**Proposal for a**

**CPM Recommendation on Sea Containers**

September 2014

by a Drafting Group of experts from Argentina, Denmark Gabon, Japan, the Netherlands and USA.

**Rationale for developing and adopting a CPM Recommendation on Sea Containers**

At the occasion of the revision of the joint IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTUs), the European Union and its Members States had suggested to the CPM-9 in 2014 that the CPM should

(a) urgently deliver an encouraging statement to those organizations, and

(b) agree that a Recommendation be developed for adoption in 2015 encouraging NPPOs, the IPPC Secretariat as well as CBD and OIE to support the implementation of the Code of Practice and awareness raising.

Accordingly, CPM-9[[1]](#footnote-1) agreed to deliver several statements in appreciation of the revised Code of Practice and in support of its implementation, and also agreed that a draft CPM Recommendation be prepared.

The draft Recommendation attached has been produced by a group of experts from Argentina, Denmark, Gabon, Japan the Netherlands and USA.

The objective of the draft Recommendation is to encourage NPPOs, the IPPC Secretariat as well as CBD and OIE to support, in various ways, awareness raising and the implementation of the revised Code of Practice. Such CPM Recommendation would be beneficial to IPPC objectives, irrespective of whether or when an ISPM on sea containers may be developed. The draft avoids mentioning current negotiations on the draft ISPM, in order to remain fully neutral to that process and avoid interference between the processes.

The IPPC Secretariat sends the attached draft Recommendation to Contracting Parties for commenting.

**---o0o---**

|  |
| --- |
| *DRAFT September 2014 by Drafting Group***CPM Recommendation on Sea Containers** **Background**When countries have carried out surveys, these have indicated that sea containers (also known as Cargo Transport Units- CTUs) to a varying degree may carry contamination, in particular in the form of soil, that may pose a pest risk. The packing of sea containers with cargo is the most likely stage in the sea container supply chain at which contamination can occur. Operators' procedures for cleanliness and cleaning of sea containers and handling of the containers and the cargo at the packing stage need therefore to take the risk of contamination into account.To that end, IMO, ILO and UNECE, with the support from the IPPC Expert Working Group on Sea Containers, have revised their joint Code of Practice for Packing of Cargo Transport Units to incorporate several elements of phytosanitary importance. This was recognized and appreciated by CPM in 2014.The present recommendation proposes actions to be taken by NPPOs, the IPPC Secretariat and other Conventions.**Recommendation**With the objective of minimizing the movement of pests with sea containers, the CPM: encourages **NPPOs** * to communicate to those involved in packing of sea containers or in the movement of sea containers in and out of their country information about the risk of pest movement with sea containers, and to support the implementation of the relevant parts of the revised ILO/IMO/UNECE Code of Practice,

encourages **the IPPC secretariat*** to work with IMO, ILO and UNECE to raise awareness amongst their members of the risks arising from the international movement of sea containers and the benefit of ensuring that sea containers are clean.
* to explore the possibilities and the finances needed to develop a brochure and poster addressed in particular to exporters, consignors, consignees, packing and transport operators, to highlight the risk of pest movement with sea containers and how these risks could be best addressed.

encourages the **CBD and OIE*** to endorse the CPM recommendation or develop in parallel a recommendation with similar involvement of their members and industry.
 |

1. cf. CPM-9 Report sect. 9.4, paragraph 54 [↑](#footnote-ref-1)