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Продовольственная и
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Naciones Unidas para la
Alimentación y la Agricultura

منظمة
الغذية والزراعة
للأمم المتحدة

COMMISSION ON PHYTOSANITARY MEASURES

Twelfth Session

Incheon, Republic of Korea, 5-11 April 2017

Adoption of International Standards for Phytosanitary Measures - Global risk of the spread of pests in association with new vehicles and used boats and planes

Agenda item 9.2

Prepared by Australia

English only

Global risk of the spread of pests in association with new vehicles and used boats and planes

At this twelfth meeting of the Commission on Phytosanitary Measures (CPM 12) contracting parties have the opportunity to consider the adoption of 16 draft standards, including a draft standard on the International movement of used vehicles, machinery and equipment.

The scope of the draft standard does not include new vehicles or used boats and planes that are moved internationally as cargo. New vehicles and used boats and planes also pose a significant risk of harbouring pests and other contaminants. Their exclusion from the scope of this standard potentially creates a part standard that does not address all risks posed by this commodity group. A part standard can create implementation issues as contracting parties look for guidance on managing pest risk from new vehicles or used boats and planes. Contracting parties may also have difficulties differentiating between new and used vehicles to implement this standard as these differences can be subtle and are not defined.

New Vehicles

The pest risk associated with new vehicles is different from used vehicles. Used vehicles can become infested due to use in the environment, whereas new vehicles should be clean but can become infested due to poor storage conditions, contamination occurring during transport to the loading port, or on the wharf prior to export. The major pest risk associated with new vehicles is seed contamination and contamination from hitch hiker pests.

Whilst the pest risk associated with new vehicles is recognised to be comparatively low, the sheer volumes of new vehicles shipped globally increases this risk, and poses a challenge to importing countries to manage this risk. During the 2015 - 2016 financial year, Australia imported an estimated 909,838 new vehicles. This is a significantly higher number of imports compared with imports of used vehicles. In Australia's experience, weed seeds, moth egg sacs, live insect larvae and live insects have been intercepted on imported new vehicles. The table attached is a summary of pest interceptions on new vehicles into Australia from 2014-2015 and 2016-2017.

Australia manages these pest risks by working with manufacturers of new vehicles to assess import pathways and to identify where the risks are occurring and measures that can mitigate the risks. This can include conducting assessments in the country of manufacture. This offshore risk mitigation strategy has been very effective in managing and reducing pest risks on specific new vehicle import pathways.

Pest risks are also managed by performing on arrival verification inspections on 5% of each make and model of new vehicles imported into each Australian port. If biosecurity risks are detected, those makes and models of new vehicles that are affected will be directed for treatment to address the identified risk.

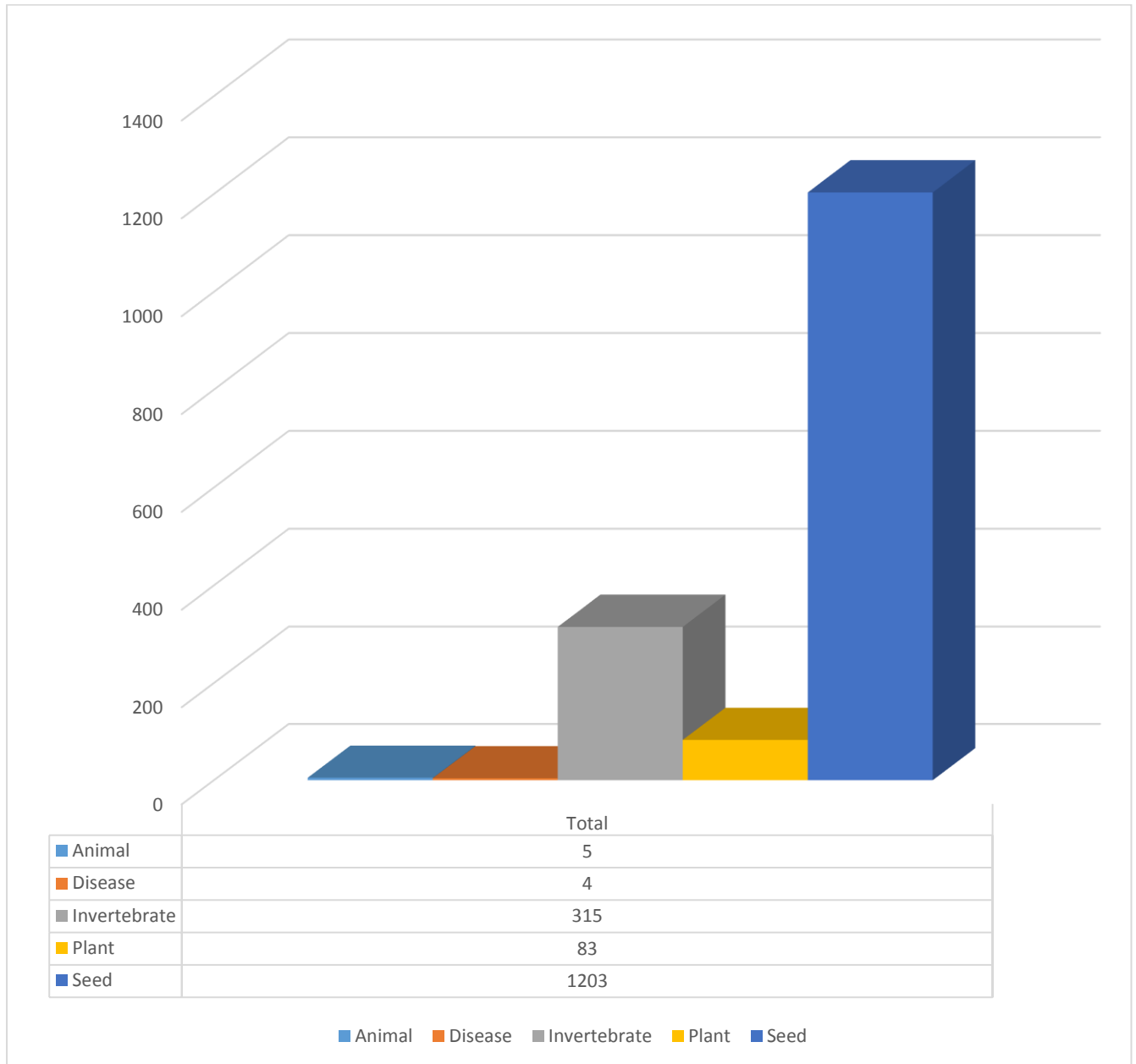
These vehicles will be re-inspected after treatment.

Used boats and planes

The pest risk associated with used planes is due to exposure to environmental elements or external contaminants due to poor storage, or infestation of timber components by timber pests. Used boats can also have water storage reservoirs that can harbour mosquito larvae or invasive aquatic plants.

Australia manages this risk by performing full internal and external on arrival inspections of all used boats imported into Australia as cargo or sailed in. Specially trained and accredited biosecurity officers perform these inspections with a primary focus on detecting the presence of timber pests.

Attachment 1: Pest interceptions on new vehicles from 2014-2015



Attachment 1: Pest interceptions on new vehicles from 2016-2017

