — Example of application of a customs seal using the hatch dog for sealing covers of cargo hatches

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Descriptors : shipbuilding, inland navigation, ships, customs seals, specifications.

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